

SEATTLE'S GROWTH IS LESSON FOR BEND

The visitor to Seattle who gets into the right hands and learns something of the remarkable story of the development of that city assuredly has a rare treat. If that visitor happens to be a Bend man, with an eye to comparisons, Seattle's history is all the more interesting, for it contains a great big object lesson for Bend. A man who will study what Seattle has done, and with what its progress has been made, will come to Bend more than ever a Bend enthusiast and a believer in the great future that awaits this community.

Recently the writer was in Seattle. Four days were devoted to inspection of the city, and many hours to ascertaining how Seattle had grown and why it had grown. Of course, the information gathered was but a fraction of what is there, and of what is worth thinking about. But it was enough.

Here are some of the facts. They are random incidents but they tell the story in outline:

In 1870 Seattle had a population of 1100. That was 42 years ago. Today Seattle has more than 250,000 people.

Population Jumps.

In 1880 the population was 3500. In 1889 the figure was close to 40,000. In that year Seattle's first railroad came, the Northern Pacific. With that one railroad, and with the Great Northern, in 1893, the population doubled in ten years, and in 1900 was 80,000. The census of 1910 showed 237,000 inhabitants.

So, then, without a railroad, and at a time when the population of the East was 3000 miles further distant than it is today—so far as transpor-

tation was concerned—Seattle grew to be a city of nearly 40,000 people. With two railroads that population was doubled in a decade.

In 1908 a third road came, the Union Pacific, and in 1911 a fourth, the Milwaukee. But the wonderful population strides were accomplished with one railroad, and at a time when the Northwest, in comparison to conditions of today, was practically isolated from the Eastern population centers.

In 1911 Bend has two railroads, coming from the same direction. By 1914 there is every reason to believe that Bend will have two railroads from three directions, and probably one from a fourth, the west. That means, practically, seven railroad outlets and inlets.

Is it any wonder that a Bend man should sit up and take notice when the significance of this comes home to him?

Yes, Seattle has a harbor. Also, the great Alaska trade has done, and is doing, wonders for its economic development.

Advantage in Lands.

But, again, investigation produces another crop—a sort of second cutting—of Bend smiles. For there is no agricultural land worth mentioning within a reasonable radius of Seattle. It is a candid fact, that will be proved in the next ten years, that the wheat territory of Central Oregon will be of as much value to Bend as the Alaskan trade has been to Seattle.

As regards the agricultural lands of the Puget Sound country, one characteristic fact is worth mentioning. It is this. The farmer who buys

unimproved land thereabouts pays not less than \$25 an acre. The land he bought is covered with huge stumps. The approximate average cost of clearing the lands is about \$100 an acre. That is a cash expenditure. It means money paid out at the very start. What do unimproved lands cost in Central Oregon? Well, there are thousands of acres that may be had for the taking. Other thousands of acres may be secured for \$8 an acre and up possibly to \$50, at the highest, while it is doubtful if any appreciable amount of the best improved and profitably producing lands are held for more than \$30—land all in crops. And in buying the Central Oregon raw lands there is not \$100 an acre cost for stump pulling and dynamiting. Practically speaking, the acres are ready for cultivation. The comparison is worth considering, isn't it?

Power Close at Hand.

The power that develops Seattle's electricity is brought on an average of 40 miles from the city. At a recent election the city appropriated \$2,000,000 for the purchase and development of power sites 60 miles distant, capable of producing 90,000 horsepower. How far does Bend have to go for its water power? Enough for today and for many years in and can be developed practically within the city limits. Within 12 miles of Bend there can be developed economically several times as much water power as the entire amount now employed in supplying Seattle with electricity. Worth thinking about, isn't it?

Today Seattle covers approximately 68 square miles of territory, within the city limits. This is all practically covered by real "city"—is about all very thickly populated. How many square miles does Bend actually cover today? Not more than one square mile. Forty-two years ago Seattle about equalled Bend in this respect.

In Seattle today there are about 240,000 platted lots. About 60,000 of them are built on. This average—one lot built on out of every four

—holds good in most Western cities. Bend now has about 4000 platted lots, about half of which are in the city limits.

Prices Aviate.

Here are some little examples of what has happened to prices in Seattle during a comparatively few years. To be sure, they are notable examples; but thousands of others, as impressive, could be encountered. In 1882 Dexter Horton bought two lots, each 120 by 120 feet, at Second avenue and Cherry street, for \$450. In 1908 they were sold for 700,000.

In 1901 F. J. Eitel acquired two "tide lots." They were under water 20 feet at high tide, and were one mile from the center of town. In 1905 he filled the lots, put up a warehouse at a cost of \$12,000 and rented it for \$200 a month. In 1907 he sold for \$80,000 cash.

In 1903 the business section stopped at Second and Madison. Then lots near the Hotel Washington sold for from \$3000 to \$4000. In 1908 the same lots were bringing from \$1000 to \$2000 a front foot.

WHY SEATTLE IS INTERESTED IN BEND

(Continued from Page Seven.)

I like or what it will do when filled with hot air. They say, with self-satisfied derision, 'Oh, hot air!' stand twiddling their thumbs, and gape with astonishment when the balloon sails away into the empyrean. About everything else, they think and act in the same way. 'He can't do it!' 'He will fall!' 'Nope, I won't help him! Him? Why, he's plumb crazy.' Add then, when he does it, they say, 'Why, I could a-done that same thing. He's lucky, that's all. I never had no luck nobow!' And then they go right on trading sites of Chicago for

white horses. "But what started this talk, anyway? Oh, yes, Oklahoma City. Well, you are doing a mighty good thing for your own town in bringing out those pictures of Seattle. They show exactly what is going to happen in Bend. And in spite of our experiences here in Seattle with the 'blind who will not see,' when your people see what happened to Oklahoma City, which possessed only one of the multitude of resources possessed by Bend, it certainly is incomprehensible that any sane man could fail to foresee the great and beautiful city that is certain to be built in your valley in the next few years."

WHAT OTHERS SAY ABOUT BEND

(Continued from Page Eight)

The old order is changing, suddenly, completely. Yesterday is a long time ago in Oregon."

Prof. Thomas Shaw, agriculturist of the Great Northern and Northern Pacific railroads, was sent to Montana by James J. Hill to report on grain possibilities. Largely due to the experiments of Prof. Shaw during only three years, Montana was transformed into producer of 25,000,000 bushels of wheat annually.

This man has now been sent to Central Oregon; and this is quoted from his report, as given to the Oregon Journal November 10, 1912:

"Central Oregon is a most wonderful country. The possibilities of development are immense. There is no more fertile soil to be found anywhere, for volcanic ash is more enduring than any other soil; and the entire Central Oregon country consists of volcanic ash.

"Nearly all grain crops in Central Oregon should be winter crops, not only winter wheat, but winter rye,

oats, barley and vetch. Milo maize, corn, alfalfa and potatoes should be spring sown crops. Alfalfa will soon be one of the most important crops of Central Oregon. It will be grown for hay and seed. Alfalfa grown on non-irrigated land produces better seed than that grown under irrigation.

"There are immense areas that can be irrigated; but by pursuing the proper methods, the dry lands will be made to yield large crops. This we have proven in Montana; and we are now proving it in Central Oregon, where we have established an experimental station.

"In Central Oregon, east of the Cascade mountains, there are 10,000,000 acres of land ready for cultivation. These 10,000,000 acres would produce 120,000,000 bushels of wheat, or more than twice as much as is now being produced by the entire Pacific Northwest. Central Oregon will some day become one of the most famous wheat producing sections of the world."

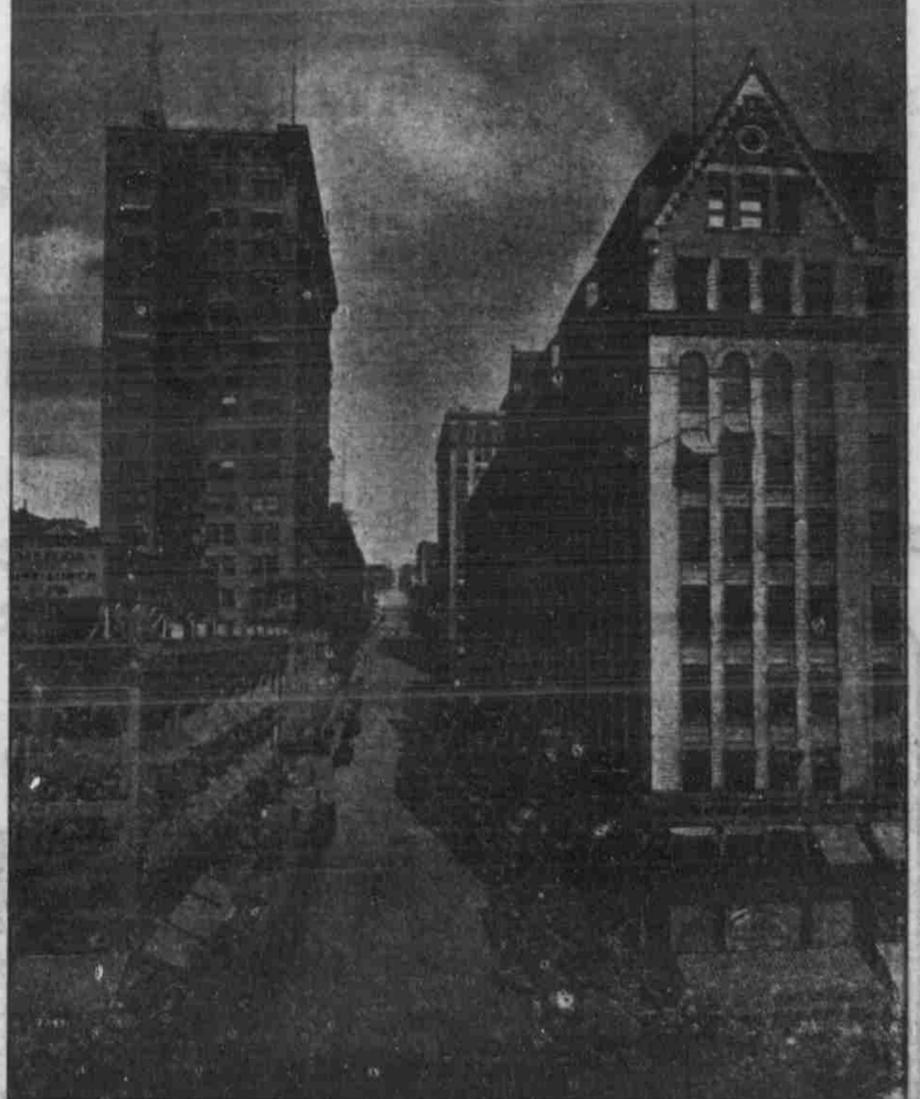
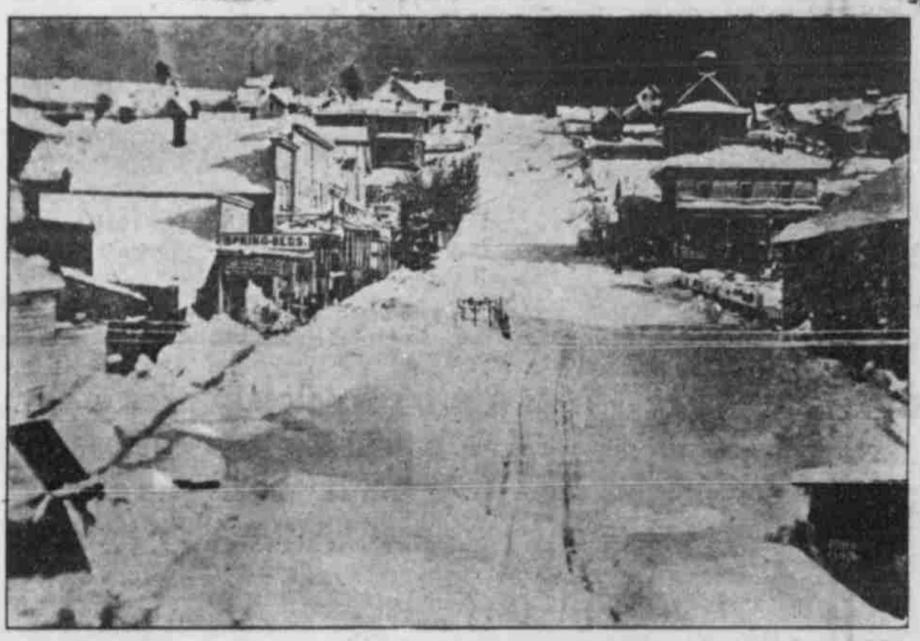
GIVE UNEXCELLED SERVICE.

Good barber service? That is what you want, of course. There is one shop in Bend where you always get this, at Innes & Davidson's, on Oregon street near Wall. Innes & Davidson's is the pioneer barber shop of the city, and they have, by their courteous and superior service, gained a large patronage. That haircut and shave that you need—better get them at Innes & Davidson's.

(Advertisement)

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LOOKING EAST ON CHERRY STREET—A WINTER VIEW IN 1885, AND AS IT APPEARS TODAY.