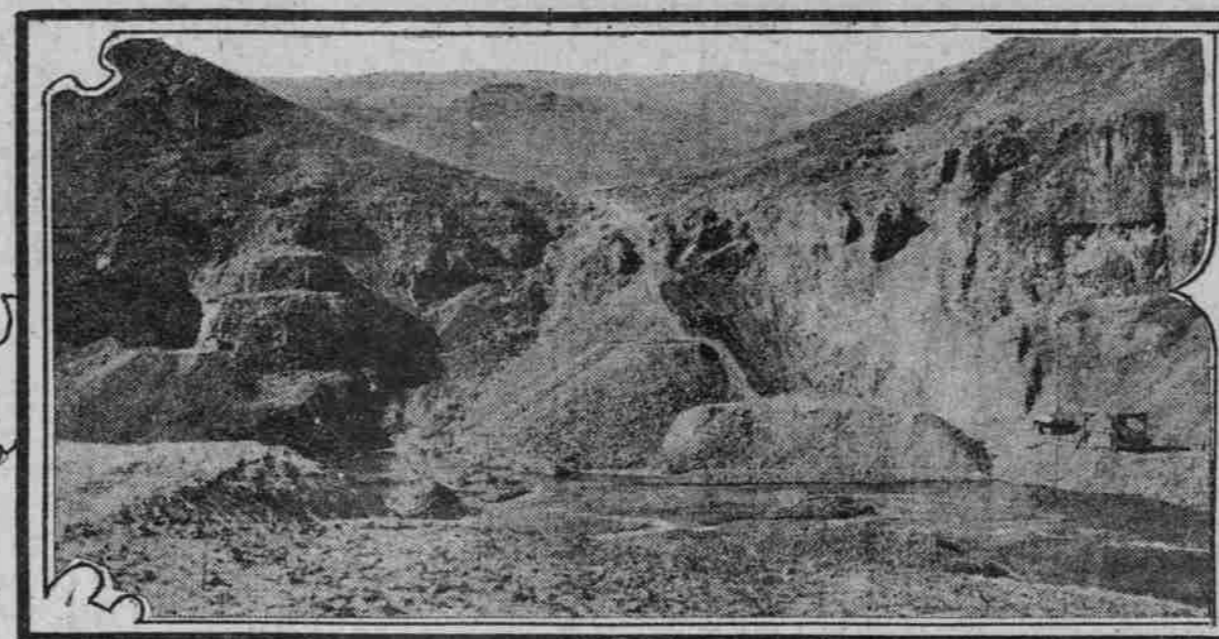


# DESCHUTES ROAD SOON TO HAVE 32 MILES OF TRACK BUILT

With Completion of Trestle Over Simmons Creek, Work Will Progress Rapidly on 20 Miles of Grade Now Ready—Harriman Officials Assert Lines Differ Only in Minor Details.



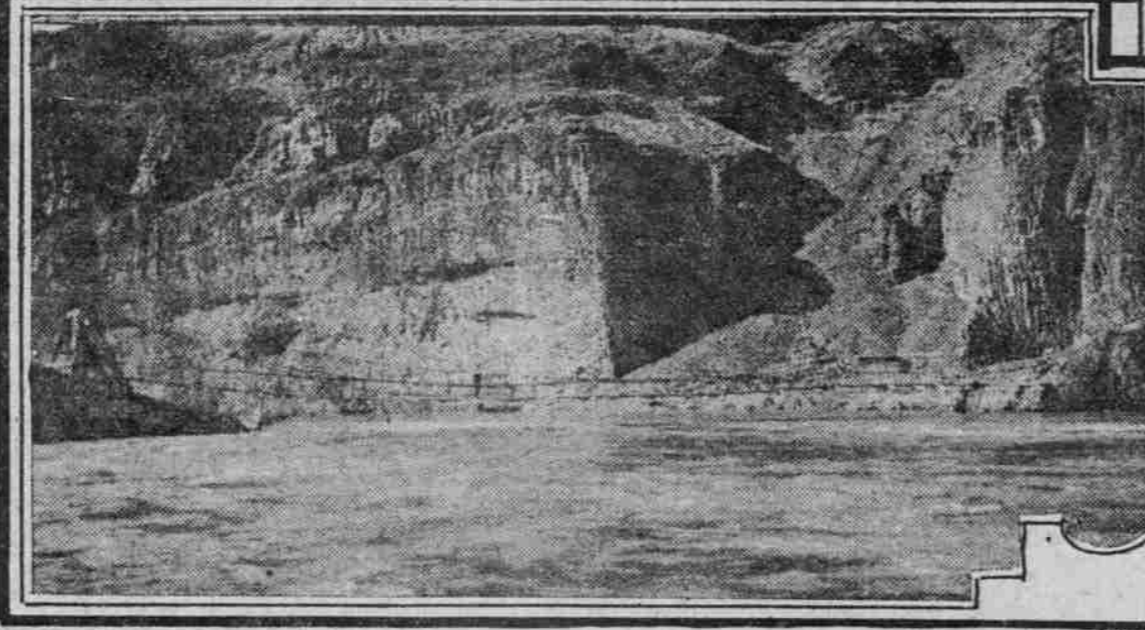
BINNACLE AT MILE POST 57 1/2 DESCHUTES R.R. LINE RUNS BETWEEN BINNACLE AND BLUFF.



WHERE THE DESCHUTES RAILROAD AND OREGON TRUNK ARE TUNNELING THE OXBOW SIDE BY SIDE. DESCHUTES R.R. TUNNEL APPROACH AT THE RIGHT.



THREE CUTS AND FILLS MADE BY OREGON TRUNK LINE IN OVERCOMING DIFFICULT CONSTRUCTION AT THE OXBOW.



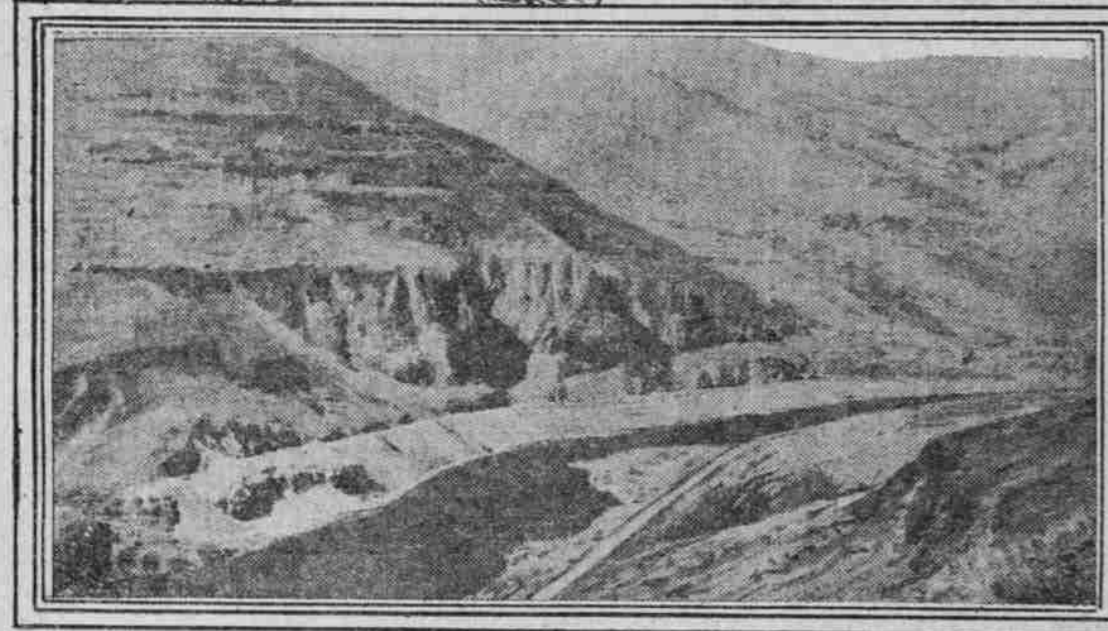
CABLE FOOT BRIDGE BUILT BY OREGON TRUNK OVER DESCHUTES RIVER AT THE "OX BOW"



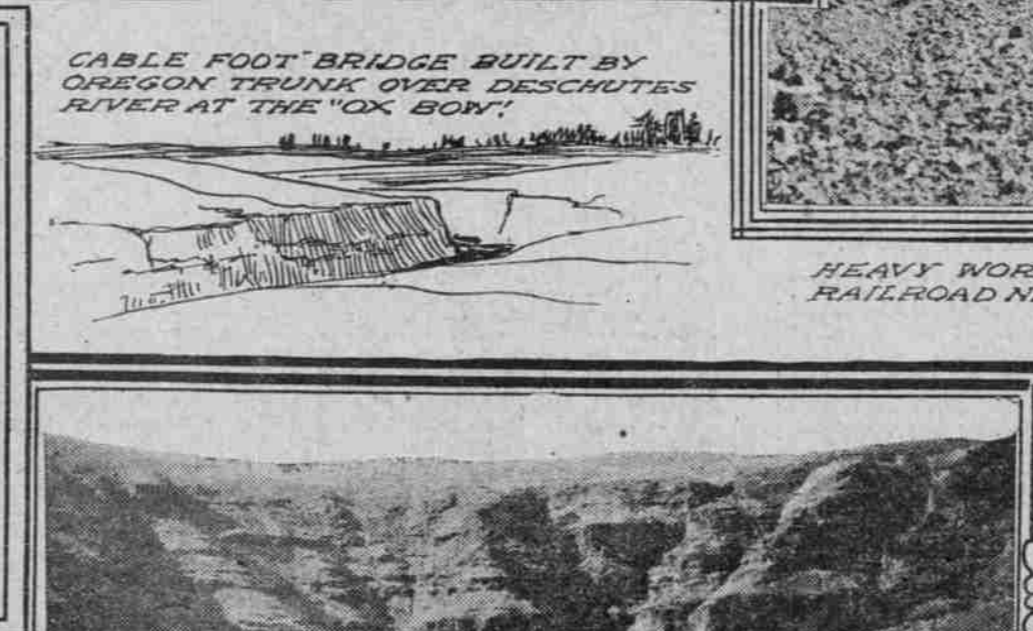
HEAVY WORK ON THE DESCHUTES RAILROAD NEAR SHEARER'S BRIDGE



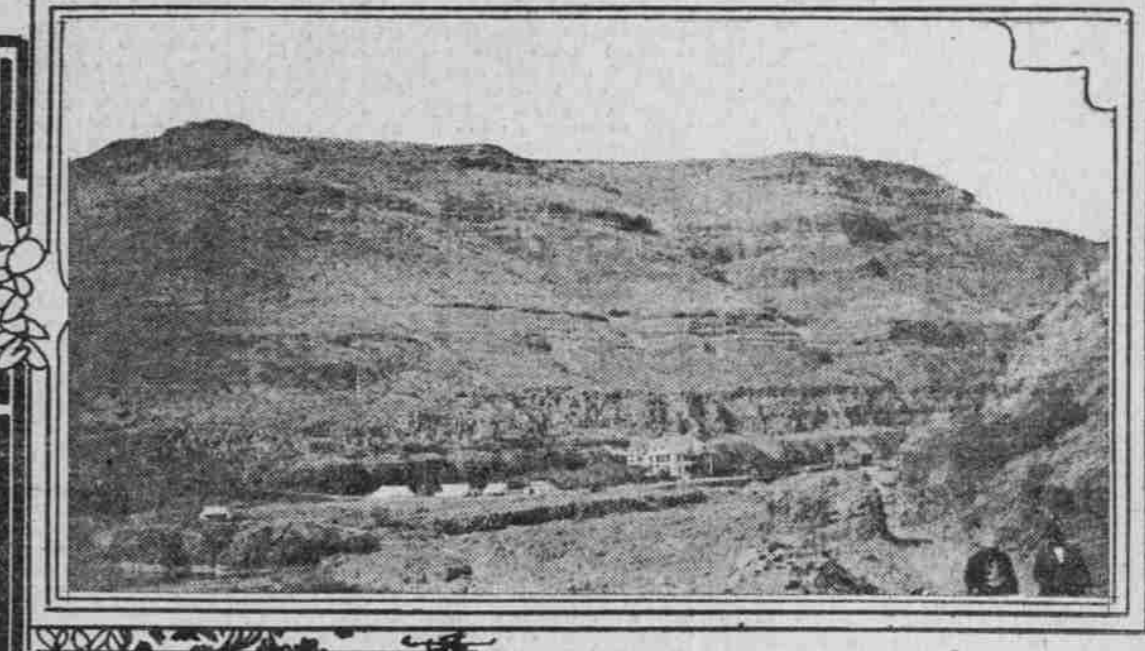
SOUTH APPROACH TO TUNNEL NO. 2 DESCHUTES R.R.



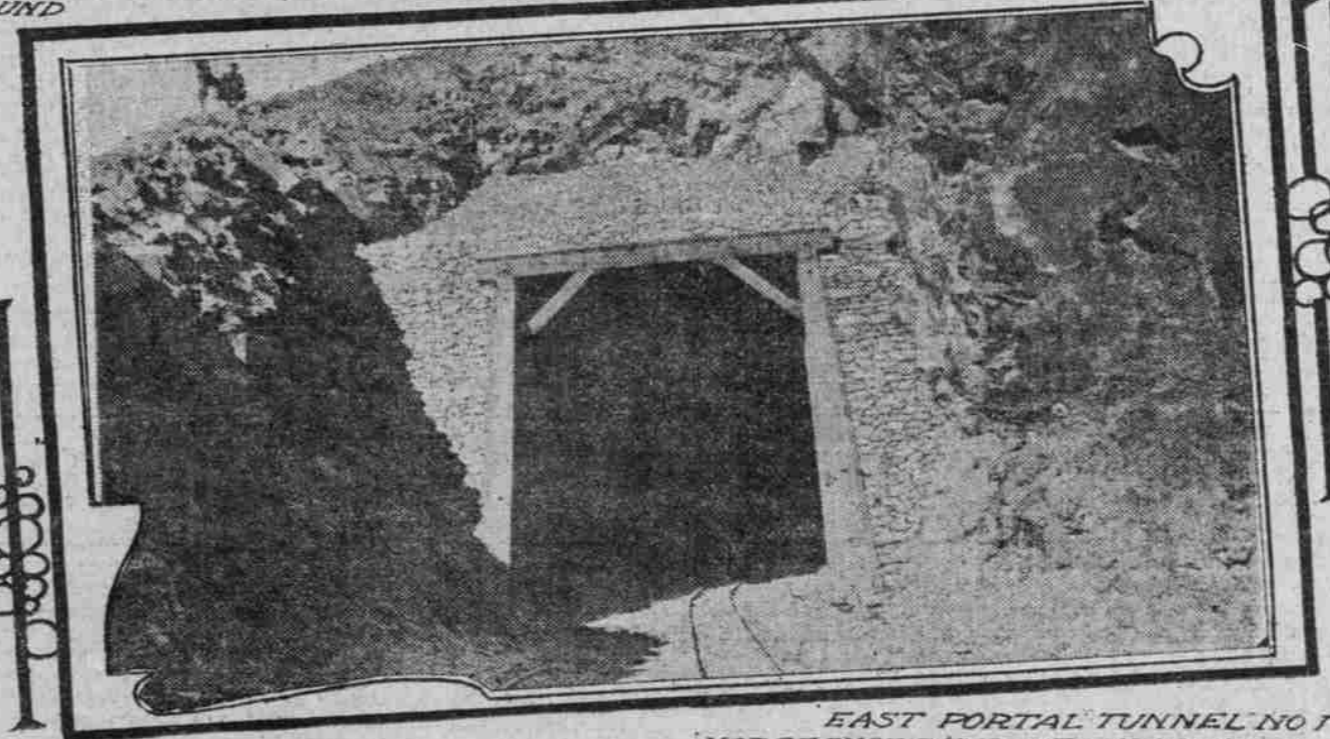
LOOKING DOWN ON THE TWO RAILROAD GRADES THREE MILES NORTH OF SHEARER'S BRIDGE



LOOKING DOWN RIVER AROUND HORSE SHOE BEND



SHEARER'S BRIDGE HOTEL



EAST PORTAL TUNNEL NO. 1 HORSESHOE BEND DESCHUTES R.R.

GRASS VALLEY, Or., April 16.—(Staff Correspondence).—Tracklaying on the Deschutes Railroad, temporarily halted by an incomplete high trestle over Simmons Creek five miles from the mouth of the Deschutes commenced again last Tuesday, and the Harriman road now has a straight sweep of 20 miles of completed grade on which track will be laid rapidly.

The rails are now over the Simmons Creek trestle and by the time the 20 miles are covered other bridges will be in, and within a month it is expected that work trains can be operated to the portal of tunnel No. 1 at Horseshoe Bend. This will give the road about 32 miles of track.

The tunnel at Horseshoe Bend is also rapidly nearing completion and track laying will be halted there only a short time. Possibly by the time the rails reach that point they can be laid through the tunnel and be extended on to tunnel No. 2 which penetrates what is commonly known as the Oxbow, about two miles north of Shearer's Bridge.

More than half the grading from Deschutes to Madras is now completed and unless the construction forces are held back by delays in approval of the right of way along the river where it bounds the Warm Springs Indian reservation, grading will be completed to Madras within three months. Tunnel and bridge work will hold up the completion of the work another month but the prospect now is that track laying will be completed to Madras within four months.

With the exception of the 12 miles through the Warm Springs reservation, the work is fully covered, and is progressing rapidly, but the construction forces are becoming restive in their anxiety to begin work in the reservation. Under the terms of the agreement entered into some weeks ago by the Oregon Trunk and the Deschutes Road, the latter will cross from the east side of the river to the west side at the northern boundary of the reservation, near the same point where the Oregon Trunk crosses from the west to the east side. In other words, the two roads exchange sides in the canyon for a distance of 12 miles, when the Harriman road crosses back and ascends Trout Creek to the Madras Plains. The agreement is partly based on early action by the Interior Department on the subject of comment, it is maintained by the Harriman officials that the variance is principally one of construction methods and not indicative of the ultimate material difference, in the railroads. The Harriman roadbed is narrower than that of the Oregon Trunk, but it is asserted that inasmuch as practically the entire length

of the road, in consequence of the character of the country traversed, will be basaltic rock ballasted, the narrow grade is as good for present needs as the wider. It is also asserted that after the rails are laid and the road is in operation the grade can be widened at much less cost than during the original construction in such an inaccessible country. Standard O. R. & N. construction has been adopted in the track work.

In the matter of grades the principal differences exist in entering the Deschutes and leaving it. The Oregon Trunk by commencing construction at Celilo, four miles west of the mouth of the Deschutes, secures a lesser grade in getting over the Moody dam site a few miles up the stream. The Deschutes road leaves the main line of the O. R. & N. about one and a half miles east of the mouth of the river.

The difference in grade in getting out of the Deschutes Canyon is about two-fifths of one per cent in favor of the Oregon Trunk Line, which follows Willow Creek from its confluence with the Deschutes to Madras. The Harriman road enters Trout Creek and while following a somewhat stiffer grade, reaches the "top of the hill" with a road about six miles shorter than the Oregon Trunk Line. It is asserted by the Harriman people that two engines will be required to negotiate the grades on either road with heavy trains, and that the lighter grade secured by the Hill road is offset by the greater cost of construction.

While James J. Hill has called a man of national reputation in John F. Stevens, to build the Oregon Trunk Line, the Deschutes Railroad also has engineers in charge who have been engaged in some of the noted engineering projects of the day. George W. Boschie, the chief engineer under whose direction the road is being constructed, built the famous Galveston sea wall. The assistant engineer, H. A. Brandon, who is in personal charge of construction, is a native of England, and a graduate of the University of Edinburgh and of Cooper's Hill Military Academy, England. Mr. Brandon served with the Royal Engineers in Upper East India and worked on the reclamation of the lower Nile district in Africa. After resigning his commission in the British Army, he built the Jamaica Government railway and worked on the Nicaragua Canal survey, subsequently engaging in private engineering enterprises in Central and South America. At the outbreak of the Spanish-American War, Mr. Brandon accepted a commission in the American Army and served in Cuba and the Philippines. On his return he became assistant engineer of the Southern Pacific, and while in that position built the noted Lucin Cut-

off across Great Salt Lake. He has been with the O. R. & N. since 1906.

Mr. Brandon has established a sort of military discipline among the engineering camps along the east bank of the Deschutes, which has had a noticeable effect in the progress of the work.

When the old settler of Central Oregon travels over the completed railroads in the Deschutes Canyon he will have difficulty in recognizing one of the most noted landmarks of early days. Before the construction of the Shantiko branch of the O. R. & N., the main artery of travel to Central Oregon was from The Dalles via Shearer's bridge to the interior. Freighters and stockmen in days gone by made Shearer's a stopping place for the night, a hotel having been constructed on the west bank of the river near the bridge. At this point the Deschutes is compressed into a gorge between rock walls so narrow that single sticks of timber form the one span of the bridge. In the palmy days of the wool trail this toll bridge used to net the owner \$3 to \$4 daily.

The Harriman road now occupies a part of the old trail down the east side of the canyon, but has replaced it with a new switch-back wagon road that it is said cost the company \$15,000. A half mile below Shearer's a little settlement has been established known as Buck's Hollow. A few shacks built in a row are occupied by dispensers of general merchandise, near beer and meals. In a journey of only 24 miles from Grass Valley, a town with modern brick buildings, residences, water works and electric lights, one is transported to a primitive frontier station. The shacks are furnished with homemade benches and rough board bars and counters. A typical sign in a near-beer joint is "Near Beer, 25 cents per bottle—without glass." With glass, 50 cents." At Buck's Hollow the Harriman road is arranging for switches with the expectation that some traffic from the grain lands above the canyon will come down the steep three miles of road into the canyon.

Shearer's Bridge and vicinity comprises one of the busiest places along the route,

for only a short distance north the two railroads are being tunneled through the "Oxbow" side by side. At the "Oxbow" the river makes a long detour to the west, swinging back again and leaving a high peninsula that is about one-fourth mile across at the base. It is necessary for the Trunk Line to span the river, here through this peninsula, and then jump the river again in order to avoid the long detour. The Deschutes road also tunnels the peninsula, and the result is that the two tunnels are going in within 200 feet of each other.

Originally the Oregon Trunk Line planned to go around the "Oxbow," and part of the grade was constructed. Then it was decided to tunnel and on the south side a cut and fill were started heading for about the point where the Harriman road had planned to tunnel. The forces of the latter forestalled the Hill contractors, however, and the latter again changed location and constructed

a third cut and fill for an approach to the bridge that will lead to the south portal of the tunnel.

All the hardships overcome by the engineers and contractors in constructing the two railroads up the Deschutes will probably never be told, but the experience of one engineer at the "Oxbow" is typical of frequent occurrences.

Last winter one of the Harriman engineering camps was established near the south approach to the tunnel, but when the Oregon Trunk Line also began tunneling it became necessary to move this camp to get out of the way of rocks sent up by the blasts of the tunnel workers.

A location was selected about two miles down stream. There were no wagon roads along the precipitous sides of the canyon, and it was impossible to take the camp lumber over the foot trails. So it was decided to float the lumber down stream. One raft was made up and one

or two men boarded it, while others were sent ahead to aid in stopping it when it reached the campsite. But the speed of the rushing stream was miscalculated and the raft arrived at the campsite before the men sent ahead on foot. It carried its passengers on down the stream two miles, where it was abandoned for other camps.

Another raft was then made up and was launched with A. B. Moulder, an engineer, on board as pilot. This raft was caught on a riffle before it reached the campsite and the torrent began pouring over it. It was zero weather and there was snow covering the shores of the river and canyon sides. Moulder faced the alternative of taking to the water or freezing on the raft. He first tied a rope to his body and tried wading ashore, but got beyond his depth and had to pull himself back to the raft. Then, with clothes saturated, his situation became critical. Moulder's compan-

ions on shore started back to Shearer's Bridge in the hope of getting a boat, but the engineer became convinced that he would freeze to death before they could rescue him. Then, stripping himself of all his clothing but a flannel overshirt, he plunged into the icy water and after a long struggle reached shore. Barefooted, wet and most scantily clad, he began the tramp to another camp a mile and a half away. He reached this camp with both feet frozen stiff and cut and scoured by loose rock. His injuries, however, proved not so serious as at first supposed, for in a few days he was again back at work and is still on the job.

**Patriotism and Breakfast Bacon.**  
Indianapolis News.  
The same American breakfast bacon that sells in this country for 22 cents per pound sells in Ireland for 15 cents per pound. However, all of the bacon sold in this country is figuratively wrapped in the Star Spangled Banner.

**Well Meaning.**  
New York Sun.  
If you think I have a horrid disposition, and my temper is the worst you ever saw, if you think my life a baseless invention, and my conversation worse than any bore, for goodness sake then say just what you think.

Don't imagine that my pride is over-magnified.  
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