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LAND BOARD AND CO. AGREE

CENTRAL OREGON IRRIGATION CO. CLOSES WITH THE STATE LAND BOARD AND WORK ON 80,000 ACRE PROJECT WILL CONTINUE—PLANS ARE OUT

A dispatch from Salem dated the 14th, says: Final agreement was practically reached last night between the Desert Land board and the Central Oregon Irrigation Co. after months of bickering, and, as a result, work on the 240,000 acre project will continue.

One of the main features settled was a compromise on an increase of the price of land, the decision being reached to classify lands, some to be sold for \$50 an acre and some for \$45, or for lower to settle the increase on practically a \$5.00 the company originally asking for a \$10 increase.

The company was also allowed to make expenditures prior to making installment payments into the hands of the trustee provided for certified lands as to actual work done or money expended for material to be used in lieu of such cash payments. About 11,000 acres, known as No. 29, also was practically allowed to remain under the old contract of the company.

Plan to Complete North Canal

The company made a proposition to secure \$150,000 in 30 days to complete the North Canal to intersect with the Pilot Butte canal, the company to furnish a sworn statement of work completed each month. The company will give a \$25,000 bond to insure the construction of the main Pilot Butte canal, the Desert Land board to turn over the \$100,000 guarantee fund, together with all the notes of the company in its possession, to the trustee as further provided in the proposed agreement.

The Desert Land board under the proposition was also to open 18,000 acres of land under the North Canal and permit the company to sell the same. The company asked that the price be raised \$10 per irrigable acre and asked that the state extend two years' extension of time which to finish topographic maps of the Benham Falls project. The board also asked that the state list No. 29 under contract of 17, 1907, or otherwise that it not be reclaimed. The state also asked to accept settlers' bids under the present rules with regard to quality of cultivation and continued residence after he has held his term.

Scattered Lands Eliminated

The Desert Land board insisted on the Benham Falls project and No. 29, a list of scattered lands under the North Canal, be eliminated from consideration at present time, and that the lien on the lands be increased only \$5 an acre instead of \$10 an acre.

Provision for an additional bond to make first payments on North lands exceed \$25,000, and a provision that vouchers for the payment of trust funds be countersigned by a representative of the board. The salary and expenses would be paid with money furnished to the board by the company, were allocated upon.

An explanation of this attitude toward list No. 29, the board explained that this segregation has been approved by the Secretary of the Interior, and probably will be until the State Engineer's report has been furnished that department with a satisfactory report as to water supply. The Benham Falls project, the board contended, was involved in the negotiations for completion of the present project, and, as a result, the board did not care to consider it, but would prefer to take the matter up later. With the agreement practically reached, it probably will be signed within a few days.

CHILDREN TO BE INTERESTED

PLANS TO ENCOURAGE SCHOOL CHILDREN IN THE GROWING OF CROPS, POULTRY RAISING, ETC.—SUITABLE PRIZES WILL BE GIVEN WINNERS

L. R. Alderman, state superintendent of public instruction, is sending out the following circular to school teachers in the state:

To the Teachers of Oregon: Knowing that you are willing to cooperate in educational work I ask you to cooperate this year by encouraging all your pupils in the growing of crops, domestic science and poultry raising. Children like to do things and will respond to your encouragement. Your county will hold a fair at which your pupils will be asked to exhibit what they raise or make. The best of these exhibits will be brought to the state fair where liberal prizes will be awarded.

Ask your pupils how many of them would like to have a Shetland pony, a thoroughbred Jersey calf worth \$100, a pure bred pig that would take the prize at any stock show, a pure bred sheep with wool so thick that they would have to feel around to find its eyes, or a goat with floppy hair that reaches to the ground, or secure a fine Scotch Collie puppy that knows as much as some people, or win a money prize that will buy just what they want. All these prizes and many more are to be given at the state fair next fall.

Ask if they know how to grow potatoes, pumpkins, squashes, corn, pop corn, etc. Ask how many of them like water melons or musk melons. The reason so many boys and girls in Oregon do not grow water melons is because they are afraid the other boys will steal them. If they all grow water melons there will be no one to steal.

IS ISOLATED FOR A WEEK

REDMOND AND THIS SECTION OF THE STATE OUT OF TOUCH WITH OUTSIDE WORLD FOR A WEEK—BLOCKADE LIFTED LAST SATURDAY

The heavy snow storm that began January 6th, blockaded all railroads in the state, and completely isolated Central Oregon from the rest of the world. No trains reached here for a week, and a large portion of this time the telegraph wires were out of commission.

The first train to reach Redmond was over the Oregon Trunk, which came in Sunday morning at 4:15, carrying about 60 passengers who had been held up at different points in the state and along the line of the Oregon Trunk railroad. Many trains on the main lines entering Portland were stalled in snow drifts, and several days were required to get traffic into some semblance of order so that trains could be operated some where on schedule time.

All classes of business here was very quiet last week, as the deep snow made traveling hard for the country people to reach the city.

Friday, Chinook winds and rain began to melt the snow and by Saturday evening all of it was gone—staying on the ground just a week. The ground was frozen at the time the first snow fell, and the thaw was so rapid that large pools and ponds of water formed in different sections of the city. So far as can be learned no serious damage was done here. Only once, and then for a short time, did the thermometer drop to the zero mark. Some of the water mains froze up, but the warm weather the latter part of the week thawed them out.

About 26 inches of snow fell at Madras, and according to newspaper reports 22 inches fell in the vicin-

WATER USERS ARE SATISFIED

ARE PLEASED WITH PROGRESS BEING MADE IN THE CENTRAL OREGON IRRIGATION CO PROJECT—THE ASSOCIATION IS DOING GOOD WORK

The water users meeting in this city on Saturday, January 6th, was not what was expected on account of the stormy weather. There were some 40 or 50 present. All present seemed satisfied and pleased with what the representatives of the association had accomplished at Salem, and believed that the Desert Land board would look to the best interests of the settlers.

The subject of weirs was discussed, and the general opinion was that weirs should be placed for each delivery before the next irrigating season.

"Rotation" was also discussed, on which there was some difference of opinion. The majority seemed to think it would not be practical or satisfactory at the present time.

Vice President L. E. Smith presided in the absence of President Denner. Reports of meetings and copy of minutes of Desert Land board of Nov. 22 and 23, and Dec. 21 and 22 were read and discussed.

FIVE RIDES TO BEND HOTELS NOW

Competition among the three hotels has assumed a lively aspect, to the advantage of guests coming in or leaving by train, says the Bend Bulletin. Free transportation to and from the depot is the special inducement each hotel is offering prospective patrons.

REVISED THE WATER RATES

At the adjourned meeting of the City Council Friday night, January 12th, Councilmen Hoeh and Bush, the special committee to revise the



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Mendenhall's

SIX DAYS' MAIL IS RECEIVED SUNDAY

ARRIVED SUNDAY MORNING OVER OREGON TRUNK LINE AND CONSISTED OF 14 SACKS OF PAPERS AND 2 OF LETTERS

Redmond was without mail service from January 6th to January 13th, owing to the snow storm that began the 6th and blockaded the railroads. The first train to arrive here from Portland came in Sunday

COOL HEADS SAVE TRAIN

OREGON TRUNK TRAIN LAST SATURDAY NIGHT NARROWLY MISSES GOING INTO THE DESCHUTES RIVER WITH SIXTY PASSENGERS ON BOARD

The passengers on the Oregon Trunk train that arrived here Sunday morning at 4:15, had a thrilling experience and a narrow escape from death on the trip. The train left Fallbridge Saturday afternoon an hour late. Its progress was slow on account of a soft track and because of the danger of snow slides. Several times the train was delayed by obstructions on the track. About 10:15 Saturday night the train started across the Deschutes river bridge near North Junction. Apparently the high water had carried away some supports, for one span let down as the engine on the train struck the bridge. The engineer, W. B. Dixon, with rare presence of mind, pulled almost the entire train over the bridge. The bridge let down until the rear coach left the track. The train was stopped at once and the passengers hurried out of danger across the bridge. Then the balance of the train was pulled across the bridge safely to the south side of the river. Had the span given way a trifle more, nothing could have prevented a loss of life among the passengers and train crew. There were about 60 passengers on the train.

The following vote of thanks to the train crew was voted by the passengers:

"We, the passengers on the Oregon Trunk train leaving Fallbridge for Redmond, Ore., on Jan. 13th, 1912, desire to express our admiration and gratitude toward the men who composed the crew of the train for their bravery and presence of mind in time of danger, when we were in danger of going through the Deschutes bridge into the river immediately north of North Junction, on the Oregon Trunk line. Especially do we wish to commend W. B. Dixon, engineer, and T. L. Russell, conductor, for their quickness of action in a moment of great peril thus, no doubt, avoiding a serious disaster, and saving many lives.

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PICTURE OF NORTH BANK R. R. \$1,000,000 BRIDGE ACROSS THE COLUMBIA RIVER AT CELILO

ity of Metolius. Forty-four passengers on the Oregon Trunk line were marooned at Metolius for several days, and were guests at the Hotel Metolius at the expense of the railroad company.

In several places in the county on the stage lines the snow was piled six feet deep. In Portland the severity of the storm was felt the most. Nearly all kinds of business was affected. The electric lines were put out of commission and several hundred telephones went to the bad. Street traffic was badly demoralized and telephone and electric light poles fell and did much damage. Trees in the parks were torn down by the heavy mass of snow and ice on the branches, and in several instances residences were damaged by falling poles.

Not since the memorable silver thaw on January 28, 1907, has such weather been experienced in Port-

water rates, made their report, and recommended that some of the rates be materially changed, to go into effect from the first of February. Several bills were allowed and other routine business transacted. The committee on sidewalks will present at the next meeting a resolution recommending that the necessary sidewalks in the city be built. The Council adjourned to Tuesday, January 23.

The unadvertised store is merely a little more pathetic a sight than the inadequately advertised one. For the first has little to hope for nowadays, while the other impresses one as an example of possibilities gone wrong.

land. The peculiar conditions spread over the entire Willamette valley, scattering damage throughout its zone. The amount of damage will run into the hundreds of thousands of dollars.

When a man falls heir to a big job, it is always said his head is apt to swell.

morning at 4:15 and carried a large amount of mail for this city. There were 14 sacks of paper mail and two pouches of letters and registered mail. This is the largest mail ever received here and Assistant Postmaster Moore made a record by distributing it in five hours with only the help of an inexperienced helper. A heavy mail, the accumulation of six days, was also sent out from here on the north bound train Monday morning.

DRUG STORE CHANGES HANDS

J. D. Butler of Medford, bought out the drug store of Lynch & Roberts here this week, and will, for a while at least, conduct the business in its present location. Mr. Butler is an experienced druggist, a good business man and a pleasant gentleman to meet. Lynch & Roberts will still continue to conduct their general store as heretofore.