

THE BEND BULLETIN.

VOL. III

BEND, OREGON, FRIDAY, JUNE 30, 1905.

NO. 16

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Miss Grace Jones
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 Is now ready for pupils and can be found
 at her residence on Kor Avenue and 14th
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 All Negatives Preserved and Duplicate
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 Best of accommodations and
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 Special qualifications for
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FOR RENT
OFFICE ROOMS
TWO
 Well-lighted and con-
 venient rooms in the
Bank Building

PRINEVILLE
HOTEL Mrs. C. A. McDowell
 Proprietor
 Tables and Rooms always clean
 and well supplied--Rates reasonable
 PRINEVILLE OREGON

NOTICE TO THE FARMERS!

COME AND SEE US!

IF YOU WANT THE BEST

Woven Wire Fence and Barbed Wire
 Wagons, Buggies,
 Mowers, Rakes,
 Plows, Harrows,
 Builders' Material,
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 Doors and Windows,
 Paints and Oils,
 Blacksmiths' Materials,
 Hardware, Tinware.

ALSO HEADQUARTERS FOR THE

BEST GROCERIES
 AT THE LOWEST PRICE.

| | | | |
|------------------------------|--------|---------------------------|--------|
| 12 lbs. Dry Granulated Sugar | \$1.00 | 1 gal can Tomato Catsup | \$.90 |
| 1-lb. Can Evaporated Cream | .10 | 3 gal. keg Hill's Pickles | 1.75 |
| 50 lbs. Prineville Flour | 1.30 | 2 cans Tomatoes | .25 |
| 1 gal. can Royal Club Syrup | .95 | 2 cans Corn | .25 |

WE DEFY COMPETITION.

Bend Mercantile Co.

BRICK ORDERS

Should be left with
J. H. OVERTURF
 Phone 24

The Lewis Brick Co.
 now has brick for sale
 at the Barney Lewis
 homestead, two miles
 from Bend on the Sis-
 ters road. Deliveries
 will be made on 24
 hours notice.

The Lewis Brick Co.
 Bend, Oregon

Because we are selling the same and better quality at a closer margin is a very good reason why you will find our store the best place to buy anything in the line of

Groceries, Drygoods, Furnishings, Shoes, Hardware, Sash and Doors, Paints and Oils

The PINE TREE STORE
 E. A. SATHER, PROPRIETOR

NEW SPRING STYLES LADIES' HATS AND TRIMMINGS.

To the Ladies of Bend:--I have opened up a new millinery on Wall street, first door north of the B. M. store, carrying a full line of new and up-to-date goods. Call and inspect them.

MRS. H. CRABTREE, Bend, Or.

PILOT BUTTE INN
 DAN R. SMITH, Proprietor

Tables supplied with all the delicacies of the season

First-class Equipment Fine Rooms and Beds

All stages stop at the hotel door

TRAIN TO COME SOON

That's What Railroad Delegation Says.

TO EXTEND FROM SHANIKO

Line to Come via Madras--May Carry the Agency Plains Wheat Crop This Season.

The railroad party spent two days at Bend and left Saturday afternoon to return to Portland, where Judge Cotton was due Tuesday for a banquet to celebrate his selection to be United States judge. "You have a great country here," said Judge Cotton, "but why don't you raise more alfalfa? That's what will make the country. That is what we expect from irrigated farming and if we could see lots of alfalfa we would know you were ready to furnish traffic for a railroad."

Professor French talked sugar beets. "I know of no better locality for development of the beet sugar industry," said he. "The soil is right for it and the climate favorable. A family can make a good living on a small area raising sugar beets, and this will make profitable a good deal of land that is too scrubby for tillage in large fields. The beet tops and beet pulp make excellent feed for live stock. The beet sugar industry will make this country populous and rich."

Professor French was also impressed with the peas he saw growing in Bend. Thrifty vines four feet tall convinced him that here was another product in which the Deschutes region could surpass the world. So he added peas and hogs to the sugar beets, alfalfa and cattle with which we are to astonish the world.

This country was a revelation to General Manager O'Brien. He knew the country along the railroad and could see where the traffic came from. The great Central Oregon "desert" clamoring for a railroad had regarded somewhat in the light of a joke; for what could a desert have that would interest a railroad? But this trip into the interior opened his eyes.

"I am greatly surprised and gratified at what I have seen," said he. "The extent and richness of this region is beyond anything I have been led to believe. Of course you will have a railroad here, you must have it. But many of the details remain to be worked out and that is one of the objects of this visit."

Industrial Agent Judson was more enthusiastic than any of the others. This was his third trip into the country in five years and he saw an advancement that meant industrial and commercial development and heavy traffic. "We are all mightily pleased with what we have seen" was Colonel Judson's comment. "The country has grown faster than there was reason to expect and there is no room for doubt that it will make a great deal of business for a railroad."

"It looks good to me said Chief Engineer Boschke, "and I don't think you will remain long without a railroad."

President Lytle viewed the matter from the standpoint of a veteran. He has always been in favor of advancing into the interior. He saw his own road laid out into a "desert" less promising than Central Oregon, and knows how the net revenues came piling in from the very start. And that section is now one of the best producers of the Northwest.

"You know how I feel about the matter of an extension," he responded to a question. "I believe this country a very inviting field for a railroad and I do not see how a line is to be kept out much longer. The road must come and very soon."

General Freight Agent Miller was getting his first view of the region. It was all new to him. He saw broad acres and preparation for using them, but he saw no wool or lumber or grain field along the railroad survey waiting for the train. No passengers were standing under the juniper trees listening for the conductor to shout "all aboard." So, while expressing the conviction that there would eventually be a heavy volume of traffic here, he was not quite willing to believe a railroad is overdue. But he would not go on record un-

til he had digested a lot of statistics in connection with what his eyes had seen and his ears heard.

"This country is all right," he admitted. "No doubt at all about that. But is it yet sufficiently developed to warrant us in rushing a railroad in to Bend?"

The railroad men were the guests of Secretary Stanley, of the D. I. & P. Co., and were entertained at the club house. Friday morning the party went up to the headworks of the Pilot Butte canal--all except Professor French who reduced the volume of the river by pulling out four score fine trout. In the afternoon a drive was taken over to the Tumalo postoffice and back by way of Laidlaw, in which excursion quite a stretch of Columbia Southern land was seen. Saturday morning a visit was paid to the experimental farm of the D. I. & P. Co. where the crops and methods of production were inspected.

In the afternoon all climbed onto the big auto and started on the return to Portland. They reached Prineville early in the evening, the heavy showers of the morning having made the road slippery in spots so the wheels spun without accomplishing much. The party put up at the Prineville Hotel Sunday a few hours were spent in looking about the county seat and then the stage road to Haycreek was struck Monday night was spent in Shaniko and Tuesday the party ran special to Portland. The examination of this country was cut short somewhat on the account of the necessity for getting Judge Cotton back to Portland for a banquet in his honor Tuesday evening.

Judge Cotton rode a horse on the excursions about Bend, leaving the vehicles for his less vigorous companions, or those he was pleased to regard for the time being as less vigorous. In his ride beyond the Tumalo he ran up against a wire fence stretched across the well beaten road, and thus had brought home to him the fact that the lands on which roads have wandered wantonly for a generation are being fast enclosed and reduced to productive use. The fence was apparently endless but by good luck he got around it after awhile and then lost himself on the main road. Before he perished, however, the rest of the party overtook and saved him.

Professor French did most of his investigating with a fish pole. He and Colonel Judson left the others Saturday morning and made an examination of the Batten, Tompkins and O'Neil gardens, where their eyes were opened to such results as only "arid" lands can show. Professor French was particularly struck with peas four feet tall in Mr. Batten's garden. He was free to say that this country is a very superior pea producer and would grow and fatten hogs to perfection.

There was general expression of surprise over the advancement that had been made here in the past year or two. All agreed that a railroad must come but they didn't name the day when railroad tickets to Bend would be on sale. They said it would be soon.

WATER IN MAINS.

A Few Leaks Developed Before Pipes Swell Tight.

Engineer Fred Hesse completed the setting of the water works ram this week and the machine worked perfectly. Water was turned into the system of mains Wednesday afternoon. As was expected several leaks in the pipe were found, but the pressure was kept easy until the staves were well soaked and swelled so as to make the pipes tight. Yesterday the raising of water to the reservoir was begun. Regular service will be ready in a few days.

Getting at Hydrant Rates.

At the city council meeting Monday night the committee on police, fire and liquor licenses reported recommending that the city pay the water company a rental of \$30 per year for each of the 11 hydrants and that a constant pressure of 65 pounds per square inch in the mains be maintained. It was figured out that that pressure would throw water three times as high as there is any call for in Bend and is greater than required in many large cities. So the whole matter was sent back to the committee with suggestion that \$35 per hydrant be paid on condition that the charge for tapping the mains be kept down to \$5 for 60 days.

NEW SCHOOLHOUSE SITE.

Board Selects Block 27 on Ironwood Avenue.

The school has decided to recommend for the new schoolhouse site six lots on Ironwood avenue immediately east of J. W. Bledsoe's dwelling, facing north. Several other sites have been considered. Among them is the rocky tract a short distance east of the present schoolhouse. That has great possibilities in the way of adornment but it would take considerable money to improve the grounds. Besides some of the associations are not altogether desirable for a school, notably the jail which is near by. Across the city plat to the southward is another attractive location near the site selected for the Catholic church, but that is also rocky. The block in which the Baptist church is situated was also considered, but the area is rather restricted there and it is too near the saloon district.

The locality chosen is high enough and of a character to give excellent drainage, there is very little rock upon it and it is central. The Pilot Butte Development Co. has agreed to give six lots there, comprising an area 200x300 feet, in exchange for the present schoolhouse lot, leaving the present schoolhouse for the district to dispose of as it may. These matters will be submitted to the voters at a meeting soon to be called.

In addition to transferring to the school district those six lots the P. B. D. Co. will hold the remainder of the lots of the block so that the district may buy them if it shall need a larger area when it enlarges the building.

The furniture and fixtures for the barroom in Hugh O'Kane's Bend Hotel arrived this week and the hotel paraphernalia is on the road. The carpenter work on the building is nearing completion and Mr. O'Kane hopes to be ready for business about the 4th.

A. M. Drake, J. M. Lawrence and Little Marion Lawrence left yesterday for Portland. The men will be absent a week or so. They took a representative collection of the products of this locality to show Portland people. The little girl will spend several weeks with relatives in and about Portland.

Bend--July 4th--Bend.

NOW ANOTHER LINE

Corvallis & Eastern to Come Over Range.

PLANS ARE NOW BEING MADE

President A. B. Hammond and His Chief Engineer Expected in the Deschutes Country Soon.

F. H. Dunham, who was superintendent of the old Oregon Pacific railroad (now the Corvallis & Eastern) arrived in Bend Wednesday with his son, looking over the country with a view to making investments and engaging in business at some favorable point. Mr. Dunham comes from Ashland, where he has been residing several years. He says he knows Mr. Hammond's engineer has received orders to prepare for a journey along the projected line of the Corvallis & Eastern in Eastern Oregon. Mr. Hammond is expected to accompany his engineer, though that is not yet entirely certain. He wrote W. E. Guerin, jr., several weeks ago that he intended to visit Bend this summer.

Mr. Dunham also says he knows preparations for an extension of the Corvallis & Eastern line this year are now practically matured, though he does not know how much of an extension is contemplated. He believes considerable property in this region is now held in the interest of A. B. Hammond and that the Corvallis & Eastern will surely be extended so as to give this property a coast outlet.

It is generally understood that Mr. Hammond's profits do not come from railroad earnings directly but rather from the business of his own along the line upon which he is able to control rates. And his interests in this section are said to be large enough to warrant the building of a railroad 76 miles to protect them.