

"COME TO BEND."

# THE BEND BULLETIN.

IF YOU WANT A LIVE NEWSPAPER READ THE BULLETIN.

VOL. VII

BEND, OREGON, WEDNESDAY, DECEMBER 15, 1909.

NO. 40

## BEND CITY COUNCIL MAKES TAX LEVY

Will Need 10 Mills for Expenses of Year of 1910.

ASSESSED VALUATION \$298,782

Bend's Property Shows an Increase of Over Four Times the Amount Listed in 1908—Economic Record by Present Council.

The assessable valuation of Bend property for the year 1909 is \$298,782. Last evening the city council met and voted a levy of 10 mills on this valuation. Thus the new council will have \$2,987.82 with which to meet the expenses and improvements of the city during 1910, assuming that the taxes will be paid in full which is never the case. Last year's valuation was \$70,882 and the levy 15 mills. Thus the increase in Bend's property valuation is over four times what it was in 1908. This showing is partly due to the raising of valuations on some property, but Mayor Davidson says this has been done in only a few cases, most of the increase being due to the listing of new property. The assessable property and levy for the past five years is as follows:

Year	Valuation	Levy
1905	\$ 50,000	12 mills
1906	90,313	7 "
1907	72,376	10 "
1908	70,882	15 "
1909	298,782	10 "

H. I. Overturf, city treasurer, submitted the following report, which shows a balance on hand of \$207.24. This is a very good showing when it is considered that when the present administration took charge of affairs there was a deficit of \$130.15.

CITY TREASURER'S REPORT.

January 1, 1909, to December 15, 1909.

Jan. 1, 1909, outstanding warrants unpaid \$130.15

Receipts as follows—

1909 dog tax	\$ 25.50
Licenses on shows	6.00
Licenses on peddlers	6.00
Licenses on pool and billiard halls, cigar stores, etc.	109.50
Sale of cemetery lots	6.00
1908 taxes	\$25.52
<b>Total receipts</b>	<b>288.52</b>

Total disbursements on warrants presented 76.28

Balance in treasury \$207.24

During the year there have been no arrests in Bend and only \$38.50 expended for police service.

The assessable valuation of property in the Bend school district for 1909 is \$775,992, and the school board has levied a tax of 10 mills.

## FOUR MEN INJURED.

One Will Die and Three Others Badly Hurt by Dynamite Explosion.

Four men were seriously injured on Tuesday night of last week in the Calahan construction camp situated below the mouth of Porter Spring Canyon, the accident having been due to a delayed explosion of dynamite. One man was so badly injured that he will not live. The other three will recover.

The men were employed as a rock gang on the night shift, and were blasting in a tunnel which is being cut for the purpose of changing the course of Trout creek. They had prepared three blasts at this time, lighting them all at once, and had gone on the outside of the tunnel until after the explosion. Two of the charges were distinctly heard and the men waited for a few minutes expecting to hear the other charge, but as the weather was very cold and thinking perhaps two blasts had gone off at the same time, they started back into the

tunnel and one of the men was nearly over the third charge when it exploded. This man's injuries are extremely serious, his condition being such that he cannot possibly recover. Another man being close to the first, was also seriously injured, but it is not thought his wounds will prove fatal. The other two men, being a little farther in the rear, were badly cut and bruised by the flying rock.

The Madras Pioneer says a messenger was immediately sent to secure medical aid at that place—14 miles distant—and Dr. Kettle, resident physician for the Deschutes Railroad, started at once for the scene, and made the injured men as comfortable as possible under the circumstances. The two most seriously injured men were started on the road to Shaniko, at an early hour the next morning, to get them to the railroad company's hospital at Grass Valley.

Calahan is a sub-contractor under Twohy Bros. and is working on the Harriman line.

## EASTERN PEOPLE WILL COME TO BEND COUNTRY

Sioux Falls Banker Says Hundreds of Settlers Will Come to Crook County Next Spring—Bend and Deschutes Valley Much Advertised.

Although at the time of the year when travel is at its lowest ebb, indications of the tremendous influx of new settlers, investors and business men who will invade Bend and the Deschutes country during the coming year are already apparent, principally at Shaniko where belated passengers on the Columbia Southern were held up for several days last week on account of the stormy weather.

Hotels at the terminus of the railroad are overcrowded with newcomers. Almost without exception those arriving at this time of the year are enroute to Crook county. The one topic of conversation is Bend and the Deschutes valley. That the latter are fast gaining nation-wide publicity is indicated by the trend of conversation among those waiting for conveyances to bring them into the interior. Last week R. W. Shaffer, of Sioux Falls, So. Dak., was one of those who spent a couple of days at Shaniko during the blizzard which raged in that section. Mr. Shaffer had come direct from the eastern city where he is engaged in the banking and real estate business. He said: "We people back East are hearing a great deal of Central Oregon, particularly the Deschutes region and reports have been so favorable that many people with whom I am acquainted are planning to become permanent residents of Crook county this coming year. Many of them have sold their wheat farms and are arranging to come early in the spring, along with the rest of the tide of new settlers which will spring up in a hundred different sections of the East in 1910 and head for the Deschutes."

"I believe the Deschutes valley and Bend are the two best advertised districts on the Pacific Slope today, outside of California which, of course, has been in the hands of publicity bureaus for a great many years. But the immigration into the Deschutes valley next year, will make up for loss of time if the interest taken in the region back East and the present plans of many to come here count for anything."

Mr. Shaffer was only one of several dozen at Shaniko last week waiting for stages or other means of travel to come in to Crook county. He stated that after a visit to Prineville and Bend he would return to Sioux Falls to come again in the spring with a large party.

For Sale.

Horse, harness and buckboard cheap. Box 120, Bend Ore. 381f

## The Dry Farming Exhibit Sent From Bend.



THE above is an illustration of the dry farming exhibit assembled at Bend, a photograph of which was taken just before the exhibit was packed and forwarded to the recent International Dry Farming Congress at Billings, Mont. All these products were grown without irrigation in this vicinity, and were a part of the famous exhibit from the Deschutes Valley, which captured so many prizes at the Congress, including the large silver cup given by J. J. Hill for the best exhibit from Oregon, besides numerous other minor prizes. In the above illustration are entries which took three first prizes.

The people of this section naturally feel proud of the record their products made at the Congress, when it is considered that the prizes were won over exhibits from Montana, Washington, Idaho, Colorado and Canada. It is further evidence that the Deschutes Valley is destined to become one of the garden spots of the Northwest.

## WILL RECLAIM 2,000 ACRES

Homesteaders Will Take Out Canal From Fall River.

During September L. D. Wiest surveyed and located a canal from Fall river, a tributary of the Deschutes having its confluence with that river about 25 miles south of Bend, to a point near Spring river, where it flows into the Deschutes about 18 miles south of Bend. Following the location, maps were prepared and in connection with an application for a water right, were filed in the state engineer's office. The permit for the use of the waters from Fall river having been granted and signed by the state engineer as asked for in the application, a company to be known as the Fall River Irrigation Company will be organized in the near future and construction will begin during the summer of 1910. The permit as granted includes water for irrigation of some 2,000 acres of land and for domestic purposes.

The land to be irrigated is located between the mouth of Fall river on the south and Spring river on the north, on the west side of the Deschutes, the surface being almost level, and having a gentle slope towards the north and east. The

soil is composed of volcanic ash and pumice, enriched by the decay for years from a dense growth of jack pine.

The cultivation and irrigation of the same quality of soil in the same vicinity has proved that it will produce immense crops of timothy hay and vegetables. A remarkable feature of this project is that there will be no waste land whatever between the canal and the river, as there are no high ridges and no rock whatever.

The lands included under the system are owned or held by an energetic class of homesteaders, and the company will be organized and the capital stock owned entirely by them. Among these homesteaders are: M. J. Main, John Usher, A. D. Lewis, John Peters, Joe Hoffman, Bob Bowser and Harold Palmer.

The main canal, being located on a light grade, will be eight feet wide on the bottom, two feet deep and six miles long.

## KENWOOD TO BE PLATTED.

New Addition to Bend's Residence Section.

Kenwood is to be the name of the newest addition to the residence portion of Bend. The tract, which lies just across the Deschutes, contains 80 acres and will be platted as soon as sufficient snow is off the

ground to permit the engineers to complete the survey. It is expected that the work of laying off the streets and lots will be finished in time for the plat to be passed upon by the county court when it meets at the January term.

The tract in question is the property of Don Steffa who has owned it for about three years. It will be platted to match the contour of Awbrey Butte and present plans include a wide boulevard through its center. Other streets will be 80 feet wide with 20-foot alleys, and it is probable that a portion of the tract near its center will be dedicated for a park. The site for this runs back a short distance on the butte and affords a magnificent view of the river and mountains. Other sections of the tract slope back onto the butte, making them slightly residence places.

The work of clearing up the streets will not be done until later in the spring when the frost is entirely out of the ground so it can be plowed and the grading done.

## RAILROAD WORK HUMS IN MADRAS VICINITY

Winter Weather Does Not Retard Construction, and Hill and Harriman Camps Have Night and Day Shifts—Many Crews on Both Lines.

Railroad construction in the vicinity of Madras has not been retarded by the severe weather, on either the Deschutes Railroad or the Oregon Trunk Line. The contractors at the Harriman camps south of Madras are working a large force of men and Twohy & Dwyer, on the same line, are working steadily on the deep cut near the Monroe place, two miles north-east of Madras.

The Oregon Trunk Line contractors are equally as busy getting their camps established down Willow Creek canyon, says the Pioneer. Blasting upon the wagon road being built into the canyon is heard every day. Porter Bros. have three camps established at different points between Madras and the Deschutes river, the second camp west from Madras being located in the vicinity of the two tunnels which are to be cut near the Deschutes canyon in order that there may be a smaller degree of curvature in the line. The work at this point will be comparatively slow as all of it is through rock. Several station crews are working in the canyon below town, being strung out for a considerable distance down the line. The principal reason for the great haste of the Harriman contractors north of Madras is that track-laying upon that line will come to an abrupt halt when it reaches Willow Creek canyon, and it is desired to get the Deschutes Railroad completed thus far as soon as possible so that the steel can be brought in for the large bridge which will span Willow creek. This bridge will be an undertaking of considerable magnitude, and the Harriman line will be stopped at this point for some time while the false works are being erected and the steel placed in position for this immense structure.

## ANOTHER RAILROAD FOR CROOK COUNTY

Great Southern Will Be Extended South From Dufur.

WILL START NEXT SPRING

Julius Meier, of Meier & Frank of Portland, Told Two Bend Men His Road Will Be the First One to Tap Crook County.

"The Great Southern Railroad will be the first line in operation into Crook County, notwithstanding the activity of both the Hill and Harriman roads," said Julius Meier of the Meier & Frank Company, of Portland, last week in conversation with J. N. Hunter and W. H. Staats of Bend.

"We have practically completed the final details for the extension of the Great Southern from its present terminus at Dufur, southward through Tygh Valley and across the boundary line of Crook County. Work will be started," he continued, "as early in the spring as it is possible for the company to assemble its crews and working material and the work pressed forward until Crook County is reached. We think there is traffic enough for three roads in that district and are going to get a portion of it."

The Great Southern Railroad is one of the "pets" of the big department store people and is owned almost in its entirety by the Portland firm which has dumped a fair sized portion of its earnings into the line. The Meier & Frank Company came into possession of the road nearly two years ago when it was taken over from a party of Seattle capitalists, headed by G. W. Heimrich, who was at that time its president. Since then the Portland firm has furnished all the necessary capital for extensions and improvements, and now, according to Julius Meier himself, has completed the details for the projection of the road into Crook county.

Mr. Meier made no definite statement as to the ultimate southern terminus. Southward from Dufur, however, there are easy grades and the line could be extended into the northern section of this county with little difficulty. Connection there could readily be made with either of the other big lines building in, unless the company plans to maintain an independent terminal point.

Referring to the conversation with Mr. Meier regarding the road, Mr. Hunter said:

"Mr. Staats and myself were in the Meier & Frank store buying a bill of goods and were giving the shipping directions to Bend when Mr. Meier overheard our instructions to the clerk and introduced himself. He was greatly interested in the development going on in the Deschutes region and we were besieged with questions not only from him, but from many of the clerks. A majority of the latter expressed their determination to visit Bend this spring. They all know where it is. Speak of Bend in Portland to anyone and you're good for half an hour's skirmish on the firing line of inquiries unless you can break away sooner. Bend is certainly well advertised and newspaper publicity has made the names of Bend and Deschutes household words."

The Cornett Stage & Stable Co.

It's the mail line, the only direct stage line from Shaniko to Silver Lake, by the way of Prineville and Bend. Stopover privileges and tickets good until used.

## HARRIMAN SURVEYORS TO WORK SOUTH OF REDMOND.

The Harriman engineers now stationed in Central Oregon are daily expecting to receive orders to commence surveying a line southward from Redmond through this section and on to connect with the line building north from Klamath Falls. The Bulletin has received this information during the past week and it comes from a most reliable source, the authenticity of which can not be doubted.

This news simply confirms Bend people in the belief, which they have held for many moons, that the Harriman line now building up the Deschutes would not establish a terminus at any point in Central Oregon. The only logical thing is for that road to be extended southward to connect with the Klamath Falls road, and thus give the Harriman system a through line from San Francisco to Portland east of the Cascade mountains, thus avoiding the heavy grades and expensive floods and washouts on the west side of the mountains.

This announcement is of special interest to Bend and vicinity as it means that we will have competing roads, a factor of much importance in building up a new country.