

**THE BEND BULLETIN**

"For every man a square deal, no less and no more."

CHARLES D. ROWE, EDITOR

**SUBSCRIPTION RATES:**

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FRIDAY, OCTOBER 4, 1907.

**THE NEW RULE.**

The new ruling adopted by the State Land Board last week whereby purchasers of ditch land will hereafter be required to live upon and cultivate it, will undoubtedly arouse much bitter opposition among those who have bought the land as a speculation pure and simple. A large part of the land already sold under the local project is undoubtedly held by such speculators. They never intended to live upon, cultivate or improve the land in any way whatever. They had seen the marvelous advance in price of irrigated land in other sections, and figured that the local project was a good one on which to speculate and make a neat sum. They are willing to let some one else develop the land, and then when land values advance, due to such development, they will pocket a good sized chunk of the increase. The board's new ruling will startle these fellows, for it will force them to either move upon the land or sell out to some one who will do so.

The new rule is a good one, and the speculator who is caught really deserves no pity. There is no justice in that condition of affairs that allows a man to acquire a tract of land and then, without expending a single cent in improvements, sell out later at a big profit when others develop adjoining land. The speculator is always a bad thing for our new country and the new rule, by eliminating him, will exert a good influence.

The chief reason for such a rule lies in the fact that it will necessitate residence upon and cultivation of the land. Hereafter the man who buys ditch land will be the one who intends to move upon it, at least within six months. The result will be that this section will be much more rapidly settled and developed. And of course that will be better for all concerned and will fulfill the object that the state is working for. The Carey Act was never intended to furnish a means by which a lot of speculators could grow rich off from other people's labor.

Some may think that there is injustice in the new rule in that it forces a man to live upon the land when he bought it under the belief, which has been the general one, that he did not have to reside upon it. The most strenuous objection will probably be based upon that ground. But take it all in all, the new rule will prove a most beneficial one in that it will eliminate the speculator and hasten the development of the land. And the speculator has always been the bane of irrigation projects.

**MUST LIVE ON LAND.**

(Continued from page 1.)

months after the date of his application for purchase and must continue a resident until he has made final proof. During the first season he must irrigate one-sixteenth of the irrigable land and an equal quantity the second year and make his final proof within three years. Those who have made purchases prior to the adoption of these rules will have six months from this date in which to make settlement, but, in case water is not available, proof of irrigation may be excused. Hereafter all applications for the purchase of land must be made in duplicate, and presented to the reclamation company, which must forward all three applications to the

State Land Board. Upon approval by the Board, one copy will be filed in the State Land Office, one returned to the company and the third delivered to the applicant. No sale of arid land will be valid unless approved by the Board. Entries may be contested and in case the contestant wins, he shall have a preference right of 15 days for the purchase of the land. No land will be opened for sale until water has been supplied for its reclamation.

The rules include a complete system of forms to be used for applications, contracts, proofs, etc., the most important features of these forms being the precautions taken to prevent fraud. Applicants must give their residences and occupations. As annual reports of irrigation work must be made, the State Land Board will be in touch with the settlers at all times. An assignment of an entry can be made, but only to a person qualified as an actual settler.

The rules were prepared by State Engineer John H. Lewis and were approved by the State Land Board without alteration. The section relating to residence will quite likely result in a very rapid increase in the population of the Deschutes country in the next six months, for there are many purchasers of arid land who have not made a move yet toward either settling upon or improving their lands. The adoption of this rule was desired by the reclamation company, for it became apparent that the irrigation region would not be developed if land purchasers were permitted to reside elsewhere and make no improvements.

**Redmond Items.**

REDMOND, Sept. 30.—Most of our people have returned from the Valley and they are all glad to get back to Redmond. Many of them have all they want of it until that railroad gets here. J. R. Woods and his family got in Saturday a week ago and on Tuesday Mr. and Mrs. Booth, Mr. and Mrs. McLellan, Mr. and Mrs. Young, Mrs. Finas Woods, Mrs. Whitney and Robbie made quite a procession. They all got plenty of fruit. Some of them brought green fruit and others went into camp, canned it and brought it back that way—mostly in five gallon cans soldered. This makes a very handy and compact way of bringing it home.

Mr. Woods brought three cows, but if one goes over to buy cheap cows he gets left. They charge pretty well for a first class article.

Mrs. Young had the misfortune to break an arm on the way over by being thrown from the wagon, and had to go on to Eugene before she could have it dressed. It made a very painful accident but it is doing nicely now.

J. E. Lamb also had misfortune in the loss of one of his horses which got its leg broke. He is expected home in a day or two.

F. Finaley was a Bend visitor Saturday and goes to Sisters today.

The threshing machine has once more been heard in the land. C. N. Elbert threshed out 405 bushels of oats by machine measure which he said would weigh out 500 bushels. The Cline Falls Power Company threshed something over 2000 bushels of one kind of grain and another.

Mrs. P. E. Simons of Shaniko is expected in soon by friends for a visit.

John Tuck begins a term of school at O'Neil this morning.

Friend Sigerson goes over to the Hightower-Smith mill today to work.

Well, we haven't that list of awards yet and could not get it Saturday when in town.

Mention has never been made in the Redmond column that the townsite company donated a half block west of the well for school purposes. The bonds are being held up on a slight technicality, but it is hoped to have construction far enough advanced so that the new school house will be ready for occupancy the first of the year. Miss Wilson of Albany is our teacher.

F. T. McClay and A. J. Booth are tackling that job of lumber hauling from the Hightower-Smith mill near Sisters to the D. I. & P. same site on the old river bed.

Frank McCallery and brother with their wives were Sisters visitors last week.

Some of the Valley visitors tried hop picking. We heard that they earned various sums ranging from 25 to 48 cents a day.

Mrs. Tridley will return from the Valley after making visits in Portland and The Dalles.

E. C. PARK.

Are you a subscriber?

**ANOTHER NEW ROAD.**

(Continued from page 1.)

Creek, it will follow up the Deschutes, cross the spur of Walker Ridge and thence proceed in a southerly course to the drainage of Sprague River and thence up that stream to the southeast, through the Klamath Indian reservation and thence in a nearly direct line to Winnemucca, Nev.

**Top Irrigated Districts.**

The main line will be built with regard to the shortest mileage and best route, while branches are projected to tap the irrigated districts of Crook, Klamath and Lake counties, but these are to follow the completion of the through line which is just at present the objective feature of the entire enterprise.

Engineers have been over the route repeatedly, parties having easily maintained the secret of their purpose and work because of the activity of the Harriman system engineers in the same territory. That portion of the route south of the headwaters of the Deschutes may undergo changes, as the locations have not been definitely made.

One route would divert from that above outlined near the south boundary of Crook county and thence follow what would be an almost air line past Silver Lake, Summer Lake through the big timber around Paisley and the Chewaucan and thence by way of Lakeview. But it is asserted that some heavy grades would be encountered on that route that can be avoided on the other.

**Called on Senator Clark.**

An Oregon man heavily interested in Coos Bay was a member of a committee that called on Senator W. A. Clark several years ago to acquaint him with the advantages of the Oregon coast as an outlet to tidewater and was informed by Mr. Clark that it was the intention to build into Oregon as soon as the Los Angeles line could be finished. Why the projected line was not built by the Salt Lake road became public property in the recent investigation of Union Pacific. That Mr. Harriman made it impossible to do so was the evidence of the former senator from Montana.

But it is, or will be, very plain to Oregon people soon, unless the influence of Wall street can again stop the efforts of the copper magnate, that one had bargain did not deter the intention to afford better transportation facilities and actual competition in the territory intervening between Salt Lake City and the Pacific Ocean.

**Moffatt a Dangerous Rival.**

Another antagonist to arouse the ire of the Union Pacific powers has been the Denver, Northwestern & Pacific, generally referred to in the newspapers as "the Moffatt road," which is being steadily advanced to completion between Denver & Salt Lake City. Several months ago David H. Moffatt, president of the company and formerly the executive head of the Rio Grande, announced that it would be built to Portland.

There is little doubt that that Mount Hood Company is assured of the connection that would be afforded to the East by the rails of the Moffatt line, which at Denver makes connection with the Burlington, Rock Island and Santa Fe, three lines not controlled by Union Pacific, while if the Gould system is also identified with the new move, the trackage connection may be in Nevada instead of at the Utah metropolis as now planned.

At any rate the road is under construction, surveys completed for the greater part of its route and ample capital ready to prosecute the work vigorously.

The Mason Construction Company of Portland has camps located at Bull Run and near Fairview. Persons who have been to these camps during the past fortnight say that the heavy machinery taken in and large amount of livestock and men employed all indicate that it is not merely for the building of a few miles of electric road.

There is a mill in operation cutting ties and timber for the bridges and other structures and it is said that only the heaviest steel of practicable use for an electric and steam road of heavy traffic will be used.

Portland has been hearing something of the power plant to be located not far from Bull Run postoffice to supply electric energy for the city portion of the road, but this is understood to be only one of several power locations that have been secured and are to be developed. Another plant is to be situated on the upper Deschutes and still another on one of the rapidly-descending streams in the vicinity of Crater Lake or Upper Klamath Lake, according to authentic information. These would indicate that the day of the electric locomotive in long-distance transmission of trains is not far distant and that while the new road may be a steam railroad as well as electric, its trains may be moved largely by means of the current generated by Oregon water powers now going to waste.

It is some three or four months since actual work was started on the Mount Hood Railway. So well have the officials in charge guarded their secret that it was not until yesterday that confirmation could be had and it became all but positively known that such plans are practically completed and that Central Oregon is to have a railroad in advance of the long promised line of the Harriman system.

**Will Be Room for All.**

The route outlined will serve the greater part of the vast territory east of the Cascades now remote from transportation. Development of the region by the interests allied with Senator Clark will of course hasten work on the surveyed routes of the Southern Pacific and Navigation Company extensions, but there will be traffic enough for all, and through the intervention of Senator Clark the interior states will secure the benefits of the outlet to tidewater at Portland and trade with the Orient through this port.

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There's news in The Bulletin.

**Turkey Red Tests 62 Pounds.**

Henry Dietzel of the Madras mill says that last week they received one lot of wheat which tested 62 pounds, strong, which is the highest test he has ever made in this locality. This wheat was of the Turkey Red variety, and was grown by Harry Hill on the flat known locally as the Fisher flat. The wheat was not a pure Turkey Red, as it was mixed with other varieties. During the present season Mr. Dietzel and Mr. Putz have tested quite a lot of wheat which went 60 pounds, but wheat that tests 62 is a remarkable grade of wheat in any country.—Pioneer.

**Heavy Registration at University.**

The university of Oregon opened its doors Tuesday, Sept. 24. The first and second days' registration has shown an increase of more than 20 per cent over the registration of the same time last year. Almost every high school and academy in the state is represented, and a large number are presenting credentials from Eastern preparatory schools. The year will mark the highest point in enrollment that the university has yet reached.

The very serious question that is presenting itself is how to take care of all students. The lack of funds has made it impossible to furnish and heat all the rooms in the library building, and for the same reason the new girl's dormitory will have to lie idle for the year. Students, however, are adjusting themselves readily to the conditions, and the outlook for the year's work is exceptionally good.

**Sold Cattle at \$40 per Head.**

M. S. Mayfield returned from Shaniko Monday where he had been delivering three carloads of beeves to the Union Meat Co. of Portland. Mr. Mayfield received a little more than \$40 per head, which is the best sale reported this year.—Prineville Review.

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2:20	Bonanza	12:20
2:30	Hay Canyon Junction	12:30
2:40	McDonnell	12:40
2:50	DeMoss	12:50
3:00	Mora	1:00
3:10	Jacksonville	1:10
3:20	Great Valley	1:20
3:30	Barstow	1:30
3:40	Kearl	1:40
3:50	Wheeler	1:50
4:00	SHANIKO	2:00
ARRIVE		LEAVE

Daily stage connections at Shaniko for Antelope, Prineville, Bend, Burns, Silver Lake, Lakeview, Mitchell, Dayville, Armons, Adwood, Canby City, Joint Day City, and Pocatello.

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Will enjoy reading The Bend Bulletin. It will PLEASE, ENTERTAIN and INSTRUCT you. Subscribe now—  
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**Prineville Fair Postponed!**

The CENTRAL OREGON LIVE STOCK AND AGRICULTURAL ASSOCIATION has postponed the dates of its fair to be held at Prineville, from Oct. 15-16-17-18-19, '07 to

**Oct. 24-25-26-28-29, '07**

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