

THE BEND BULLETIN.

Vol. XIII.

BEND, OREGON, WEDNESDAY AFTERNOON, JUNE 9, 1915.

NO. 14.

CAN BEGIN ON LOGGING ROAD

CONTRACTOR IS READY TO GO AHEAD

Line Will Run Along Bank of Logging Pond—Mill Will Discharge Into 500 Foot Sorting Shed—Yard "Split" to Prevent Fire.

With the completion of arrangements for the construction of the spur and bridge to the Shevlin-Hixon mill it becomes possible for the company's contractors to proceed with operations that up to the present time have been dependent on the railroad work. The particular matter is the construction of the logging road for which J. Ward has a contract.

According to the company's plans the logging road is to make connection with the railroad company line at a point on the north side of the mill yard in order that supplies and other material for the woods may be taken right through without transfer from one line to the other. Until the bridge and railroad line were definitely settled upon it was impossible for the company to locate its own logging road.

The logging road will be six miles long and will run up to a point near the old ice house on the river. On the north side of the mill site a ravine runs down to the river and the road will come down it and passing under the railroad bridge and the mill slip will run up river on the bank of the logging pond as far as may be necessary to place the logs in the water.

In the past 10 days Mr. Ward has been employed in getting camps prepared for his construction crews and is now ready to go ahead.

The saw mill will be on the low land between the water and the bench land and a canal will be dug into it to float logs in from the river. Sawn lumber will be discharged from the mill onto the bench in the rear where a 500 foot sorting shed will be located running north toward the railroad bridge.

The yard is planned to pile from 40,000,000 to 75,000,000 feet of lumber and will be in two sections, or what is known as a "split" yard, for the purpose of lessening the fire risk. A slight knoll, brought into sight by the recent clearing will mark the division.

In the northwest corner of the yard, straight in from the railroad bridge, will be placed the planing mill with its floor on a level with the car floors.

The saw mill will be operated by steam and the planing mill by electricity. It is probable that an electric lumber stacker will be used in the yards.

The work of clearing the yard and building the dam is progressing rapidly, at the dam site excavation for final work having begun. Definite line for the plant will be laid out soon, a party from Minneapolis being expected this week for the purpose.

Other activity caused by the new mill construction is the starting up

of the Griffin saw mill east of town. Mr. Griffin has a contract to supply 20,000 ties for the logging road and a large quantity of other lumber for structural purposes. He is now running his mill on full time and employing over 20 men.

MORE TROUT EGGS RECEIVED AT HATCHERY PAST FEW DAYS

Shipments of 270,000 From Davis, Odell and Cultas Lakes Arrived Last Week—Roof is Painted.

With the recent arrival of an additional large number of trout eggs at the local hatchery its capacity has nearly been reached and from now on all the efforts of the caretakers will be to see to the successful hatching of the eggs and the development of the young fish.

The latest shipment of eggs includes 200,000 from Odell and Davis lakes which arrived on Friday and 70,000 from Cultas lake which came in Saturday. The first shipment, received some time ago, is already hatched and in about four weeks will be removed from the troughs to the pools which are to be built in the meantime.

To care for the fish A. A. Oldenburg has recently joined Lloyd Wilson at the hatchery. Later a cottage will be built nearby for the use of the men in charge. The hatchery itself is completed, the painting of the roof being finished last Friday.

BAND TO GIVE CONCERT.

The first open air concert of the Bend band will be given Friday night at the corner of Bond and Oregon streets, the tentative program being as follows:

1. March—"Koh-I-Noor" . . . Guphill
2. "Twilight Echoes"—Serenade . . . Miller
3. One Step—"The Mississippi Cabaret" . . . Gumble
4. "Visions"—Alto Trio . . . Hays
5. "Post and Pansant"—March . . . Hays
6. Serenade—"Summer Breezes" . . . Mackie-Beyer
7. March—"The Booster" . . . Klein
8. "The Meteor"—Gallop . . . Richards
9. Waltz—"Kenwood" . . . Guphill
10. "It's a Long Way to Tipperary" . . . Two-Step

PATENT LIST IS SIGNED.

(Special to The Bulletin.)
SALEM, Oregon, June 9.—At a meeting of the Desert Land Board this morning C. O. I. Co. patent list number 10 was signed by all the members except Engineer Lewis and forwarded to Washington with recommendation for execution and issuance of patents. List nine already is there, similarly signed. Lists six and eight, as previously reported, have been recommended by the commissioner of the general land office for patent and patents probably will be issued by the department of the interior shortly. List 10, signed today, embraces 15,372 acres in the Powell Butte section.

NEW TEACHERS CHOSEN.

Due to resignations since the first appointments were made it has been necessary for the school board recently to make new appointments to teaching positions in the local schools. These are as follows: C. C. Crawford of Emporia, Kansas, has been elected principal of the high school to succeed Eunice Cowles, and Lucile D. McKay, of Bandon has been elected to teach the sixth grade in place of Katherine Byron. Miss Nellie Pattison succeeds Miss Reith in the second grade. There is still a vacancy in the second primary grade.

COUNCIL SETS ELECTION DATE

PEOPLE WILL VOTE ON FRANCHISE

Referendum of Steidl-Tweet Measure To Be Up on August 9—City May Oil Streets—Long Session of City Council Held Last Night.

The regular monthly meeting of the council last night was one of the longest held for some time, many routine matters coming up for action and the unusually large amount of new business.

Among the more important matters attended to was the calling of a special election for Monday, August 9, on the referendum of the Steidl-Tweet electrical franchise ordered by a petition filed last week. Considerable time was spent in discussing whether the election should be held on July 16, as provided in the resolution covering the matter presented by the elections committee, or not until the later date, as advised by City Attorney Forbes. Messrs. De Armond, Kroenert and Steidl spoke in favor of the original resolution. To be certain of the legality of the action the council finally chose the August date.

The election, according to the resolution will be held from 8 a. m. to 8 p. m., in the council rooms. The clerks will be Prince Staats and O. M. Guphill and the judges J. J. Klein, Claude Kelley and Frank Gilbert, Mr. Gilbert being selected in place of Harrison Latham, who was named in the original resolution.

City May Oil Streets.

Another matter to consume a large amount of time was a discussion of oiling the city streets. Reports were presented showing the estimated cost of the supplies and a salesman present described a machine for distributing the oil. The matter was finally referred to a committee which is to investigate and report at once.

The council granted the request of

(Continued on last page.)

BEAVER-LINSTER WEDDING

Well Known Young Bend People Married on Saturday—Guests Present.

The wedding of Anna Linster and Ray Beaver took place on Saturday at the home of the bride's parents, Mr. and Mrs. Henry Linster. Besides the relatives of the contracting parties, who live in this neighborhood, there were present Mrs. Charles Linster, of Eynsville, Ill., Alphonse Linster, of Portland, and Mr. and Mrs. Troy Beaver of Crescent.

Miss Linster's attendants were her sister May and her brother Alphonse. The ceremony took place in the parlor of the Linster home, the bride entering on her father's arm to the wedding march played by Miss Marie Brosterhaus. Father Sheehan was the officiating clergyman. Following the ceremony the guests sat down to a bounteous dinner.

Among the many gifts received by the bride was a lot in Aubrey Heights presented by her father.

RAILROAD HEAD HERE LAST WEEK

PRESIDENT GILMAN IN ON THURSDAY

With Party of Officials He Inspects Bridge Site and Spur Location—Says Development Means Increased Business For Bend.

Word has just been received from Mr. Gilman's office that work on the spur and bridge will commence at once and be rushed to completion. The Oregon Trunk will build the spur and contract the construction of the bridge. General Road Master W. Connelly is here today employing men for the track work. To begin with 20 men are needed and more may be added to the crew later. Preference will be given to local men. The contract for the bridge will be let today.

On a trip of inspection and to look over the site of the bridge to the Shevlin-Hixon mill President L. C. Gilman of the Oregon Trunk, with a party of officials, arrived in town on Thursday morning. After spending the forenoon here they left about two o'clock on their return to Portland.

Although he took an opportunity to go over the location of the spur and to study the bridge site the greater part of Mr. Gilman's time while here was spent in calling on local business houses and discussing conditions.

As was naturally the case he found much interest being taken as to the time when construction work on the spur and bridge might be expected to begin and while he was not able to name the exact day he said that it would be in a short time.

Following Mr. Gilman's visit representatives of contracting firms came in to examine the bridge site preparatory to making estimates on the work and it is understood that bids for the construction are being let today.

Last week's visit was the first Mr. Gilman has made to Bend since he was here last August, on his return from a trip through the interior. He was pleased, he said, to find the crop prospects so good on the farms of this section, while the mill developments here meant greatly increased population and business for the town.

With Mr. Gilman on the trip were General Manager C. O. Jenka, Chief Engineer A. M. Laffer, Superintendent F. A. Brainerd and General Traffic Manager W. D. Skinner.

FORTLAND, June 7.—Following the visit of President Gilman of the Oregon Trunk to Bend on Thursday his trip was reported in The Oregon Journal as follows:

"President L. C. Gilman of the North Bank system announced yesterday that work would begin at once on the spur track that is to connect the main line of the Oregon Trunk railway at Bend with the proposed Shevlin-Hixon Lumber Com-

pany's mill. This track will include the construction of a bridge across the Deschutes river.

"The mill is to have a capacity of 200,000 feet of lumber per day, and is to be finished and ready for full-time operation in the early spring. The spur will be a joint proposition with the Oregon Trunk and the Deschutes railway, an O-W. R. & N. subsidiary.

"The new track will be about 1 1/4 miles long, but will be a rather costly piece of construction because of the bridging required.

"The Shevlin-Hixon Company has begun work on the construction of a dam that will impound water for the floating of logs and men are busy with preparations to get at the big tract of white pine.

"It is reported that the Brooks-Senion company is also planning to put in a saw mill at Bend, though definite plans regarding this added industry have not been developed."

FIRST SHEEP GO THROUGH.

The first band of sheep to go through town for the summer range passed through this morning. The sheep belong to Henry Padlens and were shipped in here from Coleman. There were 3750 in the band.

LOGGER IS HURT.

Peter Zimmerman, employed by The Bend Company in its logging operations broke his leg below the knee last Thursday. He was on a load of logs when the horses started and in some way a skid flew around and struck his leg. He is being cared for at the Knotts hospital.

STOCK SHIPMENTS MADE.

Horses believed to be for the French or British governments were shipped from Bend on Friday, there being 120 head or four car loads in the shipment. The horses came from the vicinity of Silver Lake and were consigned to Bellinger & Co., Sheridan, Wyoming. Another important stock shipment was made by O. T. McKendrie, of Lakeview, who sent 17 cars of sheep to Sacramento.

PLATFORM IS COVERED.

For the purpose of building a roof over the platform at the warehouse in order that wool may be stored there a crew of 17 men came in Sunday night under the direction of E. Eddy of the Oregon Trunk. They finished their work last night. The space covered is 48x75 feet and the new roof is 16 feet high and made of canvas. W. F. Rogers, of the Oregon Trunk commissary department was in Tuesday to inspect conditions on the cars on which the building crew lived.

TIMBER CASE SETTLED.

News of the decision by the Commissioner of the General Land Office against the United States in its contest against E. L. Crabtree for a timber claim was received by Vernon A. Forbes, attorney for the timber owners, this week. The case has been pending for over two years and is the last of the timber cases to be heard here. The first decision was in favor of the United States, but Mr. Forbes took an appeal with the result stated.

TICKET SALE IS PLANNED.

Plans for selling tickets for the Chautauque were discussed at the Commercial Club luncheon on Saturday and at the next meeting a definite scheme will be presented. According to the present ideas two teams will be selected to compete in the selling, the losers to pay some sort of forfeit. The Club also considered means of getting the unoccupied lands near town settled. The next luncheon will be held at the Wright Hotel.

BOARD HOLDS UP DUBUIS REPORT

FEAR PROJECT MAY BE DAMAGED

Study of Central Oregon Irrigation Co. System Said to Be One Sided—Governor Believes That Good Should Be Told With the Bad.

(Special to The Bulletin.)

SALEM, June 8.—The Desert Land Board this morning heard the objections of the Central Oregon Irrigation Company to the publication of the report upon its project recently prepared by John Dubuis under the direction of State Engineer Lewis, and publication was withheld pending further investigation by the Board. Roscoe Howard, and James Stearns, represented the Company, and E. B. Williams, a settler, was also present.

While the company did not, in general, deny the charges sustained in the report, which evidently was most uncomplimentary to the project and its management, it did object to its circulation. Objection was based on the assumption that the report would be very damaging to the entire project as it told in detail only adverse facts, giving absolutely no credit for anything good in connection with the project.

It seems apparent that the majority of the Board, including the Governor, feel that while probably the facts set forth in the report are correct, its general form is unwise. It was further intimated that State Engineer Lewis has perhaps evidenced direct animus in the method of preparation of the report.

It is probable that the document as now printed will be withheld but that a more complete report, giving the good as well as the bad features of the project, will be insisted upon before publication will be permitted. Further, it is believed settlers will be permitted to obtain the facts set forth in the present report as they may desire.

Governor Withycombe's Comments.

In commenting upon the Dubuis report Governor Withycombe said: "My first feeling was to give the report full circulation at once. But after investigation and getting the facts of the other side I am convinced that the report really works an injustice. It seems to me extremely one sided. There is not a good word in it, practically, for the company and the project. It is filled with nothing but adverse criticism. Now I am perfectly willing to admit that the criticism may be well founded. Probably the facts justify the findings of the engineer. And certainly the settlers are entitled to get those facts, and the benefits of the data accumulated by the engineer's office. But it does not seem to me fair to give circulation to a document published by the Board, officially, which does nothing but condemn the project. There no doubt are many faults but there are also good points. If we publish any document it is only just that we tell the good as well as the bad. If we don't, we are unfair."

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INSURE YOURSELF AGAINST YOUR OWN CARELESSNESS

Even though you might never have a fire or thieves enter your home, a paper mislaid is often times lost just as irretrievably as if it had been burned or stolen.

When your valuable papers are in our vault you KNOW where they are and you KNOW they are safe.

You can lease a steel box in our vault with a non-pickable Yale lock—big enough to contain all your private papers, for \$2 a year

Can you afford to be without this insurance?

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FIRE! FIRE! FIRE! If your house should take fire you are apt to be so excited that, even though you have plenty of time, you will rush out and leave behind, to be burned up, YOUR WILL, other valuable papers and jewelry. The best way is to put them into one of our SAFETY DEPOSIT BOXES in our fire and burglar proof vaults. A private box will cost you only \$3.00 and up, per year.

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