

# THE BEND BULLETIN.

VOL. III

BEND, OREGON, FRIDAY, OCTOBER 27, 1905.

NO. 32

## PROFESSIONAL CARDS

**U. C. COE, M. D.**  
OFFICER OVER BANK  
Physician and Surgeon  
TELEPHONE NO. 21  
BEND OREGON

**J. L. McCULLOCH,**  
Abstractor and Examiner of Titles.  
Land and Taxes Looked After  
for Non-Residents.  
PRINEVILLE, OREGON

**A. H. GRANT**  
Agent for:  
Liverpool, London & Globe, and  
Lancashire Fire Insurance  
Companies.  
BEND, OREGON

**H. P. BERNARD, M. D., CHAS. S. EDWARDS, M. D.**  
County Physicians.  
**Drs. Belknap & Edwards,**  
PHYSICIANS AND SURGEONS.  
PRINEVILLE OREGON.  
Office at West of Wintnek's Drug Store.

**J. M. LAWRENCE,**  
U. S. COMMISSIONER.  
Notary Public, Insurance, Township  
Plats for Upper Deschutes Valley.  
BEND, OREGON.

**Miss Grace Jones**  
TEACHER OF  
**Voice & Piano**  
Is now ready for pupils and can be found  
at her residence on Kim Avenue and 14th  
Street. BEND, OREG.

**Crook County Realty Co**  
Real Estate Bought and Sold.  
Life and Accident  
INSURANCE.  
OFFICE IN BULLETIN BUILDING BEND, OREGON

**TRIPLETT BROS.**  
**Barber Shop & Baths**  
Best of accommodations and  
work promptly done.....  
WALL ST. BEND, OREGON

**PRINEVILLE HOTEL**  
MRS. C. A. McDOWELL  
Proprietor  
Tables and Rooms always clean  
and well supplied--Rates reasonable  
PRINEVILLE OREGON

Timber Land, Act of June 3, 1905.  
**NOTICE FOR PUBLICATION.**  
U. S. Land Office, The Dalles, Oregon,  
July 11, 1905.

Notice is hereby given that in compliance with  
the provisions of the Act of Congress of June 3,  
1905, entitled, "An act for the sale of timber lands  
in the states of California, Oregon, Nevada, and  
Washington Territory," as extended to all the  
public land states by Act of August 4, 1904, the  
following named persons have on this day filed  
in this office their sworn statements, to-wit:

William O. Christensen,  
of Jefferson county of Marion, state of Oregon,  
sworn statement No. 284, for the purchase of the  
SW 1/4 of Sec 22, Tp 20 S., R 14 E., W 30.

John L. Farinh,  
of Jefferson county of Marion, state of Oregon,  
sworn statement No. 284, for the purchase of the  
SW 1/4 of Sec 22, Tp 20 S., R 14 E., W 30.

John T. Jones,  
of Jefferson county of Marion, state of Oregon,  
sworn statement No. 284, for the purchase of the  
SW 1/4 of Sec 22, Tp 20 S., R 14 E., W 30.

That they will offer proof to show that the lands  
ought to be more valuable for the timber or stone  
thereon than for agricultural purposes, and to  
establish their claims to said lands before the  
Register and Receiver, at The Dalles, Oregon,  
on November 20, 1905.

They name as witnesses: H. A. Foster of  
Prineville, Oregon; John T. Jones, John L. Farinh,  
J. W. Farris and William O. Christensen,  
all of Jefferson, Oregon.

Any and all persons claiming adversely any of  
the above lands are requested to file their claims  
in this office on or before the said 10th day of  
November, 1905.

MICHAEL T. NOLAN, Register.

Timber Land, Act June 3, 1905.  
**NOTICE FOR PUBLICATION.**  
U. S. Land Office, Lakeview, Oregon,  
September 18, 1905.

Notice is hereby given that in compliance with  
the provisions of the Act of Congress of June 3,  
1905, entitled, "An act for the sale of timber lands  
in the states of California, Oregon, Nevada, and  
Washington Territory," as extended to all the  
public land states by Act of August 4, 1904, the  
following persons have filed in this office their  
sworn statements, to-wit:

Charles D. Brown,  
of Bend, county of Crook, state of Oregon, sworn  
statement No. 334, for the purchase of the NW 1/4  
of Sec 4, Tp 21 S., R 14 E., W 30.

Auguste B. Estebenet,  
of Bend, county of Crook, state of Oregon, sworn  
statement No. 334, for the purchase of the NW 1/4  
of Sec 4, Tp 21 S., R 14 E., W 30.

Ray H. Brown,  
of Bend, county of Crook, state of Oregon, sworn  
statement No. 336, for the purchase of the SW 1/4  
of Sec 5, Tp 21 S., R 14 E., W 30.

That they will offer proof to show that the land  
ought to be more valuable for its timber or stone  
than for agricultural purposes, and to establish  
their claim to said land before J. M. Lawrence  
U. S. Commissioner, at his office at Bend, Ore-  
gon, on Saturday the 24th day of December, 1905.  
They name as witnesses: William Baldwin,  
Auguste B. Estebenet, Charles D. Brown, Ray  
H. Brown and Charles McKinnon, all of Bend,  
Oregon.

Any and all persons claiming adversely the  
above-described lands are requested to file their  
claims in this office on or before said 24th day  
of December, 1905.

J. N. WATSON, Register.

DO YOUR TRADING WITH  
**Bend Mercantile  
Company**

We are headquarters for the  
**Most Complete and Up-to-date Stock  
IN CENTRAL OREGON**

**Baker** In Carload Lots  
**Waukeganita**  
**WIRE** The best galvanized wire on the  
Coast. Will not rust

**BUILDERS' HARDWARE**  
Doors and Windows Paints and Oils  
Prepared Roofing--Absolutely Fire-proof  
and Cheaper than Shingles

**Big Line of Plows & Harrows**

The most complete stock of  
**GROCERIES AT COST**  
for thirty days only  
**Bend Mercantile Company**

**TIMBER LAND  
WANTED**

I have completed arrangements whereby I can  
handle a number of good timber claims, in the  
Deschutes timber belt, at once. Title must be perfect.  
I have special inquiry just now for land in Tps.  
21, 22, 23 and 24 S., R. 13 E., and if parties owning  
land there will communicate with me, it may result to  
the advantage of all concerned.

**J. N. HUNTER,**  
General Cruiser and Land Locator  
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

**Bend-Silver Lake Stage**  
G. A. COOK, Proprietor

LEAVES BEND every evening but Sunday on arriv-  
al of Prineville stage, runs through to Silver Lake in 20  
hours.

LEAVES SILVER LAKE every morning except  
Monday at 6 o'clock, arrives at Bend 1:30 next morning.

**Best of Accommodations on the Route.**

Fare--Through, \$7.50; round trip, \$14. Forty pounds  
of baggage free; express 3 cents a pound.

## UP THE DESCHUTES

Present Trend of Railroad  
Activity.

**COLUMBIA SOUTHERN DOUBTS**  
May be Entirely New Line on Easy  
Grade Up the Canyon from  
Mouth of River.

The Oregon Eastern surveyors are still engaged in locating a railroad line between Madras and Bend. Two of them passed through Bend last Monday morning, heading for duck shooting. But they said they couldn't get far away from the line for they had serious business on hand in surveying.

Now comes the report that another crew of engineers has started at the mouth of the Deschutes river to locate a line up the canyon, and the intimation is that they will connect with the force now in the field between Madras and Bend. If this be so it is a pretty safe assumption that they are not Oregon Eastern men at all but are operating in that name to conceal their real connections. The Oregon Eastern is incorporated to build from Natron, (near Eugene) to Ontario.

Another bit of news this week is that the Great Southern has men in the Madras locality reconnoitering the country. It is freely conceded by all that a railroad coming from the north will get onto Agency plains for the traffic that is there offered, and it is further conceded that the crossing of Crooked river will be near Forest rather than at the impossible canyon at Trail.

Meantime there is no lack of interest in the Corvallis & Eastern, which is by many regarded as the logical road for Central Oregon and sure to be built.

## RAILROAD MAN'S VIEWS.

**Says Corvallis & Eastern is Surely  
Coming Across Central Oregon.**

The following interview touching the railroad situation in Central Oregon appeared in the Portland Journal a few days ago:

"E. H. Harriman has an option on the Corvallis & Eastern railway and can take over the Astoria & Columbia River road whenever he wants it. The Columbia Southern will not be extended southward. If Harriman interests traverse Central Oregon, with a road of their own construction, it will be the Corvallis line that will be built onward to Ontario."

The foregoing is the substance of a statement made yesterday by one of the best informed railroad men of the northwest, who has been in a position to learn the facts relating to the building plans. His opinion is regarded as worthy of acceptance and his statement of anything as fact is taken at full value.

"I happen to know just why Mr. Harriman doesn't extend the Columbia Southern--it's because he knows that the grades are almost prohibitive on that line and that the Corvallis & Eastern can be built to Ontario from Idanha, the present terminus, crossing the Cascade range of mountains, and the maximum grade that would be encountered would be 2 per cent on the western side of the range and 1-1/2 per cent on the eastern side."

"It has been proved by the engineers that the Corvallis & Eastern may be extended from Idanha, the terminus on the western slope of the Cascades, to the summit of the mountains through the Minto pass, between the Three Sisters and Mount Jefferson, with a maximum grade of 2 per cent; cross the mountains and go down the eastern slope with a maximum grade of 1 and 1-4 to 1 and 1-2 per cent, until the great basin of central Oregon is reached, after which the road would run through practically level country to Ontario, with the Malheur river as the outlet at the eastern terminus."

"Such a road would be better from a strategic point of view than the Columbia Southern, too, for feeders could be built north and south from the main line to serve every corner of the 56,000 square miles of country in the central part of the state that now has no rail lines."

"I know that Mr. Harriman is in a position to take over the Corvallis & Eastern at any time he elects. Mr. Hammond, who owns the road, is interested with Mr. Harriman in immense tracts of redwood in California and in timber lands in other localities, and not only would find it to his advantage to sell the Corvallis & Eastern line to him, but also to dispose of the stock in the Astoria & Columbia River road to the Union Pacific magnate."

"If the Corvallis line be extended, as I am certain it will be, a branch would be built northward from the western slope of the Cascades to Portland, probably through Silverton or some point near that town."

"Take the map and study the geography of the state and you will see that the Corvallis extension, as I have indicated, would give an almost air-line between Portland and Ontario, with 30 to 40 miles less distance and lighter grades than are now encountered on the

main line of the O. R. & N. through the Blue mountains.

It is understood that the Harriman interests may select the pass farther south through the Cascades, connecting with the Southern Pacific near Albany, but The Journal's informant inclined to the belief that the entrance would be in the manner set forth in his statement.

## Back From Salem.

E. D. Hendrickson, who represented the Deschutes Settlers' Association at the recent meeting of the state land board to consider the irrigation question of this locality, returned home Saturday. He expressed satisfaction at what had been accomplished at the land board conference and was convinced that it would be for the good of all concerned.

A Salem dispatch to the Evening Telegram says:

"The blank form of application to purchase land, contracts for water and the release of lien, which the Deschutes Irrigation & Power Company have prepared and been using, have all been set aside by the board and a new set will be prepared, which will meet the objections of the board. As far as possible, the land-owners' objections will be considered, so that the new blanks may be satisfactory to all persons concerned."

A dispatch in the Oregonian last night says the attorney general has rendered an opinion to the effect that the D. I. & P. Co. can collect interest on the amount of its lien only from the date of reclamation, and not from the date of contract.

The attorney general is of the opinion, however, that the annual maintenance charge is a lien against the land.

It is understood that the company's application for patent for 18,000 acres will be certified at once.

## Bend People Miss Wrecks.

There was a good deal of uneasiness in the Wiest family a few days after the disaster to the steamer St. Paul became known. Miss Marion Wiest, who had been visiting several weeks in Southern California, was to take that steamer from San Francisco for Portland. She was delayed in starting, however, and did not get away on the St. Paul, to be piled up on the treacherous rocks at Humboldt bay. She came up to Portland in the following steamer, the Roanoke and had a very rough passage. Miss Wiest is now visiting friends in Portland and Salem and may not be home for some weeks yet.

President Turney and General Manager Johnston, of the D. I. & P. Co., missed a horrible death in the smash-up of the Twentieth Century Limited last summer, by cancelling the reservations which they had made on that train and going to New York one day earlier on important business. Mrs. Turney had expected to go with them to New York but when they hurried away she concluded to give up the trip. However, Mr. Turney found it so cool in the city that he telegraphed for his wife to follow, and she was on the train that was wrecked, but fortunately occupied a car at the rear that did not leave the track.

Messrs. Turney and Johnston, when their train passed the point where the accident occurred to the succeeding train, were in just the car where the deadliest work was done.

## Two Knees Injured.

Last Friday noon Glenn Hendrickson, who lives at the five-mile post on the Prineville road, suffered a serious injury to his right knee. He was a mile or two from home loading wood on a wagon drawn by a four-horse team. One of the horses became restless and got the team tangled up and Hendrickson, in trying to straighten out the difficulty, was struck by the horse and the ligaments of his knee were seriously torn. Hendrickson managed to get one horse out of the team and climb on his back and ride home, nearly fainting two or three times. Dr. Coe was summoned and the injured member attended to but it will be several weeks before Hendrickson can do much work.

Miss Jones, while dancing last week, misplaced her foot and her knee went out of joint, the bones returning to place immediately, however. The strain to the ligaments was quite severe. She has managed to get to school on crutches this week.

## D. A. Findley has returned from the Willamette valley with 450 steers.

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## BEST EVER ANALYZED

Report of Ohio Station on  
Deschutes Beets.

**THIRD TEST THIS SEASON**  
Requirements for Establishing the  
Industry in this Locality--  
Lime at Cline Buttes.

A third analysis of sugar beets grown on the D. I. & P. Co's farm has been made; this time at the Ohio Agricultural Experiment station at Columbus, Ohio. The report was sent to the Columbus office of the D. I. & P. Co. A copy of the report has been received from M. C. Miller the assistant secretary of the company, who writes as follows:

"Herewith please find copy of analysis of beets made by Professor H. A. Weber, of this city. Professor Weber said that these were the finest beets he ever analyzed, which, I think, speaks very well for the Deschutes country."

The three analyses made of the beets on the farm all show that our soil is capable of producing high grade sugar beets. The first two are those made at Corvallis, Or. The third is the one referred to above:

	Sept. 6,	Sept. 27,	Oct. 6,
	Per cent.	Per cent.	Per cent.
Sugar in juice	16.00	15.20	28.50
Purity of juice	90.00	91.00	90.00

For the establishment of the beet sugar industry here we must have a railroad and from 5,000 to 6,000 acres of land under cultivation and available for this crop, and 100 to 150 farmers ready to grow the beets. A good quantity of limestone at the rate of a ton to 12 1/2 tons of beets is also necessary. Besides the above requisites it takes \$500,000 or \$600,000 to construct and properly equip a factory.

There is limestone at Cline buttes and perhaps at some nearer point. When we have railroad transportation, however, the limestone can be transported for the beet sugar as well as for iron smelting. Limestone from near Huntington and points even further is used in the iron plant at Oswego.

## WILL FIRST GET OUT LOGS.

**Stock of Dry Lumber Before Sashes and Doors.**

The hauling of 400,000 feet of saw logs already cut in the woods, will be the first undertaking of the Linsters, who recently purchased the Steidl & Reed sawmill and timber holdings. When the logs have all been delivered at the mill, the manufacturing into lumber will be taken up and the mill run at full blast until this has been accomplished. These logs have been cut for several months and it is the intention to dispose of them before their value diminishes from exposure to the weather. The big taction engine is now being repaired and will be ready for hauling next week.

Felix Linster is now directing the affairs of the company here, having taken full possession of the property last Monday morning. He states that his father, Henry Linster, and the family are expected to arrive about November 20, after which time the plans for the development of the business will assume definite shape.

Seven rooms of the Orcutt hotel, at Lytle, have been secured for residence quarters for the family at present, but a new residence will be built across the river from the mill as soon as other matters are under way satisfactorily. A substantial bridge is also to be thrown across the Deschutes at the mill.

When asked about the plans of installing the machinery for the sash and door factory, Mr. Linster said that it would first be necessary to get on hand a considerable quantity of dry lumber, and for the present this would receive first attention. The additional machinery will be placed as soon as the dry material is on hand, which will probably be late in the winter.

## The J. L. Kevers arrived home Wednesday from Eugene, where they were held several weeks by the illness of Mr. Kever.

Ivan Landes rode from Silver Lake to Bend, 87 miles, in eight hours, on his motor-cycle last Wednesday.

Best Printing at The Bulletin Office.