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FRIDAY APRIL 3, 1903

PUSH FOR CENTRAL OREGON.

It is not likely that Central Oregon will remain long without a railroad. It might go unrecognized indefinitely if there were only the fact of its resources to commend it to transportation men, for magnificent resources are not alone sufficient to justify the building of railroads. But those resources are drawing people, and a numerous population will have railroad transportation. Their presence in the county will produce a traffic that will make it an object for railroads to build there. And where there is remunerative traffic there will transportation lines be built.

The settlers pouring into Central Oregon and the development agencies already at work there make it certain that that section will have adequate transportation facilities. It cannot be that it will remain isolated for any considerable period. While this may be accepted as an assured fact, there is no assurance yet that Central Oregon will have railroad connection with Portland. The natural tendency of its trade is this way, but there are no commercial channels established that would prevent diversion of the trade of that section to other centers the moment transportation facilities should be better in any other direction. If, for example, the Nevada, California & Oregon Railroad were extended up to Bend or Prineville, the bulk of the Crook county trade would go to San Francisco. And the chances would be greatly against our regaining it.

Now is the time to bend the trade twig of Central Oregon; now is the time to bind it to us with rails of steel. The field now lies waiting. There is no enemy to dispossess, there need be no fight for control. A proper effort on the part of Portland will give it railroad connection with all the Deschutes valley, which on the east side of the Cascades corresponds to the Willamette valley on the west side. Local interest has been shown by the appointment of a committee to harmonize differences that now stand in the way of railroad progress up the Deschutes. This committee has given its attention to the matter, and its chairman, Mr. T. B. Wilcox, is about to go to New York to present certain propositions to Mr. Harriman in person. It is believed that some form of success will result from this mission.

Portland must keep alive and pushing. A mere spasm of activity will not accomplish much; it is the constant pressure that counts, the determination not to rest when there is work to be done. It would aid Mr. Wilcox greatly if he were to have a general expression of business sentiment in favor of the opening of the Deschutes valley to Portland. We are not greatly concerned over the method of that opening, so long as it does not work needless injustice, but we must have Central Oregon opened, and the door should swing this way.—Oregonian.

The above from the Oregonian shows that a few people at any rate in Portland are not asleep. These few recognize the fact that the people in this Central Oregon country are anxious to dispose of their products, and equally anxious to traffic

for all the necessities of life and a few of the luxuries. They are not a sentimental class, and they will give their business to the first people who will offer them inducements in transportation, whether they come from California, Salt Lake, Spokane or Portland.

If the business men of Portland want the trade of this great country they will have to work for it, and working for business does not consist in sitting down in an office repeating in loud accents: "WE HAVE A LEAD-PIPE CINCIN," with an accent on the lead pipe. It will be a case of Mahomet coming to the mountain; and if some of the moneyed people in Portland will realize that without a venture they cannot hope to gain, and expend some of their potential energy and business enterprise, and also scatter some of their moss-bedecked safety deposits in encouraging and fostering a railroad from Shaniko to the Deschutes valley, it will not be long until they will reap the benefits of good railroad communication with this country. We want a railroad, and do not greatly care whether it reaches us from the north, east, south, or from the west. The Columbia Southern is logically the first road to be extended into our country. It is the nearest to us now, it has an unusually feasible, easily constructed, well planned route already surveyed and mapped out. It will place us in the quickest communication with the great mart of Northwest trade—Portland. It passes through the barren grain raising portions of Sherman county and southern Wasco, and through the great Agency Plains and Haystack grain belt—where millions of feet of our lumber can be exchanged for wheat, oats, barley, hay, and other products, which cannot be obtained here at present for love nor money.

It will not be very long until the Deschutes is turned out on the desert, and the sage-covered flats will be transformed into alfalfa fields where thousands of cattle, sheep and hogs will be fed and fattened, all of which will go to the packing houses in Portland by way of the Columbia Southern.

The chamber of commerce and board of trade in Portland are interesting themselves in the matter of the disagreement between the Harriman people and the management of the Columbia Southern, with a view to the establishment of railroad communication between the Deschutes valley and Portland over the Columbia Southern. They have dallied long over this business and have not shown energy and enthusiasm to any great extent. The best thing they have accomplished was the appointment of Mr. T. B. Wilcox as committeeman to confer with Mr. Harriman in regard to Columbia Southern affairs. Mr. Wilcox is a man who can realize what trade expansion means. His company is probably the largest shipper over the Harriman lines in the Northwest, and he can undoubtedly bring Mr. Harriman to see the Portland side of the question better than any other man on the coast. We wish him all the success possible and hope that his mission may bring about the extension of the Columbia Southern in the very near future. The people of Portland should keep their eyes open and remember that other towns are looking this way besides themselves; that "actions speak louder than words," and that nothing was ever gained without a venture.

In the body changes that take place as we grow old, Metchnikoff and other physiologists suppose that an important part is taken by the phagocytes, or devouring cells. Some years ago it was made ap-

pear that some of these cells are color eaters, and that they whiten the hair by seizing the pigment grains and conveying them into the skin or out of the organism. On further study the theory has been evolved that old age itself is due to phagocytes that destroy the nerve cells. The nerve-eating cells have been found in the brains of many old people and old mammals, as well as in persons suffering from nervous disease, but in no case have they been known to reach such development—or to have so nearly taken the place of the nerve cells—as in the brain of a parrot that died at the great age of eighty-one, after some years of feebleness and senility.

SOME CAUSES OF DELAY.

One of the causes of the trouble between the Columbia Southern Ry. Co. and the O. R. & N. Co., and one of the principal reasons why the business men of Portland and outside Oregon towns have not attempted to assist the Columbia Southern in its struggle for extension from Shaniko to the Central Oregon country, is the opposition aroused by the stories and knocks which have been circulated among those in power by a certain bunch of hoary-headed, long-bearded antediluvians residing along the Columbia river basin. These people have been here in Eastern Oregon since Mount Hood was a hole in the ground. They made the foundations for their fortunes in the early days by roping the miners and trappers into skin games of various descriptions, and by selling firewater of the vilest character to the unsophisticated red men. Their fortunes and their rapacity grew apace and they finally came to believe that Eastern Oregon and all contained therein was their lawful prey.

Mr. E. E. Jettie trespassed upon their territory, seized an opportunity which they had overlooked, gave the state an industry of which they had never thought, and began to accumulate a neat stack of this world's goods, then they immediately waxed wroth and became sore and envious because he was corraling some money which, by all that they believed was right and just, should have found its way into their coffers. These men are moderately heavy shippers over the lines of the O. R. & N. Co., and control to a small extent the wheat crops of Sherman, Wasco, Gilliam and Klickitat counties, and they have used this influence to give stress to their tales of woe and to bias the opinions of the Harriman lines and the business men of Portland against the Columbia Southern.

If the people of Portland would investigate the business methods of these men and their heelers—if they would send a delegation to the seat of war and contrast the difference in feeling towards this set of grafters and the management of the Columbia Southern—and decide strictly on the merits of the case, we of Central Oregon would feel that the time when we could ride from Bend to Portland on a railroad train would not be so far off in the dim, misty future.

There is certainly enough mail carried between Bend and Prineville to justify the postal authorities in putting on a daily mail. We could then hear the outside news a trifle more frequently, and could depend upon receiving our express with a great deal more regularity than heretofore. It will mean more business for the stage company and a great deal more comfort and convenience for us.

Objects too small or too distant to be seen—like fixed stars—are made perceptible by their light.

MONOPOLE

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MONOPOLE

Ask Your Grocer For

THE BEST

In Teas, Coffees, Spices,
and Baking Powders.

They are the cheapest
High Grade Goods

IN THE WORLD

Take None But Monopole.
No Store is Complete Without

MONOPOLE

SUBSCRIBE FOR THE

WEEKLY OREGONIAN

—AND—

THE BEND BULLETIN.

BOTH PAPERS \$2.00 PER YEAR.

Taking advantage of this fact, Sientoff and Zsigmondy have magnified strongly illuminated particles, and in this way have made visible the diffraction discs of specks of matter approaching molecules in minuteness. Their observations were made upon particles of gold embedded in ruby glass. From the known quantity of the gold and the number of discs, it was calculated that each particle, with an apparent diameter of one millimeter, had a real diameter of 1-50,000th of a millimeter, and it was further shown that the limit of magnification would be 150,000 diameters. The greatest powers of this method would show a particle having ten times the diameter of a molecule.

We need a great many of the comforts and conveniences of modern civilization which are enjoyed by the citizens of more favored localities, and they all depend upon a railroad. When the railroad finally reaches us, the other things will not leave the new field unoccupied long. And instead of being compelled to send to Portland, or The Dalles, or Prineville, every time we want anything, our merchants will have everything imaginable, which we can purchase at Portland prices without having to pay three or four railroads and stage-companies express rates.

Among many important things we need, a postal money order office can be found at the top of the list. It is very inconvenient to have to wrap up a lot of loose change and have it registered whenever we want to send for anything. The board of trade, or whoever has an interest in the development of our little city, ought to attend to this matter at once.

Pygmyes are now found only in the interior of Africa. A German anthropologist shows that they have once lived in Switzerland and Alsace, and in Silesia down to the tenth century, and that some of the Alsace race were less than four feet in height.

Po'try Note to James Whitcomb Riley

BY CHARLES M'VAINE.

That's suthin' new to me tonight,
"Sit down an' write to Riley."
For he's the feller fetched the tears,
Yet made me kinder smiley.

I wish you'd tell me how you knowed
I had a Marthy Ellen,
An' how she used to sing like fun,
An' be a boss at spellin'.

I reckon, too, you must hev hed
Atron' your daddy's madder
For sich a fence as we set on
The time I thought I hed her.

The dandelines seemed yellower then
Than I have seed 'em since;
In my experience of forty years,
I've knowed no siffer fence.

An' how'd you know so much about
The birds an' 'entle ups
An' down of natur's party things?
I'll bet your dog hed pups!

You hain't said nothin' 'bout 'em, but
So feller's hed your time
That didn't hev his fin with pups
An' hev his hat chawed fine.

What gits me more'n anythin' else,
An' allus makes me sniffe,
Is 'bout that dear ole aunt of yours;
That's whar you shoots the rifle.

With your stout raft of hum-out logs
An' gits into the eddy
Whar ev'ry right man lives the most—
In ole times, good an' steady.

I hed an ole aunt, jist like yours,
Ea' hain't, kind, an' smiley,
I'll tell you 'bout her—I jist can't,
But—But—God bless you, Riley.

—April Century.

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
1:54	Sinks	10:53
2:14	Wasco	10:45
2:27	Klondike	10:32
2:33	Sunnyside	10:25
2:45	Hay Canyon Junction	10:13
2:46	McDonalda	10:14
2:58	In Moss	10:10
3:09	Moro	9:50
3:15	Prineville	9:34
3:44	Grass Valley	9:15
4:00	Beardsley	8:55
4:16	Keit	8:48
4:36	Wilcox	8:30
5:00	SHANIKO	8:00
ARRIVE		LEAVE

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

R. D. WOODBERRY,
Superintendent,
Shaniko, Or.
C. E. TYLER,
G. V. and F. A.
Shaniko, Or.