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# THE BEND BULLETIN.

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## HILL MAY BUILD INTO THE BEND COUNTRY

### LATEST MOVES WOULD INDICATE SUCH PLANS

John F. Stevens, Hill's Famous Engineer, Takes Secret Trip Through Central Oregon, Traveling Incognito—Harriman Sleuths Follow Him Over Entire Journey.

A lively game of "Fox and Geese" has been played in Central Oregon during the past two weeks, with John F. Stevens, one of the greatest location and construction engineers in the world and supposedly in the employ of J. J. Hill, as the goose, and a number of Harriman sleuths as the fox. The goose apparently outwitted the fox this time, however, took an extended jaunt throughout Central and Southern Oregon, and finally returned to Portland from whence he came. But the Harriman fox is still nosing around on the goose's trail trying to find out where he went and what he did. Dropping the metaphor, Stevens has made a careful trip throughout this part of the state, traveling under the name of Jas. F. Sampson, of Chicago, and Harriman has had men dogging his steps wherever he went. Harriman officials at Portland have spared no expense in keeping track of the famous Stevens, alias Sampson.

It is generally believed that Stevens is in the employ of Hill and that Hill intends to build into Central Oregon. This is what has stirred the Harriman forces so violently, and explains why they dogged Stevens' footsteps so persistently. Stevens was in Bend on Saturday, July 9, leaving the next morning for the north. He registered at the Hotel Bend under the name of Jas. F. Sampson, of Chicago. He was accompanied by Dr. J. F. Reddy and J. G. Rogers, who registered from Medford.

John F. Stevens was at one time chief engineer on the Panama canal, during the Roosevelt administration, and is the engineer who, under Hill, built the Great Northern through to the coast. Hill considers him the greatest location and construction engineer in the world.

That the Harriman officials place great importance on this secret visit of the famous engineer to this part of the state is evidenced by the persistency with which they attempted to follow him. Station Agent Wilson at Shaniko, made a quiet appointment with a Bend man who came through there a couple of weeks ago, gave him a description of the Stevens party, and asked the Bend man to wire him (Wilson) every evening if anything was seen or learned regarding Stevens. Last Friday evening, R. W. Young of Salt Lake arrived in Bend, the sole purpose of his visit being to ferret out where Stevens had been and what he had done. Young left Saturday evening, going south. He was stationed at Bend two years ago as draughtsman for the Harriman surveying crews that were working through here at that time. Stevens made a very careful trip through the state. He was supposed to have come in from The Dalles, and through Prineville to Burns, but information received later would indicate that he came in from Vale to Burns. There he made extensive examination of the surrounding country, traveling to the various points by team, and sending his automobiles here and there in the probable attempt to confuse the Harriman sleuths. It is known that after making a careful reconnaissance of the Burns country, he visited Silver Lake, Paisley, Lakeview, Klamath Falls, and various other localities in Southern Oregon. From Klamath Falls he ran over to Medford, and from Medford back to Bend, via Fort Klamath.

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#### Stevens Visits Bend.

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#### Rails and Steel Ordered for the Deschutes Road.

General Manager O'Brien, of the Harriman lines, has ordered the rails, bridge steel, and other structural material for the 130 miles of the Deschutes River Railroad. The steel is now in stock and the rails for the first 50 miles of the road have already been shipped from Omaha, and are on their way to Oregon. No specific date for the delivery of the steel is specified, but it will move forward just as rapidly as possible.

The 50 miles of steel now on its way to Oregon consists entirely of 75-pound rails and amounts to nearly 7500 tons, between 350 and 400 car-loads.

It is the announced intention to begin the laying of the steel from the mouth of the Deschutes river. The date when the first rails can be laid is, however, uncertain, as it all depends on the progress made by the grading crews now in the field.

"That is the only practical way of going at it," said Mr. O'Brien. "We will work right up the canyon from the mouth of the river and continue to handle the material and equipment over the new construction."

#### MORE CONSTRUCTION CREWS

Fifty Men, Horses, Hay and Grain Arrive at Shaniko and Go to Cove.

Last Friday evening 50 men, one car of horses, two cars of hay and one of grain were hauled into Shaniko, and have been put to work at railroad building on the Deschutes at Cove, 25 miles southwest of Shaniko. Later a car of construction material was also unloaded at Shaniko.

A depot of supplies is being established at Shaniko, and H. H. Coe, formerly agent for the Wenandy stage lines, has been put in charge as commissary. Six and eight horse teams are busy each day hauling supplies and material to the camp at Cove.

#### Wilson Bros' Mill Burns.

Wilson Bros' sawmill at Sisters burned last Saturday. The fire started in the engine room while the men were at dinner, and had gotten under such headway before discovered that nothing could be done to save the property. The loss is estimated at about \$7,000.

#### Dr. Skipworth Will Preach

Dr. Walter Skipworth, presiding elder of the M. E. church of this district, will hold services in Bend Monday evening. Dr. Skipworth is an exceptionally able speaker, and there should be a large attendance at the services.

#### Construction Crews on Entire Line within 30 Days.

General Manager J. P. O'Brien, upon receipt of approval of the Deschutes surveys, said:

"I can see no reason why everything should not be cleared up so that we can go ahead and let contracts for the entire 130 miles of the road inside of a month. We want to get construction crews into that territory just as soon as we possibly can."

It is said that Mr. O'Brien wants to place crews at Madras and on the upper sections of the line by August 1, or shortly thereafter.

Mr. O'Brien is also quoted as having said that if the Oregon Central Railroad Company would give a written waiver to the effect that it would enter no protest to the approval of the Harriman route where it conflicts with the Oregon Central surveys, the Harriman company would cover the entire survey with construction men.

The Oregon Central survey is the one run under the direction of the D. I. & P. Co., whose officials announce no protest will be filed.

#### Hard at work on Lower 40 Miles of Deschutes Railroad.

The Department of the Interior has now done all it can in regard to approving the Deschutes surveys, for the present, and the only object now in the way of putting construction men along the entire route is the time limit of 30 days given for protest to the Oregon Central railroad and the Oregon Trunk Line, whose surveys conflict with those of the Harriman road.

In the meantime, men are being put to work as rapidly as possible on the first section of 40 miles. Owing to the nature of the construction on the first 40 miles, men can not be put on the work as rapidly as could be wished. The perpendicular character of the walls of the Deschutes canyon, in which the road is to run, makes it difficult to establish maintenance camps. Roads over which supplies may be carried have to be constructed in rock work, but these difficulties are being surmounted as rapidly as possible. About 350 men are now at work on the grade of the first 40 miles of the railroad.

### RIGHT OF WAY IS NOW APPROVED

Government Finally Grants Its Tardy Consent.

#### THIRTY DAYS FOR PROTESTS

Crews Will Be Put on at Madras and Upper Portion of Line as Soon as Possible, by August 1 or Very Shortly Thereafter.

As announced in The Bulletin last week, the entire survey of the Harriman line into Central Oregon has been approved by the Interior Department. Under the law, a period of 30 days is allowed in which any persons or companies claiming prior rights may file protests. At the expiration of 30 days, if no protests have been entered, approval of the surveys will be final and complete.

The upper 50 miles of the Harriman surveys conflict in places with the Central Oregon Railroad Company's line, which was run under the management of men connected with the D. I. & P. Co., something over a year ago. The Central Oregon company will enter no protest. This assurance was given by F. S. Stanley, vice-president of the D. I. & P. Co. According to the Telegram, Mr. Stanley made the definite statement that not only would no protests be made by the interests he represents, but that they would do everything they possibly could to assist in getting the road into the interior of the state.

#### Work Will Go Ahead.

This means that just as soon as General Manager J. P. O'Brien has received official notification of the approval of the maps, he will have authority to let contracts for building this part of the road. He may do this or he may undertake to begin construction under arrangements similar to those under which Tuohy Bros. are working on the first 40-mile section. Mr. O'Brien expects that copies of the order of the general land office commissioner approving the maps will be received at Portland within the next few days. When this notice comes the Harriman people and the Deschutes Irrigation people will come to an understanding regarding the conflicting sites, without waiting for the 30 days time limit to elapse in which the latter may file protests. In this way considerable time may be saved.

#### Crews at This End by August 1.

The two interests will undoubtedly be able to come to an agreement in time so that crews of men can be sent in to Madras and other points along the upper portion of the Harriman project by August 1 or shortly thereafter, as Mr. O'Brien says he is extremely anxious to get work under way at the earliest possible moment.

"If the Central Oregon interests offer no objection to the approval of our maps we will save just that much time," said Mr. O'Brien. "It all depends on them. We want to get construction crews into that territory just as soon as we possibly can."

#### Will Help Railroad.

"You may make it as strong as you like that we shall place no obstacles in the way of the railroad project," said Mr. Stanley, of the D. I. & P. Company, when informed of Mr. O'Brien's statement. "Why should we object? It is just as much to our interests to see that this road is pushed ahead as it is to any other interests in that part of the state. Not only will we not protest, but we will go out of our way to help the Harriman people get the decks cleared for action. As evidence of this, we are now specifying..."

(Continued on page 4)

#### CONTRACTS LET.

For Construction of 25 Miles of Railroad North From Klamath Falls.

A contract for the construction of 25 miles of railroad north from Klamath Falls has been let. This news was brought to Bend Monday by Charles Graves of Odell, who received his information from one of the construction engineers. This engineer had stopped at Mr. Graves' place and told him that the end of the new construction would leave the road in a canyon, that it certainly would not stop there, but would be pushed on to Odell, where it crosses the mountains to connect with the extension from Natron.

#### IT PAYS TO ADVERTISE.

Paper Mills Already Interested in Black Jack Pine.

Hunter & Staats have received a letter from the Willamette Pulp and Paper Mills at Oregon City in which the writer says he read with interest the article in the Oregonian to the effect that pulp could be made from the black jack pine of the Bend country which "surpasses in whiteness, ease of manufacture and probably commercial value, that of any wood heretofore used in the state." The writer asked for a copy of the report made by the Lebanon mill.

Which shows that it pays to keep the resources of the Bend country before the public by means of the press.

### HINTED THAT J. J. HILL WILL INVADE CENTRAL OREGON.

There is only one explanation being put upon the visit into Central Oregon of John F. Stevens, the famous location and construction engineer, and that is that J. J. Hill is about to begin construction of a railroad across the state, branching southward from his North Bank Road. It is believed in Portland that Hill either has or is about to purchase the Oregon Trunk Line, which has a survey up the Deschutes canyon, from the river's mouth, said to be superior to the line run by the Harriman people. In fact, Hill's engineers ran the surveys for the Oregon Trunk Line, and it has long been believed that the Great Northern magnate was really the moving spirit behind that project. Coupled with these reports is one to the effect that Hill will also purchase the Pacific & Eastern, a road running northeast from Medford into a heavily timbered section. It is said this road would give him a crossing over the Cascades at a lower altitude and with better grades than Harriman has in his Natron-Klamath Falls cut-off. Dr. J. F. Reddy of Medford, owner of the Pacific & Eastern, accompanied Stevens on his trip through these parts, and took him over the route of the Pacific & Eastern to Medford.

If Hill builds into Central Oregon over the Oregon Trunk Line surveys, he would bridge the Columbia near the mouth of the Deschutes—thus connecting with his North Bank Road—and build up the Deschutes canyon. The Oregon Trunk is supposedly controlled by Porter Bros., who have built railroads for Hill for years. They have until July 24, next Saturday, to enter protest against final approval by the government of the fourth section of 29 miles of the Harriman surveys.

The talk in Portland railroad circles is that Hill is about to build 1500 miles of railroad through Central Oregon and possibly into California, and the report comes from one who accompanied Stevens on his recent trip. Indications are that Hill will build up the Deschutes canyon through the Bend country. Let him come.

#### Inklings from Gist.

GIST, July 19.—Mr. and Mrs. Charles Carson started for the Valley today, to take Mrs. Carson's brother, Mr. Morton, to the railroad where he will depart for his home in Nebraska.

Sisters had a fire Saturday. The Wilson sawmill burned to the ground. It seems that the fire caught from a spark when the crew was at dinner. The wind was blowing very hard at the time, so fighting the fire was a difficult task. The loss is estimated between \$5000 and \$6000. We understand there was no insurance.

Guy McReynolds and Mr. Staats and ladies came down from Bend Sunday to see the ball game at Gist.

Haying is in full blast here. Johnnie Edwards cut his first crop of alfalfa on the DeBolt place last week, which turned out fairly well.

The farmers of this neighborhood are tired of having sheep men herd their sheep in our fence corners when being driven to the reserve. There should be a herd law or a three mile limit law.