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THE BEND BULLETIN.

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HILL'S CREWS ARE AT WORK ON DESCHUTES

WILL BUILD RAILROAD INTO CENTRAL OREGON

Porter Bros. Unload Large Construction Outfit at The Dalles and Rush Crews to Contested Points in the Canyon—Harriman's Forces Are More Than Busy.

Porter Bros., believed by all to be in the employ of Hill, are moving construction crews and equipment from The Dalles into the Deschutes canyon, and the fight is on. Last Friday railroad grading equipment, consigned to Porter Bros., was unloaded at The Dalles from the steamer, Bailey Gatzert, and bright and early Saturday morning four-horse teams began transporting this equipment to Sherar's Bridge on the Deschutes. It was not until late in the evening that the last of 40 wagons, piled high with equipment and supplies, wended its way out of The Dalles.

Sixty horses and mules and 40 wagons were unloaded Friday night at The Dalles. Besides the horses, there were scores of wheelbarrows in knock-down form, 12 new Studebaker wagons knocked down and nearly 30 other wagons, steel rods for rock drilling, tents, blankets, scrapers and all kinds of construction tools. Much of the food supplies were purchased at The Dalles, and the new wagons were put together on the dock and loaded to capacity. Enroute over the North Bank road to Grand Dalles, from whence it will be ferried across the Columbia to The Dalles, was another shipment of camp supplies and equipage, most of which is scattered along the Deschutes by this time.

The 60 head of horses and mules shipped to The Dalles by steamer were insufficient to haul out all the camp equipage, and the local livery stables were called on for drivers, teams and wagons. From these livery stables it was learned that men and teams were engaged to transport supplies to Miller Bridge, at the mouth of the Deschutes; to Free Bridge, 12 miles up the river; to Sherar's bridge, 25 miles up the river; to Grass Valley, 40 miles up, and to White Horse Rapids, 75 miles up the stream. Camp sites had been selected only in a general way, but it is believed from these indications that at least five camps will be established at once. Hundreds of men are being put to work and more are arriving at The Dalles every day. The fight is on and Porter Bros. say it will be fought to a finish.

"We are going to build a railroad along the Deschutes," said Johnson Porter, "and it is not going to stop in the canyon either, but will be built into Central Oregon. We think that section is a very productive country, and our railroad is going to develop it."

A dispatch to the Oregonian under date of last Friday told what was going on at The Dalles as follows:

This is regarded here as the first move in a titanic struggle between Harriman and Hill for control of the Deschutes grade into interior Oregon, and a repetition of the tactics carried on four years ago when Hill bested Harriman for control of the only route down the north bank of the Columbia river.

Race Up Deschutes Now On.

Johnson Porter, member of the firm of Porter Bros., contractors, is in the city and superintended the unloading of the grading equipment. Mr. Porter will not admit that his company is working for Mr. Hill, but insists he is not in the employ of Mr. Harriman.

Mr. Porter is the contractor militant who built the North Bank for Hill in the face of Harriman's active and sometimes forcible opposition.

"Do you expect to beat Mr. Harriman in this race as you did when working for Mr. Hill in constructing the North Bank road?" Mr. Porter was asked.

"We are not here to make our boasts; we are here to build a railroad up the Deschutes canyon, and if there is any race we expect to win, of course," was Mr. Porter's reply.

Room for Harriman, Too.

"There is plenty of room up the

Deschutes canyon for two roads," continued the railroad contractor. "There is plenty of room for us and Mr. Harriman, too. Our surveys have found it is possible to parallel the O. R. & N. between The Dalles and the mouth of the Deschutes river, and the grade up the canyon will not be difficult.

"Our surveys have all been made and everything is in readiness for actual construction. If possible, we hope to get the men to work within a week. Work will be rushed as fast as men and teams can be supplied. I shall start for Sherar's bridge in the morning, where we expect to do our first work. The first camp will be established a little this side of Sherar's bridge. Another camp will be established on the Charley U'Ren ranch, above White Horse rapids, opposite the mouth of Warm Spring river, about 75 miles from The Dalles.

Hundred Men Are On Hand.

"We have now 100 men who are ready to go to work, but we need more men and teams. We have sufficient equipment here for use by 500 or 600 men. Our first move after getting the construction camps established will be to provide supplies for the men and teams. They can't live on sage brush, you know, and it will take some little time to get all in readiness for an active construction campaign."

Mr. Porter smiled when the ques-

(Continued on last page.)

HILL IS BELIEVED TO BE BEHIND PORTER BROS.

Generally Admitted That the Great Northern Magnate Is the General Who Is Conducting the Fight for the Oregon Trunk Line.

There is every reason to believe that Porter Bros. are representing the Hill interests. Two of the brothers were closeted with Hill's confidential representative, John F. Stevens, for several hours in Portland only a few days ago. Stevens has spent most of the past month looking over the Central Oregon country and his friendly relations with the Hills is too well known to admit of doubt, while Porter Bros. have always been identified with any large railroad construction project undertaken by Hill, including the North Bank road. In that memorable contest Porter Bros. won their fight on the conflicting locations and Hill's lawyers won the legal battles in the courts. Harriman was completely routed on every point.

One of the first acts of the Oregon Trunk Line promoters was to employ, as engineer, N. W. Bethel, who was right-of-way man and engineer on the North Bank. Bethel's connection with the North Bank extends back to the days when a railroad down that side of the Columbia river was hoped for more than it was anticipated by the public.

In addition there has recently become attached to the Oregon Trunk engineering corps, T. H. Hanford, who was construction engineer on the North Bank. It is stated at Portland that all of the Oregon Trunk's legal business is transacted by James B. Kerr, of Portland, attorney for the North Bank. So many former Hill men engaged in the building of the Oregon Trunk Line up the Deschutes causes people to believe that the orders under which Porter Bros. are working emanated from Hill headquarters.

Father Hickey Coming.

Rev. Fr. M. J. Mickey writes that he will be in Bend to hold services on Sunday, August 8, and will arrive in Bend the Friday previous.

Father Hickey requests his parishioners to notify all whom they can.

WHAT ARE HARRIMAN'S LIEUTENANTS DOING?

Are Rushing Additional Men and Equipment into the Contested Territory—Crew Is Now at Work at Mouth of Trout Creek.

First they have built a switch and sidetrack on the O. R. & N. at the mouth of the Deschutes with which to unload equipment. Monday night three carloads of mules and wagons were unloaded at Shaniko and transported to Cove, 25 miles southwest of Shaniko on the Deschutes. Freight teams, hauling supplies for the railroad crews, are coming and going at Shaniko all the time.

Work was begun last week on Trout creek about a mile and a half above where it joins the Deschutes. Harriman's survey runs up Trout creek. Stanley Grewell, who owns a ranch at that point, told Madras people he was notified that blasting would begin on his place, and was asked to move out of his house in order to be out of danger from the blasts. They told Mr. Grewell to move out of his house and they would pay him for any damage to his property. He purchased a tent and pitched it beyond the danger zone. It is reported that later 150 men went to work at that point.

Meantime there is intense and added activity in the construction department of the Harriman lines at Portland. All the engineers that can be scraped up are being hustled into the interior and extra crews of men are being rushed forward as fast as they can be assembled. Although General Manager O'Brien stated a fortnight ago that there would probably not be more than 200 men with sufficient equipment sent into the Deschutes canyon, Twoby Bros. are already scattering between 600 and 700 men along the 130 miles of the proposed route.

It is reported that Harriman officials will at once carry the fight into the courts and call for a restraining order against Porter Bros.

Teachers' Examination.

Teachers' examination for state and county papers will be held in Prineville, at the new court house, on August 11-12-13.

WORKING ON POWER DAM AT CLINE FALLS

Redmond Company Starts Men on Construction of Project That Will Develop Many Horsepower, at a Small Expense.

REDMOND, July 23.—The Crook County Water, Light and Power Company, with headquarters at Redmond, have started a force of men to work on a dam across the Deschutes about one mile south of the Cline Falls bridge. The dam will be 25 feet in height. After the dam is finished a flume one and one-quarter miles in length and 20 feet on the bottom with six-foot sides, will conduct the water to a power plant capable of developing more than 15,000 horsepower.

This company has had several communications from Portland and Seattle parties looking to the purchase of a controlling interest in the plant, but it is the intention of the present company to develop it themselves, having probably the best location on the river to develop a large horsepower with low cost of construction.

The completion of the Harriman road now building up the Deschutes canyon will soon add thousands of new people to the population of Crook county, whose immense resources in timber, water power, millions of acres of fertile soil for the homeseeker who is looking for the best either in wheat land or on the largest irrigation project in Oregon with its more than 274,000 acres, besides several smaller private and public irrigation systems.

H. F. JONES.

Tumalo Items.

TUMALO, July 25.—The hot days the past week were great for growing crops. Claude Smith of Prineville passed through here today.

John Edwards was at Bend yesterday on business.

A good many of our farmers are cutting clover, timothy and alfalfa hay and all report a good yield. A large acreage of such grasses was seeded this year, which is doing fine. There will also be a good yield of grain to thresh in this vicinity.

Break in Flume Repaired.

The break in the D. I. & P. Co. flume will be repaired so that water may be turned in this evening or early in the morning. It is estimated that it will take 24 hours for it to reach Redmond.

For Sale.

One chestnut sorrell mare, five years old. Well broke. About 1100 lbs. weight. Price, \$125. 17-20 J. W. HARADER, Redmond, Or.

A LIVELY MEETING AT REDMOND

Settlers Confer with Representative of Desert Land Board.

HOLD TWO HOT SESSIONS

Several Contested Points in Contracts Were Vigorously Discussed, Chief of Which Was the Question of Excess Acreage.

A very spirited and lively meeting was held at Redmond yesterday when Attorney-General A. M. Crawford, representing the state desert land board, met the settlers on the D. I. & P. Co. lands in mass meeting. Two sessions were held, morning and afternoon.

The principal subject discussed was one relative to excess acreage. In many instances, settlers have been able to clear a larger acreage on the tracts bought than the tract was listed for at the time of sale, and also larger than they paid for. They maintain that they are entitled to water for this excess acreage by merely paying the yearly maintenance of \$1.00 per acre. This question comes up regarding land sold under the first contract, contract No. 1.

The settlers base their claim on the argument that the accredited agents of the company held out this arrangement as a snap to prospective settlers, pointing out how on many tracts they could clear more land than they would be required to pay for, and would get water therefor by merely paying the yearly maintenance. They claim that J. O. Johnston, general manager, and F. C. Rowley, superintendent, and many of the company's other agents held out this as an inducement, and therefore this agreement is an integral part of the contract. They also claim that certain of the company's employees bought some of these "snap" tracts with this agreement in mind.

On the other hand, the company maintains that the contracts which the purchasers secured and signed stipulated a certain acreage and no more, and hence they are not entitled to the excess acreage. The company takes the stand that if the settler wants water for this excess acreage, he must pay the lien price, \$40 an acre. It is up to the desert land board to pass upon the point involved in this controversy.

The Bulletin interviewed Attorney-General Crawford while in Bend previous to the Redmond meeting, and he said at that time that he was of the opinion the settler should pay for what he got—any other arrangement would be attempting to get something for nothing, and to beat the company out of what belonged to it; also that the company should be required to refund money where the acreage was overestimated. He stated that he would so recommend to the balance of the board.

The settlers also questioned the

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WHAT PORTER BROTHERS HAVE TO SAY ABOUT THE FIGHT.

"We're going to build a railroad up the Deschutes river into Central Oregon," said John D. Porter, senior member of the railroad contracting firm of Porter Bros., as reported in the Oregon Journal. "We have purchased the Oregon Trunk Line's right of way. It antedates anything that Harriman has. Our surveys have been accepted. All we have to do is to build and we're going to build quickly. The road will be of the best possible construction. Every consideration of expense, every detail of construction has been provided for. During more than a year we have been quietly preparing for this move, but in every instance secretly so that no knowledge of our plans could get to the opposition.

"We expect a fight that will make new history in railroad construction. This, because in places the Harriman survey overrules ours, unnecessarily, too. Ours, though, is the senior right. We will hold what we have.

"Bridges will only need be built across the Deschutes in about three places. The cost of construction will be entirely reasonable. At all places along the narrower part of the Deschutes canyon, there is room for both roads. The Harriman people have been doing the dog-in-the-manger act in affording Central Oregon transportation facilities. This is the real fact: Harriman never intended to build up the Deschutes. He stalled the people with fake surveys, intending all the time to enter the state from the south by Klamath Falls and turn all interior Oregon traffic and business to California and San Francisco. Conditions now have changed. We have gotten in there ahead of him. We have everything absolutely our way and we will build our railroad without reference to any others. Harriman will build, too, now that the great richness of the Central Oregon country has been forced home to him."

"Porter Bros. are building the new line," declared T. D. Porter emphatically when asked if Hill was not back of the enterprise. "That announcement is enough for the present," he added. "Porter Bros. have control of the situation and will build for the people of Central Oregon a railroad that will bring business to Portland. Neither have we decided on a terminal. We are going to get out in the country where anyone can build a railroad and we can go as far as we like and as fast as business justifies. We know that opening up the new country will be certain in result. We don't ask any guarantee of a stipulated profit on the investment made."