

ECONOMY OF SINGLE TRACK UP DESCHUTES SHOWN BY SKINNER

Both Lines Losing Money, Declared At Hearing Before Commission

PORTLAND, July 19. — Proposed abandonment of the Oregon Trunk tracks from Metolius to South Junction will mean a heavy reduction in the transportation expense which the line must carry, W. D. Skinner, traffic manager for the Oregon Trunk and the S. P. & S. stated yesterday while testifying in the public service commission's hearing on the railroad's application for permission to give up operation on its own tracks between those points.

Plans are now being considered by the Oregon Trunk and the O-W. R. & N. for joint use of one track between Bend and the Columbia river. Just when this will come about, he did not know, but stated that under the present plan of operation, both lines are losing money in Central Oregon.

He declared that most of the time the road did not even pay operating expenses.

Only Preliminary Step

"This proposed abandonment of 29 miles of line is but a preliminary towards the unification of the two lines from the Columbia river to Bend," Skinner declared.

He pointed out that the proposed abandonment of the South Junction-Metolius section will mean a great reduction in the transportation expense the line must bear. The witness said his road did not receive \$5,000 a year in freight returns on the 29 miles of line it wants to lose.

Skinner declared there will continue to be competition for business by the two lines and denied there is any intention of the O. T. and O-W. forming a legal consolidation. He said the O-W. R. & N. line between South Junction and Metolius is five shorter than the Oregon Trunk tracks.

"As a feeder line it has some value, but I do not regard it a successful feeder line," said Skinner.

Business Chieftly Lumber

He stated that nearly all of the business received by the two roads originated in Bend, from whence 4042 carloads of lumber were sent last year. The witness said that to the best of his knowledge the Oregon Trunk line cost \$16,000,000 and the O-W.'s Central Oregon line \$6,000,000.

He said there will be no immediate reduction in Central Oregon freight rates even if the Oregon Trunk is permitted to give up the section it wishes to abandon.

Costly Repairs Needed

W. H. Marsh, Oregon Trunk engineer, announced that if the company cannot quit the 29 miles talked about, it will have to construct at once repairs on two bridges that will cost \$100,000 and the replacement that should be made at once will cost \$20,000 more.

Marsh said the normal maintenance cost of the 29 miles was between \$30,000 and \$40,000 annually.

O. B. Riddle, Oregon Trunk accountant, said these 29 miles cost \$3,146,568 to build.

Riddle stated that only 2 per cent of the freight secured by the Oregon Trunk line originated along the line of the disputed section.

John K. Kollock, Portland attorney, appeared for citizens of Madras

and Mecca, as well as for the Jefferson Water Conservancy district and the West Side Reclamation district.

Settlers' Right Presented

"This proposed section of line to be abandoned is not in the Deschutes river canyon," said Kollock, "but is constructed on right of way out of the canyon. It is not asking permission to build a new line paralleling an old one, but it has been operated some ten years and many people have settled in the district through which it passes, have built homes and business there because the line was down. Mecca will be wiped out and Madras will be thrown a mile and a half away from the railroad if the Oregon Trunk tracks are torn up. In the next few years more than 200,000 acres of irrigated lands in the section now served by the 29 miles of Oregon Trunk tracks will be thrown upon the market. Rich timber is also near."

C. W. Rastait represents government interests in the Warm Springs Indian reservation, which is near the O. T. line. R. J. Knott, traffic manager of the Western Pine Manufacturers' association, is taking an active interest. C. A. Hart conducted the questioning for the railroad, which was also represented by President W. F. Turner and other officials.

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NOTICE TO CONTRACTORS

Sealed proposals will be received at the office of Douglas Johnson, School Clerk, La Pine, Deschutes County, Oregon, for General Contract and Plumbing Contract of School Building and Gymnasium until 12 a. m., July 22, 1922, and not thereafter. Bids to be opened on the same date.

Plans and specifications therefor may be secured at the office of Lee Thomas, Architect, and Hugh Thompson, Bend, Ore., about July 13, 1922, upon a cash deposit of \$5. No proposal will be considered, unless accompanied with a certified check for an amount equal to seven (7%) per cent of the amount of the bid. The right is reserved to reject any or all bids.

Dated at La Pine, Ore., July 11th, 1922. 31-40c

NOTICE OF HEARING UPON FINAL ACCOUNT AND PETITION FOR DISTRIBUTION.

In the County Court of the State of Oregon for the County of Deschutes. In the Matter of the Estate of J. P. Keyes, Deceased. Notice is hereby Given, That, Harry K. Brooks, executor of the

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last will and testament of J. P. Keyes, deceased, has rendered and filed his account of his administration of said estate, together with a petition for its allowance and approval, and for the distribution of the balance remaining in his possession as such executor.

That Monday, July 31, 1922, at 2:30 o'clock p. m., at the office of the County Judge in the Court House in Bend, Oregon, has been fixed as the time and place when and where any person interested may appear and file objections to said final account and the petition for the distribution of said estate, by an order made, entered and filed in the above entitled County Court by the Judge thereof.

Dated at Bend, Oregon, June 28, 1922.

HARRY K. BROOKS, Executor of the Last Will and Testament of J. P. Keyes, Deceased.
R. S. HAMILTON, Attorney for Executor. 21-27-33-39-45c

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