

# Habitat for Humanity looking for AmeriCorps members

From a press release  
 Bend-Redmond Habitat for Humanity has been awarded four AmeriCorps construction crew leader positions and is looking for motivated, qualified candidates to serve locally in August. Habitat AmeriCorps members

serve full-time, paid stipend positions for 10.5 months, helping to meet the housing needs of communities and low to moderate income families across the United States. Bend-Redmond Habitat for Humanity members will help the organi-

zation provide more affordable homeownership opportunities in both Bend and Redmond. In effort to do their part to address the housing crisis in both cities, Habitat is working to build 15 homes this coming service year. Over the course

of one service year, Habitat AmeriCorps Construction Crew Leads will coordinate, direct, educate, recruit and support construction volunteers. "We have big goals to build and serve up to 15 families and we can't do it without partnerships such as this.

Our local community is committed to helping us transform lives through affordable homeownership opportunities but having the onsite support at our construction sites is extremely valuable to us," said Susan Makris, construction volunteer coordinator.

## FLASHBACK

# This week in history: Neither a boom town nor a bust

The Spokesman

### 100 Years Ago

#### March 9, 1922 — Three soldiers buy farms near Redmond

Three ex-soldiers from Malheur County were this week located on the Deschutes valley farms, one at Terrebonne and two at Powell Butte.

H.W. Gould of Vale closed Monday with the James J. Ellinger estate, represented by Frank T. Redmond, for the purchase of the Williar farm at Terrebonne, which was recently accepted in trade by the estate. The place comprised 40 acres of irrigated land. The consideration was \$4,000.

Jack Schumway and John McKenzie, both of Vale, Saturday bought the 120-acre irrigated farm of Joel Elliot at Powell Butte.

### 75 Years Ago

#### March 13, 1947 — Trials underway for choosing radio for city

First trials of a two-way radio system for Redmond police, fire department, first aid car and other city units were being made yesterday, with a temporary antenna set up in the penthouse of Redmond hotel and a mobile unit installed in an automobile.

Four makes of radio systems are to be demonstrated before the city decides on which to install. Yesterday a Motorola outfit was used, and later General Electric, RCA, and Philco units



Submitted Photo

Redmond police department's drug education program is in full swing, with the arrival last week of a special kit, complete with imitation Marijuana plant and other simulated drugs, a slide program and special charts. Assistant chief Robert Kent, left, is heading the program, which was made possible through donations from Deschutes VFW Post 4108, represented by commander Bob Williams and others.

will be used.

Yesterday trials were made with a new type of very high frequency transmission. Successful two-way conversions were held from all points in town, from the pumping plant in the Deschutes Canyon above Cline Falls, from Tetherow bridge, and from behind Cinder Butte. The hotel penthouse was used only as a temporary central location for the experiment. If a permanent

installation is decided upon the siren tower at the city hall will probably be used for the main antenna.

### 50 Years Ago

#### March 8, 1972 — Hangar construction temporary halted

Construction on the seven unit T-hangar at Roberts Field has been stopped. George Simpson, city build-

ing inspector, issued a stop work order last week after it was discovered that the building did not meet specifications for being square and level, according to Curt Lantz, Redmond Airport Commission chairman.

Lawrence Construction Co. of Vancouver, Wash., currently is preparing a proposal to bring

the hangar up to specifications without total rebuilding. Lantz said the proposal was expected to include provisions for moving the center columns and redoing the roof.

### 25 Years Ago

#### March 12, 1997 — Neither a boom town nor a bust

A bank and a business plaza in Terrebonne? What's next, sidewalks?

Whoa, not so fast. Terrebonne is a Community that has experienced, for better or worse, precious little of the unrelenting growth that mushroomed Deschutes County's population in the 1980s and 90s.

No one in Terrebonne seems to mind that growth has passed by their rural community six miles north of Redmond. Some old timers who have spent most of their lives in Terrebonne say a lot of things have changed over the years, but they acknowledged that the town's growth is a ripple compared to the sea change that's transformed much of Central Oregon.

"It hasn't changed drastically; it's gotten a little more congested around," retired construction worker Fred Dexter says, sitting on the tailgate of his pickup. Waving his hand towards the neighborhood west of Highway 97, which runs through town a block from his home, Dexter

adds, "When we came back here from Nevada in '63, there wasn't anything up over that way."

Still, Terrebonne is a town that has aged more than its growth, but that could change — drastically — by the end of the century. One of the most controversial Central Oregon growth issues in the 90s is whether a destination resort should be allowed next to Smith Rock State Park, in Terrebonne's backyard.

Resort or no, business growth is stirring in Terrebonne. A self-storage and U-Haul rental center, a branch of the Prineville bank going in a vacant lot that will become Smith Rock Business Plaza, and expansion of La Siesta to add a lounge in the Mexican restaurant don't constitute a boom, but it's progress.

Sidewalks, though, are regarded as an encroachment on Terrebonne's rural character that residents want preserved.

County planners required Wayne Robinson, who opened Smith Rock self-storage last year, to pay \$42,000 for widening B Street and putting in Terrebonne's first sidewalk and curb along the block in front of his business, located across the street from Terrebonne Elementary School.

The county has developed a street improvement plan for Terrebonne that proposes adding more sidewalks and other urban amenities.

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