

"COME TO BEND."

THE BEND BULLETIN.

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VOL. VII

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NO. 31

WORK WILL BE RUSHED ON OREGON TRUNK LINE

STEVENS MAKES ANNOUNCEMENT ON HIS RETURN FROM THE EAST

Four Thousand Laborers Will Be Put on Construction Work as Rapidly as They Can Be Hired--Road Will Come to Bend and May Go Farther--Contracts Let to Madras.

John F. Stevens, president of the Oregon Trunk Line returned to Portland Saturday from a three weeks' visit to New York City. In an interview in the Oregonian he stated that work on the Oregon Trunk will be pushed with vigor, but refused to state what would be the terminus of the line, or whether or not his company would build a road east and west across the state.

"I have only to say," said Mr. Stevens in an interview Saturday, "that the Oregon Trunk will proceed with the completion of its projected road into Central Oregon just as rapidly as the employment of laborers and the expenditure of money will make possible. As to the final destination of our road, I have nothing to say. We have started out to build a railroad into Central Oregon and that is what we propose to do."

"We have awarded contracts for the construction work as far south as Madras, and camps have been organized for the employment of 4000 laborers, who will be put to work just as rapidly as they can be found. It is true that we have a number of surveying crews in the field south of Madras. It is our purpose to build our railroad to a point in interior Oregon at least 50 miles south of Madras. It has not been decided that Bend will be that objective point, although one of the surveys extends to that town. The various surveys which have been made will be considered thoroughly as to the practicability of the routes proposed and their feasibility with reference to possible extensions in the future. We mean business and the work contemplated will be pushed to an early completion."

General Railroad News Notes.

Between 2500 and 3000 men are busy as bees southeast of Natron on the Natron-Klamath Falls extension.

Engineer Rierdon reached Madras last week with a crew of 20 men, supposedly to relocate the Oregon Trunk Line from Madras down Willow creek to the Deschutes.

McKivir Bros., railroad contractors, have arrived at Madras ready to go to work, presumably for the Oregon Trunk. They had a six mile contract on the North Bank Road.

John D. Twoby, of the firm of Twoby Bros., Harriman contractors, was married on Oct. 6 at The Dalles, to Miss Genevieve Fish. They were married at St. Peter's Catholic church by the Rev. Father Bronegeest.

The crews of the Oregon Trunk Line which have been working at Trail Crossing have finished the work there and left, probably going to the camps either at Madras or in the Deschutes canyon. It is believed this work was done in order to hold the strategic crossing of Crooked river at that point.

The Oregon Trunk now has a steam shovel at work at the mouth of the Deschutes. Laborers are building grade above the Moody and government dam sites in the lower canyon. Another crew is working above Sberar's bridge. In all about 1400 laborers are at work. In addition to these, General Manager Smith says they have a surveying crew on an average of every seven miles for a distance of over 160 miles.

The Harriman and Hill people evidently are adjusting their difficulties over right of way in the canyon. The Oregon Trunk has relocated its line from mile post 23 to Sberar's bridge, a distance of 15 miles. It now runs on the west side of the canyon through that section. By this arrangement the contest at Horseshoe Bend is ended. The Harriman line stays on the east side of the river, thus avoiding a conflict over right of way.

WHAT IS HAPPENING HERE.

Crews in the Vicinity of Bend Are Locating the Line.

It is reported on very good authority that Engineer Wakefield is now "locating" the line which he recently ran from Bend southward, starting on the location work near the Rosland sawmill. It is also reported that the crew under Engineer Rockfellow is likewise "locating" the line between Bend and Redmond.

Aside from the continued activity of the surveying crews in this vicinity, happenings in the railroad world have been rather quiet during the past week.

LINE TO BEND POSSIBLE.

Albany, Lebanon & Bend Railroad Company Incorporates.

ALBANY, Or., Oct. 7.—Articles of incorporation were filed here today for the Albany, Lebanon & Bend Railroad Company, which proposes to build a railroad from Albany to Bend by the way of Lebanon and the middle fork of the South Santiam river, says the Oregonian. The incorporators are J. C. Mayer and Ed. Kellenberger of Lebanon, and George B. Whitcomb of Foster. The capital stock is \$10,000.

This company was formed primarily, it is understood here, for the purpose of accepting a franchise granted the incorporators about six months ago for the construction of a railroad along a county road from Foster to the Paywell line. The men back of the new company are the owners of the mine. They are said to be endeavoring to interest outside capital now in the project of an electric line from Lebanon to Foster, and if this project succeeds, the proposed line from Albany to Bend may be constructed later.

Too Much for Clerk Brown.

The county clerk refuses to handle any more green coyote hides. The scent is too utterly too too. He insists that the hides be thoroughly dried before they are brought to his office. He says he is tired of piling weights on them to hold them in one place. Like old cheese, they want to crawl around.—Journal.

Another Well at Redmond.

John Moore is drilling another deep well at Redmond. Two years ago a fine supply of water was found at a depth of 450 feet, but the well became plugged in some way and never could be used.

BIG MEN ON THE O. T. L.

Some of the Foremost Engineers in the World Are Its Officers.

What is the plan behind the Oregon Trunk Line? Where will it end, and what is the extent of the territory to be tapped by it? Is it intended simply as a feeder to the North Bank Road, or will it eventually be a link in a trunk line from St. Paul to San Francisco? All of these various questions are being asked repeatedly by the people of Oregon, and particularly of Central Oregon. An answer to them is partially secured by noticing the personnel of the forces in command of the construction of the Oregon Trunk Line.

The men at the head of the Oregon Trunk are some of the foremost engineers and organizers in the entire country. John F. Stevens, the president of the road, is well known as chief engineer on the Panama canal at one time. J. J. Hill classifies him as the greatest location and construction engineer in the world. Mr. Stevens has brought to Portland with him two former associates in the canal construction in Jackson Smith, vice-president and general manager, and Leroy Park, secretary and treasurer of the new railroad line.

Mr. Smith went to Panama first as assistant to Mr. Stevens and when the latter resigned he became a member of the Panama Canal Commission and was Commissioner of Labor, Quarters and Subsistence. He resigned about one year ago. Mr. Park was the European employment agent for the commission and was stationed at Paris. His work was a very important and difficult one.

The Great Northern apparently has spared no effort in getting men for the Oregon Trunk Line who are experts in engineering and organization, which is taken as another indication that it is not the intention to stop with the con-

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THESE ARE BUSY DAYS ON THE POWER DAM.

Just above the power dam at Bend and on the west side of the river, high above the water, a deposit of sand has been found and workmen are getting it out for use in the masonry work on the dam. It is difficult and expensive work. First, a foot or two of earth has to be "stripped" off by means of teams and shovels. This uncovers a conglomeration of boulders and wash gravel, the gravel ranging in size from a pea to the dimensions of a man's fist. Mixed in with this is the sand. The workmen dig it out with pickaxe and shovel, it is then screened and lastly hauled to the east side of the river, where the dirt is washed out of it by a liberal application of water, and it is then used to mix with the cement. The abundance of wash gravel at the sand pit proves conclusively that the water flowed over that place at one time.

Chas. Niswonger and Fred Hunnell are hard at work building a

A FINE EXHIBIT SENT TO BILLINGS

Twenty-seven Samples Go From Bend to Dry Farming Congress.

OATS YIELD 91 BU. TO ACRE

C. D. Swanson Produces That Pleasing Result on Dry Land—Wheat, Barley, Corn, Apples, Potatoes, Clover, Etc. in Collection.

Last week the exhibit of local dry farming products was shipped to the forthcoming congress at Billings, Montana. As reported in last week's Bulletin this exhibit from the Bend country was instigated by officials of the Great Northern Railroad, acting on behalf of its president, Louis Hill, and as such represents the first official recognition of the Deschutes country by the interests of the "Empire Builder."

The exhibit was arranged by the Bend Board of Trade, and consisted of 27 samples of dry farming products and half a dozen exceptionally fine specimens of grain and fruit from irrigated land.

Probably the finest record of all is that of the black oats entered by C. D. Swanson, of Powell Buttes, which went 91 bushels to the acre, a figure rarely equalled in many irrigated districts—and the finest kind of oats at that. The several specimens of wheat, ranging from 30 to 50 bushels per acre, very creditably illustrated what can be done even on new land without irrigation, while the display of root crops challenges comparison with any procurable in the Northwest. One of the potatoes alone tipped the scales at three pounds, and the half dozen of the three varieties sent in, Early Rose, Uncle Sam Dryland and Burbank Seedling, by their great size and perfect conformation, evidenced the unparalleled future that lies in store for this branch of agriculture in this

section. A splendid bunch of clover, grown by natural rainfall, with bearded and bald barley of an exceptionally high grade, likewise furnished evidence of the "dry" country's bright future, and gave evidence of the great crops that may be expected when the incoming settlers have tamed the sagebrush lands of the so called "desert."

There is a big silver cup waiting for the Central Oregon town that sends in the best exhibit. Bend had short notice upon which to gather her specimens, but whether she wins the trophy or not, there is every reason to feel proud of the creditable showing our exhibit will inevitably make. And then, of course, the fact that the Hill people asked Bend for samples of her products, and that Hill is so clearly interested in the country, and intends that it shall hereafter receive its merited publicity, are matters for congratulation.

A strong delegation of the most prominent representatives of the Deschutes country will go to Billings to attend the congress, among them being Guy Springer, Culver; W. W. Brown, Heisler; T. M. Baldwin, Prineville; J. M. Patterson, The Dalles.

The exhibits will be assembled at The Dalles on October 13, and after being photographed will be forwarded to Billings, the Great Northern Railway having undertaken to forward the shipments free.

The Board of Trade reports that an effort will be made to arrange for the removal of the exhibit to Portland, or some other advantageous point, after the closing of the Billings congress, that Bend may reap further advertising from it.

From the Pacific Monthly word has been received that in the development section of the November and December issues will appear notices concerning the Bend country, submitted by the secretary of the Board of Trade.

MANY ARE COMING.

Proof May Be Seen in the Numerous Trunks at Wenandy's Office.

That many people are flocking to Bend may be proven most any day by the number of trunks at the Wenandy express office. Yesterday morning 15 trunks, sent in by new comers, were at the office and four had been delivered that morning. Fourteen trunks came in Monday night, also loads Sunday and Tuesday nights. The express stages are busy all the time.

The passenger traffic is equally as heavy. Two autos went out to Shaniko yesterday morning with passengers. One machine ran through to Silver Lake on Sunday and back to Shaniko Monday. An order came in from Fort Rock for an auto to meet a party of Easterners at Shaniko and bring them through. At the same time another call came in for a machine to be hired by the day. One time last week, the traffic was so heavy that one auto got to Bend early in the evening and started right back to Madras to bring out those waiting there. Mr. Wenandy is now out making arrangements to put on two new machines.

For Sale.

Good milk cow, Durham. Enquire at Bulletin office. 31tf

BUILDING HOMES ON HIGH DESERT

Settlers Are Moving onto Tracts Recently Filed Upon.

THREE HOUSES NOW BUILT

Others Are Hauling Lumber, Some Are Digging Wells and One Man Has 15 Acres into Crop—Bend Will Be Trade Center.

The work of settling and developing the High Desert is already actually under way, and next season will witness a goodly acreage in crop in that section. W. F. Ireland, Fred Ireland and Columbus Tetherow, who were three of the first ones to file on homesteads there under the new 320-acre act, have got their houses built and are beginning to clear their land. These gentlemen, it will be remembered, were located by Hunter & Staats.

The three men who were located last week by John Steidl, namely, Halleck Halgerson, George Erickson and Julius Petersen, have moved onto their homesteads, where the first two will be joined soon by their families. They will build houses as soon as they can haul the lumber. In the meantime, they have been digging a well. Elmer Niswonger, who was out there Saturday, reported that they were down 22 feet, at which depth the soil was very wet. They expected to strike water within the next two or three feet. Speaking of wells, it will be news to many to know that in one well recently dug there is 14 feet of water, the well being only 20 feet deep. The water is excellent. Another settler by the name of Stewart is hauling lumber for a house, and still another has about 15 acres cleared and into rye, which is coming up nicely.

Men who have been over this High Desert describe a condition of the soil which promises great success in raising wheat and other grains. They report that if one scrapes off an inch of the surface soil that the ground then is so wet that water can almost be squeezed out of it. They state that this condition existed during the hottest part of the summer.

There is a direct and easy road, with no hills, from Bend to this section, which means that Bend will become the trading center for all that extensive territory.

Injured at Sawmill.

A man by the name of Fetty was badly injured at the Hightower-Smith sawmill Saturday by having one of the wheels of a large logging truck fall on him. The truck was loaded with a log and he was driving it to the mill when the wheel came off and fell upon him. It cut quite a gash in his head, another in his side and bruised one hip quite badly, but no serious or permanent injury was inflicted. When the accident happened Fetty was close to the mill and two of the men rushed to his assistance. The wheel was so heavy that the two men could barely lift it high enough for the injured man to crawl out. Fetty was brought to the Bend hospital for treatment.