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# THE BEND BULLETIN.

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## J. J. HILL IS BACKING THE OREGON TRUNK LINE

### JOHN F. STEVENS MAKES PUBLIC ANNOUNCEMENT TO THAT EFFECT

Stevens Claims to Have Bought a Controlling Interest in the Road, and Says Jas. J. Hill Is Backing the Project Financially—Vigorous Fight Is Assured.

The curtain of mystery that has concealed the identity of the forces behind Porter Bros. in their fight along the lower Deschutes, has been lifted and John F. Stevens comes forward with the announcement that J. J. Hill is personally back of the building of the Oregon Trunk Line. This only verifies what has been commonly believed. Last Sunday, in Portland, Mr. Stevens said:

"On being asked several days ago if I had any interest in the Oregon Trunk, or if I represented any railroads that were interested, I said no, and the latter statement still holds good. Since then, however I have acquired a controlling interest in the project, have all necessary financial arrangements completed, and the road will be built as fast as it can be reasonably done with men and money. The matter is a personal one, and I have no objection to saying that J. J. Hill, as an individual, is financially interested to any extent necessary to carry the road through to successful completion."

Continuing, Mr. Stevens said: "Plans in detail are not fully developed, but will become apparent from time to time, as conditions may seem to require. It may be said, however, that the Oregon Trunk proposes to provide as quickly as practicable a northern outlet for Central Oregon, regardless of the designs of any other transportation company."

Having made this announcement, the Oregonian says, Mr. Stevens refused to budge an inch, explaining that he was not in a position to disclose further information as to the plans of himself and his associates. Efforts to make him talk further were unavailing.

"Is it your intention to secure connections for your road with Portland?" was asked.

"I am not prepared to discuss that matter," came the answer.

"Will you bridge the Columbia?" was the next question.

"I have said all I can say in the statement I have just made," was the response.

#### Central Oregon Present Goal.

"Do you expect to build eventually into California?" was the third interrogation. To this Mr. Stevens responded with one of his characteristic smiles and dismissed the inquiry by saying: "Central Oregon is our present objective point."

This announcement is believed to make certain the common surmise that Hill will build through Central Oregon to Lakeview and down Pitt river to San Francisco. This situation has been fully set forth in the Bulletin from time to time and will not be repeated now.

#### ROADS WILL PUSH FORWARD

##### Their Object is to Tap Central Oregon Timber Belt.

G. P. Putnam, who has been in the Deschutes canyon for the past ten days as a representative of the Oregonian, has much to say of interest concerning his trip.

"Now that we know Hill is behind the Porters," said Mr. Putnam in a Bulletin interview, "at least one road seems a certainty. Personally, I believe there will be two, for the amount of work now in progress in the canyon and at supply points almost precludes the possibility of bluffing."

"The Dalles is the central operating point for the Porters, whence they freight the supplies brought in on the North Bank road to their camps on the Deschutes. Already they have over 60 four-horse teams engaged in this work, and approximately 20 camps, employing eight or nine hundred men. The Twobys operate chiefly from Grass Valley, having there rented offices, a hospital building, warehouses, etc. for one year, this pretty nearly indicating the permanency of their work."

"There is, I suppose," continued Mr. Putnam, who has traveled on foot through two thirds of the canyon, "some three or four miles of grading practically completed, this being scattered along at various points. But just at present work is being chiefly concentrated on the building of wagon roads, which are essential for the establishment of new camps and the ready maintenance of the

old. This feature of the work is eminently satisfactory, from our standpoint, as indicating that the constructionists mean business."

After calling attention to the fact that the Harriman sub-contractors and engineers have just commenced operations on this end of the line, near Madras, Mr. Putnam went on to say: "Of course I was particularly interested in the fate of the Bend country—whether the roads would continue beyond the points now designated as terminal points. Although the heads of both sides could of course say little about this at present, it is pretty clearly intimated, in fact, practically acknowledged, that no railroad would stop short of the timber belt. John D. Porter especially dwelt upon the vast importance of lumber freighting to be developed. 'Five hundred cars a day for 50 years,' was what he estimated, you remember."

"There is every reason to believe that the roads must and will touch the milling points on the Deschutes, and all in touch with the work declare California is the objective point. Unless the courts interfere, the Deschutes canyon will see the greatest railroad war in Northwest Oregon history."

While in Portland Mr. Putnam interviewed the commercial club's publicity man, obtaining information in regard to town advertising in Oregon. "There is no section in the Northwest," said he, "so much in the public eye, these days, as the Deschutes country. It is astonishing how much it is being discussed, and distressing how little is understood of its vast possibilities. Indeed, all with whom I talked declared that Bend was missing golden opportunities these 'railroad' days in not crying her wares more loudly."

#### Rosland News.

ROSLAND, Aug. 14.—The Misses Lillian and LaVina Knox went up to their homestead Thursday, after a short visit with Miss Cora Cook and the Vandevarts.

Mrs. J. N. Masten and Mrs. Nettie Schultz returned from Bend Wednesday evening.

Edwin Sather returned to Bend Thursday, after spending ten days with L. M. Burt.

Geo. Nolan has been spending several days with C. R. Clausen.

Mrs. Chas. Graves is staying with Mrs. Nolan at Rosland.

Mrs. Petit returned from the Valley last week.

Geo. Bogue and Carl Wise was up the river today.

Clint Vandevart hauled a load of shakes for the Rev. Mitchell last Tuesday.

Everyone is busy haying these days. Mrs. Cook was up the river today visiting Mrs. C. R. Clausen.

#### Notice.

All bills owed the Bend Drug Company should be paid to P. O. Minor. It is requested that payment be made as soon as possible.

BEND DRUG COMPANY.

The Bulletin—only \$1.50 a year.

#### NO BLOCKING TACTICS.

##### W. W. Brown Refuses to Aid Harriman in His Railroad Fight.

W. W. Brown, who owns a ranch at Willow creek where it flows into the Deschutes, is the right sort of a man to have in a country. He had previously sold right of way across his ranch to the Harriman people for their Deschutes road. Down next to the Deschutes there was three-tenths of an acre lying in such a position between the Harriman right of way and the river, that if it could be secured by Harriman it would block Porter Bros. in their railroad building.

Harriman's agents offered Brown \$3,000 for this three-tenths of an acre, but Mr. Brown refused to sell. He said that he wanted to see both railroads built into Central Oregon and he would be a party to no blocking tactics. Mr. Brown stood firm and would not sell. Later Porter Bros. agent asked for right of way and Mr. Brown sold him the three-tenths of an acre and right of way across his entire ranch for \$3,000.

Which goes to show that the people of Central Oregon intend to play fair with the railroads.

#### A STEP FORWARD.

##### The First National Bank of Bend Is Designated a County Depository.

The First National Bank of Bend received, the first of the week, a deposit of county moneys from County Treasurer W. F. King, and Mr. King announced that hereafter a part of the county funds will be deposited in the Bend bank, making it a county depository.

This is quite an acquisition for the local bank and shows that the county officials have confidence in the institution. The First National is proving of true worth to the people of this community, and this is but another proof of the advanced position the bank intends to take in its line of business.

#### Redmond Notes.

B. S. Cook of Portland, who is heavily interested in Crook county property among which is the Redmond townsite, came in on Thursday for a few days visit. This is Mr. Cook's first visit in three years and he was agreeably surprised at the development on the irrigated lands. He predicts a bright future for Redmond.

The railroad building and the publicity given by reason of the numerous junctions between the Deschutes railroad and Grand Trunk Line for strategic points in the Deschutes canyon, has been the best advertising Central Oregon has ever received, as evidenced by the daily increase in investors now flocking to this land of promise. Among the new comers during the past week were: Chas. Edwards, Robt. Fitzsimons, M. M. Maling, C. W. Embody and Chas. Brock of Portland; H. M. Crooks, Albany; T. H. Baskin, Tonkawa, Okla.; L. A. Baker, San Francisco; A. G. Lamme, Filner, Ida.

Among the real estate sales of the week were: T. M. Johnson, Pittsburgh, Penn., 80 acres; Geo. Truak, Enid, Okla., 80 acres; E. Fisher, Denver, Col., 40 acres; and a number of town lots.

Jas. A. McCoy is now at work on the Jones residence.

Mrs. Dixon and baby came in from Salt Lake on Tuesday. The doctor now wears the smile that "won't come off." It will take about two more weeks to finish the doctor's new bungalow. In the meantime the Hotel Redmond will be their temporary address.

The wire is on the ground for the new telephone line and the farmers are now busy in all directions putting up poles. There are over 60 subscribers on the new line.

The lumber is now on the ground for the new furniture and carpet emporium. Rhret Bros. have entirely remodeled the interior of their general. With new shelving, new floor, paint, etc., it now presents a very attractive appearance.

A big touring car rolled in on Sunday with E. E. Lytle, R. P. Effinger and Fred S. Stanley as passengers. Both Mr. Lytle and Mr. Effinger invested extensively in Redmond town lots before continuing their journey south.

H. F. JONES.

#### GOOD CROPS AT POWELL BUTTES

##### Many Fields of Ripening Grain and Green Alfalfa.

#### SAGEBRUSH IS DISAPPEARING

##### Farmers in That Section Are Making Good Progress in Clearing Their Lands—Brief Mention of a Few of the Leading Farms.

A ride through the Powell Buttes section furnishes a striking example of what may be done with this soil by the application of water. In that section the sagebrush is rapidly disappearing before the onslaughts of the settlers, and green fields of oats, wheat, clover and alfalfa are now seen on every hand, and in some instances cleared fields with growing crops stretch before ones vision for a mile or two. Instead of the weary, tiresome view of sagebrush and junipers, the eye is now refreshed with green fields and neat homes. The transformation from a dry desert into productive farms is going on apace around Powell Buttes, and the change is one that makes the heart rejoice.

A Bulletin representative took a drive through this section last Saturday, and was surprised at the many changes and improvements to be seen on every hand. Charley Swanson's was one of the farms visited. He undoubtedly has the best field of wheat grown anywhere in the Bend country this season. This field comprises from 20 to 23 acres and was seeded to Scotch Fife wheat last September. When the writer visited the field Mr. Swanson and his men were just finishing stacking the crop, but judging from the length of the straw, the heavy, well-filled heads, and the thick stubble, the threshing machine will prove that a very good yield was raised on this field. We saw a picture of this wheat taken before it was cut, and the standing grain reached to Mr. Swanson's face and Mr. Swanson is not a small man either—a six-footer, we should judge. One estimate on this field is that it will go 60 bushels to the acre, although Mr. Swanson was a little more conservative and would not risk his reputation by placing an estimate on it. But a handsome yield is assured. He also has some oats that will thresh out heavily. The wheat is the second crop from the land. Mr. Swanson has a very pleasant farm home which bears an air of prosperity.

Another field of wheat that looked especially good was one on the Tom Langdon forty, just west of the E. A. Bussett place, the forty being farmed this year by Dick Myers. This forty had a fine stand of wheat of the Breece variety, which in many places stood as high as the horses' backs. Chas. H. Foster was busy cutting it with his binder, and, upon the question being put to him he estimated that the field would average 40 bushels to the acre, this being the first crop from the land. Mr. Myers also has

in 40 acres of oats on the Langdon tract which will make a good showing by the time it is harvested.

A field of Forty Fold wheat adjoins the Myers forty on the west end and is being farmed by E. A. Bussett. This field was about ready for cutting, and gave evidence of a very good yield, even better than the Breece wheat. The Forty Fold had heavy heads, upon shelling a few of which we found large, plump kernels of grain. These three—the Swanson, the Myers, and the Bussett—were three of the best fields of wheat seen in that section.

Mr. Bussett has a very attractive home place, really one of the best around the buttes. A neat, commodious and well painted house, with a yard full of flowers and with a large barn and well kept fences, gave the place a prosperous appearance.

A mile or two southwest of the station we saw a fine field of alfalfa nearly ready for the second cutting. It was on H. H. Mitchell's place. Mr. Mitchell said the first crop for this year was cut on July 15, from which he got over two tons to the acre. The second cutting will be very good also. This field was seeded on May 20, 1908, and Mr. Mitchell cut it twice the first year getting about a ton to the acre from each cutting. Mr. Mitchell also had a small patch of onions of which he was justly proud—large, firm bulbs covering the entire patch.

Mr. Fulkerson, whose farm adjoins the station on the west, has 80 acres into oats that stand as high as a man's shoulders, and they were seeded late, too. The greater part of this field was cleared and put under cultivation this spring. It makes a very good showing for a first crop. Part of this same eighty is seeded to clover with the oats as a nurse crop. Mr. Fulkerson's place has a neat appearance and compares very favorably with any in that section.

A. H. Rhode is another settler in that immediate vicinity who is putting his place under cultivation as rapidly as possible. He has a small field of alfalfa that shows a good growth and is nearly ready for the second cutting.

Above the canal there is considerable land that is being dry farmed. Of this, Chas. H. Foster has one of the best farms, with a fine large house on his home place. Mr. Foster had just finished threshing his rye, of which he had 26 acres. He expected about 200 bushels from the field, but was surprised to find that he had over 400 bushels when he got through threshing. Mr. Foster is an enthusiastic believer in the Campbell system of dry farming and says he intends to follow that system hereafter. He also has 40 acres under the ditch. Mr. Foster owns a threshing machine and does most of the threshing for the farmers thereabouts.

G. J. Shobert is another dry farmer whose crop threshed better than he expected. He got 22 bushels of wheat to the acre from his dry land this year.

These are only a few ranches that are generally representative of that section. South of the station

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#### GREAT GROWTH IN THE BEND COUNTRY

##### E. E. Lytle, Railroad Builder, Is Surprised at Development.

#### WILL PRODUCE MUCH TRAFFIC

##### After an Absence of Four Years, Mr. Lytle Sees Progress on Every Hand—Says There Is Business For Two Railroads.

F. S. Stanley, E. E. Lytle and R. P. Eppinger, all of Portland, spent Monday in Bend. These gentlemen were on an automobile trip through Central Oregon, intending to go from Bend to Silver Lake, to Lakeview, from Lakeview to Klamath Falls, and from Klamath Falls to Medford via Crater Lake, returning to Portland from Medford. Mr. Lytle, who, it will be remembered, built the Columbia Southern railroad and who is now engaged in building the Tillamook line for Harriman, expressed himself as very much surprised at the development that had taken place in the Bend country since his last visit to this section four years ago.

"The growth and development is a revelation to me," Mr. Lytle stated when discussing the subject. "I always had faith in Interior Oregon and knew from the reports that came from this section that many new settlers were moving in and that a healthy development was in progress, but I had no idea that it had assumed the proportions which I now see evidenced on every hand. As a friend of Central Oregon, I am much pleased with the development which I find on this trip."

This statement naturally led to the discussion of railroad possibilities and Mr. Lytle was asked if, in his judgment, there was sufficient business here to warrant a railroad in building. Mr. Lytle, before answering, asked a few questions himself as to population, etc., and then after figuring for a moment he replied: "A strip four miles wide on each side of a railroad through this section will produce enough traffic to warrant the building of a railroad."

"Well, if that is true, there is certainly room for two roads through Central Oregon," was then put to Mr. Lytle.

"Yes, there will be plenty of business for two roads when the development of the country gets fairly under way," Mr. Lytle replied.

Mr. Lytle and General Manager O'Brien stood out for a long time for an extension of the Columbia Southern, and Mr. Harriman had promised that the extension should be made and had given orders to that effect. But the traffic and maintenance men opposed the extension claiming that there was not sufficient business in this section. Mr. Lytle argued to the contrary and stood valiantly for an extension of his road but to no avail, as the results prove. Now, with actual construction under way on the Des-

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