

# THE BEND BULLETIN.

Vol. XIII.

BEND, OREGON, WEDNESDAY AFTERNOON, JUNE 30, 1915.

NO. 17.

## EAST SIDE PIER WORK FINISHED

### BRIDGE BEING RUSHED TO COMPLETION

To Be in Use by August 1—Dam Progresses—Horn Gets Contract for Over Half Million Brick and Starts up Yard—Rafts are Laid

With every phase of the work connected with the Shevlin-Hixon milling operations being pushed as rapidly as possible and with new activ-

ities being added more men are now employed here than for many months past and results in completed work are beginning to appear.

So rapidly has the bridge building been carried on that it is now expected to have the completed structure ready for use on August 1, or nearly three weeks sooner than first hoped. Yesterday concrete pouring on the last pier on the east side of the river was finished and a start on the west side made. From the completed pier a 60 foot span will cross the center of the river to the last pier on the west side which will soon be in place. Sixty two men are now employed on the bridge work.

At the dam, just above the bridge, the timber work is two thirds done and by the end of the week the coffer dam will be changed and the east end of the dam begun on. Here 37 men are at work and, according to M. J. Danielson, who is building the dam, everything is progressing satisfactorily.

Still further up river the unloading dock has just been completed, as is also the case with the railroad spur, the track having been laid

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## WITHYCOMBE INSPECTS TUMALO

With Desert Land Board and Fish and Game Commissioners Governor Spends Friday on Trip of Inspection---Meets Many Settlers---Emblem Club Gives Dinner to Party in Evening.

Traveling in the private car of President Gilman of the S. P. & S. railroad, Governor Withycombe with Attorney General Brown and Secretary of State Olcott of the Desert Land Board and the members of the State Fish and Game Commission arrived in Bend Friday morning on an official trip of inspection of the Tumalo project and of the newly established state fish hatchery at Bend.

After putting in a strenuous day which ended with the banquet given by the Emblem Club in the evening the governor and other members of the commission left on Saturday for Klamath Falls with Representative Wesley O. Smith and others from the southern town. Attorney General Brown and Mr. Olcott with Insurance Commissioner Wells and Commissioner Carl Abrams of the Industrial Accident Commission left on Friday night. G. P. Putnam, secretary to Governor Withycombe, spent Saturday and Sunday here, leaving for Salem Sunday night.

Besides carrying out the program of inspection the party took time to visit the scene of the Shevlin-Hixon saw mill development and also to meet the settlers on the E. O. I. project for a short conference at the Grange hall.

At breakfast the party was enter-

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Friday's entertainment of Governor Withycombe and other visiting state officials was brought to a glowing end in the evening by a banquet given in their honor at the Emblem Club, the largest since the dinner for the Portland Ad men for which the club hall was built last September. Begun at an early hour on account of the necessity for the departure of some of the guests on the night train the affair lasted until 11 o'clock and during its course speeches were heard from most of the visitors while the club went through its full program of songs and yells.

In the banquet room the speakers were seated at a long table across one end while down the center ran another at which sat the members of the Emblem Club and the order of the Honey Bee. At small tables around the room were other guests, including parties from Prineville, Sisters, Tumalo, Deschutes and Klamath Falls.

No set subjects were assigned to the speakers of the evening and their remarks were on a variety of topics. All, however, included congratulatory words on the spirit of Bend and on the development activity now apparent here.

C. S. Hudson acted as toastmaster, introducing first W. C. Wilkes of

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## O. T. MAKES CHANGES IN TRAINS IN AND OUT OF BEND

Night Train Leaves Hereafter at 7 and Morning Train Arrives at 8:30 With Freight Service Daily.

On Sunday night a change in time on the Oregon Trunk line became effective under which the night train which formerly left here at 8:30 leaves at 7 o'clock and the morning train in arrives at 8:30 instead of 8. Under the new schedule the former wait of two hours at Fallbridge is eliminated. The object of the change is to consolidate the freight and passenger service and as a result freight will be carried every night each way instead of every other night as heretofore.

At the local post office the only effect of the change will be to make it necessary to close the night mail out earlier, the new closing time being 6 o'clock P. M. instead of 6:30. The general delivery window will continue to open at 9:15 a. m.

The train schedule under the new arrangement will be as follows:

No. 103 will leave Bend at 7:00 p. m., Redmond at 7:55, Culver, 8:55, Metolius 9:55, Madras 10:05, Mecca 10:55, Maupin, 12:40 a. m., Sherar, 1:10, Fallbridge, 4 a. m. No. 104 will leave Fallbridge at 10:40 p. m. Sherar, 1:10, a. m., Maupin, 1:30 Mecca, 4:15, Madras, 5:15, Metolius, 5:30, Culver, 5:53, Redmond, 7:05, and will arrive in Bend at 8:30.

Sleeper and coach will leave Portland on the S. P. & S. No. 5, at 6 p. m., westbound from Fallbridge. Sleeper No. 3 and coach on No. 5, also Nos. 103 and 104, will be mixed trains. Nos. 304 and 305 O. T. 300 and 307, will be discontinued.

## CHAMBERLAIN DEFENDS SELF

Says Oregon Legislature at Fault in Not Appropriating for Irrigation.

The time worn controversy as to the rights and wrongs of the \$450,000 reclamation appropriation had an airing Monday night when Vernon A. Forbes, in introducing Senator Chamberlain to an audience at the Commercial Club room, asked for some information why the Oregon fund had not been matched by the Federal government.

Senator Chamberlain, who was on his way to Paisley and Burns, after spending the day on the Tumalo and C. O. I. Co. projects, asserted that Oregon's original appropriation was never intended to be on a co-operative basis and that if the state legislature had made an appropriation in 1915 Congress would have matched it.

George M. Bailey and Senator Chamberlain's partner, Otto J. Kramer also spoke. Ex-Governor West and Dr. J. C. Kakabeck, a Holland banker, who had spent the day with the party, went out on the night train.

COMPANY BUYS LOGGING CARS. Twohy Bros. Company, railroad contractors, report the sale of 40 logging cars to the Shevlin Hix & Company for delivery at end, Or. This sale amounts to approximately \$25,000. Shevlin Hix & Company is a large eastern lumber firm with headquarters in St. Paul. Recently they have been establishing interests in this country. The cars sold are manufactured by the Twohy Bros. Company in Portland.

The above is reprinted just as it appeared in the Portland Telegram.

## HINTS OF NEW RAILROAD MADE

HOPE IS TO INTEREST STRAHORN

Speech at Friday Night Banquet Says He is Looking For New Project Following His Resignation From P. E. & E.—Needed in Oregon

That Central Oregon may have an opportunity in the near future to seek, with some prospect of success, for railroad extensions which the interior towns have been looking for for years is suggested by recent statements on the subject made here and at Klamath Falls.

At the latter city, according to newspaper reports, the occasion of Governor Withycombe's visit was taken to point out the need of additional railway facilities, while in Bend the remarks made by G. P. Putnam at the dinner to the governor on Friday seemed to have a hint of possible development in this line.

Mr. Putnam said in part as follows:

"Central Oregon needs railroads today just as much as it has heretofore. Its greatest future development will be through them. Agricultural development is sure. Now I should like to point out a significant fact. You will remember that Robert E. Strahorn was a guest at a banquet at the Emblem Club last year. Very recently Mr. Strahorn resigned as president of the Portland Eugene & Eastern. He was the builder of the North Coast road, he built the 22 million terminal at Spokane. He has been the wizard of Western railroad construction.

"With the general financial situation as it is, with the development of the Central Oregon country in the condition it is, with the earning capacity of the railroads crippled it is only going to be some man of genius and tremendous capacity like Robert E. Strahorn who would venture to grapple with the problem and make something out of opportunities which wait the right man in Central Oregon.

"I know that Mr. Strahorn is looking for something else to do. He wants some other attachment to put through in the next 12 years. He has been over the Central Oregon country and it has appealed to him mightily.

"Oregon is very dear to him and the chances are that Mr. Strahorn will take up an Oregon project if available. What will influence him most in making his selection is a proper public opinion, enthusiastic offers of co-operation and real evidences of appreciation. Every man here is able to do something, and we all want to do what we can."

TO ELIMINATE LAND. Announcement is expected tomorrow of the signing by President Wilson of a proclamation eliminating approximately 113,672 acres from the Paulina National Forest. The lands are understood to be of the same general nature as those eliminated from the forest a year ago.

**PROGRAM FOR CHAUTAUQUA WEEK.**

Junior Chautauqua, 9:00 A. M.  
 Afternoon Concert... 2:30 Evening Concert... 7:30  
 Afternoon Lecture... 3:00 Evening Lecture... 8:15

**FRIDAY.**  
 Afternoon—Address of Welcome.—Rev. H. C. Hartranft, Response—"Getting Acquainted," Superintendent.  
 Opening Concert—Adelphian Male Quartet. Admission, 25c.  
 Evening—Popular Concert... Adelphian Male Quartet Community Lecture, "The Neighboring City," Colonel William Hamilton Miller Admission, 50c.

**SATURDAY.**  
 Morning—Organization of Junior Chautauqua.  
 Afternoon—Prelude... The Adelphians Patriotic Lecture, "The Hobbie Shirts of Freedom" Col. Miller Admission, 25c.  
 Evening—"Old Home" Concert... Adelphian Quartet Chalk Talk—"Kweer Characters I've Known" Marlon Ballou Fisk Admission, 50c.

**SUNDAY.**  
 Afternoon—Sacred Prelude... Witepskie's Royal Hungarians Illustrated Lecture—"Cap'n Tommy" Mrs. Fisk Admission, 25c.  
 Evening—Sacred Concert... Royal Hungarian Orchestra Sacred Selections, Charlotte Bergh, Lyric Soprano with Royal Hungarians Accompanying Inspirational Lecture—"The Matchless Book" Arthur A. Franke Admission, 50c.

**MONDAY.**  
 Morning—Junior Chautauqua Play Hour.  
 Afternoon—Prelude... Witepskie's Royal Hungarian Orchestra Lecture, "The Spirit of the Rockies" Arthur A. Franke Admission, 25c.  
 Evening—Grand Concert... Witepskie's Royal Hungarian Orchestra Dramatic Readings, Marietta La Dell, Child Impersonator Operatic Selections, Charlotte Bergh, With Royal Hungarians Accompanying Admission, 75c.

**TUESDAY.**  
 Morning—Junior Chautauqua Play Hour.  
 Afternoon—Prelude... Buckner's Jubilee Humorous Readings, Marietta La Dell Admission, 25c.  
 Evening—Jubilee Melodies... Buckner's Jubilee Singers Oration—"The New Woman and the Young Man" Senator Elmer J. Burkett of Neb. Admission, 50c.

**WEDNESDAY.**  
 Morning—Demonstration of Play Ground Work. Informal Talk to Mothers, Junior Supervisor  
 Afternoon—Prelude... Buckner's Jubilee Lecture—"Government Ownership of Railroads" Senator Burkett Admission, 50c.  
 Evening—Grand Jubilee Concert... Buckner's Southern Singers Admission, 50c.



GOVERNOR JAMES WITHYCOMBE.

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 The Company that put the "Wear" in Hardware

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