

# THE BEND BULLETIN.

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## WORK IN WALKER BASIN AT ONCE

Construction Outfit Is Now on the Way In.

## TO RECLAIM 28,000 ACRES

About One-Third to Be under Water by January—Land not Rocky and Work Will Be Done Chiefly by Machinery Night and Day.

Secretary Alfred A. Aya, of the Deschutes Land Co., which has the contract for reclaiming 28,000 acres of arid land in the Walker basin, arrived in Bend last evening and left this morning for Rosland. He brings assurance that the company's financial arrangements have been completed and that construction of the system of canals will begin as soon as the weather will permit. He brings a message from President J. E. Morson detailing the steps that have actually been taken to start work in the field.

A carload of construction machinery is now on the way to Shaniko. George Lytle, of Hay Creek, has been engaged to haul it to the headworks of the system, on the West Fork of the East Deschutes river about three miles above its junction with the East Fork; that is, some 20 miles above Rosland. The first installment will include a donkey engine to pull the jack pines from the right of way, and scrapers and wagons. This will be followed by larger engines designed to operate the excavating scoops, each scoop carrying three yards of earth. These enormous scrapers can be operated there because there are no rocks in the soil. The plant will be equipped with generators and dynamos for electric lighting, so that work can be carried on by night as well as day. When in full operation it is expected to excavate 16,000 cubic yards of earth in 22 hours.

Aside from the headworks and storage reservoir in Crescent lake, this irrigation system will include 56 miles of main canal and 107 miles of laterals. This year's work will be confined to the main canal from the headworks to the Rosland neighborhood, leaving the eastern branch, which will extend several miles below Rosland, to be dug later. This year's construction will place about 10,000 acres under water, and a large part of such area is already disposed of. Indeed, in the financing of the project nearly half the entire segregation has been placed. When the system shall be 80 per cent completed it is to be turned over to the settlers. In the meantime, settlers pay the company 50 cents an acre yearly for maintenance. The lien allowed the company by the state contract is \$36 an acre.

The company's main office is in the Henry building, Portland. It will also have sales offices in Bend and on the segregation, both of which will be in charge of W. R. Riley and James Gleason. Mr. Aya is now making the necessary advance arrangements. Mr. Morson will follow soon and remain personally in charge of field operations all summer. He will build a residence at once and Mrs. Morson will spend the summer with him. The company expects to have a new town called La Pine, but its location has not yet been fixed. Mr. Aya says it will be on the railroad.

### Successful Trip with New Autos.

Creed and Carlyle Triplett, accompanied by Earl McKenneth and Will Brock, reached Bend the last of the week from Portland. They brought in two new cars, Carlyle Triplett's Maxwell and an E. M. F. which Ray Wilkinson will operate between Bend and Shaniko this season for McKenneth. The party was a week coming in from The Dalles where the cars were shipped from Portland. Three days were

consumed in reaching Shaniko. Mud piled up to the hubs and the roads were in practically impassible condition. The run from the Columbia was made on the low gear. Both cars reached Bend, however, in excellent shape. Creed Triplett's new Maxwell was left at The Dalles and will be brought into Crook county after the spring thaw has thawed itself out. Snow drifts three feet deep were encountered on this trip, between Shearer's bridge and Shaniko. Four passengers were carried and the Maxwell came through with only a single puncture.

### TRAVEL STALLED AT SHANIKO

Had Weather, Bad Roads, and Railway Disabled.

Hundreds of persons, unable to get into the interior after reaching Shaniko, owing to the impassible condition of the roads, are turning back from the terminus of the Columbia Southern to Portland or other points until the weather moderates and the mud gives way to a dry season. Central Oregon in consequence is suffering from the effects of an unusually severe winter more in proportion than other sections of the country. The tremendous amount of advertising given Bend and the Deschutes valley, coupled with the intense railroad activity toward this point, has been the means of the hurrying of scores of people into Shaniko where they have been disappointed in the effort to get into Central Oregon.

The last of the week more than 60 were housed at the different hotels in Shaniko waiting for some means of conveyance into Bend. The unprecedented storms during the past two weeks have put auto service entirely out of the question. Private rigs are at a premium and even the stages are dragging across country behind schedule, carrying as little as possible.

Nearly all of the people who were besieged in Shaniko last week went back to Portland to await a more favorable opportunity to reach the Deschutes valley.

Weather prophets, who have gone pretty much into disrepute during the present winter, insist that the last burst of climatic temper is the concluding blast of winter and that spring and dry roads are matters of the immediate future. Granting the prophecy, within a week after the roads become passable Bend will be swarming with new arrivals, judging from the present crowds which are being turned back every day from Shaniko.

Several hundred feet of track was washed out on the Columbia Southern railroad last Friday, tying up traffic both in and out of Shaniko. Sunday more track went out in Hay Canyon during the severe storm which swept over all of Central Oregon. Track laying crews were dispatched to the washout both from Shaniko and The Dalles, but there were no trains into Shaniko until this morning. Bend will receive mail from the railroad for the first time within 10 days on Saturday next.

### Looking for Crook County Farms.

Lawrence and James Zimmerman of Aberdeen, S. Dak., reached Bend the last of the week after driving through the greater part of northern and western Crook county, looking for farming investments. They visited Madras, Redmond and Sisters and will probably locate in the vicinity of Bend. Both are pleased with the country. E. W. Roberts drove them through the different sections of the county and brought them here from Redmond. They found the climate here, bad as the weather has been for several weeks, much better than farther east. At Sand Point, Idaho, four feet of snow lay on the ground when they reached there to view the country.

### Wanted.

Reliable man, with team and tools, to put in any part of 150 acres of rye, for hay, on share basis of two-thirds of crop; located near Clive Falls. Will advance seed if necessary. Write at once. C. M. LANNING, Lumberman's Bldg., Portland, Or.

## HELPED BEND TO GET THE OREGON TRUNK LINE RAILROAD

Those to Whom Special Credit Is Due—Money to Be Raised by Citizens After Townsite Interests Have Put up Some \$45,000.

Bend overcomes difficulties and thrives and grows apace largely because of the broad-gauge spirit of its citizens. For example, in providing right of way for the Oregon Trunk Line railroad—

Richard King gave outright the railroad right of way 100 feet wide diagonally through two Lytle acre tracts owned by him, notwithstanding it butchered his property; and he does not own other property that will be benefited by the sacrifice here made. Mr. King is long past the scriptural allotment of three score and ten years and is nearly blind, but his spirit is young and vigorous and there is none to outdo him in public enterprise.

Mrs. William Arnold sold for right of way purposes her half acre in Lytle for just what it cost her several months before, not even asking interest on her money. And she did this freely and promptly.

Charles M. Weiside, manager of the famous Dewey Hotel at Nampa, Idaho, had four lots that were required for railroad uses in Bend. These he cheerfully traded for four other lots, without bonus or other profit or advantage, leaving the railroad unhampered by his holdings. Mr. Weiside was in position to defy local sentiment and exact a good profit. His action was that of a broad-minded, high grade man. He is a type of citizen Bend wants.

J. F. Arnold, in Lara's store, surrendered three attractive lots needed for the railroad depot grounds and accepted two other lots in exchange, without quibbling or haggling or attempting to force a profit out of the transaction.

Charles P. Niswonger voluntarily exchanged four lots within the depot area for other property, clearing that important feature of the situation without delay or friction of any kind.

Charles Durand, of Puposky, Minn., owned lot 11 of block 30, required for the railroad. Being a non-resident and not having other property here, he might have taken a goodly profit on this lot, but he sold for the very moderate price of \$350, in consideration of the purpose to be served.

President Hudson, of the Board of Trade, has asked the following-named gentlemen to act as a committee for the collection of funds to pay for private property that was necessary to be bought for the railroad right of way and depot grounds:

J. N. Hunter, H. J. Overturf, A. O. Hunter, John Steidl and W. B. Sellers.

The total sum to be raised is \$7,875. Every business interest, every species of property in the town will benefit from the railroad, and in order that the burden of acquiring the necessary right of way may not rest upon a few public-spirited individuals this committee will make a list of all property owners and apportion the total sum according to the holdings of property. This is deemed the fairest method of raising the money. It is not supposed that anybody will object to paying his fair share of an expense so obviously reasonable and necessary for the public good. But the bit or miss method so often pursued frequently results in unfairness, because no subscriber has the time or data to figure out his just proportion. This committee will calculate carefully what each citizen should pay and let him know what the sum is. Such method is expected to simplify the question and bring prompt settlement of the whole matter.

This being the first call upon the generous public spirit of the community, it is proposed that the Board of Trade provide a fine Certificate of Honor whereon shall be engrossed the names of all who participate in the movement, in order that a permanent and appropriate record of it may be preserved. This will be an important feature of the history of Bend.

The names of contributors to the cash fund will be published next week.

### LOOK ON THIS PICTURE—

Now we come  
On the run,—  
Hear our hum!  
We'll eliminate the tight-wad and the knocker.  
For Bend, she is a dandy.  
Her pocketbook is handy,  
And she'll surely "get the candy,"  
Because she stands united good and proper.

### AND THEN ON THIS—

It is mine,  
Let me whine,  
To decline  
To bear any burden for the common good.  
Let the other fellow pay,  
I'm protected anyway,  
Or perhaps I'll live to say:  
Here's the spot where once a budding city stood.

### DESCHUTES RAILWAY RIGHT OF WAY.

The Pilot Butte Development Company (Bend townsite) and the Lytle Townsite Company promised the citizens that assumed responsibility for the balance to be raised by public subscription that they would reserve a 100 foot strip on the east side of the Oregon Trunk right of way, to be tendered the Deschutes Railway Company, thus securing to the second railroad a free right of way without cost to the citizens of Bend. Therefore it will not be necessary to "pass the hat" again for the second railroad right of way in Bend.

By the way, it is understood that a railroad construction force will be set at work near Bend within the coming few weeks.

### A Swindling Advertisement.

John Steidl calls the attention of The Bulletin to an ad. in the Portland Journal to which he justly takes exception. The ad. is over the name of the Central Oregon Development Company, which is the name of a corporation of which Mr. Steidl is president. He says his company is not responsible for the ad. and that someone is using the name of the corporation without authority. Furthermore the ad. is full of misrepresentation, as for instance,

"Central Oregon homesteads that you don't have to live on; price \$1.25 per acre. A woman, whether married or single, can take one of these 320 acre claims." All buncombe, every bit of it. Under the present law one has to live on a homestead, they can not be bought at \$1.25 an acre, and a married woman—if living with and supported by her husband—cannot take one under any consideration. There are other misstatements of fact in the ad. but these references show the nature of them.

### NEW TOWN AT CRESCENT.

Reported that Oregon Trunk People Are Behind the Move.

The Bulletin has learned from a reliable source that the men who have bought the Graves ranch at Crescent are closely associated with the Oregon Trunk Line, and it is their intention to lay out a townsite there. A report from Klamath Falls states that the money for the ranch has been paid and the deeds have been recorded on the county records of Klamath county. It is understood that the price paid was \$20,000 and all of it was cash.

On account of the several railroads that will build either across or in the near vicinity of this property, Crescent has bright prospects for making a good town. J. H. Wenandy of Bend has contracted to build a livery stable there, 50x100 feet, in the near future, and E. J. Rourke already has a general merchandise store at Crescent.

Mr. Wenandy will run an automobile line between Crescent and the railroad, operating from his Bend headquarters. He expects to have a regular schedule when the roads become settled. He still retains all his interests at Bend and is boosting harder than ever for his "native" town.

### BOARD OF TRADE WORK.

Permanent Organization on Programme for Tonight.

The meeting of the Bend Board of Trade held in Hunter & Staats's office last Wednesday evening, called out a goodly attendance of old and new members. When the Board was organized, plans for work, collection of dues, etc., were laid only up to January 1. Since that date the work of the Board has been somewhat in abeyance. It is now proposed to continue the organization, and plans for more extensive work than the Board has yet attempted are under way.

At Wednesday evening's meeting it was agreed, by a vote of the members present, that the membership fee for those joining the Board shall be \$10, and that the monthly dues for all members shall be \$5.00.

Heretofore the board of directors of the organization has consisted of three members. It was decided to increase this number to five, this action being deemed advisable on account of the amount of work that will devolve upon the board during the coming months. The board of directors have a supervisory control of all the business of the organization, and on account of the development that is expected at Bend during the present year, it is presumed that the directors will have their hands full.

Upon motion duly seconded and carried, the president was authorized to appoint a committee of three to draft a constitution and by-laws for the Board. The president appointed J. N. Hunter, Hugh O'Kane and W. B. Sellers.

A committee of three was also appointed to solicit new members, the committee consisting of A. O. Hunter, W. H. Staats, and Wm. Orcutt.

When Messrs. Graham and Robertson were here, the Merrill & Wilkinson Company tendered the use of their auto to take these gentlemen on a trip of inspection onto the High Plains. At this meeting the Board voted to reimburse the Merrill & Wilkinson Company for the gasoline used on the trip.

The Board was adjourned to meet tonight at Hunter & Staats's office, when there will be an election of officers. All are urged to attend.

### BEND ROAD DISTRICT WILL HAVE \$328.95

The total amount of taxable property in the Bend road district is \$299,052. The tax on this will provide \$657.90 which must go into the county road fund. Fifty per cent of the \$657.90 must be spent in the district from which it is raised, thus providing \$328.95 for use on the roads of the Bend district, the city of Bend.

J. H. Oneill has been confined to his home for the past week with a severe attack of la grippe.

## DEMAND FOR BEND REALTY IS ACTIVE

Shortest Month Shows Largest Total of Transfers.

### BONA FIDE SALES \$80,000

Sisemore Tract Involving \$19,000 Cash is the Leader, with Several Other Deals Running Well into the Thousands of Dollars.

From a realty standpoint, February was the greatest month in Bend's history. The high tide of property transactions was reached during the 28 days when both city and farm tracts changed hands, although the bulk of transfers was confined to Bend and sub-divisions contiguous to the city. The purchase of the Sisemore property for \$19,000 and of the Reed tract for \$17,500 were the largest deals made and they are practically city property, lying within a mile of the business district. In round figures, deals closed during the month represent an exchange of approximately \$80,000. The selling price of all transactions closed is not obtainable. A resume of deals during the month follows:

- E. F. Batten to W. B. Sellers, Lot 9 Block 9.
- Irvin Reed to J. W. Booth et al, quarter section, consideration \$17,500.
- W. B. Sellers to Booth et al, Lot 9 Block 9, consideration \$1,500.
- Garlyle Triplett to Booth et al, Lots 11-12 Block 16, consideration \$1,700.
- J. S. Parmenter to Minnie Bradley, Lots 10-11-12 Block 27, consideration \$1,500.
- J. H. Bean to Booth et al, Lots 12-13-14 Block 28, consideration \$1,500.
- A. C. Lucas to J. S. Parmenter, half Lot 3 Block 1, consideration \$8,000.
- Frank May to A. C. Lucas, Lots 11-12 Block 26, consideration \$1,400.
- N. P. Weider to W. B. Sellers, Lot 8 Block 22.
- Cora Lewis to W. B. Sellers, Lots 13-14 Block 27.
- J. J. Hecker to W. B. Sellers, Lot 12 Block 8.
- E. J. Herring to W. B. Sellers, Lot 10 Block 3, consideration \$5,600.
- U. C. Coe to Henry Setton, 40 acres, consideration \$1,500.
- I. L. Scofield to James Davidson, Lot 10 Block 22, consideration \$2,500.
- W. H. Staats and J. N. Hunter to Priday et al, 26 lots, consideration \$5,600.
- Kenwood Company to F. H. May, Lots 3-4 Block 3, consideration \$250.
- Kenwood Company to W. P. Strandborg, Lots 17-18 Block 3, consideration \$250.
- J. M. Lawrence and wife to H. J. Overturf, Lot 8 and northerly 15 feet of Lot 7, Block 3, consideration \$5,300.
- Pilot Butte Development Co. to Floyd Dement, Lot 1 Block 17, consideration \$2,500.
- Pilot Butte Development Company to J. S. Parmenter, Lot 11 Block 9, consideration \$2,250.
- E. A. Cast to J. S. Parmenter and Frank May, Lot 10, Block 11.
- W. J. McGillivray to J. S. Parmenter, Lot 18 Block 4, consideration \$1,800.
- P. S. Stanley et al to Frank Robertson, the Sisemore ranch of 320 acres, consideration \$19,000.

### BEND PIONEER PASSES AWAY AT AGE OF 71

Mrs. Ellen Orcutt, widow of the late Wm. Orcutt, died at Payette, Idaho, on February 21, at the home of her son, H. B. Orcutt, aged 71 years. Mrs. Orcutt had been in failing health for many months, and for the three weeks previous to her death she was seriously ill with stomach and heart trouble.

Mrs. Orcutt lived at Bend for several years, she and her husband moving to this place from Minnesota when the town first started. Last fall, accompanied by her son Frank, she removed to Cashmere, Wash., in the hope that her health might be benefited. Later they went to Seattle and then to Payette.

The deceased is survived by four sons: W. T. Orcutt of Minneapolis, H. B. Orcutt of Payette, and W. W. and Frank Orcutt of Bend. W. T. Orcutt came from Minneapolis and was at the bedside of his mother when she passed away.

A. A. Aldridge and John Steidl won the prize cigars Saturday night at the bowling alley, Aldridge rolling 227 at tenpins and Steidl 88 at seven-up.