

THE BEND BULLETIN.

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BEND, OREGON, WEDNESDAY AFTERNOON, MARCH 15, 1916.

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NO. 2.

NOTHING MUCH ACCOMPLISHED

CONFERENCE LACKS IN HARMONY

Oregonian Says Tom Kay's Hostility to Irrigation "Spilled the Beans"—Treasurer "Agin" State Aid—Concerted Action Lacking.

(Special to The Bulletin.)

SALEM, March 14.—The state aid conference here ended at noon today having accomplished rather less than might have been expected if everyone had remained at home.

"Just like the good old Populist conventions!" declared an ex-Kansan when the smoke blew over. And Kansas, even in the rip-smorting days of populism, had nothing on Oregon when it comes to these "get-together" meetings which only get everyone further apart.

About the only tangible result of the session is this: Two committees were appointed, one to draft an initiative measure for rural credits; the other for state aid for irrigation and drainage, in the form of state guarantee of district bonds.

It is pointed out, and properly, that this could have been accomplished if all hands had saved their railroad fare and hotel bills and stayed at home. The Grange and Farmers Union, having a voting edge, got their hand-picked committee for the rural credit bill; they could have done the same without any conference. The irrigationists and drainage men, would have done as well, and probably better, to start their initiative measure at the time of the Irrigation Congress; if they had, certainly a lot of hard feeling would have been avoided.

The conference was called to launch a campaign for state aid to rural credits, irrigation and drainage. Presumably the delegates assembled with the purpose of endorsing and aiding these all-important branches of state wide development. But when they got to work factions lined up, old sores were opened, and the sole desire seemed to be to boost one's personal interest and knock the other fellow's into a cocked hat.

Rural Creditors Strong. What might be called the straight rural credits supporters had the long end of the voting power—a coalition of strangers, farmer unionists and webfoofers. They wanted rural credits, many of them only half heartedly, but they didn't give a hang about anything else. Particularly they seemed to desire to roast anything and everything pertaining to irrigation and the east-of-the-mountain country.

The Portland folks stood by eastern Oregon loyally. They played fair and tried to do the square thing. They wanted the same shake for irrigation that the other measures got. They tried to bring harmony and have the conference as a whole get behind all the measures. But the irrigated country had precious little representation and added slight strength to the Portlanders.

Tom Kay, state treasurer, did his best to ruin the chances of help for the irrigated country. And to tell the truth, he succeeded pretty well. Having previously announced his opposition to the state guarantee plan, and especially as regarded irrigation, he got aboard the granger-farmer band wagon at the start, and forthwith appointed himself head chauffeur and talker in chief.

God Offends Mr. Kay. However, in this connection let us quote from the account of the meeting contained in The Oregonian, as follows:

"State Treasurer Kay, past exalted spiller of beans, was quite busy demonstrating that he could come back.

"Having succeeded in making irrigation a pariah among agricultural improvements, there was a determined effort to exclude it altogether from consideration by the sovereign people. Treasurer Kay was pessimistic about irrigation; oh, very pessimistic.

"It is probably an exaggeration to say that Mr. Kay proposed giving all Eastern Oregon back to the coyotes and Indians, but there was quite a distinct impression created that when God made the land east of the Cascade Mountains he incurred Mr. Kay's personal displeasure.

"However, all efforts totally to suppress the irrigationists in the conference of their own calling failed, and irrigation received equal consid-

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METHODISTS MORTGAGE IS BURNED; CHURCH DEBTLESS

Special Services Held Last Sunday—Membership Shows Big Increase in Last Several Months.

The mortgage against the Methodist Episcopal church of Bend was burned last Sunday morning at an inspirational meeting, and the church is now free of debt. The sermon, preached by the pastor, Rev. F. W. Keagy, was on "The Joy of a Life of Helpfulness."

The Methodist church was organized in Bend in 1904 under Rev. Clark with a membership of about 14 persons. The present membership is 121, of which 37 have been received since the coming of Rev. Keagy.

At Sunday morning's service Mrs. S. C. Caldwell gave a history of the church since its foundation in Bend. Mrs. Keagy read a poem entitled: "The Little Brown Church." Mrs. W. H. Staats, treasurer of the Ladies Aid, and Mrs. E. M. Thompson, treasurer of the board of trustees of the church, touched the match to the mortgage.

ROADS TO SOUTH REPORTED IN ONLY FAIR CONDITION

Warm Weather Melts Snow and Drives Out Frost—Drifts and Mud Hinder Travel.

That travelling by automobile south and south east of Bend is attended by troubles due to the condition of the roads in many places is the report of automobile drivers who have been going over them for the last week.

The coming of the frost out of the ground, and the melting of the snow in many places in the timber is making travel difficult. There are, however, say the drivers, stretches where the roads are in excellent condition. The Bend-Burns road as far as Sage Hen Hill is in unusually good condition, but the 28 miles of the road north of Burns is hard to travel owing to the deep snow. On the high desert road there are still many snow drifts. The road to Silver Lake and Paisley is in bad condition, and in particular that stretch between Bend and La Pine. In the Millikan valley the roads are dry and travel is easy for automobiles. To the north and north west, as far as Sisters, the roads are in exceptionally good shape.

There is great need for warm weather which will melt the snow and dry the roads. Truck drivers say that it will be almost impossible to put the heavy trucks on the road until after April 1.

STARTS WITHIN SIXTY DAYS.

SALEM, March 14.—The Salem Statesman has printed the following announcement relative to the reported new railroad:

"The electric railroad from Salem to Bend, upon which actual construction will start in less than sixty days, is being backed by the Hill lines and will form a part of the Oregon Electric railway system, according to definite confirmation given yesterday to the 'story' which appeared in The Statesman.

The information given yesterday reiterates the statement that actual construction work will be commenced at the earliest possible date. It was stated that the line is 'going through' without a doubt, and that work will be pushed.

SHEVLIN MILL OPENS MONDAY

DELAYED MACHINERY ARRIVES

Auxiliary Plants are Being Rushed to Completion—No Delays are Expected in Work—Crews Come in—Will Operate Two Shifts.

Barring accidents or any unforeseen delays, The Shevlin-Hixon Company will open its saw mill next Monday morning.

The arrival of machinery and parts which have been delayed on the road for several weeks has enabled mechanics to install them and everything is being made in readiness for beginning operations.

The dates of operations by the auxiliary plants have not been determined, but, according to Harry Swanson, who is supervising the installation of machinery in the box factory, operations in that department will commence soon after the opening of the mill. A large crew of men has been engaged in the box factory putting in machinery and no delay is expected there.

No Delays Expected. Little or no difficulty is expected in the first operations of the mill, according to J. P. Dion, builder of the mill, as particular pains have been taken to attend to all the details to prevent delays.

Sawyers and mill men have been arriving during the last week in order to be on the ground when the mill opened.

The mill pond is now full of logs and no further loading in the woods will take place until shortly after sawing has begun.

The new standard locomotive, which was recently purchased from the Baldwin Locomotive Works is expected to arrive in a few days and will handle the log trains.

The stacker and unstacker are practically completed and will be ready by Monday to accommodate the output of lumber going to the kilns. Painters have practically completed painting the kilns.

The mill will begin operations with two ten hour shifts, cutting 150,000 feet a shift.

C. W. LONG PROMOTED

Receives an Assignment to Rainier National Forest.

C. W. Long, clerk of the office of the Deschutes National Forest, received notice yesterday that he will be assigned to the office of the Rainier National Forest, with headquarters at Tacoma. The promotion will become effective about April 1. Mr. Long will have duties similar to the ones he has had in the Deschutes National Forest.

Abbot Read, of Sumpter, Oregon, clerk of the Whitman National Forest, arrived in Bend yesterday and will succeed Mr. Long as clerk of the Deschutes forest. Mr. Read will take up his duties at once.

Mr. Long has been associated with the Deschutes forest as clerk since 1913, and he spent a year and a half on the forest in the vicinity of Crescent before he became clerk.

NEW BRIDGE IS BEING RUSHED

MANY MEN WORK ON FILL

Steel Erectors Arrive—Structure to Have 110 Foot Span—To Be 18 Feet Wide and Have Six Foot Sidewalk—Wires are Moved.

With the arrival of steel later this week, construction will begin on the new steel bridge over the Deschutes river at the site of the Bend Water Light & Power Company's dam. The construction work will be under the supervision of E. A. Eberhart, of the Coast Bridge Company of Portland, who arrived in Bend with his crew of men on Sunday evening.

The structure will have a 110 foot span and will be 18 feet wide with a six foot walk outside of the truss. It will have a clearance above the river on the east side of 10 feet. It will be supported by two concrete piers. On the east side it will be necessary to put in a coffer dam for the construction of the pier.

Work was begun Monday morning by a crew of men under M. J. Danielson on the fill on the west side of the river, which is being made by the county. Rock has been placed on the down stream side of the present fill which will be later covered with earth and used as a road way while the present road is being raised. In connection with this the power and light poles are being moved to new locations.

On the east side the city began making a fill last week, using earth from the O'Kane building excavation. Several trees which stood in the new roadway have been cut and the telephone wires moved to a new location. Work has now begun on the rock cut at the top of the grade.

ALLEN & LEWIS INVESTIGATE

Representative of Another Portland Wholesale House Here This Week.

Following the lead of Lang & Co., the Portland wholesale grocery house which recently purchased a warehouse site here, Allen & Lewis, another big wholesale grocery concern, has had its representative here this week looking the ground over with a view to buying a location for the protection of its interests.

Frank Woodward is the Allen & Lewis representative who has been here, arriving Monday morning and leaving last night. While here Mr. Woodward looked over the various sites near the one purchased by Lang & Co. It is understood that no purchase was made by Mr. Woodward but that he will advise a purchase by his house when making a report on his trip.

SURVEYORS NEAR FORT ROCK.

The Strahorn surveying crew are reported to be working between China Hat Mountain and Reels homestead. This party was called off from surveying the Burns line for the present or until connection can be made with the surveying crew now working in the Summer Lake hills. The party working north of here consists of fifteen men, an automobile and a team and wagon.

WILLIAMS FINDS AN OASIS; GETS CAUGHT, LANDS IN JAIL

Enters Plea of Guilty to Burglary Charge, and is Bound Over to the Grand Jury.

Dame Curiosity and John Barleycorn proved to be false gods for Billy Williams early Monday morning when Williams entered the small building on Fir street where a large stock of liquor formerly owned by Silvertooth and Browder has been stored for several years.

Williams appeared on the street Sunday afternoon somewhat intoxicated and told officer Nixon that he was getting booze and that Nixon would not find out where he obtained it. Following that assertion Nixon kept a close watch on Williams all day and Sunday night. About 1 o'clock Monday morning Williams was seen entering the building where the liquor was stored. Upon coming out with several bottles Williams was promptly arrested and taken to the city jail.

When brought before Judge J. A. Eastes Monday afternoon, Williams pleaded guilty to the charge of burglary and was bound over to the grand jury of the district court. He was taken to Prineville Tuesday by Sheriff E. B. Knox.

ROADS COMMITTEE TO PICK ROUTE FOR IMPROVEMENT

Club Votes Authority at Saturday Meeting—Subscription of Funds Begins—To Give Reception.

The Roads Committee of the Commercial Club will select roads for improvement on its own accord, and not wait for instructions from the club, according to a vote taken at Saturday's meeting. The local subscription for roads which will be matched by the county was reported to be \$300 on Saturday. The club also gave its approval to the plan of road marking submitted at a previous meeting, pledging its financial assistance.

The club will hold a reception to the recently organized ladies auxiliary club at some future day, a committee consisting of C. S. Hudson, C. W. Ersking and C. M. McKay, having been appointed to arrange the affair.

The only other matter to come before the club was a letter from Clay Tallman, commissioner of the general land office, stating that the club's protest against the extension of the Benham falls unit does not "set forth any evidential facts but merely advice of conclusions." No further action was taken in the matter.

ROBERT E. STRAHORN SAYS:

"That five Central Oregon counties contain roughly 10,000,000 acres of tillable land, of which only a little over ten per cent is cultivated. Including existing irrigated lands, there are in these five counties about 1,000,000 acres of arid or irrigable lands for which an adequate water supply can be obtained, and about 400,000 acres of marsh lands which can be drained and afterwards irrigated, often at reasonable cost. Such a comparatively small developed area would give us increased production, population and general activity equal to Yakima valley with its 100,000 people, its numerous railroads and many towns of 1,000 to 20,000 highly prosperous inhabitants each."

RAILROAD FROM WEST COMING

SALEM PAPERS PREDICT NEW LINE

Continued Surveying Activity Starts Story of Railroad Across Mountains Connecting Bend With Willamette Valley and other Points.

(Special to The Bulletin.)

SALEM, March 13.—Salem, apparently, expects to become a next-door neighbor of Bend pretty soon. At least, Salem newspapers are offering their readers information concerning a railroad which is to be built from Salem to Bend.

Mysterious and continued activity of surveying parties working apparently on railroad location from this vicinity up to the Minto pass over the Cascades, has again given color to the persistent reports that Bend's next railroad invasion will be from the west. It is reliably known that surveys for such a line have been found feasible, and that from time to time in the past it has received the attention of the road builders.

From The Salem Statesman. Here is what the Salem Statesman had to say last Friday under a front page big head:

"Actual construction of an electric railway from Salem to Bend will begin in less than sixty days, according to announcement made yesterday by one of the engineers in the surveying party which has caused much speculation in Salem recently.

"The engineer refused to state the name of the company which will construct the line, but it was learned from another source that the Hill interests are building the railway. The fact that the line is announced to use electric power tends to confirm the statement that the Hill interests are in control of it, as their policy is to electrify their lines where possible.

"The engineer stated that the company will probably locate its division point and shops employing 300 men in Salem if the proper co-operation of Salem residents and business men is met. The shops would in all probability be located on South Church street as the permanent survey which is now being made runs along that street.

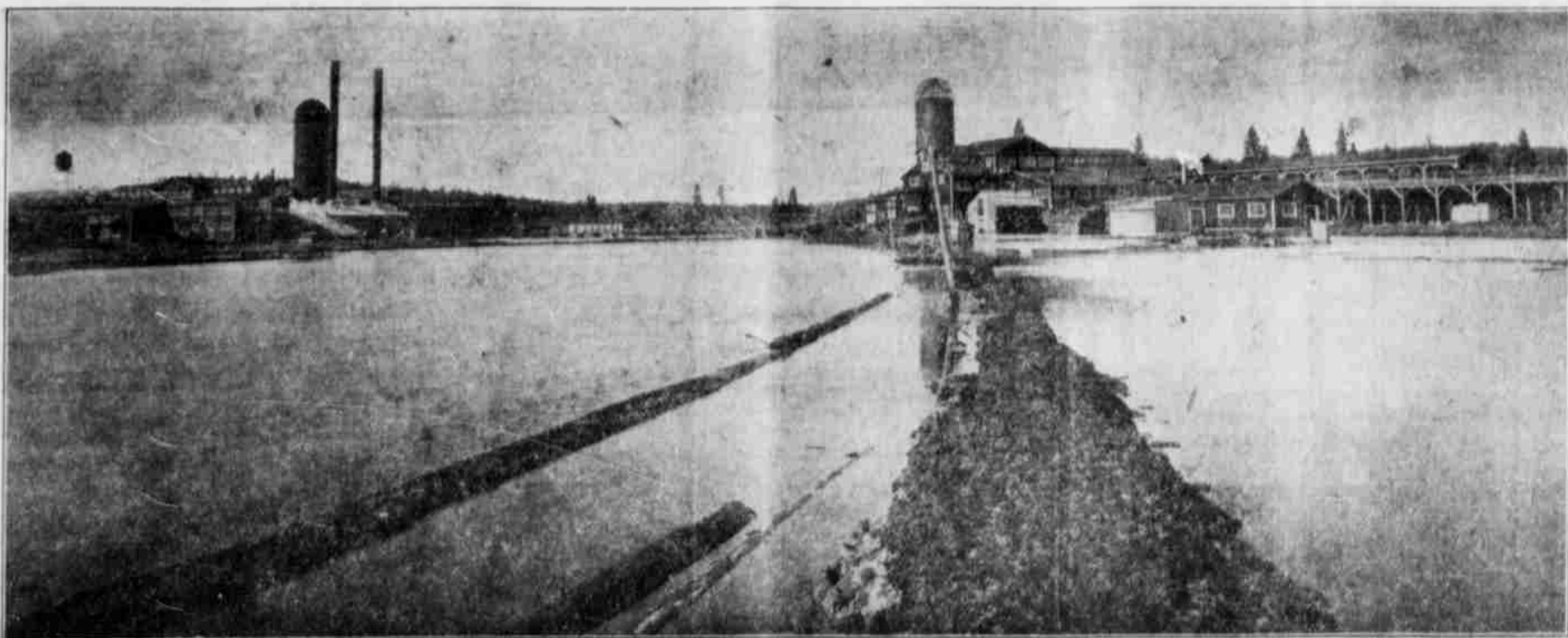
"The route of the railway will be made by way of Mill City through Minto pass in the Cascades, according to the engineer's statement. The preliminary survey was made from Salem to Mill City a few weeks ago and the permanent survey is now being made to Mill City. The survey over the mountains will be completed as soon as the weather permits.

"If the report is true that the Hill lines are back of the project the ultimate object in all probability is to connect with their lines in Central and Southern Oregon.

The Oregon Messenger, another Salem publication, in its issue of the day before, comments as follows:

"While as yet, there is nothing of a tangible nature to justify the prediction, the people of the Willamette valley should prepare themselves for the glad news tidings, which may be announced any day in the near or remote future, that 'Jim' Hill is making preparations to make a short cut from Salem, over the Cascade mountains, to tap the rich Central Oregon

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SHEVLIN-HIXON MILL.

BROOKS-SCANLON MILL.

Down river view of Brooks-Scanlon and Shevlin-Hixon Company's sawmills showing the logging ponds. The Shevlin-Hixon mill will begin sawing next Monday morning and the Brooks-Scanlon mill in about one month.

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