

THIS IS THE TIME FOR
BEND PEOPLE TO PULL
TOGETHER.

THE BEND BULLETIN.

500 NEW SUBSCRIBERS
WANTED.
Will You Be One of Them?

VOL. VII

BEND, OREGON, WEDNESDAY, JULY 14, 1909.

NO. 18

BLACK JACK PINE MAKES WOOD PULP

Provides Excellent Material for
Manufacture of Paper.

TESTED AT LEBANON MILLS

Result is a Superior Quality of Pulp
Both in Color and Fiber—The One-
Time Worthless Black Jack
Will Prove of Great Value.

The worthless black jack pine may prove to be not so worthless after all. It is very probable that this species of pine, of which there is such a great abundance south of Bend, will in time be of considerable value—as an experienced timber man put it, "160 acres of the black jack will be as valuable as 160 of yellow pine." The use to which it will be put will be the manufacture of wood pulp, from which paper is made.

Not long ago Messrs. J. N. Hunter and W. H. Staats sent a sample of the black jack to the paper mills at Lebanon and asked that it be tested as to its paper making qualities. The mill people ran the black jack through their machinery, and the result was a high grade quality of pulp. It was superior in that it was whiter than the average pulp and had a very good fiber. This insures a good grade of paper both in color and strength.

The Lebanon firm, in writing to Messrs. Hunter and Staats, said the sample of black jack made much better pulp than they were getting from the wood which they used at their mill, and said it was some of the best pulp they had ever made. They gave the black jack their unqualified approval as a paper making wood.

To Bulletin readers who are unacquainted with the paper making industry, this news may not carry its full importance. But when it is considered that timber which is suitable for paper, is almost exhausted in the United States, and that the securing of raw material is becoming a question of great concern to paper manufacturers, then it can be more readily understood that the abundance of what has been considered the worthless black jack will mean another profitable industry for the Bend country at some future day. Thousands of acres of standing timber are cut each year to supply the paper mills of the country, and statisticians have figured that the known supply will last only a very few years. Scientists have been experimenting with cornstalks, with the cotton plant and with various other materials in the hope of discovering a substitute for wood in the manufacture of paper, but to date have been unsuccessful. Timber that is suitable for the manufacture of paper is certain to command a good price.

And there is no scarcity of this grade of timber in this section. Commencing a few miles south of Bend and running down into California there is a belt of black jack pine so dense in growth that in many places a man can not walk through it. Sold by the cord to paper mills, 160 acres of this timber would return a neat sum to its owner even when sold at a very

nominal price. The mill at Lebanon buys its raw material by the cord.

Thus another industry awaits the coming of the railroad, when what has heretofore been considered a worthless product will be converted into dollars and cents for the men who own it.

ACTIVITY IN TIMBER.

Promise of Brisk Demand, with Better Prices, for Oregon Trees.

Those who keep in touch with the timber market are prophesying that there will be a brisk demand for Oregon timber during the next few months, with quite an appreciable increase in prices paid. One section of the state where this activity will be felt is said to be in the yellow pine timber around Bend. Discussing the probable condition of the timber market, the Sunday Oregon Journal said:

"Timber dealers report a very noticeable revival of interest in Oregon timber and look forward to much business this summer. Comparatively few transactions of magnitude have been reported during the past several months, the uncertainty of the lumber tariff having been prominently mentioned as one of the chief reasons for this, but now new faith in the soundness of timber as an investment has apparently been fully reestablished.

"Timber operators state that if inquiries are to be considered a criterion of future business, there will be much buying this summer. Every mail from the old lumber states east of the mountains brings letters of inquiry regarding timber resources of this state and values, and the hotels have of late had many prominent timber buyers among their guests.

"Interest is not centered on any one particular locality, it is pointed out, but instead is distributed all over the state, wherever the forests are such as to invite the attention of the logger or lumber manufacturer. But especially keen interest is displayed in sections likely to be tapped soon by projected railroads.

"The proposed Harriman line through the Deschutes valley will afford an outlet for one of the finest bodies of yellow pine in the world, and considerable interest is being taken in timber in that district. This timber is said to be favorably located for logging by reason of the fact that the ground is almost as level as a floor, and entirely free from underbrush. The trees are evenly distributed and of very uniform size, the timber running from 12,500 to 20,000 feet to the acre.

"One of the most prominent and best posted timber operators here stated yesterday that he looks for heavier purchases of timber this year than ever before. He says buyers have been holding off for several months waiting to see what would come from the tariff agitation, to watch the trend of the lumber business, and also to see if possible what progress might be expected in the various railroad projects. Having become assured that the tariff question will not deal a death blow to the lumber industry and that Oregon will eventually have the much desired transportation facilities, they have about come to the conclusion that now is the time to buy.

"A good sign of brisk business in the near future," said this same timber operator, "is the fact that timber buyers are running about much the same as women on a shopping tour. They first see one dealer, then another to get prices and see what there is to be had. After a while they buy and every purchase means an increase in valuation of remaining tracts, because there is only a certain amount to be had. A singular fact in connection with this, too, is that of all those who have come out here to look over the ground, every one has returned with money to invest, which goes to show that they have complete confidence in the future."

FAVORABLE NEWS COMES REGARDING RAILROAD

Twohy Bros. Are Moving In Large Quantities
of Construction Equipment and Supplies.
Office Rooms, Warehouse and Livery
Stable Rented at Grass Valley.

Just as The Bulletin goes to press the following message was received by Messrs. Hunter & Staats of Bend. It is self explanatory:

Portland, Or., July 14—3:30 P. M.—Hunter & Staats, Bend: General Land Office today approved entire line of Deschutes road.
DON. STEFFA.

Reports direct from the scene of railroad activity on the Deschutes confirm all that was reported in last week's Bulletin. Numerous cars of construction tools and camp equipment have been sent in to Moro and Grass Valley, 11 cars going through in one consignment. Additional equipment and supplies are being sent in on nearly every train.

At Grass Valley Twohy Bros. have rented a large warehouse and it is said to be full of construction material. A Bend man who came through there the first of the week, saw on the outside of the warehouse a number of iron wheels or trucks—the kind that are used on small dump cars in construction. He also saw a supply of rails to be used with the same cars, and a great amount of scrap iron, drill steel, etc. A large amount of supplies was being unloaded, such as crates of cabbage, boxes of prunes, potatoes, etc., etc., all consigned to Twohy Bros., which would indicate that the supplies were for the railroad gangs. At this same place, they have built a large cellar in which to store powder, have leased six office rooms, and have rented a large livery stable in which to house their horses and mules.

West of Moro three roads are being built from the top of the canyon down to the river. These roads will be used by the construction crews, and the machinery will be hauled in over them. The surveyors are using mostly the road west from Grass Valley down Rattlesnake canyon. This is a public road used but little, and the railroad has put crews at work repairing it. A large number of surveyors are stationed at the Free Bridge. They are setting grade stakes, getting specifications for two or more bridges, and also for a tunnel through a rocky point which may be necessary. In all, there are about 300 men, with a large number of mules, at work along the canyon west of Moro and Grass Valley.

A letter received from Portland states that if Bend people have any suspicion that the road will not be built, for them to wipe from their minds the suspicion at once. The writer says he KNOWS ABSOLUTELY that the road is to be pushed right through, and that it will be built 200 miles, or to connect with the Klamath Falls extension at Odell. He further says that Porter Bros. and Twohy Bros. are to build the road, and they are now working under an agreement whereby their remuneration is to be 10 per cent of the total cost of the road's construction.

The work on the Deschutes railroad that is now being prosecuted, is being done by Twohy Bros., of Spokane, a large contracting firm. Twohy Bros. had a complete camp equipment, grading outfit and other paraphernalia available at Spokane and arrangements were made by the Harriman construction department to have this firm send in their outfit and prosecute the building of the road under what is known as the "force account" plan. In other words, Twohy Bros. will continue to work on the first section of the road piecemeal or by the day, until the remaining rights-of-way on the lower section of the road have been secured and until the survey maps for the three upper sections of 90 miles have been approved by the Secretary of the Interior. Even then a large part of the new line is likely to be built under the present plan under which Twohy Bros. are working. This may or may not cover the entire \$2,000,000 estimate for the first 40 miles from the mouth of the Deschutes to Sherar's Bridge.

Manager O'Brien has stated that it would be out of the question for the company to entertain any proposition looking toward the letting of a contract with the Central Oregon project in its present situation. Simply as a matter of convenience and to avoid any further delay in getting work under way, the "force account" deal was made with the Twohys.

Railroad Means Right.

"Our intention is to show that we are prepared to make good, and are already doing so," said Mr. O'Brien to a Telegram representative. "If the Government fails to pass on our maps for the concluding stretches of the road we may safely be able to pass the situation up to someone else. The railroad means right and is doing right but this continual fumbling and fussing with red tape by government departments is excessively annoying. "We have now working at different points along the line some 200 men. As soon as the government lets us have our right of way through the Deschutes canyon, we will rush more men and equipment into that country and will push the road to completion as soon as possible."

Length of Road 200 Miles.

Portland papers now quite generally speak of the length of the new road as 200 miles. That would extend the road through Bend to Odell or to connect with the Klamath Falls road building northward. This is undoubtedly what will be done as it would give the Harriman system a through line, with very low grades, on the east side of the Cascades, between Portland and

San Francisco. With such a road completed, most of the heavy freight between these points would be routed over it.

Speaking of the beginning of construction work on the Deschutes, the Telegram said:

Hurry Work on First Section.

In order to show absolute good faith in their promise to lose no time in invading the long-neglected territory, the Harriman interests will go ahead with their construction work until the 40 miles of road have been completed. This will take several months, and it is estimated that it will cost in the neighborhood of \$1,500,000. In spite of the fact that this initial investment will be made, it will not put the southern terminus of the first link in the line into a productive territory. In other words, this big sum of money is to be invested on the project without the prospect of a cent in revenue for many months, or until some point has been reached where a productive region will be tributary to the new road.

It is stated that this "gamble" is being made with the expectancy that the remaining 90 miles of the road will soon be extricated from the governmental red tape with which the survey maps are now so tightly bound and tied.

In addition to the engineering crews and construction gangs which have already been dispatched from local Harriman headquarters up the Deschutes another force of surveyors is being picked up by Chief Engineer Boschke and they will go farther up into the interior. Although such intentions are persistently denied by Mr. Boschke, it is understood from reliable sources that he is planning to have his own men work over certain sections of Oregon Trunk Line rights of way with a view of verifying data which indicates that the Oregon Trunk has much more favorable locations than Mr. Boschke's forces have been able to secure. This applies particularly to the upper reaches of the two contending projects.

Beginning at about the 110-mile point this situation applies for most of the remaining 20 or 25 miles of surveys. The Oregon Trunk runs up Willow creek at a 1.2 per cent grade and 8-degree curvature, while the Deschutes Road lines diverge from the canyon at a point below the mouth of Trout creek and cross Trout and Willow creeks on high and long bridges. This entails grades reaching 1.5 per cent with a curvature of 15 degrees at certain points.

Run Over Rival's Line.

The Oregon Trunk has a further advantage as it taps at much closer range a highly productive territory in the Warm Springs reservation and the Malheur timber belt.

The reputed object of the Harriman engineers in running over their rival's lines is to determine to a nicety just how much more favorable the Oregon Trunk Line surveys are. If it is found that they are sufficiently superior it is almost certain that negotiations of some sort will be opened up between the rival railroad projectors with a view of amicable settlement of the strategic controversy, as it is admitted that it would be worse than folly for both lines to be built into Central Oregon at this time. Porter Bros., who built the North Bank, are said to control the Oregon Trunk, but as yet they have shown no disposition to make overtures to Harriman or suggest any terms under which peace may be obtained.

Stole Chairs from Hall.

The note in a Portland paper to the effect that someone had entered a newly-built house and had stolen the bath tub, is on a par with what happened in Bend on the evening that the minstrel show was given. A number of chairs had been borrowed for the occasion from Millard Triplett's furniture store, and when the band boys started to return them the next morning, six of the best ones were missing. It might be supposed that there had been a mistake made in the count, but the chairs were used for reserved seats, had been tagged and numbered, and chairs with six consecutive numbers were missing. The hall was locked but the windows were all open, and entrance could easily have been obtained by crawling on to the roof of "The Annex" and then through a window.

WHAT IT COSTS TO GET LAND READY

Experienced Farmers Answer
Letter of Inquiry.

GIVE FIGURES AND FACTS

The Various Items of Expense for
Clearing, Plowing, Leveling, Building
Laterals, Etc., Enumerated
with Acre Cost of Each

A few weeks ago The Bulletin received a letter of inquiry from a Portland subscriber, asking that this paper publish an article setting forth the cost of putting land in this section under cultivation. We knew of no better way to secure the desired information than by approaching a few of our most successful farmers, and hence we wrote letters to five different ones living on irrigated land. The Bulletin's letters contained the following questions:

What is the cost per acre of clearing the average sagebrush land?
What is the cost per acre of clearing the average juniper land?
What figure would you allow per acre for removing rock?
What is the cost per acre for plowing?
What is the cost per acre for leveling?
What is the cost per acre for drill seeding?
What is the cost per acre of marking furrows?
What is the cost per acre of building laterals and putting in irrigating spouts?
What is the cost per acre for each irrigation?

In reply to our letter of inquiry we have received answers as given below. Mr. Walker, whose letter is appended, lives about 18 miles east of Bend in what is known as the old river bed section. He has been quite successful in his farming, and raised a hay crop last year the profit from which would return him 10 per cent interest on the money invested in his land when valued at \$125 per acre. Mr. Walker's letter follows:

BEND, Oregon, July 3, 1909.—Editor Bend Bulletin.—Dear Sir: In answer to your communication relative to the cost of putting land in cultivation in this section, I beg leave to submit the following as my opinion, which I base on nearly three years of experience in this line of work.

For clearing land where there is sagebrush only, it is worth \$3.50 per acre and \$2.50 for plowing.

Where there is juniper, it is worth 22 cents per tree to pull and burn the trees, or will average about \$5.00 per acre.

Where leveling is necessary, it is worth from 50 cents to \$1.00 per acre, according to the amount needed.

Drilling to grain is worth 50 cents per acre.

I have had no experience in removing rock, so cannot say as to what that would be worth.

Very truly,

A. O. WALKER.

Our second reply was from Geo. L. Simmons, a successful rancher near Laidlaw. Mr. Simmons has the reputation of having more than paid for his land with his first crop of hay. Mr. Simmons wrote:

LAIDLAW, Or., June 27, 1909.—Editor Bend Bulletin, Bend, Or.—Dear Sir: In answer to your questions, I quote the following figures:

Sagebrush clearing, \$4.00 to \$7.00 per acre.

Juniper clearing, \$15.00 to \$25.00 per acre.

Plowing, \$2.50 per acre.

Leveling, 50 cents per acre and up.

Drilling, 40 cents per acre.

Marking furrows, 25 cents per acre.

(Continued on last page.)