

THE BEND BULLETIN.

VOL. II

BEND, OREGON, FRIDAY, OCT. 7, 1904.

NO. 30

ON THE NEW FLUME

Large Force is Crowding the Work.

TO BE TEN FEET BROADER.

Clearing Right of Way and Digging New Canal--Camps are Full of Industry.

A force of rockmen is blasting out a new intake at the head of the Pilot Butte flume. Engineers are taking levels and guiding workmen to place the mid-sill or post-rests along the flume, and a gang of carpenters is framing timbers and putting up the large addition to the original flume. Lumber from the Steidl yard is being delivered in large quantities. The flume line is quite as busy a place as it was a year ago when the original structure was built.

The original flume is 5 feet 3 inches wide and 3 feet 9 inches deep. It slopes 10.5 feet to the mile and has a carrying capacity of 164 cubic feet of water a second--sufficient to water 22,000 acres of arid land. Ten feet in width are being added to this flume and the waste will be made a foot deeper and its carrying capacity will be 650 cubic feet of water a second--enough to water 85,000 acres of arid land, with a generous margin of safety. The Pilot Butte canal will be enlarged to take 250 cubic feet and the Central Oregon canal will be fed 400 cubic feet a second from the enlarged flume.

The first plan was to feed the Central Oregon canal from a flume to be taken out at Lava island, five miles above the Pilot Butte intake. But that plan was recently modified so as to make the one enlarged flume supply the two canals. The Central Oregon canal now starts at the foot of the flume and keeps to the higher ground. For a mile or so it keeps alongside the Pilot Butte canal, but when it gets out past the rim rock it bears to the east and will extend out to Powell buttes.

Blasting of the big stumps and removal of rocks from the new canal route makes the locality of

the old Pilot Butte mill look like a new townsite. A big force of men and teams is busy there. At various places below crews are at work on the right of way. The tented camps are quite attractive and comfortable.

The addition to the Pilot Butte flume is in the shape of a new flume 10 feet wide alongside. When completed the west side of the old flume, forming the present division wall, will be knocked out and all will be one channel.

By the coming growing season water will be delivered in abundance through both canals--the Pilot Butte and the Central Oregon.

On the lower ditch extension more than 100 men are kept busy. The force is being added to daily. In all about 350 men and 100 teams are now employed on the construction work of this company.

BREAKING WILD HORSES.

Beasts Go From Free Range to the Work Harness.

The breaking of wild horses, which is now taking place in the corral of the D. I. & P. Co. at Bend, is an interesting performance. L. E. McCord has the work in charge and he is assisted by L. Vancey and William Hogg. In half a day a pair of ranglers is reduced to harness government and the further education of the animals comes in the regular course of their workaday life.

In brief, the breaking is accomplished by putting a man with a whip and a horse in a small corral. The wild horse tries to get away but finds no avenue of escape. It runs around the corral until tired. Then the breaker approaches the horse, which starts for another run. Gradually the horse gets accustomed to the presence of the man and allows him after a while to approach. The beast is taught to keep its head to the man. When it turns heels it gets a smart cut of the whip. In the course of an hour or two the horse will submit to being haltered without having suffered any violence. It gets the idea that the man will not hurt it when it is itself quiet. Haltering and harnessing follow easily, with a little time and patience.

In this way 78 fine range horses are being broken by the D. I. & P. Co. and will soon be at work on the ditch. They are in no sense scrub animals. Occasionally an accident happens and horse or man may be hurt, but these incidents are infrequent.

Bend Weather for September.

Following is the temperature record for Bend for the month of September, as recorded by W. J. Cuthbert, voluntary observer:

Date	Max	Min	Date	Max	Min
1	81	53	17	81	41
2	84	55	18	79	54
3	82	55	19	74	28
4	81	41	20	73	27
5	80	45	21	73	45
6	81	45	22	61	27
7	80	41	23	59	41
8	77	49	24	60	51
9	80	59	25	58	55
10	80	59	26	63	44
11	85	71	27	62	34
12	79	59	28	74	39
13	84	54	29	73	27
14	86	55	30	78	53
15	85	57	31	78	53
16	82	50			
			Mean	77.43	52.5

Maximum 92 degrees.
Minimum 28 degrees.
Total precipitation .25 inches.

William Wright and George Porter arrived from Lakeview last week and this week they have purchased two lots on the east side of Bond street between Oregon and Minnesota and arranged for the construction of a livery stable 50x140 feet, with feed yard in connection. They will also deal in hay, feed and grain, and will haul water and do general draying about town. For the present they have taken the new barn of the Aunes, 36 feet square, which will be made to serve them until the new building and feed yard are completed. They call their establishment the Minnesota Livery and Feed Stable. They will put in a lot of fine stock.

DAILY MAIL SERVICE

From Bend to Silver Lake Next Week

DAILY LINE THROUGH STATE

Contractor Allingham has Sent in his Bond--Will Make Bend Headquarters

The government has ordered a daily mail service between Bend and Silver Lake, to go into effect about the middle of this month. Notice of the exact date is to be given later. L. E. Allingham, who has the present contract for tri-weekly service, will carry the daily. He will at once move his headquarters from Prineville to Bend in order to be in closer touch with the route.

This increase in the mail facilities between Bend and Silver Lake completes the chain of daily mail service across the state north and south, between the railroad at Shaniko and the railroad at Madeline, Cal. From Silver Lake to Paisly it is a night run, as it is from Bend to Rosland and from Shaniko to Prineville. The remainder of the route is carried by daylight.

The schedule will be upon the same hours as the present tri-weekly service from Bend to Silver Lake; but it will be six times a week instead of three times as it is now.

When the automobile line between Bend and Shaniko shall be in operation, the latter part of the year, the transportation problem in Central Oregon will be much simplified. Mail and express will get through one to two days earlier, and a week to ten days will be saved in putting freight through to Silver Lake. Also much will be saved in the matter of wear and tear and breakage.

DIRECT FROM BEND TO BURNS

Proposal for New Stage Route--Gap Only 28 Miles.

A movement is on foot for a direct stage line between Bend and Burns. It will pass by way of Crook, Price and Fife. The gap of 28 miles between Bend and Crook remains now to be arranged for.

The present stage line from Prineville to Burns passes up Crooked river through Post, Paulina and Fife. It is practically assured that a mail service will soon be established between Fife and Crook. Crook is 30 miles southeast of Prineville and only 28 miles from Bend, a little south of east. At present there is not much travel over this route, but it is a level country and there is already an excellent road that is a boulevard all the year.

This change will probably cause a readjustment of routes whereby Burns will have its chief road to market and to the railroad by way of Bend and the Prineville-Burns route will be deflected or transmuted into a Prineville-Canyon City route. The present trend of development in Central Oregon seems to presage such alterations in the avenues of communication.

The prospect of automobile transportation to Bend brings a demand from all sections for connection with this center, which is rapidly assuming importance for its mercantile trade as well as for facility of reaching railroad.

H. W. Donkel was in town last Saturday from Big Meadows. He says hay is still looking well in his section, although the high water in the Deschutes has made haying quite late and it will probably be two weeks before the crop is all cared for. The Deschutes lacks very near a foot of receding to low water mark.

JOHN DEERE Agricultural Implements

Mowers, Rakes, Plows, Harrows, Drills, Wagons

PHOENIX PAINTS

Five-Year Guarantee

RUBEROID ROOFING

Order it for Your New House

Dry Goods, Groceries, Hardware, etc.

Glass, Paints, Window Sashes, DOORS, OILS

The Bend Mercantile Co.

BEND OREGON

LUMBER

BEND, OREGON

The mill of the Pilot Butte Development Company has begun sawing and hereafter will be ready to supply all kinds of surfaced and rough LUMBER and SHINGLES

AT REASONABLE PRICES

PILOT BUTTE DEVELOPMENT COMPANY

Free Land in Oregon

IN THE richest grain, fruit and stock section in the world.

Hundreds of thousands of acres of land ready for the settler

AT ACTUAL COST OF RECLAMATION

DEED DIRECT From the State of Oregon

The cost of land averages \$10.00 per acre.

PERPETUAL WATER RIGHT

Irrigation Company under control of the State Land Board of Oregon

ADDRESS THE DESCHUTES IMPROVEMENT CO. BEND OREGON