

THE BEND BULLETIN.

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BUILDING NEVER STOPS IN BEND

Continues All Winter, Increases in Spring.

LUMBER SUPPLY IS AMPLE

New Business Structures Built and Planned, Others Remodeled—Several Dwellings Going Up the Coming Summer.

Building operations did not cease during the winter, but are showing increased activity with returning spring. Plenty of lumber has at all times been available here and it is not expected that there will be any shortage of building material.

Among the buildings put up this winter are the blacksmith shop by George Brosterhaus, at Minnesota and Bond; F. C. Rowley's bowling alley and two-story addition to the Grant building on Wall street; an addition 16x140 feet to the Anne feed barn on Bond street, and the two-story dwelling on Juniper street put up by the Central Oregon Realty Co.; the cottage of Barney Lewis in the Lytle acre tracts, and the Wenandy & Buntin garage 40x60 feet and addition to Wenandy barn 20x40.

The chief building now under construction is an extension of the Pilot Butte Inn 28x66 feet and two stories tall. It will add 20 guest rooms to the present capacity of the Inn. The ladies' parlor will also be in the new part. This will make the main part of the hotel 126 feet long and the total number of guest rooms in the establishment 40. Furniture for the new rooms is already arriving and it will be moved in and the rooms occupied before the end of the month. James McCoy has charge of the construction.

Floyd Dement has begun construction of a two-story frame building 30x140 feet on his lot just bought at corner of Bond and Minnesota streets. The stone foundation is already well along. The first floor will be occupied by Mr. Dement's general hardware store and the upper story will probably be a theater, with roomy stage and dressing rooms.

The H. H. Davies building on Wall street just north of Caldwell's store will be ready to occupy by the end of the month. It is 50x50 feet and is divided into three store fronts, the most northerly of which will be occupied by Whitsett & Turpin with a stock of gentlemen's furnishing goods, the central one by the fruit stand of M. J. Kelly, and the most southerly room will be the automobile office of F. W. Stafford.

Arnt Aune is now finishing five additional rooms in the third story of his hotel on Minnesota street. This improvement includes the building of a large dormer window on either side of the house.

R. B. Mutzig will erect at once a one-story building 18x40 on Oregon street at the rear of his present building on the corner of Wall. He will also put up on the Wall street front of his lot a substantial two-story building 26x50 feet, adjacent and similar to the one on the corner.

"Dad" West this week completed the vault for the new state bank and is proud of the job, as he may well be. It is made of pink tuff laid in cement, built up from bed rock, and plastered six inches thick inside with concrete. The outside dimensions are 12x16 feet and inside 8x10 feet, the inside height being 8 feet in the clear. The vault is well ventilated at top and sides and the walls are strongly anchored and tied with steel rods. The steel vault door arrived Monday and is being placed in position. The counter and cabinet work for the new bank are under way and will be completed so that The Deschutes Banking & Trust Co., with L. B. Baird president and M. G. Coe

cashier, will open for business before the end of the month.

A. M. Lara has just completed extensive improvements in his store, new shelving and counter arrangements, etc., to make the establishment thoroughly modern.

E. A. Sather, trustee, has had the building on Oregon street formerly occupied as a blacksmith shop and garage converted into an office building. Don Steffa (Kenwood Company) will occupy part of this building.

J. H. Wenandy has lumber for building another addition 20x100 feet to his livery barn.

C. L. Hoteling will erect at once a two-story structure on Wall street next the barber shop of Innes & Davidson.

A number of new dwellings, for occupancy by owners or for rent, will be put up as soon as satisfactory sites can be secured and building arrangements made. Among these builders are A. M. Drake, Frank Robertson, C. S. Hudson, L. B. Baird, H. J. Overturf, A. C. Lucas, Dr. I. L. Scofield, G. P. Putnam and J. M. Lawrence.

Landlord O'Kane of the Bend Hotel, has remodeled for his dwelling the building on Oregon street formerly occupied as a bowling alley, and later by The Bulletin. A new front was put in and the interior rearranged to serve the new use.

Henry Linster yesterday bought from H. J. Overturf lot 1 of block 1, being 90x200 feet next north of Millard Triplett's residence on Wall street. The consideration is \$3000. Mr. Linster will erect there at once a building 50x120 feet to be used as an opera house below and office rooms on the second floor. The floor of the opera house will be of hard wood so it may be used for dancing or skating if needed. Work on this structure will be begun at once. Carpenters who desire to bid on this work should apply to Mr. Linster.

SUBSCRIPTION LIST GETS A FINE START

More than \$3000 Cash Collected by the Committee in Less Than Two Days of Active Work.

The following subscriptions have been received by the committee appointed to collect funds for the payment for private property purchased in acquiring the rights of way through Bend that have been deeded to the Oregon Trunk railroad company.

During this first week, in which the committee reports, they have as yet not had time to do more than commence the work, \$3215 have been subscribed. Practically all of this amount, moreover, with the exception of a few hundred dollars, has made its welcome appearance in the shape of hard cash. The spirit of co-operation and of willingness to help Bend evidenced by this record makes a beginning of which the citizens may well be proud.

It is estimated that the next few weeks will see the entire required amount raised, the deeds for right of way secured and accepted once and for all by the railroad, and this last preliminary to construction work arranged to the entire satisfaction of all parties concerned.

"Money talks," it is said. A list of those who have "spoken" then, and subscribed for the right-of-way purchase fund, appears below.

The First National Bank	\$150
C. S. Hudson	50
J. N. Hunter	35
Sylvester Staats	35
W. H. Staats	215
W. B. Sellers	225
U. C. Coe	50
E. A. Sather	525
Mrs. Auderway	15
H. C. Ellis	70
C. A. Stanborough	50
A. M. Lara & Co.	300
J. M. Lawrence	75
J. Snow Parminster	100
John Steidl	100
J. H. Wenandy	120
H. R. Allen	30
Hugh O'Kane	100
Henry Linster	100
Central Oregon Realty Co.	50
S. C. Caldwell	125
H. J. Overturf	100
A. L. Goodwillie	100

RAILROAD COMING THROUGH TO BEND THIS VERY YEAR

Both Lines to Be in Madras by Fall--Construction to Bend Expected to Occupy About Three Months More--Nine Thousand Men Now on the Work.

SHRAKER'S BRIDGE, Or., March 6.—Despite forecasts to the contrary, the present status of construction work in the Deschutes canyon gives every reason to believe that both roads will be able to make good their promises and reach Madras by next fall. Furthermore, an Oregon Trunk engineer thoroughly familiar with the field declares that less than three months longer will be required to push the Great Northern road through to Bend. With the exception of the Crooked River bridge no heavy work is encountered, and as soon as either the laying of rails up the canyon or the improvement of freighting conditions with better summer roads, it is generally believed in the camps that work on the southern portion of the road will be undertaken.

The canyon is now a vastly different place than that visited in August last. Many miles of grading are completed on both sides of the river, approximately nine thousand men occupy a hundred camps, and at no time is one out of sight either of completed grades or gangs of workers or camps, while the constant echoing of "shots" outdoes even a Bend Fourth of July.

Careful inquiry at every contractor's camp on the two roads elicits a universal certainty in the work's completion on time. The Oregon Trunk has as yet been unable to do any construction over the Smith ranch, at mile 70, because of litigation, while the Harriman road has not turned a yard of earth on the 12-mile stretch in the Warm Springs reservation. If it becomes possible to get at these two places before the end of March no serious delay will be encountered in the completion of the work.

The Deschutes Road has, perhaps, more miles of grade completed than has the Oregon Trunk. The latter, however, will be a "trunk" line in every sense of the word, with a lighter grade than its rival, far better curves, and wider roadbed. Insofar as topographical conditions will permit, the new Hill road will be a replica of the famous "North Bank."

On the lower reaches of the Deschutes the advanced stage of the construction work is particularly evident. Already some five miles of track is laid and ballasted on the Harriman line, and four times this amount will be completed within a few weeks, with the completion of several trestles, timbers for which are now being transported over the completed road. Hitherto this timber has cost more than three cents a pound to bring in from the railroad points.

On the west bank, where is the Great Northern line, several steam shovels are at work on the sandy hillsides above Deschutes making room for extensive material yards, where will be centered rails, ties and other supplies for the builders. Other shovels, on both sides of the Columbia, are preparing approaches for the ferry soon to be installed directly below the mouth of the Deschutes. This, it is estimated, will be in operation before June 1, and tracklaying towards Bend will be under way by that date. The bridge across the Columbia below Celilo, it is said, will consume almost two years in construction. While a temporary grade is being made from the main line to the ferry, work on the grade paralleling the O. R. & N. is being pushed. The heaviest fill on the entire line is situated above Celilo, where, close to a long tunnel through a precipitous bluff, 110 feet have to be filled in. One hundred and seventy-five thousand yards of material will be moved in this work, costing approximately 75 cents a yard. A striking example, this, of the expense to which the Oregon Trunk is going to insure the very best of roads, regardless of cost.

To illustrate the pressure that is being put on to rush the work is the fact that on many sections of the grading a far higher number of men per-mile is being employed than ever was used on the Milwaukee. And up to the present the construction of the Milwaukee holds all records for speediness.

As we all remember, injunctions, right-of-way squabbles and almost actual warfare was the order of the day among the railroad builders last summer. Then, during the Christmas season, if reports are to be credited, near beer and nearer whiskey held sway in certain localities adjacent to the several "gallon houses" that exist here and there along the grades. Now, it seems, still another phase is to be inaugurated. The railroad department of the Y. M. C. A. is sending two men to cover the construction camps of the two roads. They will distribute literature and afford entertainment to the men on the work with stereopticons, phonographs and portable organs, and, of course, endeavor to improve social conditions among the workers as much as possible. How these new brands of entertainment will compare in popularity with the old remains to be seen.

The Deschutes canyon, all on the grades agree, is the most picturesque in the Northwest. Undoubtedly it will afford a feature of scenic attraction unsurpassed and for its beauty and interest will attract a heavy tourist travel, backed as it is by the resources of the beautiful Bend country. It now seems safe to predict that before two more railroadless summers are past passengers on the "Bend Special" or the "Deschutes Limited" will be viewing from the car windows the swirling waters of the "River of Gold" and its massive canyon walls as they ride toward the towns of the interior at a 50 mile clip.

And think how much superior that will be to staging it over—no, THROUGH—Shaniko flats!

New Auto Stage Line.

The Radcliffe Bros. Auto Co. of Marcus, Iowa, brought in two Velie cars Saturday night, each carrying six passengers besides the driver. These cars at once began regular service between Bend and Haight's, making the first round trip Monday, both being loaded. Coming in from Shaniko they found the

roads almost impassable to Haight's. They carried block and tackle to help each other in the worst places, but only once was it necessary to resort to such aid—at the crossing of Antelope creek just above Haight's. The passengers were taken at Haight's. No attempt will be made for the present to run beyond that point.

OFFICERS PARTLY ELECTED.

Board of Trade Waits for Constitution and Bylaws.

Permanent organization of the Bend Board of Trade could not be effected last Wednesday evening because the committee on constitution had no report. Chairman Sellers had sent for copies of the constitution and bylaws of several other organizations of similar character, but no response had been received, owing to the delay in the mail, and it was deemed best to wait for them before framing articles for the Bend body. Hugh O'Kane resigned from the committee and J. M. Lawrence was appointed to the vacancy.

At first it was proposed to go ahead with election of new officers anyway and leave the matter of constitution and bylaws to future action. J. M. Lawrence suggested that the present officers were satisfactory and there was no need to supplant them before the permanent organization should be effected, which meant constitution and bylaws; that adoption of constitution and bylaws would be the foundation of the organization, and the choice of officers under such rules would simply be one of the details there authorized and provided for; that the officers must be under the constitution, not the constitution under the officers; and he thought the election should be deferred until adoption of rules prescribing what officers there should be and their duties and powers. He did not suppose it would make any great difference in final results, but it would be the logical and regular way to proceed, and there was no call for extraordinary action. A. B. Buck, F. Edwards and W. W. Orcutt also supported this view of the matter and finally, after a pretty general discussion, it was agreed that the election should be suspended until constitution should be adopted.

Before this point was reached, however, President Hudson had been unanimously re-elected, H. E. Allen had been chosen vice president and J. N. Hunter treasurer. These will not enter upon their new tenures until the permanent organization is completed.

Merrill & Wilkinson were paid \$75 for automobile carrying Freight Agent Graham and Mr. Robertson for inspection tour on the high plain.

President Hudson was directed to correspond with Frank Robertson, of the Bend townsite, to ascertain what he would like to do with reference to a publicity campaign for this town.

The committee on constitution and bylaws was instructed to report Monday evening, March 14, at Hunter & Staats's office when, the next meeting of the Board will be held.

First Mayor Returns.

After an absence of about two years A. L. Goodwillie, the first mayor of Bend, arrived from Chicago Saturday night and will spend an indefinite period here. He has been affiliated with a big bond-dealing concern in the East, but the new and wide fame of Central Oregon, coupled with the fact that Mr. Goodwillie still owns considerable property in this locality, brings him back to reconnoiter this field afresh, and possibly to abandon his Eastern connections and return to the West.

Mr. Goodwillie says Bend is well known outside and there is a very wide and intense interest in the Central Oregon region. He is himself greatly impressed with the progress that has been made here and has unbounded faith in the country.

For Sale.

A full-blood Poland China sow one year old in spring, farrowed eight pigs January 1. Price for sow \$20 if taken before March 20. A No 1 milch cow making one pound butter a day, come fresh December 20; price \$70.

A. A. GREEN, Pleasant Ridge.

Fine Seed Rye for Sale.

Also beardless barley, at Theo. M. Post's ranch two miles east of Gist—main county road from Laidlaw to Sisters. 45 52

NEW TOWN PLATS DULY APPROVED

Riverside and Wiestoria Adjacent to Bend.

300 ACRES THUS SUB-DIVIDED

These Plats Conform to the Standard of the Original Bend Townsite. Madras and Redmond Expanded. Other County Court News.

"Wiestoria" is the name of a new townsite plat filed in Prineville and approved by the county court at its March term last week. This includes 120 acres of the L. D. Wiest homestead, adjoining Bend. The plat conforms to that of the original Bend townsite—same sized lots and blocks, streets and alleys. Provision is made for opening streets to the Lytle acre tracts on the west whenever they conform to the standard plat. Negotiations are on for the sale to Seattle parties of 100 acres of Wiestoria, at a price said to be within \$50,000.

One hundred eighty acres north of Lytle have been platted into a townsite named Riverside. Of this, 40 acres are owned by the Lytle Townsite Co. and 140 acres by Matthias J. Klein, who recently came to Bend from Minnesota. The tract includes the old Frank Glass homestead and an adjoining 20 acres. This plat conforms to the original Bend plat, lots 50x140 feet, 60-foot streets and 20-foot alleys. The plat has been approved by the county court and filed in the county clerk's office.

The subdivision into lots of block 4 of the original Bend townsite (the Drake block) was approved and the plat regularly filed. This conforms to the rest of the plat, except that the lots are only 25 feet wide, instead of 50 feet, on Wall street. The river lots are 50 feet wide each. A 20-foot alley runs through the block, northerly and southerly.

All county roads within the platted townsite of Bend, not conforming to streets and alleys, were formally vacated by the court. The streets have been used since the town was platted anyway, there being no pretense of retaining the old county road across platted property, but it was deemed best to clean the record by formally vacating the old road within the city. The one place where the old road still held was where the new addition to the Pilot Butte Inn is now going up. The action of the court avoids any interference at that point.

Madras was formally created a municipal corporation and certificate thereof was ordered forwarded by the county clerk to the secretary of state. Boyce addition to Madras and Depot addition to Madras were approved.

Ehret's first addition to the townsite of Redmond was approved. This covers 40 acres adjoining the original town of Redmond on the north.

The semi-annual reports of the sheriff, clerk and county treasurer were received and ordered filed. The reports show that the total amount paid in bounties under the new scalp law to date amount to approximately \$2,500.00, one half of which amount is repaid by the state.

Fancy Prices for Livestock.

C. Sam Smith of Prineville sold 125 head of grade Shorthorn and Hereford steers in Portland the first of the week for \$9607.50. The average weight of the steers was 1260 pounds and the price \$6.10 per hundredweight, the highest paid this year. Hogs sold in the Portland market last week at 11 cents a pound, live weight. These were Eastern Oregon porkers and the price is said to be the highest ever paid in the Portland market.

For Sale—Eggs for setting, from Registered Hamburg hens; 14 eggs for \$1.00.—J. I. WEST, Bend.