

MAY BUILD TO BEND COUNTRY

(Continued from page 1.)

begin the construction of a railroad into Central Oregon. At Portland Engineer Bethel was called into conference with Stevens. Bethel was one of Hill's engineers on the North Bank road, and also had general charge of the running of the Oregon Trunk Line surveys up the Deschutes canyon into Central Oregon.

Stevens has likewise been playing hide and seek with the Harriman sleuths in Portland. The Telegram tells about it as follows:

James J. Hill has sent the man he regards as the greatest location and construction engineer in the world into Oregon to look the long neglected territory over with a view, beyond any doubt, of deciding upon the feasibility of throwing railroad lines through the rich and undeveloped empire. This man is John F. Stevens, who only recently resigned from the vice presidency of the New York, New Haven & Hartford to become Hill's confidential representative on the Pacific coast. Stevens is also the man who won international renown for the splendid record he made as chief engineer of the Panama canal and the Isthmian railroad.

Here Under Assumed Name.

Stevens retired from the vice-presidency of the New Haven about two months ago, and he must have closed up his business affairs at once, for Mr. Stevens has been living at the Cornelius hotel for about five weeks under the name of James F. Sampson, Milwaukee. It will be noticed that he changed both his first and last names, but did not twist his initials. With Stevens all this time has been a man from the East who registers as E. P. Shannon, also of Milwaukee. His identity has not been discovered, although he is supposed to be a construction official from the Hill engineering service.

That Hill has had longing eyes directed toward Oregon for years no one any longer doubts, in spite of his oft-repeated protestations that he had no idea of invading that country. At the same time, John F. Stevens returned to Portland Sunday from a ten days' automobile tour through Central, Southern and Southeastern Oregon. He went alone save for Shannon and had a reserve automobile with him in case of accident to the first one. That his movements might be shrouded in still deeper mystery he did not hire livery automobiles, but took two private cars furnished by Samuel Hill, son-in-law of J. J. Hill.

On the tour through Oregon, Stevens visited, after leaving Shaniko, Madras, O'Neil, Bend, Prineville, Odell, Klamath Falls, Lakeview, Burns and Vale, showing that he made a comprehensive sweep of the entire region through which railroads might be constructed on any kind of practicable basis. He took in all the possible routes that presented no insuperable engineering difficulties and would tap all the important grain, timber, agriculture, livestock and other belts.

As James F. Sampson, this entire journey was covered; scores of people were interviewed at different points, and even several irrigation, water right and land promoters enjoyed Mr. Stevens' hospitality aboard his motor car and none of them, save one, suspected for a moment who the distinguished railroad builder and engineering expert was. This one man wasn't sure about it, but had his suspicions, and when a Telegram reporter showed him a photograph of John F. Stevens, the cat was out of the bag.

Picking up a thread here and

there, Stevens was hunted from one hotel to another until the mysterious Mr. Sampson was located at the Cornelius. Here, too, when the clerks were asked if John F. Stevens of New Haven, was at the hotel, they said no.

They were shown Stevens' picture, and both agreed that it was the man registered as Sampson, though they were not informed that the picture was that of Hill's new confidential man. The only information to be had about Sampson and Shannon's latest movement was that they had left Portland for the East on a morning train after living at the hotel for a number of weeks.

Harriman Dogs His Tracks.

For a considerable part of the time that Stevens was in the interior of the state he was dogged by Harriman agents with an O. R. & N. automobile. This was principally true for the several days that were spent in the territory which is embraced in the Deschutes River Railroad project. These spotters scarcely let Stevens get out of sight so long as he was anywhere near the extensive halidom which Harriman has so successfully kept bottled up for all these years.

Stevens not only inspected the topography of the country through which he passed with great care, but he directed many of his inquiries at various points where stops were made to matters pertaining to water rights, power sites, reclamation projects and kindred subjects, all of which have direct bearing on railroad development or are closely inter-related with such enterprises. Much of this reconnaissance work took place right under the Harriman nose, and this probably accounts for the fact that the "little wizard of Wall street" kept Stevens' trail hot so long as

he was in eye-shot range. At the same time, Stevens did not confine himself to the immediate prospects of this small portion of undeveloped Oregon, but his observations gave him a fairly good close-range view of the entire empire—almost as big as all New England—now entirely innocent of railroads.

Stevens made a number of side trips out of Portland, besides the more extensive one through Central Oregon, which was, as stated, the most comprehensive and exhaustive. But in each instance he chose an itinerary which would indicate his deep interest in what Harriman is or is not doing in other parts of the state. He made a trip to Tillamook. He went over the Corvallis & Eastern, and is supposed to have visited the Coos Bay country, although more of his attention was directed to the upper coast region of Oregon.

Confers With Officials.

During his stay in Portland, Mr. Stevens was in frequent conference with Samuel Hill and with other prominent Portlanders closely identified with the Hill interests. One of the Twohys, who built the North Bank and who is now engaged in construction work on the Harriman road up the Deschutes, accompanied the celebrated engineer over part of the trip into the interior, and Chief Engineer Bethel, in charge of Oregon Trunk location work, was also called into conference with Stevens and Shannon. But you can't get a word out of any of these people. Some of them admit they know a man named Sampson, but they never heard of Stevens.

The future of the Oregon empire as a prospective battleground between Hill and Harriman looks brighter as a result of Stevens' visit. And the fate of the vast and

dormant region will depend in a large measure upon the nature of John F. Stevens' report to James J. Hill, whom he served so faithfully and with such brilliancy in the extension of the Great Northern to the coast that Hill remarked, "His work is one of the most remarkable achievements in American railroad-ing, the acme of engineering pluck and ability."

RIGHT OF WAY APPROVED.

(Continued from page 1.)

ing in our contracts with settlers that they must not charge more than the purchase price for any right-of-way land that the railroad may require to extend the line up the Deschutes. We are rushing our own project with all the speed we can, and are spending over \$10,000 a month in development work, and will increase this as the railroad is being constructed. Our reclamation work which is being done in the Bend territory includes over 400 miles of main canals and laterals, and we have reclaimed about 125,000 acres of our 350,000-acre segregation. This alone shows that we cannot afford to stand in the way of the new railroad."

Largest Project in Country.

The Deschutes Irrigation & Power Company has the largest project of its kind in the country, and with this concern announcing its intention to put nothing in the way of the building of the railroad it is not expected that any of the numerous smaller interests with holdings in that territory will interpose any serious obstacles.

This makes the outlook for transportation facilities into Central Oregon much brighter than it has ever been before, and marks distinct progress in the plan to invade the great undeveloped empire.

Gospel Meetings at Laidlaw.

State Evangelist Samuel Gregg of Portland is conducting revival services at Laidlaw, with some indications of success from the beginning. Mr. Gregg represents the Church of Christ (Disciples) and is expecting to organize a congregation and locate a good preacher before he leaves.

Mr. Gregg has been an evangelist for many years and his work is remarkable for its stability, void of all clap-trap methods. As a speaker he is positive and forceful; he is a man with manly bearings, in dead earnest, and bent on a great mission. As a strong friend has said: "He touches the mainspring of life in the throbbing, longing heart of man, with cheerful words that come like radiant visitors of hope, thrilling and inspiring men and women to do right because it is right and makes for true nobility."

An all day service will be held next Sunday, with a basket dinner at noon. The citizens of Bend and vicinity are cordially invited to any and all these services.

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