

THE BEND BULLETIN.

Vol. XIII.

BEND, OREGON, WEDNESDAY AFTERNOON, SEPTEMBER 29, 1915.

30.

C. C. PRINGLE IS KILLED BY CARS

LIVES HALF HOUR AFTER ACCIDENT

Roy White, With Him When Train Backs Into Wagon, Jumps to Safety—Scattered Dynamite Falls to Explode—Funeral Tomorrow.

Charles C. Pringle, for four years an employee of the Bend Hardware Company, died yesterday morning as a result of injuries received when an Oregon Trunk train backed into a wagon in which he was riding at the Ohio street railroad crossing. The injured man lived about 30 minutes after the accident, dying while being taken to the hospital.

At the inquest convened by Coroner P. B. Poindexter, the jury found that Pringle was partly responsible for the accident and recommended a city ordinance to protect grade crossings.

The accident, which resulted in Mr. Pringle's death, occurred about 11 o'clock yesterday morning, when he, together with Roy A. White, express driver for the Pioneer Livery barn, was returning from the Bend Hardware Company's powder house with a quantity of dynamite. Upon arriving at the railroad crossing on Ohio street, the Oregon Trunk passenger train crew was engaged in switching two flat cars attached to the front of the engine.

According to a statement by Roy White, who was riding in the seat with Mr. Pringle, the train at the time they arrived at the crossing blocked the way. They stood about 150 feet from the tracks for a few moments and the train pulled ahead about 10 feet. At Pringle's suggestion and believing that the train had pulled up to permit the team to cross the track, White whipped up his horses and started to make the crossing. At this juncture the train backed, catching the front wheels just as they were between the rails. The horses had crossed the track and broke loose. White, on the right side was free and jumped clear of the train, but Mr. Pringle, on the left side according to White, clung to the seat as the wagon was lifted by the car and was thrown some distance between the rails north of the crossing. The wagon was overturned and completely demolished. About 125 pounds of dynamite was in the wagon and was thrown in all directions but none exploded. As soon as the train crew knew that a collision had occurred they hastened to the spot, finding Mr. Pringle under the trucks of the sleeper. He was removed from the trucks, and by this time, residents nearby became advised.

Upon the arrival of Dr. B. Ferrell, it was found that both legs and the left arm were broken and there were cuts about the face and abdomen. Not until Mr. Pringle was given stimulants did he lose consciousness. When he appeared to be at ease, he was removed, and enroute to the hospital he died. According to Dr. Ferrell, who made a hasty examination, it is believed that death was immediately attributable to strangulation.

(Continued on last page.)

GO TO TUMALO.

Everybody is going to the Tumalo fair on Friday. It will be the best fair ever held in the west side town, the band will be there to furnish music and at noon you will have the first chance you ever had to pay for a meal at a Tumalo celebration. Here is your chance to get even. Go to the Tumalo fair on Friday.

C. O. I. SETTLERS HAVE NEW SCHEME TO OBTAIN REDRESS

Plan Bringing Complaint to Public Service Commission—Body Claims Jurisdiction—Courts to Decide.

Resort to the Public Service Commission of Oregon is under consideration by the Water Users' Association of the Central Oregon Irrigation Co. in an effort to obtain redress for the wrongs they claim to be enduring at the hands of the company. News of the contemplated action became known when a copy of a petition to the commission concerning the complaints of the settlers was received by the Bend Commercial Club.

The settler's complaints are the same as have had so thorough an airing in the past and concern the matters of seepage, the condition of the flume and the company's use of maintenance fees and the expected general condition of the project on its acquisition by the settlers in a few years.

The novel aspect of the proceeding is the resort to the Public Service Commission. Lawyers familiar with the statute giving the commission authority feel that while it may have jurisdiction in the particular case it will take a decision of the Supreme court to settle the question definitely. At any rate, before results can be obtained from the appeal to the commission a tedious delay in the courts will be necessary.

The provision of the law under which the settlers plan to proceed, and under which, it is understood, the commission claims jurisdiction is the one giving it authority over water and other companies.

SENTENCES ARE IMPOSED

Norris, Collins and Mrs. Howell get From One to Twenty Years.

Sentences of from one to 20 years were imposed by Circuit Judge Duffy on Dr. E. Rea Norris, Mrs. Ethel Howell and John Collins, found guilty by a jury last week of contributing to the delinquency of a minor, Elda Bell of Tumalo. Execution of the sentence was stayed by a notice of appeal filed by attorneys for the three prisoners.

Dr. Norris is now out on bail, Judge Duffy having set \$5,000 as the amount of bond required which was furnished by two Prineville men. Mrs. Howell and Collins are still in jail, having been unable as yet to furnish bonds.

That Dr. Norris' troubles in connection with the case are far from being over became apparent yesterday when Sheriff Knox came over from Prineville and arrested him on an indictment found by a Wasco county grand jury charging rape. The indictment is based on acts claimed to have been committed at The Dalles while on the trip. Sheriff Knox took his prisoner to Prineville to hold for the sheriff of Wasco county.

STRAHORN ENTERS CENTRAL OREGON

FAMOUS RAILROAD BUILDER HAS ENGINEERING PARTY NOW AT WORK IN COUNTRY SOUTH OF BEND—IS GETTING DEFINITE FACTS AS TO COSTS TO DETERMINE FUTURE ACTION IN THIS FIELD

Robert E. Strahorn, builder of the North Coast road and of the Portland, Eugene & Eastern, from the presidency of which he recently resigned, has started an engineering party at work in Central Oregon. Careful surveys are being made of the more expensive portions of the routes, which Mr. Strahorn has been considering for the development of Central Oregon, for the purpose of obtaining exact information as to costs, etc. Assisted by the information so obtained Mr. Strahorn will decide whether he will proceed with the enterprise.

In authorizing this announcement Mr. Strahorn says that he does not wish the public to get unduly excited over the news nor to get the impression that this actually means a railroad. Those who have been in touch with the railroad builder's investigations feel, however, in spite of this warning, that a long step toward the desired lines has been taken, and are hopeful that Mr. Strahorn will decide to go ahead.

Only the terminus of the lines under consideration are known as yet. Mr. Strahorn's statement speaking of the line between Bend and Harney valley and between Bend and Klamath Falls, Paisley, Lakeview, Silver Lake and Summer Lake are believed to be in line for railway benefits, however, in case the work is taken up.

The work of the engineering party which is now in the field will deal first with such divides as that between Paisley and Lakeview, and between Silver Lake and Summer Lake, the work beginning at Lakeview and coming northward. Weather permitting the surveys will be extended over the more difficult sections of the lines between Bend and Harney valley and

between Bend and Klamath Falls.

To Determine Costs.

According to Mr. Strahorn reconnoissances and other observations made by him have failed to satisfy him of the cost and general practicability of the project and these surveys are being made for the purpose of acquiring absolute knowledge of the cost of these portions. On the less expensive sections it is comparatively easy to determine upon routes and costs, but there are alternative routes and other complications connected with the costly sections, the true gravity of which only actual surveys can satisfactorily determine.

The engineering party consists of some 10 or 12 men under the leadership of Mr. Strahorn's locating engineer, N. H. Bogue. Mr. Bogue passed through town last week Monday, coming overland from The Dalles. He was joined here by others of the party who had preceded him and all went on south at once. The party had its own automobile and carried a good supply of tents and other camp outfit to enable it to stay out comfortably until cold weather.

Mr. Strahorn first visited Bend in October, 1914, coming in with W. D. Cheney of the Bend Park Company. He expressed himself at the time as very favorably impressed with the country and was especially enthusiastic over Bend and its prospects. He has been here and through the sections to the south several times since his first visit. Various conjectures as to his future plans were made at the time of his retirement from the presidency of the Portland, Eugene & Eastern, but this is the first public intimation that he might have under consideration the railroad development of Central Oregon.

SHEEP MEN ARE ACTIVE

Deal Involving \$40,000 Closed at Silver Lake.

Sheep buyers in Central Oregon have been active this week both in buying and transferring sheep from summer to winter ranges.

A deal in which A. Wheelhouse and C. A. Weatherford of Arlington and James West of Bicknell, Washington are interested was closed last week in the Silver Lake district in which 12,000 head of sheep were purchased for immediate shipment. The total price for the sheep is in the neighborhood of \$40,000.

Sixteen cars of sheep were shipped out of Bend yesterday for the winter range near Coleman. More than 15,000 head of sheep are in Bend awaiting shipment to coast markets and winter ranges in the state.

FRANCE WANTS HORSES

French Army Inspectors Have Orders to Buy 5,000 Head.

With the view to purchasing at least 5,000 head of Central Oregon horses, O. V. Mauhrst and E. A. Pouget, of Paris, representatives of the French government arrived in

FAIR ATTENDANCE CONSIDERED.

The matter of attendance at the various fairs to be held in Crook county in October was discussed at the luncheon of the Commercial Club Saturday. Manager H. H. De Armond was appointed to get out as large delegations as possible. The luncheon this week will be at the Pilot Butte hotel.

SHEVLIN MILL WRIGHT FALLS TO HIS DEATH FROM SCAFFOLD

W. J. McClendon Fractures Skull—Supposed to Have Had Dizzy Spell—Leaves Wife in Portland.

W. J. McClendon, of Portland, employed by the Shevlin-Hixon Company as a millwright, was fatally injured last Thursday afternoon by a fall from a scaffold 12 feet from the main floor of the mill and died early Friday morning at the Bend Hospital.

The injured man was removed from the mill to the hospital immediately after the fall where an examination was made by Dr. J. C. Vandever. It was found that his skull was badly fractured, necessitating the removal of a portion of the bone. According to Dr. Vandever, had this been the only injury, Mr. McClendon would probably have survived the fall but owing to a cerebral hemorrhage of a serious character an immediate operation was impossible.

Mr. McClendon was engaged in fastening bolts from the scaffold. None of the millwrights saw him fall, and the only conjecture given is that he was taken with a spell of dizziness and reeled off the scaffold, striking upon his head. The injured man did not regain consciousness.

Immediately after the injury Mrs. McClendon, who is a nurse in the Good Samaritan Hospital in Portland, was advised, but was unable to arrive until Friday night. The deceased, who was 35 years old, is survived by his wife, and was a member of the Portland lodge of Elks.

This death is the first fatality in connection with the mill construction in Bend.

TO HOLD INSTITUTE.

The annual school institute for Crook county will be held in Prineville on October 4, 5 and 6. Institute leaders are J. A. Churchill, state superintendent of public instruction, B. W. Busk, of the extension division of the University of Oregon, E. D. Ressler of the normal department at O. A. C., Mrs. Emma H. Drazelle, a school supervisor in Multnomah county, H. J. Hockenberry of Portland and Chas. H. Jones.

BISHOP PADDOCK COMING.

Robert L. Paddock, Episcopal bishop of eastern Oregon, will conduct services at the Presbyterian church on Sunday evening at eight o'clock, the use of the church for the occasion being given through the courtesy of Rev. H. C. Hartranft, Bishop Paddock's subject will be "A Man's Religion." He will speak in Prineville Sunday morning. There will be no services at any of the other Bend churches Sunday night.

LEWIS' SUTTLES LAKE REPORT.

The report on the Suttles Lake irrigation project by State Engineer Lewis was received this week by Geo. S. Young, engineer in charge of the work. Engineer Lewis' report bears out in almost every detail the reports made by Young and O. Laugaard of Portland. A booster meeting is being held tonight at the Grandview school house to stimulate interest in the bond election to be held October 2 at which time the resident of the Suttles Lake irrigation district will decide whether to vote bonds to the amount of \$600,000.

BROOKS READY TO BEGIN MILL

ROCK WORK IS NEARLY FINISHED

Temporary Planer in Operation—Excavation Begun at Shevlin Plant for Dry Kilns—Large Freight Shipments Continue to Come.

Removal of rock at the Brooks-Scanlon mill site has so far progressed as to make possible beginning of work on the mill within a few days. Work on the machine shop has begun and deliveries are being made of brick for the power house and of sand and gravel for the concrete foundations of various buildings.

Transfer of the planing mill machinery from the old Bend Company plant was completed last week and the planer set up. It is now in operation while the yard is slowly filling with lumber from the Griffin mill.

The temporary bunk houses and the cook house erected by F. A. Sullivan near the siding are nearly completed. Mr. Sullivan has under consideration plans for a hotel building of 150 rooms to be situated near the point where the spur leaves the main line.

New work started at the Shevlin plant includes preparation of the foundations for the 20 dry kilns to be erected by Carl A. Lohman, a crew being busy excavating. Another crew is also at work framing lumber for the planer and the railroad is being straightened from the point where it crosses the bridge to line up better with the box factory and sash and door plant.

Large freight shipments continue to arrive for the Shevlin construction, there being an average of four or five cars a day. Two boilers have been received this week from the Shevlin plant at Rainey River, Ontario.

A party of Shevlin officials is expected here on a trip of inspection toward the end of the week.

GETS BIG SAND ORDER.

One of the largest orders for sand and gravel ever given in this section has just been received by Bolton, Rutenik & May, through their local manager, Frank May. It is for 1500 yards and was given to Mr. May by Carl A. Lohman of Seattle, who has the contract for the building of the dry kilns for the Shevlin-Hixon Co. mentioned elsewhere in this paper. It is understood that Mr. Lohman will come to Bend within two weeks to begin work on the kilns. Mr. May is supplying sand and gravel for the Brooks-Scanlon construction also and will soon begin running the plant at full capacity.

MONTELE COE HOME BURNS.

The home of Montelle Coe, on his ranch east of town, was burned to the ground Thursday night with all its contents. Mr. Coe, who was sleeping alone in the house, escaped in his night clothes. According to Mr. Coe, he was awakened by the fire about one o'clock and had just time to get out of the house. Mrs. Coe and their child were spending the night with her parents, Mr. and Mrs. L. D. Wiest. The loss amounts to about \$2500 with only \$100 insurance. The cause of the fire is unknown.

CONSIDERATION

The Child with her Penny Savings Bank
The Small Boy with his Small Change

The Lady with her Pin Money Savings

The Small Man with his Small Roll

The Big Man with his Big Roll

ARE EACH ACCORDED THE SAME CONSIDERATE ATTENTION AT THE

DESCHUTES STATE

BANK

BEND, OREGON

The Bank of Personal Service

B. FERRELL
President

E. M. LARA
Cashier

A COMPLETE LINE OF CARPENTER TOOLS

— AT —

Bend Hardware Co.

The Company that put the "Wear" in Hardware

IF YOU DID NOT GET A CATALOG CALL FOR ONE

The First National Bank OF BEND, BEND, OREGON

E. C. COE, President E. A. SATHER, Vice-President
C. S. HUDSON, Cashier
Capital fully paid - - - \$25,000
Surplus - - - - - \$25,000

REAL BANKING SERVICE.

Regular bank loans:
We are prepared at nearly all times to make advances to reliable parties for their requirements.
Wool and sheep loans:
We are NOW prepared to loan money to sheep men for the purchase of sheep.
We are now prepared to advance you 10c per pound on all wool you store in the Warehouse at Bend, at 8 per cent for either 90 days or six months.
Sheep men do not have to sell at present prices unless they wish. The money is ready for you.
We are NOW prepared to make loans on cattle for six months, for feeding purposes, but not on range or she stock.
We are NOW prepared to make loans on good farm lands, with good water rights, no matter where located in Central Oregon, the bigger the loan the better, providing the proposition is a good one and will stand closest investigation as to values and title.
Write us for information. Bank by mail and secure our services.

The FIRST NATIONAL BANK OF BEND