

SPARKS LAKE FOREST ROAD ENDED TODAY

MOUNTAINS' WONDERS UNSEALED

COST LESS THAN \$10,000

T-N-T Reduces Labors of Road Crews — Loop Circling Lakes Connects With the Crane Prairie Route.

Located in 1919 by W. J. Sproat, the Sparks lake road, actual construction on which has been in progress since June, was completed today, H. L. Plumb, supervisor of the Deschutes National forest, announced. There still remains some work to be done in the way of widening the road in places to allow for the greater convenience of autos passing, but to all intents and purposes the road is finished.

Built cooperatively by the use of United States government and Deschutes county funds, the new forest highway opens to motor tourists five mountain lakes on the east slope of the Cascades hitherto virtually inaccessible, and brings the traveler within easy hiking distance of four great mountain peaks, Bachelor, Broken Top, the south Sister and Tumalo mountain.

While the 25-mile stretch of auto road has been completed in the face of seemingly insurmountable natural obstacles, the total expense will be slightly under \$10,000, it is estimated. A feature in the construction was the use of some 6000 pounds of T-N-T, a carload of which was secured by the Deschutes forest administration shortly after the close of the World war from the war department. In spite of the large amount of high explosive used, not even a minor injury resulted from the blasting. The road was begun under the direction of N. G. Jacobson, who preceded Mr. Plumb as supervisor of the forest.

War Explosive Aids.

Although the road varies from an elevation of slightly over thirty-five hundred feet at the point of its beginning at the edge of timber slashings, west of Bend, to 6500 feet at Dutchman's Flat, near Lost lake, at the base of Broken Top, the grade in no place exceeds 9 per cent, and for most of the distance is less than 5 per cent. In keeping to this standard, and in spanning mountain creeks and gullies, five bridges were constructed, chiefly of the "corduroy" type, with track grooves for automobile tires, which has been found most efficient in Central Oregon forest road work. The labors of two road crews, one working from the end of the highway near Bend, in charge of Walter Graham, the other from below Elk lake, with Clinton Combs as foreman, were greatly lessened by the use of the war-time

(Continued on page 5)

MICKIE SAYS:

DON'T NEVER GET THE IDEA THAT THE BUSINESSMEN WHOSE ADS YOU READ IN THESE HERE COLUMNS ARE INTERESTED TO HELP THE PAPER OR TO MAKE GOOD FELLERS OF THEMSELVES! THEY'RE GOOD BUSINESSMEN O.K. BUT THEY'RE GOOD BUSINESSMEN TOO AN' THE REASON THEY ADVERTISE IS BECUZ IT PAYS THEM! WETCHERLIFE!



COUNTY SEAT PETITION IS IN

580 SIGNATURES SECURED WITHOUT DIFFICULTY REPORTS ROSS FARNHAM, CHAIRMAN OF CLUB COMMITTEE.

With 580 names attached, the petition initiated in the county by the Bend Commercial club, asking that the measure making Bend the permanent county seat of Deschutes county, be placed upon the ballot at the general elections in November, was filed with the county clerk on Tuesday by Ross Farnham, chairman of the circulating committee.

Mr. Farnham stated that no difficulty whatever was experienced in securing signatures, and that double the number could have been obtained without any trouble.

PATENTS ISSUE ON LISTS 9, 10

GENERAL LAND OFFICE SENDS TO STATE LONG AWAITED DOCUMENTS COVERING 16,666 ACRES OF C. O. L. LANDS.

Patents covering 16,666 acres in the Powell Butte, Redmond and Terrebonne sections, with a few scattered tracts in the vicinity of Bend have been received today by the state from the general land office, according to President Fred S. Stanley of the Central Oregon Irrigation company. Mr. Stanley's information came from Jesse Stearns, attorney for the company.

The lands included are those in patent lists Nos. 9 and 10, which have been held up in the land office for over five years. It will now be possible for settlers on these lands to obtain their titles.

STRAHORN VISITS IN NEW ENGLAND

Road Builder Motors Through East, And Gives Glowing Reports of Line Now Being Constructed.

Robert E. Strahorn, president of the Oregon, California & Eastern Railway company, with headquarters in Spokane, Wash., was a visitor in Rutland, Vermont, recently, says the Rutland (Vt.) Herald. They are touring New England after having crossed the continent most of the way in their limousine. After visiting in Rutland they continued on their way to New York and Boston, planning to cross the continent again in their big car on their way to Spokane.

"Mr. Strahorn is one of the best known railroad builders in the Pacific Northwest and in the past 15 years has had immediate supervision of construction costing millions of dollars," says the Herald. "The road of which he is now president is building 400 miles through Central Oregon, and has been under way nearly five years, being the only commercial railroad construction permitted in the country under the war time emergency.

"Work is proceeding rapidly on the new line, everything considered," said Mr. Strahorn. "Of course we have been delayed, as has all construction. The new road will open up a virgin country with a vast amount of timber on all sides, in addition to agriculture. It is a great cattle and sheep country. Our road will ultimately tie up 20,000 miles of railroad in the Pacific Northwest with the 30,000 miles in the Pacific Southwest."

"While his eastern trip primarily was in the interest of the railroad, Mr. Strahorn has spent nearly two months with Mrs. Strahorn, gratifying a lifelong ambition to tour New England. Years ago they resided in Boston. They have toured Pennsylvania, New York, Long Island, Massachusetts, the White mountains, and now the Green mountains."

MANY HUNTERS THOUGHT LIABLE FOR VIOLATION

DUCK SEASON CLOSED TILL OCTOBER 1

A. J. MOORE SUSTAINED

Game Commission's Action In Placing Opening Date On Sept. 16 To Conform With Federal Law, Unwarranted, Says Attorney.

Because of what is regarded by Attorney General George M. Brown as an unwarranted action on the part of the state game commission in setting ahead the state open season for migratory birds to conform to the federal law, a large number of sportsmen in Deschutes county are probably game law violators this year, in the opinion of District Attorney A. J. Moore. Mr. Moore bases his opinion on a letter received badly, it was reported from the oral.

That the season in Oregon district No. 2 should open on September 16, instead of on October 1, as provided by statute, was the decision of the game commission as outlined in a telegram received last Friday by Mr. Moore from State Game Warden A. E. Burghdoff. "Owing to the fact that Eastern Oregon sportsmen want duck and goose shooting season to conform to federal regulations providing open season September 16 to December 31, we have acquiesced and notified wardens that federal regulations will govern," Mr. Burghdoff wired. "We hope to be able to convince the next legislature and the federal authorities of the necessity that the state and federal migratory bird laws should conform."

Moore Opinion Sustained.

Questioning the right of the commission to make such a change in existing laws, Mr. Moore wrote immediately to the attorney general, re-litigating the case. It was declared by opinion upholding the interpretation which Mr. Moore had already made regarding the game regulations.

"It is my opinion that you are clearly right," the attorney general wrote. "If the state law is to change the open season in Eastern Oregon, it is the duty of the legislature to do so, and no official or commission possesses the authority or the power to make an open season contrary to the statute, however desirable it might be. All officers of the law, from the highest to the lowest, are creatures of the law and bound to obey it."

Mr. Moore's letter to the attorney general was written, he explained, not with any intention of finding fault with the game commission, but of setting the members of the commission right when he believed them to be in error.

In the meantime, however, hunters had taken the game commission's announcement at its face value and killed many ducks in the county, Mr. Moore has reason to believe.

Automobile Smashed in Collision With Logging Train, but Occupants Are Virtually Unhurt in Accident

Although their heavy touring car was smashed, probably beyond all hope of repair, L. Sherer was unhurt and Charles Hunter escaped with minor injuries on Monday afternoon, when the auto, speeding north on the La Pine road, failed to beat the Brooks-Seanlon logging train to the crossing several miles south of Bend. Sherer is a cook and Hunter is his assistant at Brooks-Seanlon logging camp No. 3.

Whether the automobile hit the logging engine, or whether the engine struck the auto, is a

OFFICIALS OF SHEVLIN-HIXON COMPANY HERE

SEMI-ANNUAL VISIT IS PAID TO BEND

PLANT IS INSPECTED

Party Headed By F. P. Hixon Scheduled To Remain Until Thursday Morning When Auto Trip Across Mountains Will Be Taken.

Traveling in the special car of J. H. Queal of the McCloud Lumber Co., officials of The Shevlin-Hixon Lumber Company arrived in Bend this morning on their semi-annual visit to inspect the plant and business of their big pine mill here. Today was spent going over the local mill plant and factories and in conferences with General Manager T. A. McCann.

Logging operations will be inspected tomorrow, the party motoring through the timber holdings of the company and visiting the various camps. The tour through the timber will be continued Wednesday, and on the following day the lumber operators will take their departure. Because of the bad condition of the roads in the southern part of the state, a motor trip will be taken across the McKenzie pass to Eugene, where Mr. Queal's special car will await them. From Eugene they will go to McCloud, Cal., returning from there to their homes.

Shevlin-Hixon men who are the guests of Mr. Queal on the trip are: F. P. Hixon, La Crosse, Wis., president; E. L. Carpenter, Minneapolis, vice president; H. C. Clarke, Minneapolis, treasurer; E. H. Dea, Minneapolis, general superintendent; and E. C. Shevlin, Portland, stockholder.

TAX PAYMENTS IN COUNTY SLOW DOWN

October is the last day on which the second half of the 1919 taxes may be paid without incurring a penalty, but payments are slowing down Wednesday from the attorney general's office of S. E. Roberts. Ordinarily the office force in charge of tax collecting is beginning to work overtime at this season, but extra hours have not been found necessary so far.

Unless greater speed is shown in paying up, many penalties will be assessed next month, it is predicted. Taxpayers turning in the last half of their taxes are requested to bring with them their receipts for the payment made previously this year.

PLANE MAKES FAST TRIP TO ONTARIO

A wire received this morning by H. J. Overturf from George Love, manager of the Bend Aircraft corporation, states that the plane which will fly at the Ontario fair made the trip in two hours and 45 minutes after leaving Bend yesterday.

MORE POTATOES TO BE SHIPPED

BETTER METHODS OF CULTIVATION MORE THAN MAKE UP FOR LOSSES DUE TO FROST, SAYS GUS STADIG.

Fully 50 per cent more potatoes will be available for shipment out of the Deschutes valley this fall than ceiving yesterday Mr. Brown's Gus E. Stadig of Lower Bridge, president and manager of the Central Oregon Potato Growers. While the yield which was expected earlier in the season is estimated by Mr. Stadig to have been cut 40 per cent by frost, more scientific methods of cultivation, use of better seed, and more carefully prepared soil will result in an output greatly in excess of that in 1919, he states.

"It is too early to draw any conclusions as to the market," Mr. Stadig said, "but I do not expect any such high prices as those prevailing last year. The government forecast for a large crop will be one determining factor in keeping quotations down, but there is always a healthy demand for the Central Oregon spud, both for table and seed purposes. I have little doubt that our entire crop would find a ready market for seed alone.

"Our best potatoes will be shipped out in special sacks, branded 'Deschutes Gem'."

The marketing of the Deschutes valley spud crop will probably not begin for another month, Mr. Stadig said.

2,500 ACRES OF FOREST BURNED

MILLION AND A HALF FEET OF YELLOW PINE KILLED IN FOX BUTTE FIRE—REPRODUCTION AND GRAZING DESTROYED.

That the forest fire in the yellow pine belt near Fox Butte burned over 2500 acres and killed approximately 1,500,000 feet of high grade timber was the statement of Forest Supervisor H. L. Plumb, who returned last night with Deputy Supervisor W. O. Harriman from the scene of the conflagration. A cruise will be made shortly to determine the exact amount of the loss.

The greater part of the damage was done on the first day of the fire, Mr. Plumb said, when a high wind spread the flames rapidly. Practically all reproduction in the tract was killed and much in the way of valuable forage plants destroyed. The fire did not "crown," as had been feared, the destruction of mature timber coming as the result of the flames catching in pitch spots near the ground.

HUGE TROUT CAUGHT BY IRVIN S. COBB

Giant Rainbow Landed After Battle At East Lake—Two More Bear To Be Taken Today By Hunters.

Irvin S. Cobb is not only a bear slayer of ability, but he is a top-notch angler as well, much to the discomfiture of East lake trout. A three-foot rainbow, the weight of which can only be guessed, is his record catch, but he has some unusually large eastern brook trout to his credit as well. The famous humorist and his party are camped close to the outlet of Paulina lake and intend to return to Bend tonight "with four bear skins."

Two of the bears had been taken up to last night and Mr. Cobb, as he showed visitors about the camp, indicated with some pride a salted pet staked out on the ground. "Yes, that's the one I killed in my sleep," he said, alluding to the hunt of Thursday, when one of the hounds treed bruin near the place where Mr. Cobb and two fellow hunters were dozing.

Of the fish, however, he was especially proud. The big rainbow was taken only after a battle lasting for more than half an hour.

PROSPERITY ON FARMS SEEN IN ANNUAL REPORT

MORE ACRES WATERED BY C. O. I.

PRODUCTION GREATER

Irrigated Lands Increase In Value, and Good Surplus Output For Market Is Shown In Alfalfa, Grain, and Potatoes.

More acres of land under cultivation, greater productivity, more settlers who are making money, a greater cash return from products of the soil than in 1919 or in any of the past years, are the outstanding features of the Central Oregon Irrigation Company crop census for 1920, completed Friday. The total irrigable land for which water was delivered amounted to 35,000 acres, 3057 acres more than in 1919, while the irrigable acreage under cultivation totaled 29,630, as against 22,695 in the year preceding. Of the watered land in cultivation this season, 17,541 acres were served by the Central Oregon canal and 11,489 acres by the Pilot Butte canal. Cleared land on the entire project which is not receiving water was only 1345 acres.

As a silent indication of the steady work which has been put in by farmers of Central Oregon in building up the soil and increasing agricultural possibilities of the ditch lands moistened by the water from the deschutes, the value of cultivated farms on the project is given as \$3,527,901, a gain of \$621,850 over the value set in 1919.

Alfalfa Favorite.

Alfalfa was easily the favorite crop throughout the project, the acreage in this forage plant exceeding that of all other crops combined. In 1919 there were 13,485 acres in alfalfa, but now, the irrigation company's report shows, there is a gain of 5254 acres. Grain is next with 5100 acres and 2541 acres are placed under the heading of "Miscellaneous." Twelve hundred and seven acres were in potatoes, 721 in clover, 271 in garden, 227 in timothy and 115 in orchards. The population of the farms on which these crops were grown, was 1875 in 1919 and 1858 in 1920.

Good Surplus Shown.

Arbitrarily fixing \$20 a ton as the price for clover and alfalfa hay, \$23 a ton for timothy, \$2.90 a bushel for grain and \$1.50 a bushel for potatoes, the estimated crop value on the project this year is \$1,908,579. Of this, it is estimated, 12,981 tons of hay and 51,924 bushels of grain will feed 4327 head of cattle; 7390 tons of hay and 73,900 bushels of grain will feed 1478 horses; 285 tons of hay and 8850 bushels of grain will take care of 1140 hogs; 5234 tons of hay will be used by 20,940 head of sheep, and 9290 bushels of potatoes will be eaten by 1858 people. This leaves a surplus of 33,000 tons of hay, 18,626 bushels of grain and 81,986 bushels of potatoes, representing a minimum value of \$837,010.

PEOPLE OF BEND TO MEET NEW TEACHERS

Reception Under Auspices of Women's League and School Board To Be Given Friday Night.

Under the auspices of the Women's Civil league and the board of education, a reception for the teachers will be held Friday evening at 8 o'clock at the Y. M. C. A. building. After a short program and a social hour, in which patrons and friends will be given an opportunity to meet personally all of the teaching force, dancing will be enjoyed. Refreshments will be served during the evening.

A cordial invitation is extended to the public and it is hoped by the board that a large crowd will be in attendance.