

The Bend Bulletin

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FRIDAY MAY 15, 1903

Is Harriman Fooling the Columbia Southern?

The way Mr. Harriman is backing and filling on the question of getting a railroad up the Deschutes valley does not give promise of an early construction of such line. In New York a few weeks ago he is said to have definitely agreed that a road should be built up the Deschutes, though he mentioned no time; in San Francisco a few days ago he said he must know more about the resources of this country before deciding on so important a project as a new railroad 100 miles long. Then, instead of making the investigation himself in a manner that would give him unquestioned knowledge of the country, he asks that somebody else make the examination and send him word of the result.

This savors much of a mere time-killing device. Mr. Harriman cannot afford to ignore public sentiment, so he promises what is demanded and then proceeds to begin to prepare to see if it is practicable. It is all gammon. One does not need to be a very shrewd observer to read in these acts and declarations a design not to permit, at least not to aid, the extension of the Columbia Southern Railroad. Now if the Columbia Southern can go it alone, well and good. If not, we might as well quit looking for relief from that quarter. Harriman evidently expects to bamboozle the Columbia Southern for awhile, then, when his plans are matured, to make a stroke that will entirely cut the small road out of it and clear the situation for the Harriman interests. The Columbia Southern must act soon or its opportunity will be gone.

Of course the Upper Deschutes Valley will have a railroad in course of time. We should not fret overmuch about that. But it is possible that adjustments made with reference to an advance of the Columbia Southern will need revision when we do get a railroad. If, for example, Harriman should conclude to throw a line across the state connecting the Corvallis & Eastern with the Oregon Short Line at Ontario, it would make a total change in business alignments here. The Columbia river would no longer serve as a club over Eastern Oregon freight rates, because the bulk of Eastern Oregon traffic would be cut away from the river by the new line. The portage railroad would then hold small terror for Harriman.

While it is among the physical possibilities that a railroad should penetrate this section from the southward and drain our commerce off to San Francisco, that would be poor policy in many ways and is hardly to be feared. The significant thing at present is that Mr. Harriman appears to be preparing for a stroke that will cut the Columbia Southern off at the pockets and rearrange the industrial map of Oregon. We should like to have the Columbia Southern advance, because many agencies of development in this region are already adjusted for that move. But let us at any rate have railroad connection with Portland.

The man Cowgill who is seeking signers to the petition for a referen-

dum on the Lewis and Clark and portage road appropriations, should be taken in by the authorities and locked up for a season. He is probably hired for this work by the O. R. & N. Co., who naturally do not want to see the state build a portage road around the dalles of the Columbia. We do not anticipate any dire results from Cowgill's petition, but the staid, sober citizens of the Willamette valley should not allow any man to make an ass of himself without attempting preventive measures.

Misdirected Zeal.

Postmaster Chrisman, of Silver Lake handled without demur the mail that went to him from Prineville, Shaniko and other communities infected with smallpox. But he became panic-stricken at the thought of handling mail from the way stations of Deschutes, Lava and Rosland, where there was no case of smallpox at all and the people had an absolutely clean bill of health. Therefore the way mail sack has not been opened at Silver Lake this month, and the mail matter has been hauled back and forth until many of the envelopes are worn out. If there is any authority for this action, what is to prevent the obstinate Silver Lake postmaster from seeing smallpox or other phantoms at any time and refusing to do his sworn duty in the mail service?

If fright is sufficient warrant for this high-handed course, any highwayman who holds up the mail may plead it as a defense. A little more attention to plain duty and a little less wild-eyed officiousness is in demand for the Silver Lake postoffice. At no time has there been the slightest possibility of infection from this route, and the interruption of our mail service has been without warrant and without any sensible excuse.

If the quarantine had been against Prineville or any other infected community there might have been some sense in it and we could not refuse to recognize the right of the Silver Lake postmaster and the Lake County authorities to take this means of protection. But

they have made no objection to mail from infected places and have placed the ban against clean people.

More Prospective Irrigation.

E. E. Lytle, Benton Killin and J. Thorburn Ross filed articles of incorporation this week of the Central Oregon Irrigation Company; capital stock \$5,000,000. The company intends to acquire by purchase, location and appropriation, water rights in the counties of Crook, Klamath and Wasco; to enter into contracts with the state of Oregon and United States for the purpose of reclaiming lands, and to acquire contracts from other persons or corporations to reclaim arid lands, and construct a system of irrigation works, etc.—Oregonian.

We hardly know what the company mentioned above can find in Crook county, unless they have decided to take Mr. Hutchinson's trouble off his hands. If this is the case we anticipate some warm times in this neighborhood, as the gentlemen in the new company have ample means with which to conduct a long legal struggle.

We have received this week resolutions by the Portland board of trade, which through lack of space we are compelled to leave out. The resolutions justly condemn the attempt to bring the referendum law to bear upon the portage road appropriation. The persons having the petition in charge are not operating on this side of the Cascades, and in case Mr. Cowgill and his associates poke their heads into this territory we will have our feather beds torn open and a kettle of tar already heated in readiness for them.

If the commercial organizations of Portland could induce Mr. Harriman to come to Oregon this month or next, when Nature is lavish in her blandishments, and then give him a buckboard ride through Central Oregon, they may work a change of sentiment in him with regard to railroad building east of the mountains. No man can know a country by studying its maps.—Oregonian.

DESCHUTES LUMBER COMPANY

WILL HAVE ON HAND IN A FEW DAYS

A LARGE STOCK OF

All Kinds of Rough and Dressed Lumber.

Shingle Mill now on the way here.

REED & STEIDL,
PROPRIETORS.
LYTLE, OREGON.

You Can't Miss

M. C. AWBREY'S SALOON

IN DESCHUTES, OREGON.

Stonewall, Monogram and Kentucky Bourbon Whiskies,
Olympia Beer and Fine Cigars.

Z. F. MOODY,

General Commission and Forwarding Merchant
SHANIKO, OREGON.

LARGE AND COMMODIOUS WAREHOUSE.

CONSIGNMENTS SOLICITED.

Prompt attention paid to those who favor me with their patronage.

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.

CHAMP SMITH

IRON CLARK

SMITH & CLEEK'S

RECEPTION

Wholesale and Retail Liquor House

PRINEVILLE, OREGON.

Finest Brands of Liquors and Cigars.

Two Doors South of Bank.

PRINEVILLE-SILVER LAKE STAGE LINE.

DICK VANDEVERT, Prop.

Carrying U. S. Mail and Passengers.

Leaves Prineville Mondays, Wednesdays and Fridays. Freight and Passengers waybilled for Bend, Lava, Rosland, and Silver Lake. Good rigs, careful drivers.

C. I. WINNER, Agent.

Sanford's Cash Store

CARRIES A BIG LINE OF

General Merchandise,
Groceries, Clothing,
Furnishing Goods

CALL ON HIM. PRICES RIGHT.
SHANIKO, OREGON.

Hamilton Stables

PRINEVILLE, OREGON.

BOOTH & CORNETT,
Proprietors.

& Redby Feed Barn

Stock boarded by the day, week or month.

Fine Teams and Rigs, and Reasonable Rates.

First-class Facilities for Handling Locators and Commercial Travelers.
Quick Service and Satisfaction Guaranteed.

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.