

The Bend Bulletin

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 MAX LURDELMANN
 DON P. REA, EDITOR

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SALUTATORY.
 In making our journalistic bow to southern Crook county we deem it not amiss to make a brief statement as to the objects of our enterprise, and the policy of the Bulletin.

Our first aim and object shall be to publish such news of a local and general character as will be of interest to our readers, paying especial attention to such matters as may record a step taken in the direction of this magnificent country's development. In politics we shall advocate the principles of the Republican party, reserving the right in local affairs to give our support to the men and measures which may appear to us to best subserve the interests of the community in which we live, believing that partisanship should be secondary to good citizenship.

We shall at all times work for the development of Bend and the upper Deschutes country, and will give our most hearty co-operation and support to all enterprises of a legitimate character having for their object the betterment of this section of the state. Southern Crook county, and especially the upper Deschutes country, offers an immense field for settlement and business enterprises of the most varied character, and with the advent of the railroad and the opening up of our desert lands to settlement will come an era of prosperity unprecedented in the annals of Oregon or the Northwest. It shall be our constant aim to foster and further the efforts of settlers who may intend to make their homes and fortunes in our midst.

In conclusion, we ask the support and a share of the patronage of the citizens of this community and neighborhood, and we assure them of our co-operation in all matters that have as their object the advancement of the best interests of "the Bend country."

PILOT BUTTE COMPANY WINS.
 The action of Secretary Hitchcock, in affirming the decision of the commissioner of the general land office dismissing the protest of C. C. Hutchinson, president of the Oregon Irrigation Company, removes the last obstacle in the way of the Pilot Butte Company's work. Mr. Hutchinson protested against the granting of the application of the Pilot Butte Company for rights of way for canals, by which the latter company proposed to divert the waters of the Deschutes river for the purpose of reclaiming their lands recently entered under the Carey act. The commencement of the Pilot Butte Company's reclamation work, which will take place without great delay since its contracts are approved and all other obstacles have been removed, will mark the beginning of a great Era of Development for this section of the country. Irrigation and its benefits are practically unknown in Oregon, only small areas having been irri-

gated in this state. But in other localities the wonderful fertility and productiveness of irrigated lands are appreciated; and when this company has placed water upon its desert lands, and thrown open for settlement its 84,000 and more acres of land, it will become the Mecca of homeseekers until every tract of this immense body of land is the home of some thrifty settler. It means homes for thousands; it holds untold wealth in its productiveness; it means vast enterprises for this section of Oregon; it will bring increased and increasing prosperity for the immediate neighborhood; it spells PROGRESS.

THE HILL-HARRIMAN FIGHT.
 There has been a rumor in railroad circles for some time that the Northern Securities Co.,—which controls the systems of the Northern Pacific and Great Northern railway companies—has been looking over the Eastern Oregon country for a route over which it hopes to "tap" California in opposition to the lines now controlled by the Harriman interests. Reconnoitering parties have been back and forth through the country east of the Cascades for the past two or three years, and the various rumors have finally focussed down to one conclusion—the route from Shaniko to Bend, as surveyed by the Columbia Southern engineers, and from Bend south over the natural pass between the Klamath and Lake country and the Deschutes.

The fact that the Paul Mohr portage road has lately been purchased by the Jim Hill people, and the activity of the numerous surveying parties along the Columbia river between Celilo and Pasco, gives somewhat more color to these "grapevine" articles than is usually discernible in the railroad columns of our larger daily papers. The Harriman interests are strongly against the extension of the Columbia Southern from Shaniko to Bend. They would not take up the requisite bonds themselves, nor would they allow the management of the Columbia Southern to dispose of them on the New York stock market; and they even went so far as to state that if the Columbia Southern secured enough local Oregon capital to build out from Shaniko they would immediately build a parallel road in opposition.

But the Northern Securities company—of which Jim Hill is the head—and the Harriman interests are deadly enemies; and if Mr. Harriman does not keep his eyes open the Columbia Southern will be in Hill's hands, and Bend will be the most important city on a railroad extending from San Francisco to St. Paul.

The people of Crook county can hail with joy any fight which may occur between Hill and Harriman, as it will mean that either Hill will buy the Columbia Southern as part of his system for tapping California, or Harriman will allow Lytle to extend in order to keep Hill away.

With the assurance of the portage road around the dalles of the Columbia, and the fight on between Harriman and Hill, the Columbia Southern will soon be independent of the O. R. & N., and another year or two will see Bend connected with the outside world by two shining bands of steel, and the shrill whistle of the locomotive will awaken the slumbering industries of the upper Deschutes valley to an active participation in the business affairs of the great Northwest, and people will begin to realize that there is more in this great undiscovered country of Central Oregon than mere occasional spurts of hot air.

We understand that a petition or two for a saloon license at Bend is

being circulated. Of course, when Bend becomes a goodly-sized town the saloon is bound to come, among others, as a necessary evil; and even now, if a majority of the citizens here feel that a saloon is a necessity, we are in favor of a license being granted to some reputable man. A saloon which is conducted openly and according to the requirements of law does not cause one-tenth the distress and misery that is hatched and fostered in the operation of a "blind tiger." The people who want whiskey will get it whether a saloon is in the community or no; and it is much better for them and for the community to allow such people to step into a lawful dispensary of malt and vinous liquors than it would be to buy concoctions of wood alcohol and other poisons in a "blind pig."

On May 21st President Roosevelt will spend the day in Portland, and while there he will break ground for the Lewis and Clark exposition. Admiral Clarke, who took the good ship Oregon on her record-breaking run from San Francisco around the Horn to Key West and out-manuevered the other ships of the flying squadron at the battle of Santiago, will be one of the party, and will be presented with the sword for which the citizens of Oregon have subscribed. We should enjoy a visit from our strenuous president, but owing to a lack of accommodations and railroad communications on our part—and an apparent lack of time and inclination on his—we shall be compelled to forego the pleasure this time; but in a few years—when "Teddy" shall have entered upon his second term—we shall insist upon him taking a lay-off and depopulating our trout streams of their speckled beauties and our forests of their antlered hosts. We could certainly show our president the time of his life should he come to the upper Deschutes country.

The fight for congressman in the first district is now on, and the Republican voters in that district will be able to take their choice from a number of able gentlemen who are willing to sacrifice their time and talents for the good of their constituents. Among the candidates who are expounding their views—and promising plums—are our old-time office-holding friend, Binger Hermann of Douglas; the Hon. Stentorian Davey and Gatch, of Marion; Brownell, the working man's friend from Clackamas; and others too numerous to mention. It would go hard with poor Binger if he should be sent to the political boneyard. But we should like to see what he could or would do if the strings of Uncle Sam's pocket-book were drawn against him and he should be left dependent upon his own resources.

Columbia Southern RAILWAY.

PASSENGER TRAIN TIME CARD.
 Effective February 15, 1903.

South-bound	STATIONS.	North-bound
NO. 2 DAILY PASS.		NO. 1 DAILY PASS.
LEAVE P.M.		ARRIVE A.M.
1:30	BIGGS	11:25
1:50	Gibsons	11:00
2:10	Sticks	10:50
2:30	Wasco	10:45
2:50	Rumtyke	10:30
3:10	SURGE	10:25
3:30	Hay Canyon Junction	10:15
3:50	McDonalds	10:10
4:10	De Moss	10:00
4:30	Moro	9:50
4:50	Brakenville	9:35
5:10	Grass Valley	9:15
5:30	Im. Ron	8:55
5:50	Keith	8:40
6:10	Wilcox	8:20
6:30	SHANIKO	8:00
ARRIVE		LEAVE

Daily stage connections at Shaniko for Antelope, Prineville, Bend, Burns, Silver Lake, Lakeview, Mitchell, Dayville, Astoria, Ashwood, Canyon City, John Day City, and Postville.

C. E. LYTLE, G. F. and I. A. Shaniko, Or.
 R. D. WOODBERRY, Superintendent, Shaniko, Or.

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 SHANIKO, OREGON.

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Sanford's Cash Store
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 Groceries, Clothing,
 Furnishing Goods
 CALL ON HIM. PRICES RIGHT.
 SHANIKO, OREGON.

Shaniko-Prineville Stage Line
 G. M. CORNETT, MANAGER.

SCHEDULE:
 Leave Shaniko 6 p. m. Arrive Prineville 6 a. m.
 " Prineville 1 p. m. " Shaniko 1 a. m.

First-Class Accommodations for the Traveling Public
 PASSENGER AND FREIGHT RATES REASONABLE.

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 TIMBER CRUISERS
 AND LAND LOCATORS.
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 SHANIKO, OREGON.

Fireproof building, 90x600 feet,
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 Wool, Pelts, Grain, Etc.

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All Modern Improvements for Handling Stock
 LATEST PATTERN OF STOCKYARDS.

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 FRENCH & CO., BANKERS, The Dalles
 MOORE BROS.
 W. LORD, The Dalles,
 B. E. LAUGHLIN, The Dalles.

Columbia Southern Hotel.
 SHANIKO, OREGON.
 RATES FROM \$1.50 UP PER DAY.

Hot and cold water on both floors. Baths for the use of guests.
 Every modern convenience at hand.

The dining room, under the direct supervision of Mr. Keeney, is a very model of tasteful, spotless elegance, and the service is equal to any in the state.

All stages arrive at and leave the Columbia Southern.
 J. M. KEENEY, Proprietor.