

RAIL SITUATION SUMMARY GIVEN

LINE IS ASSURED SAYS LEADER

Silver Lake Paper Shows Activity on Behalf of Strahorn Project All Over Central Oregon—Citizens of Interior are Determined.

(Silver Lake Leader.)

The Bend city council selected Tuesday, August 15, as the date of a special election to amend their city charter for the purpose of enabling Bend to issue bonds and purchase terminal property desired for the Strahorn railroads. The bond issue provided for by the election is \$25,000. The election is set for the earliest date possible under the terms of the charter.

At Lakewood options have been secured on \$15,000 worth of property needed for terminals, and the committee, which has this work in hand, reported two weeks ago that this is about three fourths of the land required. The committee estimates that \$20,000 will easily secure the right of way through Lakewood and also the terminals in the town.

Eleven acres of land were deeded for terminals at Paisley on Tuesday, June 6, by L. A. Moss, one of the largest land holders in Lake county, and right of way has been freely given for miles along the surveyed line, both north and south from that town.

The situation at Silver Lake is that nearly all of the deeds for over 30 acres of terminal grounds have already been signed, and practically all of the deeds along the line from Silver Lake to Klamath Falls for a distance of about 15 miles, and about the same number from Silver Lake to Paisley. The committee which has this work in charge are now anxiously looking forward to the time that the link between Silver Lake and Bend is surveyed so they can buckle into that.

Reports have reached here that the survey crew on the line between Bend and Burns expect to celebrate the Fourth at the latter town, and the party at work between Silver Lake and Klamath Falls has reached Yainax, a point near the southern boundary of the Klamath Indian reservation, just south of the Sprague river, and over two thirds of the distance to Klamath Falls.

All things considered, the situation is indeed encouraging, and bespeaks of the progress and the determination of the residents of this great railroadless empire to do everything asked of them to induce a project to penetrate it. That this will be done is now an assured fact.

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CONCERNING SCHOOL SITES.

To The Editor:

By request of different school voters, since the annual school election on Monday the 19th, I will fully explain my offers of school sites to the Directors, both as to location and comparison with present school sites and other offers.

As is distinctly remembered by many of the school voters who were present at the last tax levy meeting in December last, the Directors were unanimously instructed to receive offers for a school site both west of the river and east of the Pilot Butte Canal, and submit same to the voters at special meeting to be called for that purpose. By request of the Directors, I submitted on April 19th, the following offers:

First, all of block 3, Wiestoria for \$5,000. Second, all of block 4, Wiestoria for \$3,800. Third, all of block 26, Wiestoria, free of charge, provided the district will refund back taxes amounting to \$71.34.

In reference to these will say that block 3 is 300x200 feet in size, which is exactly two and one quarter times the size of the present high school grounds, and almost double the size of the Reid school grounds.

Block four is two and one tenth times the size of the high school grounds and block 26 is exactly three times the size of the high school grounds and two and one half times the size of the Reid school grounds.

Block three is located between second and third street (popularly known as 7th and 8th street) and across the street from my own residence, and the house occupied by Mr. Luther Furst and block four is just north of block three and across the street from the homes of Vernon A. Forbes and Moses Niswonger. Both of these blocks lie on top of a bench. Block three has a decisive slope from the southeast corner to the northwest corner, while Block four lies 10 feet lower, and slopes more gently from 8th to 7th street, block three being approximately 15 feet and block four approximately five feet above the Pilot Butte Canal along the west border of the said blocks, and 20 and 10 feet respectively above said canal at the northwest corner of block four; and in reference to elevation above sea level will say that the center of block three is exactly the same as the elevation at the corner of the Central Oregon Bank building, and the center of block four is the same as the Altamont hotel site.

Block 26 is located two blocks north and three blocks east from the home of Vernon A. Forbes, and has a decisive slope from east to west and its elevation ranges from 10 feet below to 15 feet above that of the corner of Wall and Oregon streets.

Blocks three and four are entirely clear of rock and fully two thirds of block 26 is without rock. The soil on all of these blocks is of such a nature that excavation for basement can be economically made, which when considered for heating purposes is an important item, and would largely reduce the cost of a building when compared with a location of that of the Reid school, where extra provisions and room had to be provided in the main building for the heating plant on account of the rock under the building making the cost of basement excavations prohibitive.

In reference to sewer, water and electric connections, will say that the sewer main follows along the opposite side of the Pilot Butte Canal from blocks three and four and is approximately 200 feet distant from both these blocks, while the nearest point from the Reid school site to the sewer is approximately 700 feet, and the block in Park addition offered for \$12,000 is approximately 1750 feet from the nearest point on the present sewer and would require a pumping system to raise the sewerage 20 feet, entailing a construction cost of approximately \$5,000 with a continual heavy maintenance cost, which is not necessary in any Wiestoria sites.

Both blocks three and four are along water mains, electric and telephone lines and connected with the business portion of Bend by continuous sidewalks. Block three has an average surface fall of 13 feet and block four of five feet to sewer connecting point.

Block 26 is three and one half blocks from sewer connection point, five blocks from end of sidewalk and telephone, and two and one half blocks from electric line; the surface fall from the lowest point to point of sewer connection is approximately 20 feet, with very little rock along route. Block 26 has water mains along two sides of block.

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All of these sites are in plain view of the Cascade mountains and particularly of Broken Top, Three Sisters and Diamond Peak, have more or less pine and juniper and in addition to affording good and economical building sites, afford sufficient space for commodious playgrounds.

Blocks three and four have appurtenant perpetual water rights from the Pilot Butte Canal and block 26 from the Pilot Butte and Arnold system, an important item in economy for lawn and beautifying purposes.

When considering the fact that a school located on any of these sites would be for the purpose of accommodating children east of the railroad and all of Lytle and Riverside, an examination of the map of Bend will show that block three practically is in the center of the present populated district of this section, and from what I know, also the center of property sold throughout this section.

As to block 26, this is practically the same distance from Lytle and Riverside as block three but on an average of six blocks or two fifths of a mile further from the present populated district in Center Addition, but one half a mile less than to the Reid school or three fourths of a mile less than the site referred to by the School Clerk for \$12,000 in Park Addition.

L. D. WIEST.

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