

THE BEND BULLETIN.

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BEND, OREGON, FRIDAY, JUNE 30, 1905.

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PROFESSIONAL CARDS

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 NOTARIES PUBLIC
 Practice in State and Federal Courts
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 All Kinds of Dental Work - Fair Prices
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Drs. Belknap & Edwards,
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Miss Grace Jones
 TEACHER OF
Voice & Piano
 Is now ready for pupils and can be found
 at her residence on Kor Avenue and 14th
 Street. BEND, ORE.

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 All Negatives Preserved and Duplicate
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 Real Estate Bought and Sold.
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 INSURANCE.
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Barber Shop & Baths
 Best of accommodations and
 work promptly done.....
 WALL ST. BEND, OREGON

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Civil Engineer
 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,
 Roofing Malthoid,
 Doors and Windows,
 Paints and Oils,
 Blacksmiths' Materials,
 Hardware, Tinware.

ALSO HEADQUARTERS FOR THE
BEST GROCERIES

AT THE LOWEST PRICE.

12 lbs. Dry Granu- lated Sugar	\$1.00	1 gal can To- mato Catsup	\$.90
1-lb. Can Evapor- ated 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, Furnish-
 ings, 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 Del-
 egation 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 Tues-
 day 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 rail-
 road."

Professor French talked sugar
 beets. "I know of no better local-
 ity 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 im-
 pressed with the peas he saw grow-
 ing 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 rail-
 road 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 in-
 to the country in five years and he
 saw an advancement that meant
 industrial and commercial develop-
 ment 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 mat-
 ter from the standpoint of a veteran.
 He has always been in favor of ad-
 vancing 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 pro-
 ducers of the Northwest.

"You know how I feel about the
 matter of an extension" he re-
 sponded 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 stand-
 ing under the juniper trees listen-
 ing 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 de-
 veloped 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 after-
 noon a drive was taken over to the
 Tumalo postoffice and back by way
 of Laidlaw, in which excursion
 quite a stretch of Columbia South-
 ern land was seen. Saturday morn-
 ing a visit was paid to the experi-
 ment 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 re-
 turn 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 ban-
 quet in his honor Tuesday evening.

Judge Cotton rode a horse on the
 excursions about Bend, leaving the
 vehicles for his less vigorous com-
 panions, 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 pro-
 ductive use. The fence was ap-
 parently 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 ex-
 amination 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. Bat-
 ten'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 ran
 this week and the machine worked
 perfectly. Water was turned into
 the system of mains Wednesday
 afternoon. As was expected sever-
 al 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 Mon-
 day night the committee on police,
 fire and liquor licenses reported re-
 commending 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.

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 super-
 intendent of the old Oregon Pacific
 railroad (now the Corvallis & East-
 ern) arrived in Bend Wednesday
 with his son, looking over the
 country with a view to making in-
 vestments and engaging in business
 at some favorable point. Mr. Dun-
 ham comes from Ashland, where
 he has been residing several years.
 He says he knows Mr. Hammond's
 engineer has received orders to pre-
 pare for a journey along the pro-
 jected line of the Corvallis & East-
 ern in Eastern Oregon. Mr. Ham-
 mond 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 sum-
 mer.

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 be-
 lieves considerable property in this
 region is now held in the interest of
 A. B. Hammond and that the Cor-
 vallis & Eastern will surely be ex-
 tended so as to give this property a
 coast outlet.

It is generally understood that
 Mr. Hammond's profits do not
 come from railroad earnings direct-
 ly 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.

NEW SCHOOLHOUSE SITE.

Board Selects Block 27 on Ironwood
 Avenue.

The school has decided to recom-
 mend for the new schoolhouse site
 six lots on Ironwood avenue im-
 mediately 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 this present
 schoolhouse. That has great possi-
 bilities 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 school-
 house lot, leaving the present
 schoolhouse for the district to dis-
 pose 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 build-
 ing is nearing completion and Mr.
 O'Kane hopes to be ready for busi-
 ness 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 rela-
 tives in and about Portland.