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PUSSY FOOTING WRONG TACTICS DECLARES WEST

Action Needed for Railroad Development.

FAVORS U. P. SYSTEM

Will Mean Most for Oregon If Given Chance, Says ex-Governor in Address Before Bend Commercial Club.

"This is no time for pussy footing," declared ex-governor Oswald West at the Commercial club forum meeting yesterday noon during the course of his discussion of the Southern-Central Pacific un-merger situation and the action that should be taken in the interest of the development of central and southeastern Oregon. "It is a time for every man to find out where he stands and to go down the line for that road that will help his community."

That the road that will do the most for the development of all Oregon, if given the opportunity, was the Union Pacific was Mr. West's argument developed in the course of a logical presentation of the railroad situation. "The Union Pacific will not build across the state unless it has access to the Willamette valley," he said, "and to get into the valley it should have the Natron cut-off line of the Central Pacific. This connection would make Eugene a city of 50,000 people," he said, "and would be a great benefit to the rest of the state."

Outlines Railroad History

Mr. West began his remarks by outlining the history of the ownership of the three roads involved that led up to the recent Supreme court decision ordering the dissolution of ownership. At the present time, he pointed out, there were two questions involved, one of construction and one of rates. The construction that would follow Union Pacific entry into western Oregon would benefit Bend so far as valley and California points were concerned and do it no harm in its competitive situation with Klamath Falls since a line would be built to Susanville from that point giving it equal rates into eastern territory.

The concrete suggestion offered by the speaker for immediate action was that the common interest of Central Oregon be ascertained and the effort then made to secure an adoption of the program by the Willamette valley. Whatever the Commercial club does, Mr. West intimated that he intended to carry on his fight for the solution best for Central Oregon, saying that he would be glad to meet any railroad attorneys, "foreign or domestic," to argue the questions involved anywhere in the state.

Valley Connection Urged

In answer to questions West said that he thought while he would favor a line direct to Crane from Bend there was little to choose so far as Bend was concerned between that line and one by the way of Odell. "But don't stop to figure on that," he argued. "You've got to get the Union Pacific into the Willamette valley before you get any line across eastern Oregon, and you've got to get busy and work for that now."

Attracted by the announcement of the railroad discussion by ex-governor West an unusually large number was present at the luncheon. Before the speaking began Miss Dolores Catlow sang two solos, accompanied on the piano by Miss Alice Stockmon.

FIRE IN TIMBER IS CAUSED BY CAMPERS

Four acres of timber were burned over near Square lake Wednesday by a fire thought to have been started by careless campers. Eleven men were sent out from Sisters by Ranger Perry South, and by night the blaze was under control.

J. E. HINTON SHEEP ON WAY TO RANGE

Three bands of sheep belonging to J. E. Hinton of Shaniko arrived in Bend Thursday night by train and are now on their way to the summer range. One band will graze on the Santiam forest, and two just west of the summit on the Cascade forest.

TIMBER PURCHASED BY LOCAL COMPANY

Brooks-Scanlon Interests Acquire 2,410,000 Feet of Yellow and Lodge Pole Pine.

PORTLAND, July 8.—The Brooks-Scanlon Lumber Co. of Bend has purchased a tract of timber on the Deschutes national forest, adjacent to its former holdings, totaling 2,410,000 board feet of western yellow pine and lodge pole pine.

The purchase was made through the district forester's office here, according to Fred E. Ames, assistant district forester in charge of timber sales.

Prices paid were \$3.50 a thousand feet for yellow pine, and two cents each for lodge pole ties.

KELLER SUICIDE JURY'S VERDICT

Despondency Over Approaching Blindness Prompted Act.

A verdict of suicide was returned shortly before noon Tuesday by a coroner's jury drawn in the case of Albert Keller, aged 68 years, who came to his death Monday night at the home of his stepson, Dr. Paul Woerner, on St. Helen's place. The inquest was made necessary by the fact that Keller was a German subject, and records were required in case official information should be desired by the German government.

While other members of the family and guests were at dinner Monday night, Keller in his room on the second floor, fired two shots, the first apparently to test the gun, the second bullet passing through the brain, causing death. Dr. Woerner, his cousin, Dr. Erwin Dietsche, and Father Gabriel Harrington rushed up stairs, found that Keller was already dead, then called city and county officers.

A few moments before the tragedy, Dr. Dietsche had gone to Keller's room and knocked on the door, intending to ask him to join the party at dinner. The only reply was, "Yes, yes, don't bother me."

Was German Major

Keller's act is attributed to despondency caused by rapidly approaching blindness and the fact of his dependency on his stepson since 1912. He had formerly been wealthy. He was frequently morose and had on two occasions threatened to kill himself. It was testified at the inquest.

He was a native of Pforzheim-Baden, in Germany, and had spent several years in Argentina before coming to this country. He was highly educated and a gifted linguist. He had attained the rank of major in the German army.

Mrs. Keller is now in Freiburg-Baden, having left two months ago to visit friends and relatives. Her husband had refused to accompany her, but his mental condition had grown worse after her departure.

Services were held at 11:30 o'clock yesterday morning in Pilot Butte cemetery with Father Harrington as the officiating minister.

PLAN TO PLANT MOOSE-BLOCKED

Burghduff Still in Favor of Stocking, However, He Writes Lodge.

After receiving from the Bend Moose lodge a letter of commendation for the action of the state game commission in making arrangements to stock the country about the headwaters of the Deschutes river with the animal from which the fraternal order takes its name, State Game Warden A. E. Burghduff has written the Bend lodge, stating that "someone has thrown a monkey wrench into his plans," and that as a result the bringing of moose to Central Oregon this year is extremely doubtful.

He has not given up the plan, however, for he considers the moose to be one of America's most splendid game animals, and the country selected ideal for planting the nucleus of a herd.

MILL EMPLOYEE IS TRAPPED IN SHAVINGS BIN

Ernest Fulton Suffocated in Fuel House.

FIREMEN AID SEARCH

Attempt to Use Pulmotor Set at Naught by Dust Blocking Air Passages—Wife and Two Children Survive.

Overwhelmed by tons of wet shavings sliding down the incline in the fuel house of the Brooks-Scanlon Lumber Co. plant, Ernest Fulton, aged 45 years, was pinned against a timber at the bottom of the incline and suffocated before help could reach him, late Sunday afternoon. When the body was found, an effort was made to use a pulmotor, but the mouth, nose and deeper air passages were so tightly clogged with wood dust as to make this impossible.

Fulton, a reaw man in the mill, was assisting Fireman C. T. Dennis in the boiler room Sunday. Toward evening, several tons of shaving stuck on the incline, and Fulton went to loosen it. A partition divides the boiler room and the shavings chute, swinging doors, two feet high by four feet wide, hinged at the top, allowing the shavings to flow from the outer bin on to conveyers operating to feed the fires.

Shavings Slide Traps

Wet shavings frequently stick on the incline, and for such cases the fireman's helper is provided with a long pole. As an additional safeguard, a rope is suspended from the ceiling to be within reach of a man who might be caught for a moment in a sudden fall of shavings, but Fulton was apparently unable to reach the line. More than three feet of shavings covered him, while tons more pushing him against a timber in the partition, made it impossible for him to force his way up.

Fire Department Called

After Fulton had gone to the chute, he was not missed by Dennis at first. Then search failed to disclose him. The mill plant on Sunday is practically deserted, and trouble with one of the boilers made it necessary to secure more help. A call was sent in to the telephone exchange, and the operator notified the fire department. From a hole in the roof, Willard Houston was lowered to the bottom of the chute and worked for 20 minutes in an effort to free the body, which was finally recovered by shoveling out shavings from the doorway.

A physician's examination showed that Fulton had been dead for at least 20 minutes.

Fulton is survived by a wife and two small children. He had been a resident of Bend for several years, being employed for the greater part of that time in the mills. The body is to be shipped to Enterprise.

CRANE PRAIRIE WORK IS BEGUN

Camp Established and Digging for Dam Foundation Started.

Work on the digging of a cutoff trench for the foundation of the dam which will convert Crane prairie into a storage reservoir for the reclamation of 20,000 acres of land is under way, John Dubuis, resident engineer for the North Canal Co. stated Monday morning. A camp has been established for 60 men, but some delay is being caused while a car load of equipment is being waited for.

Clearing of the reservoir site will be undertaken next year after the reservoir is given a final test to demonstrate its water holding properties.

HOLLANDERS HERE ON AN AUTO TOUR

H. S. Gratama and his wife of The Hague, Holland, famous as the scene of historic peace conferences, were in Bend over night, accompanied by J. Humphreys of Portland, on a tour of the northwest.

MUST MAKE AND PROVE CHARGES TO OUST CHIEF

No Inefficiency Is Alleged, Says Gilbert

BOOTLEGGERS BLAMED

Criticism by Lawless Element Responsible for Resentment on Part of Fire Department, Says Houston.

Charges of inefficiency must be preferred and proved before Chief of Police Willard Houston will be removed from office, N. H. Gilbert, chairman of the police and fire committee of the city council, states. No such charges have been made, he said. Councilman J. S. Innes will support Gilbert in this stand.

Bend bootleggers whose business is suffering from his policy of law enforcement are responsible for the criticism of the Bend Volunteer fire department as "stool pigeons," resented by the department and leading to a demand for the absolute divorce of the police and fire departments of the city. Chief of Police Willard Houston, who is also fire engineer, declared Tuesday night at a meeting of the fire fighters. "The ones who are hit are the ones who are making the noise," Houston declared, emphasizing that Bend is at the turning point between lawlessness and law enforcement. "Right now I have these people on the run," he said.

Ask Removal

The city council was expected to attend the meeting in a body, but only Councilman Gilbert, chairman of the police and fire committee, and also a member of the fire department was present. It was on his suggestion that a motion by Fire Chief Carlön was based, providing for a committee to be composed of President Owen Hudson of the volunteers, Taylor Rhoads, and Roy Lovens, to confer with the police and fire committee regarding the action to be taken. During Tuesday night's session hints were dropped from time to time that failure to separate the police and fire departments would mean that the volunteer organization would cease to exist.

That the removal of Houston, either as police chief or as fire engineer will solve the problem confronting the volunteers was the declaration of President Hudson in opening debate on the question. He recalled that at a special meeting last week Houston had asked the department to take further time before asking him to resign.

Gilbert Pleads for Unity

Councilman Gilbert pointed out that the city administration had been actuated by motives of economy in combining the office of fire engineer and police chief, but that he had never approved of the use of volunteer firemen as police officers. He registered a plea for unity, and assured the volunteers that the people of Bend, with the exception of law violators or those in sympathy with law violation, do not regard the department members as stool pigeons. He suggested that it might be possible to separate the paid fire fighters from the volunteer organization.

"Not only the booze element, but the business men and the mills are out of sympathy with the department," asserted Hudson. "That hurts. I'm not president of an organization of stool pigeons. Councilman Innes has said we can afford to take this criticism, but it isn't fair to the department."

Tenure of Office Short

Houston declared that he would fight to stay in the department, but that he could not turn down the city by leaving the police department. "I've got these people on the run. It isn't fair for the department to ask me to resign now," he said. He does not expect to be either police chief or fire engineer after the end of the present year.

"The bootleggers have got their picks a long way into the business men," Houston charged. "In their effort to get me out of office they have even sent word to my aged mother that it would be better for me if I turned in my star."

Fire Chief Houston explained that as far as he is concerned, police power is in the Paulina country and part south of Bend.

FARMERS IRRIGATE WITH ENTHUSIASM

Silver Lake Residents Hardly Able to Realize They Have Water—Fourth Is Observed.

The Silver Lake irrigation project will be entirely finished within the next two weeks, according to J. W. Cunningham, engineer for the district, who was in Bend last week on his way home to Portland. Irrigation is already under way, and the farmers of that section, who have waited for water so long that they can hardly realize their dreams have come true, are irrigating their crops with great enthusiasm, says Cunningham.

The Summer Lake dam will be finished in 30 days, but as yet little work has been started on the remainder of the system. Work on the canals and laterals will be pushed as soon as the dam is completed.

Silver Lake's Fourth of July celebration was a success, the bucking horse riding being some of the best seen in Oregon, Cunningham reported. The celebration took the form of a roundup, with all the usual features.

TO INUNDATE LARGE RANGE

Other Grazing Lands, However, Will Provide for 1200 Head.

With the completion of the North Canal company's Crane prairie storage reservoir, approximately 7,000 acres of the best cattle range in Central Oregon will be flooded, but there will be plenty of room on the national forest for the 1200 head of cattle grazing on the prairie this year. Plans for this have already been made by officials of the Deschutes forest, it is announced.

Heavy sales of cattle resulted this year in large grazing areas in the Sisters-Metolius section becoming available for new permittees. On the Sisters-Metolius and Three Creeks ranges, 1,000 head could be taken care of, and there is room on the Davis lake range, hitherto used for sheep, for 400 head.

No changes in grazing allotments will be necessary until next year.

2500 ACRES TO BE RECLAIMED

North Canal Company Signs Contract for 32 Second Feet.

Complete reclamation of 2500 acres out of a 3500-acre tract is provided for in a contract signed by the Crook County Improvement district, formerly the Lone Pine Irrigation district, and the North Canal Co. The land lies immediately north of Crooked river, near Terrebonne.

Under the terms of the contract the district purchases 32 second feet of water, measured at Crooked river and a completed irrigation system, which provides for delivery to each 40-acre tract. Construction is to begin September 1.

The cost is to be \$75 per acre irrigated, payable in bonds at par, the company to assume and pay certain legal and engineering expenses, incurred by the district.

As there are other lands in the district, the lien, when distributed, will be about \$56 per acre.

WOOL GOES BY RAIL TO EASTERN MARKET

Of 19 carloads of wool, amounting to approximately 532,000 pounds, shipped from Central Oregon, only four cars have gone to Portland, the others being billed east, according to J. T. Hardy, S. P. & S. traveling freight and passenger agent. The rate was reduced on June 6 so that the rail and boat rate to eastern points is practically identical, says Hardy, so that a tendency to return to rail shipment is noticeable.

Central Oregon still has about 200,000 pounds of wool to ship. Part of it is in the Paulina country and part south of Bend.

BEND TO CRANE RAIL LINE NOT CONTEMPLATED

Old Plan to Be Followed, Wires Carl Gray.

NEW TERRITORY NEED

Entry Into Western Oregon Necessary Before Development May Be Started—Railroad Case Is Key.

That the old plans for Central Oregon railroad development, shelved for years, are the ones which will be followed in case the Union Pacific is assured that it will be given entrance into the Western Oregon territory, is clearly stated in a telegram received Monday morning by The Bulletin from Carl Gray, president of the system, in reply to a query as to the possibility of a direct connection from Bend to Crane.

President Gray's reply, sent from Salt Lake City, reveals the Union Pacific's intention to build from Natron to Ontario, and to connect Bend with this road by construction of a line from Bend to Odell.

Traffic Must Be Assured

"The program for railroad construction in Central and Eastern Oregon formulated during the Union Pacific control of the Southern Pacific is well known. It involved construction of a line from Natron to Ontario with Deschutes and Klamath lines connecting at Odell, our heavy and expensive construction from Ontario west, Natron south, and Klamath Falls north was stopped soon after we lost control of the Southern Pacific. The line across the state cannot be sustained without the heavy eastbound traffic originating in Western Oregon and we cannot build it without available traffic to sustain its maintenance and operation. As a matter of fact, if the Union Pacific were inclined to proceed with improvements and construction without adequate traffic in sight, the transportation act would not permit the building of a line without sufficient traffic to pay the fixed charges and operating expenses.

Odell Planned as Center

Our good faith in the program referred to is reflected by the investment that we made, and our interest in Central, Eastern and Southern Oregon has not diminished, but we will not mislead and cannot commit ourselves to construction until we know where the traffic is coming from to support and operate the line. What we may be able to do to carry out our original program and build from Bend to Odell and from Natron to Ontario, depends upon the outcome of the Central Pacific-Southern Pacific case and the relation of the Union Pacific with respect to the Western Oregon traffic which it enjoyed when its plan of development was made. Regret that we cannot make definite assurance, but we do not consider it proper to do so until we know to what extent if at all we may be admitted into the Western Oregon territory."

SECOND CUTTING OF ALFALFA DUE SOON

Although the first cutting of alfalfa on the H. J. Suttong ranch near Bend is not yet all in the stack, the second crop is already well on the way to maturity with a stand of 10 inches, Mrs. Suttong reported while in Bend. By the time the first cutting is put up, the second will be ready to cut, she said. She attributes this unusually rapid growth to the fact that irrigation was continued right through the heavy June rains, while many other farmers were allowing nature to do it all.

FIRST CARLOAD OF LAMBS IS SENT OUT

The first carload of lambs for the Portland market to leave Central Oregon this year was shipped last week by W. K. McCormack. They average between 65 and 70 pounds in weight. In the same train went three carloads of grass fattened cattle, also the first of the season to leave Central Oregon, according to J. T. Hardy, traveling freight and passenger agent for the S. P. & S.

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