

THE BEND BULLETIN.

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MANY OBJECT TO TIMBER CRUISE

OPPOSITION STATES CASE NEXT WEEK

Bids in for Unadvertised County Timber Cruise—Assessor Now Opposed to Court's Action—Objectors Say Extra Tax is Unwarranted

News that bids for cruising the timber of Crook county were to be submitted last Monday drew much interest to the County Court. No official action was taken, but a protest against the proposed contract was filed by prominent timber owners and other tax payers.

Yesterday the Court decided to postpone all action upon the bids until the objectors had opportunity to present their case in detail, which is to be done next Wednesday, April 24, at 11 a. m.

While there had been no official advertisement for bids, due to a mix-up below outlined, nevertheless five bids were received, and apparently, officially recognized by the Court, although it appears that there is grave doubt of their legality without the prescribed advertising previously having been done.

The bids were as follows, for cruising all the timber in the county: G. R. Gardner, Portland, 4 1/2 cents an acre; M. G. Mease, Portland, 4 3/8 cents an acre; Archie Johnston, Portland, 3 1/2 cents; L. Metke, Bend, 3 1/2 cents; and J. H. Haner Co. of Prineville, 5 cents.

The Protest.
The protest points out that Oregon's law provides that the assessor's office shall do all assessing and appraising, and that "there appears no provision whereby anyone but the assessor shall list and appraise taxable property in the county" and that such action "by any other agency is entirely without legal effect. Nor does there appear any more or better reason for having a special estimate of timber than of farm lands, city lots, livestock, etc."

The protest goes on to say: "that as the assessor has stated he is now opposed to the proposed cruising, and there is no power to compel him to adopt such cruise, therefore the work, if done, would be of no value or use to the county."

The cost of the proposed cruise is estimated at from \$25,000 to \$75,000 "and it is improbable that the result would be better than the assessor's list and regular appraisement regularly made."

The signers are: Christian-Muelier Land & Timber Co., H. J. Oversturf, John Bloss, J. H. Bean, Scanlon Gibson Lumber Co., J. N. Hunter, F. F. Smith, The Bend Co., J. M.

Lawrence, Clyde McKay and W. H. Staats.

Want County to go Slowly
The protest was not designed, the signers say, as an exhaustive or legally complete document, but merely a broad general statement that should lead to more thorough examination of the question.

Notwithstanding the fact that there had been no public advertisement for these bids, there were half a dozen filed with the county clerk and several timbermen were present. This circumstance led to an inquiry into the origin and history of the movement.

First Heard of in January
The matter first got into the County Court record in the form of an order last January to create a special fund for cruising timber. Accordingly a special levy of 1 1/2 mills was made, with the other taxes, to fill the fund. The order finally entered at the March sitting of the Court required each bidder to submit his own contract, all bids to be in by March 25.

Statement of Variance.
Two things about the official court order invited attention from those who were searching for information.

It recited that the court's action was based upon petition of the assessor, and it purported to direct the clerk to advertise for bids. Assessor LaFollette expressed himself as opposed to the cruise at this time, and when confronted with the official journal entry he did not hesitate to declare that it was erroneous as he had petitioned for nothing of the kind. He admitted that he had formerly favored the plan. A petition to that effect, dated in February, and signed by him, was filed with the County Court. The clerk had not advertised for bids as mentioned in the order because the preliminaries giving him proper authority had not been attended to.

Nothing is recorded as to the showing that convinced the court last January that a special fund would be needed for the timber cruising, and it is pointed out that the court would hardly create the new fund and levy the tax unless it was at that time intended that the money should be expended.

MAN LONG MISSING IS SEARCHED FOR

Fred Crabtree Disappeared From Brick Yard Two Weeks Ago With \$200, Bound for Homestead

Since he left the brick yard of the Bend Brick & Lumber Co., a mile and a half west of town, two weeks ago yesterday, Fred Crabtree has not been seen, although every effort has been made to locate him.

On March 12th Crabtree left his wife and 12 year old son, saying that he was going to the southeast to look over the homestead country. He then had \$200 in his pocket. At the end of a week, hearing nothing from her husband, Mrs. Crabtree became alarmed and started inquiries. Telegraphic descriptions of the missing man have been sent to Portland and the country.

Crabtree was about 40 years old, light of complexion, of medium height and with a sandy mustache. So far as is known Crabtree never drank. He came here from Portland about two months ago, and is a shingle sawer.

RESTRICTIONS ON BUILDINGS

FIRE LIMITS ORDINANCE PASSED

Council Enacts Measure Intended to Reduce Fire Danger in Business Part of Town—New Sidewalk Law Also.

A fire limits ordinance was introduced, read twice and passed by the City Council at an adjourned session held Friday afternoon, going into effect at once. The boundaries include the business district of Wall and Bond streets from Kentucky street north nearly to Evergreen avenue, and Greenwood avenue from Bond street to the railroad.

The ordinance was passed by a unanimous vote of the council, the rules being suspended and the ordinance being read twice and put to a vote. It was immediately signed by the mayor, thereby becoming in force as it carried an emergency clause.

What Provisions Are.
In general, the ordinance does not appear to be drastic. It allows frame buildings to be erected under certain restrictions as to means of fire protection.

All party walls are to be of stone, brick or concrete and not less than 12 inches thick, and all structures are to have foundations of the same material and be 4 inches wider than the walls built upon them. All walls and ceilings shall be lathed and plastered or covered with metal or other fire-resistive composition. No roof can be covered with shingles or the like, but all present roofs constructed of such non-fire resistive material may be repaired by obtaining a permit from the council. Chimneys may be built of brick only, and "no stove pipe shall be placed nearer than 9 inches to any lath, plaster or board partition, ceiling or woodwork whatsoever." It is provided also that all smoke flues be lined with burnt clay, terra cotta, cement or plaster.

Section 4 reads as follows: "No frame building shall hereafter be erected or built upon to a height of over two stories and in no case shall the combined height of the first and second stories exceed 30 feet in the clear."

Every attic must have an opening into it at least 30x30 inches in size. Walls and partitions shall have fire stops placed between all studdings, such stops to be placed not less than five feet apart.

Electric wiring must be done in accordance with the national electrical code.

The penalty for violations of the

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IT LOOKS GOOD TO BURNS FOLKS

BUSINESS MEN INDORSE NEW ROUTE

Bend, Burns and Portland Will Benefit From Development of New Trade Route to Harney Points. Quick Time and Low Rates

Enthusiastic endorsement of the Bend-Burns route for Harney county freight was the action taken by the Burns Merchants Protective Association at a meeting last week, during a visit of Bend and railroad representatives. Burns is looking to Bend as a railroad supply point, and is willing to go more than half way towards maintaining a big tonnage from and to this point.

Such is the promising report brought back by J. E. Sawhill, who accompanied W. C. Wilkes, assistant general freight agent of the Oregon Trunk and Traveling Agent Hardy of the S. P. & S. on a trip to Burns, completed Friday.

Not only will Burns freight from Portland and coast points go in by way of Bend, but the establishment of regular auto-truck service means the development of a big business in that territory both for this place and for Portland.

Portland Benefits.

E. Kirchner, representing the Weinhard Brewery of Portland, was one of the trade-developing party. Heretofore his company has been unable to put beer into the Burns country in competition with Baker City, Nampa and Boise. But now, by way of Bend, says Mr. Kirchner, it will be possible for the Portland brewery to land its products in Burns at a rate low enough to make competition with the eastern cities mentioned not only possible but extremely profitable. According to Mr. Sawhill, the Weinhard people already have arranged with the majority of the Burns buyers for trial shipments.

While this, and similar shipping development, mean much to Bend in that it directs more trade through this channel, an even more encouraging statement is that of H. Kersten, who is interested in the cold-storage end of the Bend creamery, now under course of construction.

Mr. Kersten says the Burns country offers him a splendid field for distributing some of his products, and especially for the distribution of the soft drinks which he will keep in cold storage here.

Comparison Favors Bend.
The party was particularly active in gathering data with which to compare the merits of the Bend route with that now chiefly used, by way of Vale.

Bend to Burns is 146 miles. Burns to Vale is 158 miles.

"But there is absolutely no comparison in the excellence of the two routes", said Mr. Sawhill. "The

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TRAVEL NOW BRISK

Many People Coming to Bend, Railroad Men Report

The trains every night this week have been bringing in a large number of passengers. Depot Agent Corbett reports that freight traffic is also picking up. During the month 12 carloads of emigrants' movables have arrived here, coming from Missouri, Kansas, the Dakotas, Washington and other states and from Canada. The number of tickets being sold here is about normal, Mr. Corbett said, showing that there are many persons coming in to Central Oregon to stay.

With improvement in the road from here to Burns, travel from Harney county is growing. Passenger autos are going out daily, heavily loaded.

LOGGING IS BEGUN

Crew of Men Sent Into the Woods By Bend Co. Monday.

The summer's logging operations of The Bend Co. were begun Monday when a crew of men was sent into the woods. They will be in charge of C. A. Holmes as foreman. Mr. Holmes is an experienced logging man who came here from the East. About 25 men will be employed, Manager Averill of the company stated to The Bulletin yesterday. Three four-horse teams will be used in hauling logs to the mill. Many will be floated down the river.

BOND STREET REAL ESTATE IS ACTIVE

E. B. Summey of Seattle Buys Log Cabin Corner, and Intends to Put Up Permanent Building Later

Bond street real estate is very active now, a number of deals having recently been consummated. The most important of these was the sale of lot 7, block 13. This is the triangular Log Cabin saloon corner, which has a frontage on Bond street and Hawthorne avenue. In addition to the Log Cabin, it is improved with the new moving picture theater and other buildings.

The purchaser is E. B. Summey of Seattle, who owns a considerable amount of other property here. It was bought from Mrs. A. C. Seeley through S. J. Spencer at a price understood to be \$15,000.

Mrs. A. C. Seeley bought it last September from the D. E. Hunter Realty Co. at a price of \$12,000, showing that there has been a considerable appreciation in property values here during the past six months.

Mr. Summey expects to erect a handsome stone or brick building on the property as soon as the present leases expire.

Last week another Seattle man bought on Bond street, this being Matt Button, of the Butte Furniture Co. The property is the north 25 feet of lot 10, block 9 and was secured from Charles D. Silvia, through Ryan & McGillivray. The price was \$1300. Mr. Silvia and P. W. Brown purchased the 50 feet last fall from Martin Sullivan of Idaho, Mr. Brown still owning his 25 feet.

CANAL OPENS ERA OF PROMISE

IMPROVEMENT BOON TO SETTLERS

North Canal Will Relieve Water Difficulties, Open up New Lands and Put Money in Circulation—Bend Benefits by Proximity

With the actual beginning of work on the North Canal of the Central Oregon Irrigation Company's Carey Act segregation, an era that promises much both to the settlers and to Bend seems to be opening.

With the completion of the work to which the company has pledged itself this season, will come a greatly improved situation as regards the settlers already occupying irrigated lands, for lack of water under the Pilot Butte system will be at an end.

The North Canal system will open up some 50,000 acres of land for sale and cultivation, and as the company in all probability will conduct a vigorous selling campaign, this means many new settlers and much agricultural development.

For Bend the construction of the canal means the expenditure within six miles of town of more than \$150,000, and the ultimate expenditure on the complete system of probably \$700,000, as well as the opening up of thousands of acres very close to this place.

Start Building Houses

Construction of houses for laborers has commenced near the site of the dam, about a mile below Bend. Diamond drills have been received, and preliminary work is under way. According to Manager Roscoe Howard of the company, who was in Bend last week, 150 men will be employed on the dam within sixty days.

"We want the settlers to know that there is work for them," said Mr. Howard. "We shall give every assistance to the men on the segregation who want work. They will get first chance, other things being equal. If they will apply to the foreman who will be in charge at the dam they will be given work for which they are especially qualified. This doesn't mean that there will be a position for everyone, but it does mean that while jobs are open the settlers may have them."

Nature of Work.

The dam, which will divert water from the Deschutes for the North Canal, will be 200 feet in length and 23 feet high, of concrete, and will cost between \$50,000 and \$60,000. From the dam a concrete lined flume will lead 8500 feet northeastward, joining the Pilot Butte canal. The flume will have a capacity of 1000 second feet.

The estimate cost of this portion of the work, according to Mr. Howard, is between \$150,000 and \$175,000. The company says it will make every effort to have the North Canal

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"It's Humble====
but It's Our Own"

said a depositor a few days ago as he proudly drew \$500 for the final payment on a home he and his wife saved for years to buy. Like them, you and your wife can have a home of your own by depositing each payday or oftener, on a joint account in our bank.

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Company of Bend, Oregon**

"Conservative Banking for Conservative People."

L. B. BAIRD, (President) J. W. MASTERS, (Vice President)
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Home Cutlery

is an important item in the household. Knives that cut and forks that won't twist and bend are the kind needed. We have a splendid line of Cutlery, including ornamental and plain carving sets, table knives and forks, spoons of every size. We are headquarters for keen tools, butcher knives, etc. The fairest prices prevail.

Also Full Line of Builders' Supplies,
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The First National Bank OF BEND, BEND, OREGON

Dr. U. C. COE, President E. A. BATHER, Vice President
G. S. HUDSON, Cashier
Capital fully paid \$25,000
Stockholders' liability \$18,000
Surplus \$8,000

HOLSTEIN COWS COMING.

—Our buyer left March 21st for Illinois to purchase two carloads of Holstein cows.

—These cows will be sold at public auction, CASH OR CREDIT.

—Date of sale will be announced in this paper later.

—Write or call for particulars.

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