## RAPS SUMNER AS PROMOTER

(Continued from page 1.)

the North Bank and the Hill system in Oregon, has repeatedly declared that he knows nothing of this road. The Southern Pacific men themselves don't believe that the Hills have anything to do with it.

'In the records of the Harriman offices the Pacific Great Western is set down as a "promoters' scheme". It is placed on about the same basis as a score of other roads started within the last few years for the announced purpose of building to the coast, none of which roads ever materialized. Whether these enterprises are great or small, the Harriman interests are almost sure of learning exactly what the standing of each is. That the identity of the Pacific Great Western has been traced far enough to satisfy the Harriman officials that ft is not likely to develop into a rival enterprise or that its possibilities are Insignificant is almost certain. The activities of the "road" do not seem to worry the Southern Pacific a great

"Twohy Bros., who have the contract for constructing the first 23 miles of the Southern Pacific's Eugene-Coos Bay road, have a force of men at work and expect to rush their work to completion. Neither they nor Southern Pacific officials have the least apprehension that the maneuvers of the other road will hinder them."

### TALKS OF LINE

Engineer Hunt of Sumner Lines Tells

of Line to Coos Bay The Eugene Register in its story of the awarding of the contract for construction of the Sumner line from Eugene to Coos Bay quotes Engineer Hunt as follows:

"We have worked against great odds, made an uphill fight, and won The reason we have been reticent in giving our reports was because we want a rallway line and our every movement would have been checkmated by those allied to other The objects to be attained fully justified us in pursuing the At all times, we course mentioned. have acted in good faith, with no motive in view other than that of the construction of a railway from Eugene to the coast."—Statement of Messrs, Hunt & Bingham, in charge of the Pacific Great Western Railway company's affairs at Eugene.

The Register also says:
"D. L. Hutch'son construction engineer who represents the contracto s. McArthur & Perks (Limited) of Chicago and New York, has been in charge of tunnel construction. He is now establishing a camp at the

"The sub contractors, Messrs, Roylance, Messinger, and Dye, leave this morning for the scene with several wagonloads of camp equipage and implements. The contract of this latter firm includes tunnel construction and the first stretch of grading from the summit to Coos Bay.

"A gang of over 60 men will be put to work at once and additional men and equipment will be added as fast as weather will permit. The length of the proposed tunner will approximate 2,400 feet. Completion of the road will entail an expenditure of \$5,000,000.

"It is also announced from headquarters that the surveying crew will complete its final location to the coast by the latter part of December. C. Ayers, assistant engineer who has been locating a line from Mapleton west, reports splendid progress. Early in January the survey from Elmira to Eugene will be started and pushed rapidly toward completion with view to putting the Pacific Great Western railway on the map at the earliest possible moment." Gets Other Pass.

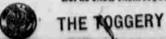
The Eugene Register says: "Rightof-way Agent Buell had a meeting and urinary irregularities. Foley with a number of the principal stockholders and officers of the Asset company Tuesday evening to arrange some sort of a deal with them for their equity in the 30 acres of Noah

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It is high land and the work is not sticky when wet. This clears nished labor and provisions. up every obstacle in the way of the S. P. Co.'s line clear through to the tunnel, a distance of 23 miles and work will be prosecuted vigorously probably all winter."

ROW OVER TRANSFER

Lively Litigation Over Sale of Lance County Asset Co.

The Eugene Guard says: The rank and file of stockholders

known as Powell's pass and it was of the daily papers. The deal was Pacific Railroad company and the consummated recently. Mr. Buell put through by the "inner circle" officers and agents of said Lane has had a deed for the 30 acres in without the customary formality of County Asset company from destroycontroversy for some time. He also giving other members interested a ing the value of said line of railway has an assignment of the mortgage voice in the proceedings. In view of and that a receiver be appointed by on the same tract from George O. this high-handed procedure the "co- this court to take possession of said Yoran. The individual stockholders terle" is coming in for a good share line of railway and of the books and of the Asset company who held a con- of censure and threats to sue are accounts and stock subscriptions of tract for the sale of the land as well freely made by members who were said Lane County Asset company and as the officers of the company have in nowise consulted in the matter, to proceed to collect the same under transferred the contract to the South- It is felt on this account by those direction and order of the court. ern Pacific company and they have who have a right to know what is c'ear right-of-way now through the going on within the councils of their own corporation that no further subof making a deep cut through the scriptions should be paid to the com- for the defendant's railway line and hill can be prosecuted whether the pany whose funds should be expend-weather is wet or dry, as the soil ed to satisfy creditors who have fur-as Christner's Pass. That he brought

broglio, George Perry, railroad contractor, has filed suit in the circuit awarded judgment in the sum of \$6,court against the Lane County Asset 500. It is further alleged by Perry company, a corporation, the Willam- that in order to avoid payment of the ette Pacific Railroad company, a corporation, and James L. Buell in which | Pacific company might acquire the plaintiff Perry prays a decree of the right-of-way in Christner Pass and court enjoining and restraining said destroy the line of the Asset comdefendants from destroying the grade pany, all of the defendants entered and construction work of the I and into a conspiracy to defeat and de-County Asset company and from tag- fraud creditors of the Lane County in the Asset company, so it is alleged, ing possession of its sail right-of- Asset company. knew nothing of the transfer of that way and setting aside the pretented corporation's holdings to the South- transfer to said Buell, and that the ern Pacific Company until that fact same be held for naught and enjour-goods PRENT 38 & Co.

Christner's place through what is was announced through the medium ing and restratoing said Willamette officers and agents of said Lane

> The plaintiff alleges in his complaint that he was hired by the Asset company to do grading work action against the company to recover In connection with the above em- the reasonable value of his services performed and that he was du'y judgment and that the Willamette

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