

IRRIGATED LANDS

—WITH—
PERPETUAL WATER RIGHT
\$15.00 TO \$40.00 PER ACRE

185,000 acres in the Des Chutes Valley.

60,000 acres now under 250 miles of completed canals.

Most fertile soil, abundant and never failing water, glorious climate—310 sunshiny days per year—cheap lumber and fuel, worlds of water power, fish, game, and beautiful mountain scenery, combine to make an ideal country to LIVE in.

As for MAKING A LIVING, man after man of our settlers is producing this year from these cheap lands from \$50.00 to \$100.00 an acre in clover, alfalfa, oat, wheat and barley crops. Vegetable and fruit crops have yielded from \$100.00 an acre up. 146 varieties of grains, grasses, fruits and vegetables raised and ripened on the land. Clover 8 tons per acre, alfalfa 7 tons, oats 80 bushels, potatoes 300 bushels, sweetcorn 180 bushels, roasting ears, strawberries 140 gallons, and other crops in similar profusion.

WHY, MAN; IT IS LIKE FINDING MONEY.

Have you got your tract of land yet? If not, why not? Get a hustle on and get it now, while you can get your pick.

Remember this is Carey Act land.

YOU PAY ONLY FOR THE COST OF IRRIGATION.

You get the land absolutely free directly from the State of Oregon.

For particulars write today for Booklet G.

Deschutes Irrigation & Power Company

Chas. P. Richardson, Manager Sales Department

Room 203, No. 6 Wall St., Spokane, Wash.

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BEND, OREGON.

A Complete Stock of

DRY

Rough, Surfaced and Moulded

LUMBER

All Widths, Lengths and Thicknesses

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DIMENSION
SHIPLAP
RUSTIC
T. & G. FLOORING
BEADED CEILING
WINDOW JAMBS
WINDOW CASING
HEAD BLOCKS
O. G. BASEBOARD
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WATER TABLE
O. G. BATTINS
MOULDINGS
P. B. D. PATENT ROOFING
FENCE PICKETS
SHINGLES
ETC., ETC.

Reasonable
Prices
Good
Grades
Dry
Stock

Lumber
Delivered at
Low Cost
Anywhere on
The Lands of
The D. I. & P.
Co., or
The C. S. I. Co.

CUSTOM FEED MILL IN CONNECTION.

APPLY TO

Central Oregon
Development Company

BEND,

OREGON

The Bulletin Sets the Pace.

RAILROAD ACTIVITY

Mt. Hood Company Buys
Townsite of Laidlaw.

OREGON TRUNK FILES MAPS

President Gregory Says Construction
Will Be Started Shortly after the
First of the Year.

If anyone is inclined to think that railroad activity toward building a line into Central Oregon is dying out, he is far astray from the facts in the case. Each week brings some new move by the big men playing the railroad game to the eyes of the public, and the news that has developed during the past 10 days shows more conclusively than ever that Central Oregon is the prize that several big magnates are fighting to secure—one of them, Harriman, who wishes to keep it bottled up as his own preserve for years to come, and others who are determined to push their lines into this section and open up its rich resources.

One of the latest and most noteworthy moves has been made by the Mount Hood Railway Co. in its purchase of the townsite of Laidlaw, which was reported last week. It is known that the same company is negotiating for the purchase of Cline falls on the Deschutes, a fine water power about 20 miles below Bend. This purchase of the Laidlaw townsite only helps to verify the recent reports that the Mount Hood company would build up the Deschutes through Central Oregon to connect with transcontinental lines at Salt Lake. That they expect to push their road to early completion is also indicated by their late transaction.

While the Mount Hood people are busy, they are not the only ones. The Oregon Trunk Line, the road projected up the Deschutes from its mouth, has filed maps of final location for a portion of its route. President Gregory says that actual construction will probably begin about January 1. In this connection, the Oregonian recently printed the following story:

"Had not President Roosevelt's attacks on the railroad interests of the country been so persistent, creating such widespread timidity among investors, our road up the Deschutes river from its mouth to interior Oregon would now be well under way," was the somewhat remarkable statement of President Gregory, of the Oregon Trunk Line, last night. "In the recent condition of the bond market, I consider it impossible to construct any railroads in this state that are not aided largely by Portland and Oregon capital. As for our road, active construction shortly after the first of the year is probably the best that can be expected."

Mr. Gregory, of Seattle, and W. F. Nelson, vice-president and general manager of the Oregon Trunk, both of Seattle, were at the Portland Hotel yesterday, in consultation with their engineers, who have just returned from making the final locations for the new road from the juncture of the Deschutes and Columbia rivers up the Deschutes to the mouth of White River, a distance of 45 miles. They brought their maps with them and these will be filed today at the land office at The Dalles.

Line Through Central Oregon.

The Oregon Trunk Line is projected not only to Madras, but to Bend and Lakeview as well. Gould will build to Lakeview, beyond question, they say, but the Oregon

Trunk officials contend theirs is an entirely independent system, having no alliances with any other railroad interest. The popular mind has long linked the project with Hill, but this cannot be confirmed.

It is the opinion of President Gregory that the Deschutes Valley offers the only feasible entrance to interior Oregon. Not only that, but he believes the route his road will follow will be the main highway of the commerce from California to the Columbia River. By following the Deschutes, the only watergrade gateway to the interior is opened. The surveys just completed show a maximum grade of 1 per cent for the 45 miles to the mouth of White River, and an average grade of .3 per cent.

By the Gould road from Nevada into Lakeview and the Oregon Trunk line to the Columbia River on the north, the natural outlet to the east and west, it is believed a splendid level railroad, capable of hauling the maximum of tonnage with the minimum tractive effort, can be realized.

Ideal Route for Road.

The Deschutes canyon, say those who have explored it thoroughly, is a remarkable aid to railway-building into the interior of this state. It is practically a tunnel, 100 miles long. On either side the cliffs tower 1000 feet, but along the river an easy pathway for the railroad train is found. It is one of the most wonderful avenues for traffic ever found.

President Gregory walked from the mouth of the Deschutes to Sherar's bridge, a distance of over 40 miles, and he says construction will be remarkably easy. For a distance of 30 miles he says, grading for the laying of track will cost not more than \$2,500 a mile. Ground along the river lies level for a space wide enough for a railroad track, while in other stretches easy hillside construction is possible. Officials of the Oregon Trunk are enthusiastic over the possibilities of the canyon for railroad building.

The route up the Deschutes will have great advantages over a railroad that crosses the Cascades to interior Oregon. A line crossing the mountains will have to rise 4500 feet and then drop again to 2000 or even 1000 feet, depending upon the point in the valley the road reaches.

The water-grade road will have the best of it in serving the interior territory. Low freight rates can be made, based on the small cost of handling the traffic, and tonnage can be hauled on a basis favorable to the development of the country served. A railroad entering Central Oregon on minimum grades will be of twice the service to the territory of a road crossing the mountains.

Will Connect with O. R. & N.

The Oregon Trunk will connect with the O. R. & N. at the mouth of the Deschutes, but it will also extend to the open river either at Celilo or The Dalles. Whether it will cross the Columbia and find a terminus at the Puget Sound cities is not yet determined upon.

The O. R. & N. has a line surveyed up the Deschutes, through practically the same territory, and there was a fight between the two roads to see which should first secure rights of way from the government. The Oregon Trunk seems to have secured a clear field, and is now in a fair way to carry out its project. Almost every condition is now unfavorable to economical railroad construction. Prices of everything needed are high, while investors are frightened. After the first of the year it is understood steel will be lower, and it is hoped that other conditions will be much improved. The Oregon Trunk promises to be one of the liveliest railroad projects in this territory during the coming year.

Harriman's Old Tactics.

Harriman's hand is again seen this week in the railroad game. He has sent out another surveying crew from Portland with orders to run a line through the state from

(Continued on page 8.)

ROAD TRAIN NO GOOD

Cannot Be Operated over
Present Roads.

WILL WAIT FOR HEAVY RAIN

Deep Chuck-holes and Dusty Roads
Cause Promoters to Abandon the
Plan of Hauling from Madras.

After a slow trip out, requiring about three days, and attended by one or two slight accidents, the big traction engine and two cars pulled into Madras last Sunday morning, having steamed to within a mile of town the evening before, says the Pioneer of last week. The trip out, while made without any serious accidents, demonstrated one thing, however, and that is that the big traction outfit cannot be operated over the roads in their present condition, in a manner to make it profitable for those who are promoting the enterprise. Not only are the roads full of chuck-holes and badly cut up by the heavily loaded freight wagons, but the roads are too deep with dust to be packed by the engine and cars in the manner necessary to make the enterprise successful. Realizing this after their first trip in, the promoters of the enterprise have temporarily abandoned the project of freighting all the way into Madras from Shaniko.

It is believed that later, after a rain has settled the dust and leveled up the roads, that the roads will pack so that the train can be operated all the way to Madras successfully. At any rate, another trial may be made later when the conditions are thought to be favorable.

The determination on the part of the traction company to abandon the freighting project into Madras for the present will cause general disappointment among the business men of the town, and the farmers of the surrounding territory, who have been looking forward to the successful operation of the road train as a means of marketing this year's abundant crop of wheat. The abandonment of the project is said to be only temporary, however, until a good rain puts the roads in better condition for another trial trip, upon success or failure of which will depend the continuance or permanent abandonment of the traction freighting project.

INDIANS WILL RECOVER.

Were Two Very Sick Bucks but Are
Now Much Better.

The hearing in the case of Fred Snoderly, Lloyd Yancey and Pete Marsey, the three sheep men involved in the shooting affair with Indians at Rosland last week, has not yet been called. Reports from Prineville state that these men probably never will be brought to account for the deed. The reason for this belief is that a disinterested white man who was not mixed in the fight but who saw the whole deplorable affair, tells a story that in a small way excuses the herders. This man told that the old Indian went to the herders' camp and persistently begged for whiskey. He made himself such a nuisance that the herders finally got disgusted, kicked him out and were giving him a pummeling when the other two Indians appeared and the mix-up followed. The Indians, however, stick to their story as reported in last week's Bulletin, and state emphatically that they were set upon without cause.

While the Indians are now recovering rapidly, Miller and Hote were two pretty sick Indians for a

few days. They passed through Bend on their way to the county seat and remained here a day or two for treatment. The rifle shot through Hote's shoulder made a fearful wound and his fever was very high. Miller had a fractured skull from a blow in the back of the head with a rifle, with a small hole broken in the skull where the hammer of the rifle had evidently been driven in. His coarse black hair and a piece of the skull were driven into the wound and as the doctor attempted to remove the hair Miller would yell with pain.

Hote, however, showed the grim nerve and stoicism for which the Indian is noted. It was necessary for Dr. Coe to introduce an instrument deeply into the wound and swab it out. During the fearfully painful process Hote never even "batted an eye," as an onlooker remarked, and never the slightest whimper or sign of pain escaped him. A white man would have had to take an anesthetic before undergoing similar treatment.

Hote was employed during the Modoc war as a government scout. Although of late years he has had a bad reputation on account of having killed a marshal on the reservation, his services for the government were apparently satisfactory. In 1873 he was given an honorable discharge and it is said that he was then 40 years old. Thus he would now be 74 years old, but he is still well preserved and shows not a trace of such an age.

A Big Fair.

Bend people who have been at Prineville this week report that the Crook county fair that opened yesterday promises to be a most successful affair. There are 37 horses entered for the races, including some from California, Montana and Idaho. Several fine races will undoubtedly be pulled off.

Exhibits were also coming in rapidly the first of the week and that feature will also be good. The Baldwin Sheep & Land Co. of Hay Creek had sent in a number of its fine blooded animals that have taken many blue ribbons at various expositions. The thoroughbred Shire stallions and mares, imported about a year ago from England, are on exhibition and are beautiful specimens of horse flesh.

The fair opened yesterday and extends through five days, being closed on Sunday.

A GROWING BUSINESS.

Count of Mail Matter Passing through
the Bend Postoffice.

Obedient instructions from the postoffice department, Postmaster Grant counted every piece of mail matter that passed through the Bend postoffice during the week ending Oct. 19. The count resulted as follows:

1415 letters, revenue.....	\$30 14
166 postal cards, ".....	1 74
162 pieces and class, revenue....	27
75 " 2nd " no revenue.....	00
48 " 3rd " revenue.....	70
16 " 4th " ".....	3 06
101 " penalty matter,.....	00
1984	\$35 94

Oregon Fruit Yields Big Profit.

The magnificent sum of \$4,275,135 is the amount the fruit growers of Oregon will receive for their crop for the present year, as estimated by Hon. W. K. Newell, president of the State Board of Horticulture. In making his estimate Mr. Newell does not deal with fancy prices, nor does he include the fruit that will be consumed on the farm.

A pencil and ruler given free with every 100 tablet at the Corner Drug Store.