

# THE BEND BULLETIN.

VOL. V

BEND, OREGON, FRIDAY, AUGUST 16, 1907.

NO. 27

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## SURVEYING ON C. & E.

Working Eastward from Summit of Mountains.

ANOTHER RAILROAD COMING

J. C. Bracher, Director of the Eugene & Eastern, Says His Road Will Tap This Section.

SISTERS, Aug. 14.—Prospects for an extension of the Corvallis & Eastern have been materially brightened during the past week. A crew of surveyors, under Engineer H. J. Roberts, arrived at this place Tuesday and as soon as their equipment can be brought in, work will be commenced on running a line east across the state. The equipment is expected about Friday of this week. Work will be commenced at the summit of the mountains and a line will be run eastward. The crew is composed of 13 men.

An extension of this line would be the cheapest means by which Harriman could tap Central Oregon. The railroad is already built practically to the summit of the mountains from the west, and a good pass is available—in fact, it is said to be the best pass in Oregon through the Cascade range. Of late much talk has been rife to the effect that Harriman would extend this line either across the state to Ontario or to connect with the proposed Oregon Eastern at some point in Central Oregon. The surveyors now at work would indicate that such a plan was seriously contemplated. It also indicates that Kruttschnitt's report to Harriman, after his recent trip to these parts, was undoubtedly favorable to an extension of the C. & E.

An old survey of the C. & E., put through some 15 or 20 years ago, passes through this place, skirts the townsite of Laidlaw, and crosses the river close to Bend. The building of this line to connect with some transcontinental line in the eastern part of the state, is of vast importance to this region as it would give transportation for our lumber to the markets of the Eastern states, and also to tide water at Yaquina Bay.

THE MCKENZIE RIVER ROUTE.

Electric Line to Build up that Stream and into Central Oregon.

The latest railroad company to express itself as determined to tap Central Oregon through the Bend country is a corporation recently formed and known as the Eugene & Eastern, whose business is the operation of electric lines from Eugene to Springfield, up the McKenzie River and throughout the Willamette valley. This corporation is a Storey-Bracher company, a wealthy concern that owns timber lands all over the state of Oregon. The company also owns the street car line at Eugene, with franchises at Eugene and Springfield and with rights of way extending up the McKenzie river, where the Storey-Bracher company owns large tracts of timber. It is understood that this company does not want to have to depend upon any one system of railroad and desires an electric line to connect its properties with the markets.

The news of their intention to tap this section was brought to Bend Tuesday evening by J. C. Bracher, one of the directors of the Eugene & Eastern. He was driving across the state, having started at Ontario. Mr. Bracher stated to The Bulletin that construction on their line from Eugene to Springfield was now under way. This road will be extended up the McKenzie river to tap the Storey-

Bracher timber holdings. It will ultimately be extended through the mountains to tap this vast inland empire of Oregon. The line in the valley will be an electric one and Mr. Bracher said will be in operation by January 1, 1908. Asked when his road would reach this section Mr. Bracher replied that it would be here within two years.

Mr. Bracher left town Wednesday noon driving through the mountains to the McKenzie. At McKenzie Bridge he will meet a crew of surveyors who are running a line for his company. Mr. Bracher talked in a very confident manner and his statements were void of ifs and quibbles. He is a thorough business man and spoke as though he was sure of his backing and confident of his ability to do what he said his company would. He owns both timber and farming lands in this section.

Supplementing this news and Mr. Bracher's visit here, is an article in Tuesday's Oregonian stating that a franchise has been asked of the city of Salem for the privilege of operating an electric line through that city, which line is to be built northward to Portland, and south to Eugene, with feeders. The franchise is asked by one, A. Welch, who is vice-president and a director in the Eugene & Eastern, the line in which Mr. Bracher is interested. The petition for the franchise recites that work must be commenced in six months and the entire road between Salem and Albany completed in two years. The Oregonian's story says that the circumstances surrounding the scheme smacks of Hill interests very strongly.

Activity on Natron Extension.

J. M. Lawrence, receiver at the U. S. land office at Roseburg, was visiting in Bend this week. From Natron he followed the middle fork of the Willamette river and came through the mountains to Odell. This route took him over the line of the proposed extension from Natron and he reports much activity on that work. He expressed himself as confident the line will be built. Two carloads of scrapers have recently been unloaded at Natron, and Rankin, with a crew of surveyors, is doing some very particular work in the vicinity of Odell. Mr. Lawrence says that the country along that fork of the Willamette is very well settled and that a railroad through there would have a goodly amount of local traffic.

## TO IRRIGATE MANY ACRES

Moneyed Men Are Working on Plan to Reclaim the "High Desert"—Rich and Productive Land.

The Bulletin has it on reliable authority that another irrigation enterprise will soon be in process of construction in Crook county and one that will rival even that of the Deschutes Irrigation & Power Company in size and importance. The scheme is in the first stages of its development but is backed by moneyed men who are able to carry it to a successful close.

This latest plan contemplates putting under water that large scope of country known on the local geography as the "High Desert." This lands begins within some eight or 10 miles to the south and east of Bend and consists of a valley lying between Horse Ridge and Pine Mountain and extending on to the southward close to Christmas Lake valley, including Pringle Flat, Harney Holes, Sand Springs and the Millican ranch country. The water for this project will be taken from Paulina Lake.

The High Desert is a scope of country whose possibilities as a farming and stock country are now but little known. Bunch grass stands on it today knee high and it is believed that it will prove wonderfully productive when placed under irrigation, and will develop into a great wheat country unsurpassed by any in the Northwest.

## INSPECTORS PLEASSED WITH D. I. & P. CO.

Government Officials Refute Charge of Graft.

REPORT WILL BE FAVORABLE

Units in Commending Work of the Deschutes Company—An Empire with Great Possibilities.

Governor George H. Chamberlain, chief executive of Oregon.  
W. C. Bristol, United States District Attorney.  
T. B. Neuhausen, special inspector of the Interior Department.  
M. A. Meyendorff, special agent of the General Land Office.  
John T. Whistler, engineer in charge of U. S. Reclamation work in Oregon.  
John C. Lewis, State Engineer.

The above state and federal officials, with the exception of Messrs. Bristol, Neuhausen and Lewis, have been in Bend and vicinity since Sunday making a very careful investigation of the segregation and irrigating systems of the Deschutes Irrigation & Power Company with headquarters at Bend, and the Columbia Southern Irrigating Company, with headquarters at Laidlaw. District Attorney Bristol and Special Inspector Neuhausen did not arrive until Wednesday evening. State Engineer Lewis came in Sunday but received a telegram announcing the death of a brother and he left for Portland Monday morning. F. S. Stanley, of the Deschutes Irrigation & Power Company, also came in with the Sunday party.

Object of the Visit.

The object of this visit was to determine if the work of these two irrigating companies was being done in good faith, if they had feasible projects, and if there was a sufficient amount of water—in short, to determine if certain lands were actually reclaimed and if the government would be justified in issuing patent thereto to the state as stipulated in the Carey act. As far as the D. I. & P. Co. is concerned, everything indicates that the report made to the government by its special agents and engineers will be very commendatory, and the recent charges of graft founded to be absolutely without foundation and a rank canard. As much can not be said of the Columbia Southern company and that concern undoubtedly has trouble ahead of it.

District Attorney Bristol's Opinion.

District Attorney Bristol talked freely to The Bulletin, but stated that he was not speaking officially and only as a private individual. Asked regarding his opinion of this section, Mr. Bristol said: "You have a great empire here. Your two crying needs are transportation and co-operation with each other." He dwelt on this latter point to some extent, condemning the two prevalent spirit of strife and bickering that he found present. Our grand empire, he said, would never amount to much without a close co-operation between all.

"What is your opinion of our local irrigation project, that of the D. I. & P. Co.," he was asked.

"With a personal knowledge and acquaintance with practically all the larger irrigation projects of the country," replied Mr. Bristol. "I must say that the one here has great possibilities and a promising future."

"After investigating this system as you have today, what would you say regarding the recent charge of graft against the D. I. & P. Co. and the statement that the lien had been placed too high?"

No Graft by D. I. & P. Co.

In reply to that question Mr. Bristol entered into an extended explanation of the cost of reclamation systems which showed that he had a thorough knowledge of that subject. He stated that the profit

accruing to the D. I. & P. Co., in the very nature of the thing, could be only a small one considering the capital, labor and energy put into the enterprise. He said in part:

"There is probably not a 160-acre tract of the segregation lying east of town that we have not seen today. Along the Oregon Central canal there are many places through rock where it could not be constructed for less than \$40,000. Other portions would be much cheaper. Figuring the cost of this and the Pilot Butte canal, with their miles of laterals, with the headgate and flumes, I satisfied myself today (and I have never examined their books) that the company has already spent approximately \$900,000. I am also satisfied that the maintenance charge of \$1.00 per acre will only about cover the expense of maintenance. It would cost an individual from \$40 to \$60 an acre to put water on this land and even then his land would have to be adjacent to some body of water. While the company can do this cheaper, yet the expense of reclaiming the land is great. Possibly the company may make a profit of three or four per cent on this enterprise. The lien allowed the company is not too high and there is no reason to charge graft."

The whole trend of Mr. Bristol's statements were favorable to the company and he spoke freely and encouragingly of the work done.

Others Also Pleased.

Special Agent Meyendorff also expressed himself as well pleased with the D. I. & P. system. He said that in view of the lack of transportation, the company's headgate, flumes, and canals were well built and that he was very favorably impressed with the entire system.

Others of the party made the same favorable comment regarding the project and of our great empire and the promising country we have here. Their reports to their chiefs will undoubtedly be favorable to the D. I. & P. Co. project.

The Party Scatters.

Thursday Governor Chamberlain, F. S. Stanley and A. W. Prescott, an Oregonian representative with the party, drove over to Prineville, where the governor met the people at a public gathering last evening. From there he will go to Portland. Mr. Whistler and Mr. Meyendorff spent yesterday at Laidlaw. Mr. Whistler leaving for Shaniko from that place, and Mr. Meyendorff returning to Bend for further work. Messrs. Bristol and Neuhausen spent the day, in company with C. M. Redfield, examining the segregation east of Bend. Today they will confer with the settlers in a public meeting at Laidlaw.

GOV. CHAMBERLAIN'S REMARKS.

Gives Short Talk to Bend's Citizens Wednesday Night.

The Bend Commercial Club called a meeting of the citizens Wednesday evening at which Governor Chamberlain was asked to address the audience. The governor opened his remarks by complimenting this section on the great development that has taken place during the past year. He said it was remarkable and that he was surprised to see so great an advance in the section beginning at Agency Plains and extending to and throughout this vicinity.

Ship the Knockers Out.

He further said that though Nature had given this town and section great advantages, he wanted to give us a word of warning and a word of advice. He warned us not to make the mistake of thinking that our city and town would acquire a magnificent development from its mere natural advantages and did not need the united and persistent efforts of all. On the contrary it would require the united work of all pulling together. The word of advise was that everyone

(Continued on page 4.)

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