

"COME TO BEND."

# THE BEND BULLETIN.

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## SAYS OREGON TRUNK LINE WILL REACH CROOK COUNTY BY NEXT AUTUMN

Laying of Rails Will Begin About June 1.

### J. J. HILL MAKES STATEMENT

Road is Being Constructed as Rapidly as Employment of Men and Expenditure of Money Make Possible—All Should Boost.

The Oregonian of the 18th says: "We expect to begin laying rails on the Oregon Trunk Line not later than June 1, next, and by the following Autumn will have our railroad constructed into Central Oregon," said J. J. Hill, veteran railroad-builder, yesterday. "The work preliminary to laying the track is being prosecuted just as rapidly as the employment of men and the expenditure of money make possible."

"No," was the terse but positive reply of Mr. Hill when asked if he would extend the Oregon Trunk Line to San Francisco. However, there prevails a very strong suspicion locally that there is no necessity for Mr. Hill to construct a road into the California metropolis. There is every reason to suspect that the empire builder has acquired an interest in the Western Pacific and that the real terminus of the Oregon Trunk is Lakeview, to which point the Western Pacific is now extending its line. This would afford Hill an entrance to California, the goal he long has coveted.

#### Hill Replies Evasively.

When asked what feeders were contemplated in connection with his line into the interior of the state, Mr. Hill answered evasively, but intimated that the policy of the Hill system was to go after business wherever it was offered. He refused to commit himself definitely on the subject, but made the significant remark that the purpose of building the Oregon Trunk was to aid materially in the development of the state, and that that development involved the invasion of all centers of production and supplying such sections with needed transportation facilities.

#### Optimistic as to State's Future.

"With the possible exception of the state of Montana," said Mr. Hill, "Oregon has more unoccupied land than any other state. Until recently there were many opportunities for the homeseeker in almost any of the Western states, but the public domain available to the man who is desirous of establishing for himself a home has been pretty thoroughly called. But here in Oregon you have the lands of acres of choice land awaiting development by the immigrant."

#### Oregon Needs More Farmers.

"I really think you people do not fully appreciate the situation. The future of your state is most promising and you should be even more active in inviting immigration. It is up to you to people your state. You have the opportunities. What you need is the people. Your commercial organizations are doing good work. It should be continued aggressively."

"What Oregon needs is men to locate on its lands and cultivate them. The disposition of the average homeseeker from the East is to own some land of his own and contribute to the state's production. That tendency should in every way be encouraged. I would not discourage the wonderful development of the horticulture industry, for it will be a great many years before the supply of such apples as you raise in Oregon will exceed the demand for the product. But I think you should encourage the growing of grain, which contributes so materially to the contentment of the producer as well as the prosperity of the entire state."

#### Publicity Work Needed.

"We feel that we are doing our part in contributing both to the development of the state and the prosperity of business interests by constructing a railroad into Central Oregon and providing needed facilities for transporting to the markets of the world the products of the

interior. I predict that within the next two years Oregon will witness the high tide of immigration to this state. There is a wonderful movement westward among homeseekers, and Oregon offers grand opportunities. You are sure to get your full share of this immigration, but under the circumstances it is up to Oregonians without reservation to announce to the world the wonderful possibilities you have to offer."

### DOUBLE TRACK O. R. & N.

Work Started for Improvement of the Harriman Line.

Twohy Bros., contractors, are putting an army of 700 men to work on the trackage of the O. R. & N. Co. between The Dalles and Deschutes for the purpose of removing curves and reducing the grade, says the Journal.

The project is one of the largest put under way for a long time, outside of new construction, and will involve the expenditure of at least \$600,000.

While not admitted by the railroad officials at this time, it is understood that the work means the preliminary and essential step towards double tracking the company's line from Portland to Deschutes. It is known this stretch of road will be subjected to unusually heavy traffic when the new line into Central Oregon is completed. The above contract is to be completed by April 1.

### MRS. HALL ENTERTAINS

In Honor of Six of Bend's Young Ladies and Gentlemen.

Last Wednesday afternoon Mrs. G. W. Hall entertained in honor of six young ladies and gentlemen of Bend. The guests of honor were the Misses Dorothy S. Mutzig, Helen E. Rowe, Vera B. Whitsett, Ruth C. Smith and Masters Merle Triplett and John R. Williams, Jr. Other invited guests were Mrs. R. B. Mutzig, Mrs. Chas. D. Rowe, Mrs. H. L. Whitsett, Mrs. N. P. Smith, Mrs. Creed Triplett, Mrs. J. R. Williams, and also Miss Katherine E. Mutzig and Masters Lester Williams, Elmer C. Smith and Lester W. Smith.

The affair was unique in the annals of Bend's social events, as the oldest guest of honor had barely passed the first milestone in life's pleasant journey. But because the guests lacked in age is no criterion that they could not appreciate the efforts of their kind hostess and the afternoon was one continual round of pleasure. The afternoon's favors consisted of a dainty little cup and saucer given to each guest of honor by the hostess, and light refreshments were served—to the mothers.

The hostess feels an unusual interest in the young ladies and gentlemen in whose honor the reception was tendered inasmuch as she was present with open arms and generous care to welcome each of them as the stork delivered his precious burden to their various homes.

### Winter Short Courses.

The Oregon Agricultural College winter short courses which commence on January 4th and continue for a period of six weeks, will be the most complete ever offered. Practical work in every line of agriculture, dairying, horticulture, domestic science and art, road building and business methods will be taught. An exceedingly strong staff of instructors will have charge of the work. The equipment for demonstration and experimental work is the best and most complete ever used at the College.

### 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.

Typewriter ribbons—all kinds—at The Bulletin office.

### ACCIDENT RESULTS FATALLY.

Walter Mevius Dies from Injuries Received from Stump Puller.

An accident resulting in the death of Walter Mevius occurred last Wednesday about noon on the W. E. Scott ranch six miles northeast of Bend. Mevius was driving a team on a stump puller when the clevis slipped off the end of the sweep, which flew back and struck Mevius across the abdomen, inflicting injuries from which he died, death occurring Sunday morning about 2 o'clock at the Bend hospital.

Upon the team refusing to go over the cable, Mevius struck one of the horses, which gave a sudden jump forward. The arrangement which held the clevis had been partly broken and the machine was being operated by simply slipping the clevis over the end of the sweep. When the horse jumped forward, the clevis slipped off and released the sweep, with the above fatal results.

The deceased was 37 years old and came to Bend from Pomeroy, Wash., with C. W. Hoech. He has two sisters living in California, where the remains were shipped.

### For a City Beautiful.

L. D. Wiest started Monday to run a contour survey of the Lytle township property, of 40 acres of Mr. Wiest's homestead, and of quite an acreage lying east of the present platted portion of the Bend township. This work is being done in order to obtain a complete topography of the land surrounding the present town, and thus enable the owners to adopt some uniform plan for streets and roads and then plat their land to conform to this general plan. By this means uniformity will be possible in the future platting, and the land laid off to the best possible advantage to make here at Bend a "city beautiful."

### Ordered Lumber for Addition.

A. O. Hunter has ordered lumber for the addition to the Pilot Butte Inn, and work will commence on it as soon as the weather will permit. The addition will be 28x52 feet, two stories, and will contain 18 rooms, besides a parlor on the first floor. Jim McCoy will have charge of the work. The Inn has been leased to Mrs. Alden of Seattle, who will take possession on January 1. Mrs. Alden has had much experience in hotel management in the East.

### Christmas Exercises.

Christmas exercises will be given Friday evening in the union church. A short musical program will be given, but the chief attraction of the evening will be the tree itself. Special pains are being taken to make the tree an unusual success and all are urged to do what they can to help. Bring your precepts and come yourself. Every man, woman and child in Bend and vicinity is invited, especially the children.

### Tumalo Items.

TUMALO, Dec. 19.—A light drifting snow fell here yesterday.

W. P. Myers, who is now located at Portland, was a business visitor here one day last week.

I. E. Wimer and Jess Root passed through here yesterday.

Geo. W. Wimer & Sons put up some fine ice from their pond last week.

Preparations are being made for a good time at the Bayley school house Christmas eve.

Courtney's hay baling crew are at work for G. W. Wimer & Sons this week finishing the baling of their hay.

J. L. Spoo reports that the snow of the past three weeks has delayed him greatly in putting in his mill.

There seems to be a great rustling around these days to get hay and feed for stock, and there seems to be a tendency among the farmers to hold their hay for \$40 per ton.

Winter Term Begins Jan. 10. The winter term at the Bend school will begin January 10. Pupils are requested to enroll if possible during the first week. First grade pupils, unless they have attended school before, will not be accepted after the second week.

RUTH L. REID, Principal.

## THE PRIZE STEER SOLD FOR \$325

High Prices Paid for Cattle at Portland Exhibition.

### INTERESTS LOCAL STOCKMEN

Annual Christmas Show of Fat Livestock Launched at Portland Will Mean Much to Stock Industry of Crook County.

An event that contained much of interest to the stockmen of Crook county and that means much to the livestock industry of the entire Northwest was the Christmas exhibition of fancy cattle, held in the Union Stock Yards at Portland on Tuesday of last week. The Portland Livestock Exchange had offered certain prizes for the best Christmas cattle, which resulted in bringing out a goodly number of competitors from all parts of the Northwest and from California. The prizes offered were:

Car steers, not less than 20,	\$150	\$75
Car cows, not less than 20,	150	75
Best single steer,	25	15
Best single cow,	25	15

This was the first premium sale of Christmas cattle ever held in the Northwest and a keen interest was manifested in it, record prices being paid for fancy fat stock. The Oregonian says that \$25 a hundred pounds was paid for a single steer. When it is taken into consideration that at the international show at Chicago two weeks ago the top price paid was \$18, some idea of the success of the Portland event can be formed. The bids for the grand champion cow ran up to \$1025 a hundred. This is the highest price known to have ever been paid in any market of the world for a butcher cow. Old timers who were at the sale, men who got their training in the big stockyards of the East, say they never knew of such a phenomenal sale as that held at Portland.

The judges awarded the prizes as follows:

- A. D. Goodale, Gazelle, Cal., first car of steers, \$150.
- A. D. Goodale, Gazelle, Cal., second car steers, \$75.
- A. D. Goodale, Gazelle, Cal., first single steer, \$25.
- E. L. Wiley, Wallows, Oregon, second single steer, \$15.
- A. L. Demaris, Walla Walla, Wash., first car cows, \$150.
- George Chandler, Baker City, Or., second car cows, \$75.
- Kidwell & Caswell, Walla Walla, Wash., first single cow, \$25.
- C. C. Clark, Arlington, Or., second single cow, \$15.
- W. I. Dishman, Wallows, Or., first car heifers, \$150.

In the afternoon the cattle were put up at auction and sold to the highest bidder. The greatest excitement prevailed, says the Oregonian, when the grand champion steer, from California, was put under the hammer. The bids came thick and fast, four and five bidders raising the limits \$1 and \$2 at a time until Auctioneer Lively's abilities were taxed to keep track of the bidding. Finally, with a roar of cheers from the spectators, the extraordinary price of \$25 per cwt. was reached, and the grand champion became the possession of the Union Meat Company. It was a superb animal of 1300 pounds, and brought to its owner, A. D. Goodale, the sum of \$325.

The enthusiasm continued unabated throughout the remainder of the sale, and reached a high degree when the grand champion cow, belonging to Kidwell & Caswell, of Walla Walla, was bought by Stensloff Bros., of Salem, at the record price for a meat cow of \$1025 a hundred.

The Portland Livestock Exchange proposes that the Christmas

### stock sale shall be an annual affair.

In the future, however, it will not be confined to cattle, but will include fat sheep and hogs. It is a part of the educational policy mapped out by the livestock men of Portland to build up a great industry in that city.

The raising and fattening of stock will be one of the foremost industries of this section for all time. In past years it has brought thousands of dollars into the county, and it will continue to bring many thousands more. The First National Bank of Bend expects to perfect arrangements whereby later it will be able to put out money to the farmers through this section to aid them in raising and fattening stock. This arrangement will be of much assistance in developing the stock industry here, which will assume larger and larger proportions from year to year. The annual Christmas exhibition at Portland will always arouse much interest.

## BIG TRAFFIC WAR SOON TO BE STARTED

Hill Plans to Start Fight for Central Oregon Tonnage, and Harriman Forces Will Enter the Struggle with Much Vigor—Competitive Rates are Assured.

According to reports of the past week, the Hill forces have already begun a campaign to secure the traffic of this vast Central Oregon country, soon to be tapped by their Oregon Trunk Line. It means a bitter warfare between the Oregon Trunk Line and the Deschutes Railroad, which again means that this section will have the benefit of competitive freight rates, a circumstance of great importance in the development of any section, new or old.

Speaking of this pending struggle for traffic, the Portland Telegram said:

Although the tracery of steel will not be seen, nor the throb of engine and rattle of wheels heard in Central Oregon for fully eight months, the warfare for business between the Hill and Harriman roads will be inaugurated within the next 30 days. The keenest of freight traffic men in the Great Northern service are to be the vanguard of tonnage hunters that will make that inexhaustible empire their camping ground. Preparations are even now under way to dispatch a force of freight rustlers all through that territory.

That it will be a picturesque battle, no one would undertake to deny, for the entire 60,000 square miles of fructiferous country that has lain dormant ever since Oregon became a state has been looked upon by the Harriman interests as their exclusive domain, though they have never undertaken to develop its resources until forced to do so by the aggressive invasion by their rival, James J. Hill. This will mean without any question of doubt that as soon as the Great Northern traffic department seeks to contract for freight out of the land of "milk and honey" which the Oregon Trunk Line will tap, the O. R. & N. will move its men into the territory tributary to the new Deschutes Railroad. Clashes in the struggle to land the preponderance of this business are presumed to be inevitable. But one great factor stands out potentially in favor of the Oregon Trunk. It was the first to lay and carry out the plans for blazing the baffling trail into the waiting wilderness, and this has developed the strongest possible sentiment among the stockmen, farmers, mining and timber interests in Middle Oregon in its favor.

It all means that Central Oregon, which is to be opened up to the eager markets of the world by two practically parallel and rival railroads by the first of next August, is to be the greatest traffic battleground upon which Hill and his ancient enemy have ever locked horns.

H. A. Jackson, assistant general freight and passenger agent of the Great Northern, denies specifically that he is now figuring on sending his traffic scouts into the interior, but from other sources it is known that he has commenced the work of contracting for next year's wheat crop, for the immense lumber tonnage that will be developed out of the hundreds of thousands of acres of yellow pine along the Deschutes, the thriving livestock movement that is receiving vigorous impetus in the great cattle and sheep ranges, to say nothing of the agricultural and kindred interests which are attracting millions of dollars in capital and inaugurating the most stupendous colonization movement this state has ever known.

Hand us your subscription.

## FAMOUS RANCH WILL BE CLOSED

Baldwin Sheep & Land Company Will Dispose of Its Flocks.

### KNOWN THE WORLD OVER

Has Built Up a Reputation as Greatest Breeder of Pure Blooded Sheep in the World—Closing is Due to Restricted Summer Range.

The world-famous Baldwin Sheep & Land Company's ranch at Haycreek, in this county, is to cease business. It has been authoritatively announced that all of the flocks, numbering upwards of 20,000 high bred sheep, are to be sold immediately and the ranch closed down. The cause for this is because the company has been restricted in its range to such an extent by the U. S. forestry department that it is no longer profitable to continue the business.

J. G. Edwards, manager and principal owner of the company, said recently to an Oregon Journal reporter:

"The flocks of the Baldwin Sheep & Land Company have for many years required a certain grazing area in the forest reserve. From time to time the forestry department has reduced this area and each time we have been compelled to cut down the size of our flocks. We are now notified by the department that another cut has been made and this will reduce our flocks to a number much below what we must necessarily have to run the Haycreek breeding plant profitably. Our original grazing area permitted us to run 40,000 sheep; the last reduction made by the department cuts us down to a little over 12,000, which practically puts us out of business. I mean no criticism of the government, but the facts are as I have stated. Twelve months from the present date we expect to have our entire sheep holdings closed out."

### Known the World Over.

The Journal continues: Haycreek ranch is known in sheep breeding districts all over the world. It has exported annually about 4,000 fancy rams. Its ewes have never been sold for breeding purposes as the company has for many years owned the only pure bred French Rambouillet flock in this country and has jealously guarded it from competition. The Rambouillet sheep originated from the Spanish Merino, which is the basis of all high bred sheep. King Louis Philippe selected from Spain the choice Merinos and established a government flock at Rambouillet, France, from which town this family of sheep takes its name.

At about the same time the Thibrouin-Sorreau flock was established at Cherville, France. This latter flock never exceeded 300 sheep and is now extinct. The government flock at Rambouillet is still maintained with about 500 sheep, and from this flock the Haycreek ranch has purchased prize winners, often at a cost of more than \$2,000 for a single ram. The Haycreek flock of Rambouillet sheep is maintained at about 800, making it the largest in the world. In addition the ranch keeps the finest Delaines and Merinos.

### Kept High Priced Sheep.

The policy of this ranch has always been to purchase the highest prize winners in this country and abroad, regardless of cost, and the closing of this ranch will be considered a national calamity by many American sheep breeders.

The deeded lands of the Haycreek ranch comprise about 27,000 acres. Due to the enormous output of this ranch Shaniko has for years been the largest point of origin for wool shipments in the Pacific Northwest. The ranch was established in 1873 by the late Dr.

(Continued on page 2.)