

"COME TO BEND."

THE BEND BULLETIN.

IF YOU WANT A LIVE NEWSPAPER READ THE BULLETIN.

VOL. VII

BEND, OREGON, WEDNESDAY, DECEMBER 1, 1909.

NO. 38

HIGHEST WATER IN MAN'S MEMORY

Deschutes Makes a New Record on Its Upper Reaches.

TOUCHES MARK OF 3.40 FEET

Boom at Sawmill Broke, Bridge Carried Out, and Considerable Damage Done to Dam—Other Reports of High Water.

The staid old Deschutes has behaved shamefully during the past week, and has recorded a high water mark never before witnessed "in the memory of the oldest inhabitants." The snow fall of a fortnight ago, followed by the prolonged and heavy rains of the past week, sent the old river on a small rampage, and did a not inconsiderable amount of damage at Bend. The highest mark was recorded on the 26th and 27th when the gauge at the pumping station showed 3.40 feet. That was the crest of the high water and on the 28th it showed 3.20 feet and on the 29th it had dropped to 3 feet. At Bend where the gauge is stationed the river is exceptionally wide and the water undoubtedly "piled up" at much greater depths in other and narrower parts of the canyon.

This was the highest water ever known on the upper Deschutes. A. J. Awbrey, one of the oldest settlers on the river, says that on February 11, 1907, the river at Bend registered 2.5 feet, which was the high mark up to that time. Thus the recent "flood" registered nearly a foot more water than there was in 1907. At this time the waters have gone over and buried all existing high water marks along the banks.

The damage at Bend was done late Friday afternoon, when the boom at the sawmill broke, letting out almost 150 logs. The flood carried these down rapidly and smashed them against the bridge at the mill crossing, tearing it out and making drift wood of that structure in short order. The liberated logs then raced down the river to where the power dam is being built. At that place timbers had been set in the river, across its entire width, to form supports for a bridge, from which load after load of rocks were to be dumped to form a part of the dam. These upright timbers were knocked over and carried away, four bents only being left standing in the channel of the stream—two at each side. The high water and logs also tore out the foot bridge at the Linster place.

This was about the sum total of the damage at Bend, although the water overflowed the small dam built to divert the river away from where the men were working on the larger structure, and caused a cessation of labor for several days. Practically no damage was done, however, in this particular.

No bridges have been washed out either above or below the town, although it was feared at one time that the new county bridge at Laidlaw would go out. A week ago Tumello creek went on a rampage, tore out the Columbia Southern headgate, and uprooted many large pine trees along its banks. The high water carried one of these down to the Laidlaw bridge and it lodged lengthwise across the pillars of that structure. This log was about 200 feet long. Two other logs were carried down and piled on top of the first as nicely as a crew of men could have done it. With the high water and the accumulated drift wood, one can imagine the tremendous pressure that was thrown against the bridge. The men at Laidlaw heard of the precarious condition and voluntarily went down to do what they could to relieve it. They chopped out

the branches of the trees, but on account of the lack of equipment, were unable to dislodge the logs. As soon as possible the county officials got a crew to work. The logs were removed by sawing them into short lengths and letting the current carry them away. The bridge was not materially damaged, although the pressure had been so great that two or three bents were moved six or eight inches down stream and one side of the structure was lifted a trifle higher than the other. At this time the bridge at the W. P. Downing homestead was also washed out.

Above Bend the ferry used by John Peters went out and washed against the new bridge in that locality, and the water began to pile up above the bridge. Millard Hawthorn discovered the trouble and chopped out the obstruction before any damage was done.

Several bridges are out on Squaw creek. The bridge across the creek a short distance east of Sisters went out and the water gouged out a channel that will require a structure 200 feet long to span it. At the bridge at the old Camp Polk place, the creek cut a new channel about six feet deep.

Dan Heising was in Bend last week from his home on the Matoles and reported that he knew of three bridges on tributaries of the Matoles that had been washed out, and that there was much high water through all that country.

When the rains started on the 18th, the water in the Deschutes stood at the Bend gauge at 1.28 feet. The story of the rise and fall is told in the following readings:

18th—1.28 feet.
19th—1.35 "
20th—1.50 "
21st—1.60 "
22nd—2.00 "
23rd—2.15 "
24th—2.22 "
25th—2.70 "
26th—3.40 "
27th—3.40 "
28th—3.20 "
29th—3.00 "

ASK FOR WINTER SCHEDULE.

Cornett is Also Working for West Side Mail Line.

G. M. Cornett, who has the contract for carrying the mail in from Shaniko, is attempting to obtain the consent of the postoffice authorities for a different time schedule during the winter months. The Journal says that if the requests of Cornett are allowed, he will start two coaches from Shaniko each morning at 6 o'clock, thus dividing the load, and in case of disability of either coach, the other will bring the mail through.

Mr. Cornett and the postmaster at Prineville are also recommending that there be established a direct line of mail communication along the west side of the county, from Heister to Bend by way of Madras, Redmond and Laidlaw, which will divide the weight of mail, sending the southbound mail for the west side of the county over a more direct route.

If put into effect at all, the new arrangement will no doubt be provided for at once, so as to handle the annual heavy holiday mails with better dispatch than the present arrangement will warrant. The proposed service will perhaps continue until March 1.

The change of the time schedule is requested because the late arrival of the train at Shaniko, the greatly increased amount of mail and the heavy roads make it impossible to get the mail through satisfactorily on the present schedule.

Notice.

Bids will be received by the school board for the finishing of a room in the school building. Work to begin Dec. 25th and to be finished Jan. 8, 1910. Bids must be in by Dec. 15.

Dated this 8th day of Nov. 1909.
Attested
E. A. SMITH, U. C. COE,
Clerk, Chairman.

RAILROAD NEWS OF THE PAST WEEK

New Crew Is Running a Line East of Bend.

AT WORK AT TRAIL CROSSING

Harriman Line Is Being Rapidly Completed and Camps Are Being Established South of Madras. Other General News.

There has been some slight shifting of the surveying crews around Bend during the past week. Engineer Rockfellow and his crew, who have been stationed at Bend and Redmond all summer, have been transferred to Madras, and a new crew under J. L. Stacer is now running a line at Bend for the Oregon Trunk Line. This crew is camped at the old experiment farm.

Engineer Stacer began his work by tying onto the Wakefield line near the Central Oregon canal, and is now running north, surveying a line east of Pilot Butte. This line runs between the house and barn on the B. A. Wilkinson place, crosses Elmer Merrill's ranch and then runs slightly to the northeast, likewise crossing Dr. Dencer's tract.

Engineer Wakefield will move from Fred Shouquest's place to Wet Weather Springs today and is hard at work locating the very finest kind of a line possible through that section. They have the line located about half way across the lava and it runs between Lava Butte and the river.

Many Men at Trail Crossing.

Bend men who have come past Trail Crossing report that a very large camp is located at the crossing of the Oregon Trunk Line over Crooked River. A large tent fully 200 feet long is used for a stable, and new men and teams are being added to the crew frequently. Much blasting is being done on the approaches to the bridge, and south of the crossing a large crew is at work on a fill a mile or more long.

Harriman Line is Coming Rapidly.

Grading on the Harriman line north of Madras is being pushed through rapidly. Some of the contractors have finished their contracts in the canyon, and are moving south of Madras. K. W. Richardson, who was through that section a short time ago, reports that there is one crew at work about a mile this side of the above named place, and two other camps are established still farther this way on the Harriman survey.

Contractor Callihan, who has a contract for six miles—through rock—at the mouth of Trout creek, said it would take him 18 months to finish his contract. He has been on the job about six months, and hence should have it finished in about a year from the present date. When his contract is finished, work will have advanced far enough undoubtedly to allow the laying of rails into Madras and on south.

Judge Twohy has stated that they would have the Harriman line completed to Madras by July or August of next year.

It is the common opinion through here that both the Hill and Harriman roads will have their roadbeds south of Madras completed by the time the rails reach that place, and that it will be only a matter of a few weeks from the time the rails reach Madras until they are extended to Bend.

Popular Illustrated Lecture.

Rev. John Lewtas will deliver his second lecture tomorrow evening in the Bend church. Those who heard Mr. Lewtas on Saturday evening were more than amply

paid for the intellectual treat he gave. The church was crowded and all were delighted. The subject of the second lecture will be "What I saw in Greece, Turkey, Syria, the Holy Land and Egypt." Mr. Lewtas will show two hundred magnificent views of the countries he has traveled in, and will describe in a graphic manner the geography, history, habits, and customs of the people. No one should fail to hear this splendid lecture. Admission, children 25c, adults, 50c. The lecture will commence at 8 o'clock.

AND STILL ANOTHER ROAD Strangers With \$10,000,000 Capital Propose to Build New Line.

SALEM, Or., Nov. 24—Ten million dollars is the capital of Oregon's latest railroad acquisition. Beginning in the city of Portland and running thence in a southerly and easterly direction in and through the counties of Multnomah, Clackamas, Marion, Linn, Crook, Klamath, Lake to Lakeview in the last named county or to a point on Goose Lake in that county, is the new road's proposed route. A branch is also to be built connecting with the main line near the town of Lower Bridge, on the Deschutes river, in Crook county, continuing thence in an easterly direction in and through the counties of Crook, Wheeler and Grant along the John Day river to a point in or near Canyon City; also another branch line commencing at Prineville, Crook county, running thence in a southerly and easterly direction through Crook and Harney counties to Harney Lake or vicinity, according to the articles of incorporation filed with the secretary of state today.

The new corporation will be known as the Portland, Lakeview & Eastern Railway Company, and is organized under the laws of the territory of Arizona, papers having been filed there Nov. 12, by William S. Dexter, Charles S. Elguter, Edward S. Robinson, James Burns, Sidney R. Rheinstrom, incorporators, all of Omaha, Neb.

Phoenix, Arizona, is to be the principal place of business of the new incorporation, with a branch in Portland, Or., in which latter place stockholders may meet and the directors have offices and transact all business of the road. The corporation is authorized to construct, maintain, operate and own a railroad or railroads in the territory of Arizona and state of Oregon and in such others as well as it may later acquire the corporate rights to enter. Single telegraph lines are included in the equipment of the line. The terminal in Arizona is to be Phoenix, Maricopa county, and others yet to be determined, while the terminal in Oregon has not been decided upon. The papers set forth that about 500 miles of the new road will be within Oregon's boundaries. There are 100,000 shares of stock of the par value of \$100 each, fully paid and non-assessable. The life of the corporation is set at 50 years, with privilege of renewal, as provided by law.

William S. Dexter, Edward Robinson, and Sidney R. Rheinstrom, of Omaha; George W. Passell, of Portland; Robert B. Davey, of Edgemont, S. D.; and Lewis H. Chalmers and Henry B. Wilkinson, of Phoenix, Ariz., constitute the board of directors.—Telegram.

NOTICE TO OUR READERS.

Due to the fact that the stage company failed to bring our weekly bundle of papers in to us in time, The Bulletin is forced to appear this week in only half its usual size. It is evident that we will be forced to make some other arrangement, and may perhaps discard the "ready prints."

LABORER KILLED BY FALLING ROCK

Top of Head Torn Off; Death Was Instantaneous.

WARNED BY HIS COMRADES

Refused to Listen to Their Advice and Met Death as a Result—Was the Second Man Killed on the Deschutes Railroad.

John Legin, an Austrian laborer about 30 years of age, was killed last Wednesday afternoon while working in one of the Harriman construction crews in Porter Spring canyon near Madras. Rocks from an overhanging cliff fell upon him in such a manner as to disembowel him, and also tore off the top of his head, scattering his brains over the ground. Death was instantaneous. So far as is known the man had no relatives.

Legin had been warned by the other workmen in regard to the danger of the loose rock falling, but he appeared foolhardy and indifferent. Other workmen saw the rocks start to fall and tried to warn Legin, but he only had time to straighten up when the mass of rock struck him.

This is the second fatal accident since work started on the Deschutes roads. The first man was killed by a rock crashing into his tent while he was asleep and crushing his ribs.

DESCHUTES ON A RAMPAGE.

Rise of Ten Feet in Only 24 Hours is Reported.

THE DALLES, Or., Nov. 24—The Deschutes river has risen 10 feet in the last 24 hours. Two camps of the Deschutes Railroad were washed away, one Oregon Trunk camp is gone, and the stream is a raging torrent. Railroad construction has been greatly handicapped.

The Columbia at this point is rising on the average of one foot and one-half per day. The rainfall is the heaviest for this season of the year in the history of the vicinity. No rain fell today, but the Columbia is still rising.

Shows Progressiveness.

An indication of the progressive spirit which is destined to put Bend far in the lead of the rapidly growing towns of Central Oregon is the tastefully gotten up invitations which A. M. Lara, one of our leading merchants, is sending out.

Mr. Lara is extending a cordial invitation to all through the columns of The Bulletin to celebrate with him the second anniversary of the opening of his store on December 3rd and 4th, from 1 to 5 and 7:30 to 9:30 p. m.

The store is being decorated, the Bend Concert Band will play during the evenings and light refreshments will be served.

The event will be made the occasion for Mr. Lara's Christmas opening and an enjoyable time is promised to all.

Rosland News.

ROSLAND, Nov. 28.—The people west of Little river have been virtually "hooded in" the past week. The river has been higher than it has ever been known to be, the weather has been worse all 'round and there has been more grouching about the weather than ever before. Take it all 'round, things are going on swimmingly.

There will be many Rosland people in Bend during this week attending the

adjustment of the water rights on Paulina creek.

Dan Reece and Ralph Caldwell were to arrive Saturday evening.

Mr. Wallace has left the employ of the sawmill people and expects to take up a homestead in a little while.

The sawmill has been laid up the past week on account of the high water. It will resume work tomorrow.

J. A. Wied, from near Jefferson, is in town tonight looking after some school land that belongs to him.

Messrs. Wm. Dorrell, Wm. Taylor and Allan Trobee returned from Silver Lake last Friday where they made final proof on their homesteads.

There were two trees and another bridge lodged against the new bridge over on the west fork of the Deschutes last Thursday. C. B. Allen informed Millard Hawthorne that there would be some work necessary to save the bridge.

Ranger Hurd is still on top and will soon be in this neighborhood at the old stand.

Wayman Robertson is back in the country for the winter.

The entire river bottom up in this country has been a lake for the past week.

Ed Mahn will not be with us this winter but will attend the School of Forestry at Seattle.

Powell Buttes Notes.

Chas. Niswonger and family and Elmer Niswonger of Bend spent Thanksgiving day with Mr. and Mrs. M. Niswonger.

The Misses Viola and Nellie Reynolds were home from their schools to enjoy Thanksgiving dinner with their parents.

A. D. Morrill and family and C. M. Davis were guests of Mr. and Mrs. C. H. Ellis on Thanksgiving.

On Thanksgiving day, harvest festivals and the like, is where Powell Buttes cooks score. They can't be beaten anywhere. Ask the bachelors.

Miss Edna Pyatt, who has resigned the Butte Valley school to teach near her home, has been succeeded by Miss Veta Forest. Miss Forest came here but recently from Bellingham, Wash.

The recent cold snap caught most of our potatoes in the ground. When the weather moderated again, everyone took the hint and "got busy." And also, we saw a man mowing November 26.

WEALTH OF SCHOOL DISTRICTS

Table Giving Assessed Valuation of Crook County's Districts for 1909.

Following is the assessed valuation of the various school districts of Crook county. The richest district is listed with \$878,950, Bend is second with \$775,992, and then comes Prineville, Rosland, Summit Prairie, Laidlaw and Buck Creek. The complete list follows:

1—Prineville	\$548,950
2—Lower Rye Grass	25,688
3—Johnson Creek	17,043
4—Mill Creek	13,760
5—Howard	118,096
6—Upper McKay	108,769
7—Lower McKay	60,111
8—Powell Buttes	107,407
9—States	878,950
10—Culver	36,395
11—Grizzly	99,999
12—Bend	775,992
13—Mountain View	38,428
14—Killingbeck	37,194
15—Mad Springs	22,774
17—Fairview	20,723
18—Crooked River	115,571
19—Ashwood	97,117
20—Shot Gun	62,698
21—Brook	91,191
22—Madras	91,158
23—Summit Prairie	381,205
24—Maury	107,434
25—Post	55,750
26—Red Rock	48,866
27—Beaver	174,086
28—Diamond Ridge	71,411
29—Lapped	109,336
30—Gray Buttes	31,353
31—Buck Creek	305,190
34—Lava	297,105
35—Upper Bear Creek	30,051
36—Cross Keys	33,300
37—Hay Creek	118,252
38—Lower Bear Creek	59,594
39—Upper Rye Grass	30,101
40—Warm Springs	62,030
41—Alkali Flat	47,615
42—Rosland	447,757
44—Lamont	50,040
45—Cloverdale	68,102
46—Upper Mill Creek	53,545
48—Ochoo	40,301
49—Clive Falls	40,118
51—A. S. Handle	74,155
52—Methodist Hill	10,111
53—Laidlaw	257,990
54—Shepard	30,711
55—Paulina Valley	54,079
56—Blizard Ridge	39,897
57—Paulina	60,479
58—Opal Prairie	8,518
59—Redmond	107,249
60—Vibbert	10,111
61—Platview	103,751
62—Opal City	13,180
63—Little Flat	23,389
64—Bayley	107,951
65—Pleasant Ridge	40,000
66—North Butte	30,447
67—Round Butte	3,000
68—Lyle Gap	2,868
69—Willow Creek	4,019
70—Tetherow Butte	18,452
71—Garin	41,015
72—Butte Valley	56,358
73—Richardson	30,850