

GATES OF CENTRAL OREGON TO BE OPENED BY HARRIMAN

Central Oregon will be penetrated by a railroad, work upon which is to begin immediately, says the Oregon Daily Journal. The route to be followed, in all probability, is up the Deschutes river canyon from the Columbia, leaving the canyon at the southern extremity of the Warm Springs Indian reservation at the mouth of Trout creek, thence east to Madras and southward to Bend.

Julius Kruttschnitt, active head of Harriman's coast lines, has been summoned to Pelican lodge. The result of the conference between the railroad king and his associate will be to definitely determine the route into the interior and the immediate construction of the line. All feasible routes into central Oregon having been surveyed, work will start probably within the next 60 days. The Columbia Southern will not be extended.

Edward H. Harriman has uncorked the bottle within which he has held the destiny of central Oregon ever since central Oregon's destiny hinged upon the advancement of railroad transportation.

Harriman will build into the central portion of the state, without further delay or parleying. The definite course of the route to be followed will be made known as soon as Julius Kruttschnitt, who leaves today for Pelican Lodge in response to a wire summons from the railroad magnate, concludes his conference.

Road Extended.

This much, however, is certain. The Columbia Southern will not be extended. The route is not feasible from Shaniko southward. Hence, it will be abandoned. In consequence, Harriman has turned his attention to the Deschutes canyon line from the Columbia. There is little doubt but that within the next few weeks dirt will begin to fly in the ravine leading southward where the line will be constructed until the table land is reached at the mouth of Trout creek at the southern edge of the Warm Springs Indian reservation.

An Easy Grade.

Along the entire route the grade is easy, but the construction work in the canyon will consume probably double the time necessary to complete the line from Madras to Bend, where, owing to the smoothness of the country, there is little work detailed aside from laying the ties and rails.

Ten thousand people in Crook county alone will welcome with unalloyed joy the announcement of immediate railroad construction into the interior—the result of the conference of several days' duration which has taken place at Pelican Lodge between Mr. Harriman, Governor Chamberlain, J. P. O'Brien, general manager of the O. R. & N., and Fred S. Stanley, head of the Deschutes Irrigation & Power company of Crook county, the largest private irrigation project in the United States.

Vast Benefits.

The vast benefits to accrue both to central Oregon and Portland—particularly the central part of the state—through the realization of railroad facilities, are so far beyond computation it is probable that citizens of the interior will give vent to some remarkable demonstrations when the news reaches them.

While Mr. Harriman has given a definite and conclusive promise that rail construction will begin immediately into the interior, and has already summoned his aides and taken steps to fulfill his intentions, he intimates that there must be cooperation on the part of the citizens of Portland and the interior, or development may be retarded.

For instance, during his conference with the governor, Mr. Stanley and Mr. O'Brien, he referred to the Southern Pacific's Fourth street line in this city.

Plea of Poverty.

"Money is tight," declared the railroad king. "Financial conditions are far from having recovered from the panic of last fall. It has taken extreme measures to keep things going. Personally, I had to pledge securities worth \$5,000,000 to raise money with which to keep an eastern road from going into a receiver's hands. Hence, expending money on railroad construction must be done now and for some time to come with caution."

"We shall probably ask for an extension of a year's time in removing our lines from Fourth street in Portland. To do this work will require an expenditure of close to \$800,000. If we are compelled to spend that amount in Portland this fall, it will seriously handicap any road into the interior. We haven't any too much money, and practically every state through which our lines run are

clamoring, just as Oregon is clamoring, for more rails."

Governor Returns.

Both Governor Chamberlain and Mr. Stanley, together with Mr. O'Brien, returned enthusiastic over the result of the conference. If any doubt as to Harriman's intentions respecting central Oregon are entertained, it is not in evidence.

"Harriman will build into central Oregon," declared Governor Chamberlain this morning. "He has given his absolute promise, flat-footed, definite and without equivocations. He has said immediately, means it, and hardly before we were out of his sight he started the wheels by summoning Mr. Kruttschnitt for a final conference before the line is definitely decided upon. Within 60 days at the outside work will be started on the long-delayed means of putting the interior on a rapidly-developing basis."

Was Intending to Build.

"There is little question," the governor continued, "but that Harriman fully intended to build this route last year. He told us that prior to the panic he had \$88,000,000 in bonds just ready to float for construction work when the stringency came on. Of course that placed a quietus on every plan. The promise he has given us now, however, means a fulfillment without delay of his original intention."

That the construction of a road into the heart of a section rich in natural resources will prove a mighty stimulus to rapid development, settlement and production, is the view taken by Mr. Stanley, whose company has a segregation in Crook county of 200,000 acres of land, 1000 of them under irrigation and upon which nearly \$1,000,000 has already been expended.

"There is little question that Harriman intends building up the Deschutes canyon, coming onto the table land at the mouth of Trout creek so as to tap the wheat raising section of the Agency Plains, then into Madras and southward to Bend. He intimated as much and I think the conference with Mr. Kruttschnitt will result in a definite announcement."

SIoux WARRIORS ARE HUNGRY FOR DOG MEAT.

It is reported that the large band of Sioux Indians that will take part in the annual celebration of Frontier days at Cheyenne, intend to enjoy a dog-eat in Frontier park during the festivities unless prevented by the Humane society, says the Denver Republican.

It is also reported that a number of dogs in the Cheyenne pound will be

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turned over to the redskins upon their arrival at Cheyenne early next week. Members of the Frontier day committee say they know nothing about the affair one way or the other.

It is known that Indians visiting Cheyenne in the past have expressed a desire to enjoy their tribal feast of hot dog, but have always been prevented. Young Sitting Bull, who will be in charge of the band of warriors, squaws and pappees coming to Cheyenne, next week, has assured the Humane people and the Frontier committee that there will be no cruelty.

The young chief says eating dogs is no worse than white people eating chickens, rabbits and other animals and for himself he prefers a nice fat dog to any meat eaten by the pale faces.

The dogs will be shot or knocked in the head, and thrown into the boiling water. After the hides have loosened the carcasses will be taken out and the hides skinned off and the bodies put back into the water and left there until thoroughly cooked. If the committee and spectators object to the feast being conducted in front of the grandstand it will be enjoyed by the reds behind the stands or in their big tepee.

To an impulsive man it is a lot easier to fight for his friends than it is to get his friends to fight for him.

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