

THE BEND BULLETIN.

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WHY IT WON'T DO

Bend is Entitled to Better Mail Service.

HOW BUSINESS IS GROWING

And How Our Mail Suffers a Delay of Two Days Without Any Adequate Reason.

Bend postoffice began business on the 8th day of April, 1904. Its first month and quarter were, therefore, eight days short. That should be held in mind while considering the following figures showing the volume of postal business here:

1st quarter	2nd quarter	3rd quarter	4th quarter
Net Receipts \$142.87	Net Receipts \$137.20	Net Receipts \$137.20	Net Receipts \$137.20
Stamp Cancellations \$77.37	Stamp Cancellations \$77.37	Stamp Cancellations \$77.37	Stamp Cancellations \$77.37
Registration \$5.82	Registration \$5.82	Registration \$5.82	Registration \$5.82
Total \$165.32	Total \$160.29	Total \$160.29	Total \$160.29

For the second quarter 146 money orders were issued for a total of \$1403.55, which, of course, materially reduced the registration business. The fees on these orders amounted to \$9.82.

Thirty-six money orders amounting to \$953.93 were paid in the second quarter. This is the business of a post-office that seems wholly ignored by the government in arranging the mail schedule that went into effect October 20 between Prineville and Silver Lake.

Previously the Bend mail left at 6:30 a. m., reached Prineville before noon and Shaniko the same night. On the return trip it left Shaniko at night, reached Prineville the next morning and Bend in the afternoon of the same day. Now mail leaves Bend about 1 a. m., arrives in Prineville at 7 p. m. and lies there until 1 p. m. the next day before starting for Shaniko. Returning from Shaniko it reaches Prineville usually after the departure of the Bend stage (8:30 a. m.) and lies there nearly 24 hours before continuing on to Bend. Thus practically one day is lost each way in transmitting mail between Bend

and the railroad—two days on the round trip.

The reason for this is not apparent—that is, no reason touching the welfare of the public service is apparent. Silver Lake or points south are not benefited by it; indeed their service is poorer by so much as there is needless delay at Prineville. They now get 6-times-a-week service, it is true, instead of the tri-weekly mail as before. But why could this not have been effected by simply making the hours of the tri-weekly service apply every day? Then there would have been real improvement in the service. And there is no reason under heaven why the same schedule, as to hours, that formerly obtained should not be increased to six times a week. That is, the increase in frequency of the trips is no reason at all for changing the time schedule so as to knock the whole thing out of joint.

The mail stage carries most of the passenger travel in this country. The present schedule compels these passengers to remain in Prineville over night each way—from 16 to 23 hours. That is very fine for Prineville, but it sacrifices the public service.

Net receipts of Bend postoffice last quarter were \$438.40. The income is growing apace. It is not too much to say that the net income at the Bend postoffice now more than pays the total cost of mail carriage between Prineville and Silver Lake. And yet this important service must be fumbled and ruined for the benefit of Prineville hotel keepers.

Bend's postoffice income is already nearly as much as that of Prineville. Yet Bend's service gets no consideration at all and Prineville gets an advantage that is in no sense legitimate—that is, wholly at the expense of the public service this side. There would be some sense in making Bend the terminus of the line from the railroad and also of the line reaching interior, for its business is important enough to justify that arrangement and no part of the public service would suffer by it. But Bend does not ask such schedule. It does, however, ask for a reasonably expeditious service and will get it or know the reason why. The whole interior route will profit from the adjustment.

Mail deposited in Bend postoffice Saturday afternoon within business hours under the present schedule does not leave Prineville until Tuesday afternoon following. Thus Prineville, neglecting no opportunity to knife Bend, takes this method of compelling Bend to support her.

MARRIED.

PARKER KEVER—At the home of the bride's parents, Mr. and Mrs. J. L. Kever, in Deschutes, Or., Sunday afternoon, October 23, Mr. Clarence Parker and Miss Blanch Kever, the Rev. O. W. Triplett officiating. A small company of the relatives and immediate friends of the contracting parties was present at the pleasant affair. The young couple, who are well and favorably known in Bend, will make their home on the homestead of the bride about a mile southwest of Bend.

Twenty subscribers to the local telephone exchange have been obtained—the full capacity of the first switchboard. These subscriptions are at \$1.50 a month. If more join the rate for all will be reduced to \$1 and when there are 30 subscribers the price will be further reduced. There will be one telephone at Dr. Nichol's (Sisemore's) and another at Staats's, so the exchange will cover a considerable area.

W. E. Guerin, jr., A. L. Goodwillie and H. C. Ellis left today for Madras on an inspection trip to see if it is advisable to build a telephone line from Bend to that place. Mr. Guerin will deliver a political speech there tomorrow afternoon.

WHAT DOES IT MEAN?

Is it a Railroad for Central Oregon?

COUNTRY IS RECONNOITERED.

Agent of Men Supposed to Have Opinion on Corvallis & Eastern Visits This Field.

A couple of weeks ago William H. Holabird, of Los Angeles, visited Bend and spent three days here looking about the town and talking about the natural resources of the country. He drove across the mountains from Detroit, the present terminus of the Corvallis & Eastern. He wanted to see for himself something of the quantity and quality of the pine in the Deschutes timber belt, so from Bend he went southward into Lake county. From there he went across to Burns and then out to the railroad and on to New York.

Mr. Holabird is a capitalist himself but the chief significance of his visit to this country lies in the fact that he is the professional advisor of heavy eastern capital in the western investment field. He has been a prominent factor in the organization of a number of large institutions, from beet sugar plants to important railroads. Most of his activity hitherto has been in the southwest but he has a good working acquaintance with the Pacific northwest.

Crossing the mountains by a very unusual and hard route he was a close observer of the physical character of the route. On the way to Bend nothing escaped his attention. He was careful to see what the country was producing, he examined the soil, ascertained its depth and watched the effect of irrigation upon it. He made close inquiry of settlers about the climate. When he reached Bend he had a pretty comprehensive and accurate notion of the region between us and the mountains. And he also had a good idea of the general character of the desert.

Since then it has transpired that negotiations were on foot for a transfer of the Corvallis & Eastern railroad to people who were already heavily interested in Central Oregon and who are likely vastly to increase their holdings here. As an indication of the trend of affairs, an order has been placed here for a cattle ranch of 20,000 acres—no less is wanted. The recent change in the Booth-Kelly Lumber Company is understood to be in furtherance of the railroad and big development for Central Oregon.

Mr. and Mrs. Ralph H. Caldwell came down from their Paulina prairie ranch the first of the week and left immediately for Walla Walla, Wash., where they will spend the winter.

Mr. Holabird was not here for his health. It is practically certain that he was here in the interest of heavy capital looking to this field for investment. Whether such investment has been actually decided on is, of course, unknown, but indications point to a very large movement here within the year.

The Bend Literary and Debating Society last Wednesday night debated the Russo-Japanese war and decided that Japan was justified in her course, notwithstanding the strenuous argument of H. J. Overturf and J. M. Lawrence. The affirmative was debated by J. H. Overturf and J. E. Meeker. W. J. Cuthbert gave an interesting sketch of the countries he had visited in his travels over the world. There were recitations by Margaret Wiest and Vera Johnson and songs by Miss Iva West and Miss Marion Wiest. The question of incorporating Bend will be debated a week from next Wednesday night.

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BEND OREGON

LUMBER

BEND, OREGON

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