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BEND IS THE TOWN THAT WILL GROW

Speakers at Board of Trade Meeting All Agree.

ENJOYS MANY ADVANTAGES

Men Coming From the Outside Bring News of Great Interest in This Section—All Should Pull Together for Town's Growth.

It was truly a love feast, that meeting of the Bend Board of Trade held last Thursday evening. Everywhere was harmony and good feeling with never a discordant note in the whole evening. Unbounded faith in the future of our town was the keynote of all the remarks made by the various speakers; and the spirit of "pull-together-iveness" prevailed the air. It was one of the best meetings ever held by the boosting organization, many were in attendance, and the unmistakable spirit of the evening seemed to be that Bend's opportunity had come and that Bend people should all work together for the common advancement of the town and community.

The meeting was called by President Hudson in order that the members might hear a report from the Board's former secretary, Geo. P. Putnam, who had just returned from the East; and also that Bend men might meet Fred W. Graham, traveling freight agent of the Great Northern Railway, who has been making a trip through this section inspecting the territory through which the Hill road is building. Frank Robertson of Portland, who last week purchased the Sisemore property and whom rumor says will purchase the townsite, was also present.

Putnam Brings Good News.

Mr. Putnam was the first speaker and brought several items of news of much importance. In common with the other speakers, Mr. Putnam said he found great interest manifested in Central Oregon by Eastern people, and stated that all eyes were looking this way. He emphasized the good work done by the exhibit which was sent last fall to the dry farming congress at Billings, and said it had accomplished untold good as an advertisement of Central Oregon's capabilities in crop production. He emphatically urged that a similar thought larger and better exhibit be sent to both the dry farming and irrigation congresses to be held this year.

The most important feature of Mr. Putnam's remarks was the statement that the Great Northern would probably inaugurate experimental work on farms in this section in cooperation with local farmers. By this means the Great Northern is striving to build up the farms and increase crop production in territory contiguous to its lines. Arrangements are made with local farmers to cultivate small tracts in line with specific instructions from the Great Northern experts. As the result, a large yield is invariably harvested from these tracts, which naturally attracts the attention of other farmers, and gradually the farming methods of an entire section are thus greatly improved. Mr. Putnam feels certain the Great Northern will take up this work here.

The speaker referred briefly to the publicity work he is now doing—preparing matter for a Great Northern bulletin descriptive of Central Oregon. The Great Northern will distribute these by the million over the country, and they will bring many settlers into the Deschutes Valley. According to Mr. Putnam, Louis W. Hill, president of the Great Northern, is planning to take a trip through this section this year.

Bend has Great Resources.

The remarks by Fred W. Graham, traveling freight agent of the

Great Northern, naturally were listened to with great interest by the men present. "I am most agreeably surprised," said Mr. Graham, "to find at Bend—90 miles from a railroad—so pleasant a little town and one enjoying so marked a degree of development. You have a beautiful location for a city, and the handsome, modern residences along your river front would add credit to the suburban districts of any city. I have traveled into many new countries ahead of the railroads and at no time have I found greater latent resources than are visible to my eye right here at Bend. I am naturally much interested in the extensive belt of pine timber to the south and west of Bend, as it will furnish much tonnage to our railroad. And I understand there is a large area of wheat land stretching off to the southeast. This, taken in connection with your irrigation possibilities, assures an agricultural development here of great extent."

Great Northern Will Help.

"These resources and this vast area are awaiting development," continued Mr. Graham. "The Great Northern is a developer—that's its history. It pushes forward into new sections and brings the development that follows the coming of transportation. We intend to continue that work in Central Oregon. Let me assure you gentlemen that the Great Northern will do all it can to help in developing this section."

Mr. Graham also referred to the demonstration trains that the Great Northern has run through Montana, Idaho and Washington. Agricultural experts from the different state colleges accompany these trains and give lectures to farmers and demonstrate proper methods of agriculture. Mr. Graham said the Great Northern will undoubtedly run such a train up the Deschutes Valley when the Oregon Trunk Line is completed.

Bend the Beautiful.

Frank Robertson of Portland, who has recently become heavily interested in Bend property, was the next speaker. Mr. Robertson gave Bend a name that will stick when he referred to the town as "Bend, the Beautiful." "I have been to Bend several times," he said, "and on each succeeding visit I am more and more favorably impressed with your beautiful little city. I feel that the name that best describes it is Bend, the beautiful, and that slogan should go on all your advertising. It truly describes your beautiful town."

Mr. Robertson emphatically urged all his hearers to pull together in building up the town and community—to forget individual feeling and work for the common good of the community. Bend is at the threshold of a great growth, said the speaker, and it behooves everyone to put his shoulder to the wheel and work for the building here at Bend of the best and largest city in Central Oregon. "Few Bend people realize the favorable impression they have made on the Oregon Trunk Line officials," declared Mr. Robertson. "I had a talk with Mr. Stevens before leaving Portland, and he expressed himself as very much gratified by the tender of free right-of-way through the town. I can assure you Bend will get from the Oregon Trunk Line nearly all it asks for."

Paint is a Good Asset.

A. O. Hunter was then called upon by President Hudson. Mr. Hunter responded briefly but to the point. The burden of his remarks was that Bend should clean up. "A little paint is a wonderful asset for any town," remarked Mr. Hunter. "The town's natural location with its river and mountain view gives it remarkable scenic beauty, and this should be taken advantage of. The streets and alleys should be cleaned up and kept in a spotless condition. I think it would be a good thing for the Board of Trade to offer a prize for the best kept front yard and another one for the best kept back yard. Start a campaign to make Bend the cleanest and most beautiful place in Central Oregon. Hundreds of people will come to the

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HILLS HAVE GIGANTIC PLANS FOR DESCHUTES COUNTRY

Will Spend Thousands of Dollars to Advertise Central Oregon—F. W. Graham, Traveling Freight Agent, Much Surprised at Natural Resources of This Section.

The Oregon Trunk Line extension from Bend to Burns, which is now being surveyed, will traverse the richest and largest agricultural region in Central Oregon. Practically every section of this immense empire is adapted to wheat raising.

Evidence of the stupendous advertising campaign which the Hill interests are about to inaugurate for the benefit of Central Oregon, became more clearly apparent at the conclusion of the five days' visit of F. W. Graham, traveling freight agent of the Great Northern, who left here Sunday to turn in his reports. In summing up his impressions, Mr. Graham said:

"Central Oregon and the Deschutes country are richer both in timber and agricultural resources than the greater portion of the country through which the Great Northern constructed its line."

Mr. Graham left here burdened with a mass of data and statistics gathered from every available source. He spared no effort to get to the meat of things pertaining to the country's resources, and visited practically every business firm in Bend besides making long tours into the region south and east to gather every scintilla of information which can be used to promote the scheme of the Hills to spread publicity regarding this long-neglected inland territory.

All the knowledge gained by Mr. Graham during his strenuous week in and about Bend, bolstered by actual statistics and photos, will be used as the basis of the advertising which the Great Northern will spread from the Pacific to the Atlantic coast. Posters, pamphlets on Western opportunities, booklets dealing with the unsettled regions along the Hill lines, besides scores of leaflets and illustrated booklets pertaining to the Deschutes country alone will be distributed broadcast throughout the entire Middle West and East. Station agents along all the Hill lines and along all other lines where it is possible to place them, and that includes nearly every system in the United States, will be furnished the descriptive matter and publicity features for distribution. Altogether it is to be a campaign to colonize and develop Central Oregon which few countries have ever seen equaled, and is in line with Mr. Graham's remark before he left:

"The Hill people are going to do everything in their power for Bend and the country surrounding. Bend is Hill's hobby. The people here, I think, do not realize how much

their efforts to get right of way and show other favors have been appreciated. Nevertheless, a railroad will be constructed into this point just as quickly as money and men can do the work."

Thursday, in company with J. N. Hunter, Mr. Graham drove a dozen miles through the timber belt south and west of Bend. In his own words the immensity of the yellow pine belt was a revelation to him. He was more than pleased with the lack of fire risk and stated the timber was heavier, larger and better in every way than he had expected to find. "The even slope of the ground and entire absence of underbrush make it one of the finest logging propositions I have ever seen," he declared.

Friday and Saturday, Mr. Graham was accompanied by Mr. Hunter and Frank Robertson in a 75-mile trip into southeastern Crook county. It was Graham's first trip into the country which, on the map, is marked "Great Sandy Desert". Here again the Great Northern agent was surprised.

"This immense region is what I would call sagebrush plains," he said. "I haven't seen any so-called desert since I have been in the country. To me this is one of the greatest wheat belts on the Pacific coast."

Mr. Robertson, who has lately become heavily interested in Bend property, was likewise both surprised and pleased with the immense rich country to the southeast which still awaits development.

Samples of the soil were gathered at different points along the line of travel and will be shipped both to Washington and Oregon agricultural colleges for analysis.

Mr. Graham stated that the Hill system would lose no time in getting such information as he gathered before the general public. Printed matter will begin to be distributed probably within two months, in time to catch the colonist travel in the early spring. Mr. Graham will return to Bend about the middle of March to gather more information regarding the country between southeastern Crook and Burns, along the line of the surveys which are now being made east and west across the state from Bend to Jordan valley.

O. T. L. FERRY ACROSS COLUMBIA

Steam Shovels Working on Both Sides of the Columbia in Vicinity of Celilo Excavating Approaches for Ferry. Pile Drivers Are Being Built for Use.

As reported in The Bulletin two weeks ago, active preparations are under way for the installation, by the Oregon Trunk Line, of a ferry across the Columbia at Celilo. Steam shovels are now working on both sides of the Columbia, putting in approaches for this ferry. Pile drivers are now being built for pile driving in connection with this work.

According to the latest reports 4300 men are at work for the Ore-

WILL PUSH TRACKLAYING. Rails for Fifty More Miles Ordered for the Deschutes Railroad.

Chief Engineer Boschke of the Deschutes Railroad has made a requisition for an additional 50 miles of rails. Tracklaying is to be pushed with great vigor hereafter in order to get supplies as far up the canyon as possible. Six miles of track from the mouth of the Deschutes is already laid. The laying of 30 more miles of steel will take the track to the first tunnel, and it is expected to have this done within the next 30 days.

Much more timber is being required in the tunnel work on the Deschutes road than was expected would be needed. Instead of striking solid basaltic rock in the tunnels, the workmen have penetrated instead seams and shales in many places, which requires much more heavy timber. This timber cannot now be secured without long wagon hauls.

Death of Mrs. Vina Acree.

Mrs. Vina Cook Acree, wife of Joseph Acree, died at her home in Bend on Sunday, Feb. 20. Funeral services were held in the Bend church Monday morning, Rev. Fox of the Methodist church officiating. Interment was made in the Bend cemetery.

The deceased was born at Buxton, Georgia, on June 21, 1883, and was 26 years of age at the time of her death. Mr. and Mrs. Acree came to Bend recently from Washington, intending to make their future home here. The bereaved husband has the sincere sympathy of the entire community.

To My Friends.

I have stopped cutting wood for the present, but will take up the work again this fall and will sell wood for \$3.50 a cord. Don't forget me. I will cut my wood green and let it dry. F. M. CARTER.

MANY NEWSPAPER MEN ARE COMING

Will Visit Bend During Vacation Time of 1910.

ALL OCCUPY HIGH POSITIONS

Will Come to Inspect Section That is Attracting Attention of the Whole Nation—Have Done Much to Advertise Central Oregon.

Bend is to be the Mecca of a number of Portland newspaper men during the coming summer, some of whom have been here before. Others who will visit here for the first time are among those who have written columns of matter regarding Bend and Central Oregon and who feel a paternal interest in the country.

Clark Leiter, city editor of the Morning Oregonian, will spend several days here. Mr. Leiter was here several years ago before Bend had really become firmly established on the map.

W. P. Strandborg, railroad editor of the Evening Telegram, the man who "smoked out" John F. Stevens and published to the world last July the fact that Stevens was masquerading in Central Oregon under the name of John F. Sampson as a Hill agent, will be among the early summer arrivals. Strandborg's contemplated visit recalls the manner in which he gave to the public through the columns of the Telegram the first intimation that James J. Hill had his eyes cast on this section of the country.

A tip had reached the editorial

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STEVENS SENDS SECRET AGENT TO REPORT ON NEW TERRITORY

Ralph Budd, Chief Engineer of the Oregon Trunk Line, Spends Several Weeks in Central Oregon, Studying Land Southeast of Bend.

For the second time within nine months, Central Oregon has been the field of investigation of an Oregon Trunk official traveling incognito for the purpose of furthering the interests of that line.

Last June and July President John F. Stevens, unheralded and unknown, spent weeks in this region before his identity was established. Now the fact is disclosed that Ralph Budd, only last week made Chief Engineer of the Oregon Trunk, is the latest member of the Stevens family to invade Central Oregon, gather data, topographical information and general statistics with only a few of his intimate associates knowing his name or purpose.

Desirous of securing detailed reports on the engineering problems between Bend and Burns, President Stevens, knowing that every movement he made in this region would be watched and given publicity, sent to the Panama several months ago for Ralph Budd, a young engineer formerly under Stevens in the canal work. All that the public generally has known of Budd was the announcement a week ago that he had been made engineer in charge of the Oregon Trunk lines. Behind that announcement, however, lies another story.

Budd has been in Central Oregon for several months. Since last December he has been making detailed reports of the country lying east of Bend and has spent his time traveling between the Deschutes country, Burns and the Idaho line. It is believed that he was a guest at one of the Bend hotels about the

time that Engineer Stacer moved into camp east of Pilot Butte last December and began surveying a line towards the Horse Ridge region.

At any rate, Budd has hoodwinked the eyes of Central Oregon for many weeks, just as Stevens did, but the Oregon Trunk offices, as a result, are in possession of a report on the feasibility of a line clear across the state from east to west and have recently dispatched surveying crews into the Malheur districts to begin the preliminaries on extensions of far greater magnitude than even the main line now under construction.

Surveyors at work in the eastern part of the state are now located in the Jordan valley, and along the headwaters of the Owyhee river. These crews are projecting a line westward to meet with Engineer Stacer and his men who are now far advanced with their line eastward, at present working near the line between Crook and Harney counties.

In keeping with the ostensible purpose of the Hill people to project a line across the state, making Bend the western terminus, is the work not only begun by Engineer Stacer last December, but the visit here the past week of F. W. Graham, traveling passenger agent of the Great Northern. Practically all the information regarding the resources of the Deschutes country aside from the timber which he gathered, pertained to the country lying east and southeast of Bend in the territory which will naturally fall tributary to a line across the state from this point.