

## WHAT DOES IT MEAN

### Is Harriman about to Build into Central Oregon?

### STRAWS POINT THAT WAY

Wizard Invites Governor Chamberlain and F. S. Stanley to a Conference at Pelican Bay.

Is Harriman about to begin construction of a railroad into Central Oregon? And will a few weeks see work on that long delayed road actually begun? These are two questions that have been bothering the minds of nearly everyone in this section since last Saturday, when Governor Chamberlain, J. P. O'Brien and F. S. Stanley arrived in Bend in an automobile on their way to visit the great Harriman at his Pelican Bay lodge. They were going in response to an invitation from the Wall Street wizard, and the general belief is that they were invited there to discuss railroad matters with the great railroad builder.

The general sentiment in this section is that this move of Harriman in inviting these men to a conference is the most significant thing that has taken place in the railroad game for some time. It is believed that the activity of other lines to tap this section and the move taken to build the Central Oregon by local people, has at last convinced Harriman that he must build into this part of the state if he is longer to hold this territory as his own.

The Portland Journal has the following to say regarding this matter:

Edward H. Harriman, railroad magnate, wants to talk about the long delayed extension of his system into and through Central Oregon. Therefore he has invited Governor George E. Chamberlain, F. S. Stanley, head man of the Deschutes Irrigation & Power company and promoter of an independent road into the Central Oregon country, and James P. O'Brien, general manager of the Harriman lines, to make a trip to Pelican Bay to talk the matter over. The three men will leave Friday, will go to Shaniko by train and from there to Pelican Bay on Klamath lake by automobile.

General Manager O'Brien received a telegram yesterday from Mr. Harriman asking that invitations be extended to Governor Chamberlain and Mr. Stanley to accompany him on the visit to Pelican Bay. In accordance with this it is now planned to start on Friday.

Mr. O'Brien claims that there is nothing of particular interest attaching to the trip. He does not know, he says, what is going to be talked about when the party reaches the summer home of Mr. Harriman out in the electric-lighted wilds of Klamath county.

### Governor Doubtful.

Governor Chamberlain says that while at any time he would be most pleased to accept an invitation to visit Mr. Harriman at his camp on Pelican Bay, yet just at this time the business of his office would prevent his acceptance unless it were that he considered his trip would give him an opportunity to attempt to secure good results for the people of the state, particularly of those transportationless residents of the central portion of the state.

"I expect to discuss the construction of the Central Oregon road and of the Crater Lake road with Mr. Harriman," the governor said this morning. "Other than that, I do not know what will be the subject of conversation, and of course I do not know what will be the result of the trip. I expect it

will take me about seven days to go there and return."

Although none of the parties to the trip will discuss their journey and its object, it is considered that there is much significance in the fact that Mr. Harriman has sent for the three men at this time. It is known that General Manager O'Brien believes in the construction of a Central Oregon road and in the opening of the interior of the state to railroad transportation. It is the general impression that if left to his own initiative Mr. O'Brien would put a railroad into the interior in short order.

Mr. Stanley is the vice-president of the Deschutes Irrigation & Power company, which corporation now has some 300,000 acres under water near Bend. Railroad transportation is vital, therefore, to the full development of his property. At the present time Mr. Stanley is also the promoter of a line of road extending from Bend to Madras and on through the Cascades to Portland by way of Cazadero. The survey

(Continued on page 8.)

## WORK ON C. O. PROGRESSES

An Enthusiastic Railroad Meeting at Prineville Last Saturday—County Seat Will Do Its Share.

While there is more or less excitement this week due to the visit of Governor Chamberlain, J. P. O'Brien and F. S. Stanley to Mr. Harriman at Pelican Bay, yet work on our own local road, the Central Oregon, is going forward steadily. Prineville held an enthusiastic railroad meeting last Saturday and appointed a local executive committee to look after the matter of raising subscriptions for the road. C. M. Elkins was appointed chairman of this committee. There will be another meeting at Prineville next Saturday to arrange plans more fully, at which meeting Roscoe Howard will be present. Prineville is taking hold of the railroad proposition with zeal, and will do its share.

H. F. Gault is in Bend this week having returned from working with the crew of surveyors—that is running the line for the Central Oregon road. Engineer Gault reports that the crew is now working north of Madras on the way to Shaniko and is securing a very good line. The old Columbia Southern survey had a grade of about 1.6 between Bend and Madras. This has already been reduced to 1.5, and Mr. Gault says he believes they will be able to reduce it to 1.4 when final location is made. The crew averages about 2 1/2 miles of preliminary line a day.

### Do Away with Road Masters.

Petitions are being circulated over the county for signatures asking that the county court abolish the office of road master, and that, in place thereof, a competent road supervisor be elected for each precinct at the general election. The petition follows:

To the Honorable County Court, County of Crook and State of Oregon:

We, the undersigned voters and freeholders of the county of Crook, that although the statutes of Oregon, Sec. 453, provide for the appointment of a road master, we respectfully petition your Honorable Body at the next regular session of the county court to abolish the appointment of any road master in Crook county; that we believe it to be a better investment for the county to spend the money paid as salary to the road master on the county roads and bridges, in addition to the regular road taxes and road work now poorly done; and that at the general election there be elected in each precinct, as provided in Sec. 424, Statutes of Oregon, a competent road supervisor to attend to all road work in his district.

### How to Avoid Appendicitis

Most victims of appendicitis are those who are habitually constipated. Foley's Orino Laxative cures chronic constipation by stimulating the liver and bowels and restores the natural action of the bowels. Foley's Orino Laxative does not nauseate or gripe and is mild and pleasant to take. Refuse substitutes.—C. W. Merrill, Druggist.

Shoe repairing done with neatness and dispatch by Legat, the harnessmaker and cobbler. At A. L. Hunter's old stand.

## AFTER CROOK WHEAT

### Crop in Harney County Is a Complete Failure.

### SURVEYORS RUN A NEW LINE

Interesting Particulars About Survey Being Run for Central Oregon Railroad—Other Notes.

Harney county has met with a misfortune that will react to the benefit of the farmers of Crook county. The wheat crop in Harney has been burned up during the past two or three weeks, and Harney county people are already beginning to haul wheat from Prineville. The Review says:

"A freighting outfit is now on the way to Prineville from Burns to buy and transport 2,000 sacks of Crook county wheat to Harney county, the wheat crop of which is this year reported to be a total failure, having burned to a frazzle in the last two weeks. This wheat will be taken from the Prineville Flouring Mills Company's supply, and later the Agency Plains will be tapped. While Harney county deserves sympathy, this county will not be the loser by the disaster to its neighbor."

### Running a New Line.

The surveyors of the Central Oregon railroad moved their camp to Culver the first of the week, and are running a line southwest from Madras, through the Opal Prairie country, to a crossing on Crooked river about Trail Crossing. This survey is being run to see what kind of a line could be secured by that route.

When this work is completed, which will probably be by the first of next week, the surveyors will return to Madras and from here it is expected that the survey will go on to Shaniko, following the old

Columbia Southern survey. There has been some discussion of a line down Indian creek and through Antelope, and a survey of that route may be made. The chief objection is the additional mileage, as it would increase the length of the road several miles. It is believed, however, that a good grade could be secured by that route, and some of the heavy work avoided which the Ward's creek route would make necessary.—Pioneer

### Laidlaw Files Demurrer.

W. A. Laidlaw has filed a demurrer to the complaint in the case of Gerking vs. Laidlaw in which Gerking asks for \$16,000 damages Laidlaw, by his attorney, Judge Smith, seeks to bar the action by pleading the statute of limitation. Judge Dufur, who is associated with W. P. Myers as counsel for Mr. Gerking, will present the argument for the plaintiff and thinks he will have but little trouble in getting the demurrer overruled by the Court.—Chronicle

### Old Firm Sells Out.

Wurzweiler & Company have sold their business at Prineville to Lively, Jordan & Lanus, Incorporated. This is a new firm composed of men well known in Prineville, two of them having been employed as clerks by Wurzweiler & Company for several years. Mr. Wurzweiler will devote his time to managing the Black Butte Irrigation Company's ranch, in which he is financially interested.

### Swine at State Fair.

The present swine building on the Oregon State Fair grounds at Salem has a capacity for showing 200 head of fancy porkers, but it is learned that additional room will have to be provided for the increased number of porkers that will be on display at the fair during the week commencing September 14, next. Besides the former exhibitors, there will be several new ones—three from Washington with a carload of Berkshires and Poland Chinas—and the exhibit of swine will certainly surpass any previous attempt of this kind on the fair grounds.

## ABOUT BEND SCHOOL

### An Article Descriptive of Educational System.

### CITIZENS ARE PROGRESSIVE

An Interesting Bit of School History Woven in with Facts Concerning Present High-Class Facilities.

Having called attention to Bend's excellent location for school purposes in The Bulletin of July 17, we will take up the next subject in importance for a successful school, namely the school patron, or voter.

It matters very little how favorable the location or how numerous and bright the children may be in a vicinity, if the school's patrons, or voters, are unwilling to support and maintain a good school system, then it will fail and in this connection the patron may justly be called the foundation, a position of such importance that when considered from an architectural view is at once apparent.

As the school voter directly selects the location for the school site, provides funds for buildings and maintenance of property and school, elects the board, and indirectly through the board manages the school system, these are all subjects for consideration under this head.

One of the great surprises to educators from the Atlantic coast was that the general school exhibits at the fairs at Chicago, St. Louis and Portland from the thinly settled states of the West greatly surpassed those from their own, but those of us who see the carefully selected school sites, the well ventilated and splendidly furnished school buildings throughout the West are not surprised in the least when we remember the stuffy little and poorly furnished school rooms

into which we used to be crowded on the Atlantic coast. Nor are we surprised when considering the difference in school management, for farmers on the Atlantic coast can barely make a living on their land, their property continually depreciates and their sons and daughters are attracted by the allurements of city life, while throughout the Pacific states men of all professions are attracted to the farm from which enormous profits spring and lands that were waste a few years ago are now worth in some localities from \$1,000 to \$1,500 per acre.

The school patrons being composed of the school voters their willingness to supply and maintain a good school can only be surmised from the past.

Our knowledge of the Bend school voters began with our arrival in 1900. Imagine our surprise when we learned that with only three or four scholars, a school was maintained here for a term fully as long and in a building almost as large as the one into which about ninety

(Continued on page 4.)

## FIRES ARE UNDER CONTROL

Report from Fire Southeast of Bend States that Not Much Damage Was Done to Mature Timber.

A note received by The Bulletin from the scene of the forest fire southeast of Bend says that on August 19 the fire was burning in sections 1, 12, 30 and 31, township 21, range 15; sections 34, 35 and 36, townships 21, range 14; and sections 1 and 12, township 22, range 14. The latter numbers are rather badly burned especially where any of the land runs to a butte, otherwise the other matured timber is not hurt much, but it has damaged considerably a goodly portion of the young growth. The fire fighters are now masters of the situation.

### Redmond Items.

REDMOND, Aug. 18.—It's no fun being a bachelor, at the best. One way we know it is by the tone of voice in which the others say, "Ah ha, you're having your turn at it now. Good for you." Then we know it, too, from experience. Mrs. Park having been gone three years and seventeen weeks by actual count. However, as we are fixed that way, we are glad that we have been a reporter and have taken occasion to say some pleasant things in print about the way the housewives on this segregation cook. It's beginning to come back with interest, or something of that kind. Mrs. Landes and Mrs. Muma have our thanks for culinary favors received, and Mrs. Redmond for a batch of news notes last week.

Born to Mr. and Mrs. W. J. Buckley, August 10, a son. Everybody doing well.

Mr. McFarland and family of Spokane passed through here Monday going toward Sisters, looking for a location.

Ed Lauderback is back again, camped north of town.

Mr. Lilly was unable to be with us today owing to an accident to one of his horses. He expects to preach to us next Sunday night, August 23.

While engaged in hauling hay for F. T. Redmond to the D. I. & P. barn recently, A. E. Anderson met with quite a severe accident by having a large power hay fork catch him in the ribs. We understand he is coming along quite nicely now.

C. R. McLellan and wife were recent Prineville visitors.

Lou Reed expects to leave with his family the middle of this week for Okanogan county, Washington, where he has a chance at some ditch construction work.

We found quite an outfit of campers in town when we went in last night.

Our vacationists got back from the mountains at various times the past week, and report a very enjoyable time. Robbie Ehret held his papa's "bear" up for us to see as they went by.

H. M. Smith expects to start for Shaniko tomorrow to meet Miss Olive, on her way from Spokane.

The D. I. & P. ditch campers broke up and came in on Wednesday. Some went up to Hall's for work there, others to Bend and still others quit altogether.

Elmer Covert was ditch rider a week during Mr. McGuffie's absence in the mountains.

Among those who have gone to fight fire in the timber are Joe McClay, Mr. Allen, Mr. McCaulley, Mr. Atkinson and Mr. Stewart.

E. C. PARK.

