ARMY OF MEN ON OREGON ROADS

Progress of Railroad Building in the Central Part of State Struggle of Hill and Harriman Lines.

RAILWAY GAZETTE

Played by Panama Canal.

some interesting data regarding the Porter project and put John F. Ste- A year and a half ago Young shipratiroad invasion of Oregon now in Then the Hill and Harriman systems of livestock, hou-chold goods, etc., progress. The following is a com- put large corps of surveyors in the in- from Allensville, kentucky. He was pilation of the account:

gaged in a titanic struggle for suat the northern border of Oregon to point from Natron, Oregon. The tional \$26 for freight. Young could the mouth of Trout creek grading and Oregon Trunk, Hill's line, is going to not be communicated with and for tunnel work are being rushed as fast Klamath Falls, and is to connect there five days the live stock was neither as the conditions under which the with a line that is to be immediately fed nor watered nor was it allowed to

from central Oregon northward and ific. To offeet the Natron line, Hill is ed his complaint, the railroads promempties into the Columbia. It offers to build to a connection with a line ised to refund it but have yet done a route for bisecting the state from through Medford and the Rogue river so. He says that many other eminorth to south, and both the Harri- valley. The Harriman system plans grant outfits going into the southman and Hill interests cought to take a road east to Lakeview and Altures west portion of the United States are exclusive advantage of it. A legal and another line across country to being similarly treated. battle resulted and out of it came an Winnemucca, to connect with the Cen- He charges the following roads as understanding whereby both interests tral Pacific. Hill has surveyors run- being responsible: The Louisville and rere enabled to proceed. The Harri- ning lines down through Idaho and Nashville; the Chicago, Rick Island o the Hill interests, but the latter is to Lakeview to meet that project, and Northern Texas railway. pparently confident of surmounting which will give a short cut to his at, for the Hill road is being surveyed transcontinental road. The Harriand graded on both sides of the land man system is also busy with surveys in dispute.

The Deschutes Railroad

The Harriman system is building the Deschutes railroad along the east bank of the Deschuter river, connecting at Deschutes with the Oregon that the two Deschutes lines are Railroad & Navigation line, which building, the Natron line is building. follows the south side of the Colubia and both the giants have construction is hereby given that the undersigned river east and west. The O. R. & N. work under way in Idaho. gives this company transportation facilities from Portland for materials lines will supply the lonk talked of license to sell malt, vinous and spiritand supplies and has enabled more north and south routes that have been ous liquors in less quantities than one rapid construction work than has incking in the West. It is believed zallon, for six months, at lot 10, block been possible on the Hill line on the that the Panama canal has a large in- 20, in Medford, Oregon, for a period

take the Deschutes railroad to Red- the north and south rail routes if the mond, a distance of 130 miles from Northwest-Idaho, Montana, Eastern the Columbia, following the Des- Oregon, Eastern Washington and chutes for 85 miles and keeping other sections similarly located—are close to the high water level of that to get the full benefit of the canal river, down in the bottom of the can- when it is completed. yon. The maximum grade will be.08 per cent and the maximum curvature 17 degrees 30 min., according to information furnished to the Railway Age Gazette by Chief Engineer G. W. Boschke. Fifty-two miles of the first 80 will be crocked track, on account of the crookedness of the river. Eighty-three miles up the river the line turns up Trout Creek valley, following it a few miles ond thence strikes southerly, passing near Madras and so on to Redmond, crossing Crooked river en route. At one point there is a one per cent grade opposing north bound traffic, but this is to be reduced to .06 per cent.

Six miles of track have been laid since work was started by contractor John Twohy of Spokane. Washington, last September. He has 3300 men employed now. The railroad and \$50 men laying track and building bridges. There are 45 miles of grading completed. Trains will be operated on the first 90 miles by the end of next July. The road will cost, for 130 miles, \$45,000 a mile or \$5,850,

Oregon Trunk Line

The Hill interests are building the Oregon Trunk line up the west shore of the Deschutes, from the Columbia to a point seventy miles south, where it crosses and follows the east shore,, parallel with the Deschutes line for 23 miles, until it reaches Willow creek which it follows as far as Madras, 108 miles from the Columbia.

The Oregon Trunk line must first cross the Columbia river near Cellio, and connect with the Hill line on the north bank of that river. This will require a bridge 3400 feet long. It must also build three crossings on the Deschutes, as it was found more practical to cut across one bend than to follow its sharp curves. The maximum grade will be one and threetenths per cent for a short distance near Madras, but for the first 95 miles it is .06 per cent. The maxmum curvature is six degrees. There will be no grades opposing northbound traffic . Porter Brothers of Spokane, Wash, are the contractors, and have 3800 men at work. They have graded 25 miles since last September, bringing in equipment by wagon from Dufur, on the Great

Southern, in the same manner as was done by the builders of the Deschutes SAYS ROADS HOLD line on the opposite side. No ratis have been laid, but great quantities of materials are ready for use at the mouth of the canyon, according to President John F. Stevens and Vice President G. A. Kyle of the Oregon Trunk, who furnished the information

to the Railway Age Gazette. The Oregon Trunk line is being built in a more substantial and consequently more expensive manner than the opposing road. While its contracts only so far let carry it to Madras, it has been located to Bend. 40 miles further south, and has been SIZES UP SITUATION surveyed to the California line.

To Klamath and Lakeview The Railway Age Gazette furnishes started, but J. J. Hill took up the entering that territory. terior of oregon, as well as large called upon to pay \$134 in advance Eight thousand men are working crews of builders on the Deschutes, and was told by the railroad agent on the two rallroads that are en- Where one side has surveyed, there that would be the correct and total also has the other been seen. The charge between the two points. He premacy in central Oregon. On each Deschutes line is to connect at Klam- sent the stuff on in charge of a hired bank of the Deschutes river, from its ath Falls with the California North- man but the shipment was held up at confluence with the Columbia river eastern and a line building to that Amarillo on a demand for an addiwork must be performed will permit. surveyed from a point in Plumas be unloaded. This is a struggle between the gi- county, California, where connection Finally Young paid the additional

> in Idaho and eastern Oregon. North and South Lines

Whether all these surveys will be

fluence in causing the activity in that of six months, The contracts awarded already will line, as it will be necessary to have

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V. W. HOWARD, Prop.

Complaint Is Filed With Interstate Commerce Commission Charging the Railroads With Holding Up

WASHINGTON, March 29 .- A systematic attempt by the railroads to The two roads are after the same "hold up" emigrants going into New Oregon Trunk Building Better Line business and seem bent upon invad- Mexico is alleged in a complaint filed ing the same territory throughout recently with the interest commerce Than Harriman System - Part their length. Porter Brothers more commission by Sam T. Young of than a year ago started building the Texico, New Mexico. He declares Oregon Trunk. They were opposed that the experience he had was a by Harriman after they had got well common one among other emigrants

vens of Panama Canal fame in charge, ped his "emigrant outfit," consisting

ants. The Deschutes river flows will be made with the Western Pac- money under protest and when he fil-

aan interests still control one point eastern Oregon to Lakeview and will and Pacific; the Chicago, Rock Isif vantage which is a stumbling block run a branch of the Oregon Trunk land and Gul. railway and the Pecos

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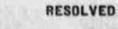


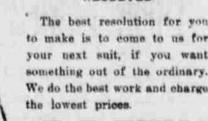
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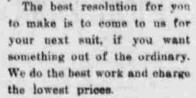
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