

THE carpenters are still busy in Bend, and our town is making a healthy growth this spring.

THE BEND BULLETIN.

THE Bend Country has Irrigation, Timber, Waterpower, and Mining—four natural resources of great value.

VOL. VI

BEND, OREGON, WEDNESDAY, FEBRUARY 24, 1909.

NO. 50

DESCHUTES LINE TO START AT ONCE

Harriman Authorizes Railroad Up the River.

WILL OPEN UP THIS SECTION

Line Will Cost \$4,773,000 and Will Tap Big Wheat, Irrigation, Stock and Timber Country—Orders Given to Use All Speed.

FACTS ABOUT DESCHUTES RAILROAD.

Distance—130 miles.
Route—Up Deschutes River from its mouth to Madras, Bend and Redmond.
Estimated cost—\$4,773,000.
Connections—Main line of O. R. & N. at Deschutes.
Physical features—Water grade line, expensive of construction but easy of operation because of low grades.
History—Organized February 1, 1906, amended surveys adopted by board of directors August 20, 1907. Road to Central Oregon promised by Harriman September 5, 1908. Deschutes route recommended by General Manager O'Brien in fall of 1908.
Time of commencing work—As soon as right of way obstacles are removed.
Probable time of construction—From one year to a year and a half.

by the Secretary of the Interior. Efforts have been made since 1906 to have these maps approved and yet final action on them has not been secured.

Just how soon the right of way maps will be approved by the Interior Department so that work may begin cannot now be known. This approval is withheld because of conflicts with the Oregon Trunk Line, which has surveys for a portion of the distance up the Deschutes identical with the Harriman surveys. It is the contention of the Harriman interests that the Oregon Trunk is really a plan to delay the Deschutes company and extort money from Harriman. This is denied by the Oregon Trunk people, who claim that they intend to build a road in good faith. There are certain facts known in regard to this company that upholds their contention. It can be stated on good authority that the Oregon Trunk Line will ultimately be built up the Deschutes.

The Oregonian gives the following history of railroad matters along the Deschutes:

The Deschutes Railroad Company (the Harriman line) was organized on February 1, 1906. Surveyors for the company were put in the field on February 12, 1906. Nine days later incorporators at Seattle signed articles for a corporation under the name of the Oregon Trunk Line.

The Deschutes Railroad Company completed the survey of the first 20 miles of its road south from the mouth of the river on March 16, 1906, and the maps were filed with the United States authorities on March 27, 1906. The survey on the second 20 miles was begun on March 19 and completed May 7, and filed with the United States authorities on May 17, 1906. These maps were referred to the Reclamation Service for report as to whether or not the line would interfere with reclamation projects.

The Commissioner of the General Land Office reported that the surveys submitted interfered with certain reclamation plans in the Deschutes canyon. The maps were returned to the land office at The Dalles. They were again referred to the Reclamation Service and another investigation made.

The maps were again returned by the Commissioner of the General Land Office on April 11, 1907, to the local land office at The Dalles, together with a letter from the director of the Reclamation Service referring to his former recommendation that the surveys be changed so far as to run 100 feet above the normal flow of the river from its mouth to Sherar's bridge, a distance of 40 miles. Plans had been developed for preserving the Deschutes river as a source of water power, and this stipulation was made so as not to interfere with the Government's projects.

The Deschutes Company's engineers made a reconnaissance to determine the possibility of constructing its line in accordance with this recommendation. The report of the surveyor was made May 6, 1907. Thereupon the company resurveyed its line to comply with this requirement of the Reclamation Service. The survey was commenced April 28 and completed August 6, 1907, and amended surveys were adopted by the board of directors August 20 and filed with the United States Land Office September 4, 1907.

Similar requirements as to the

AN EXCELLENT FIELD OF OATS IN BEND COUNTRY.



elevation of line having been made of the Oregon Trunk Line, the Deschutes River Power & Development Company thereupon filed a protest against the approval of maps of both the Deschutes railroad and the Oregon Trunk and the Commissioner of the General Land Office advised the Deschutes Railroad Company on February 14, 1908, that its two maps, together with the showing made by the Deschutes River Power & Development Company in opposition to the Deschutes Railway's application for right of way, were submitted to the director of the Reclamation Service for consideration and report.

The General Land Office ruled on March 25, 1908, that there was a conflict between the location as shown on the maps of the two railroad companies and that the Deschutes Railroad had the prior right, and its map would be approved unless a showing was made by the Oregon Trunk why it should not be. The latter company was given 60 days within which to file the stipulation required by the Reclamation Service and to make a showing why the Deschutes Railroad's maps should not be approved. By this ruling, also, the protest of the Deschutes River Power & Development Company was dismissed.

Thereupon the Deschutes River Power & Development Company appealed to the Secretary of the Interior. The Oregon Trunk filed its stipulation as required and made a showing why the maps of the Deschutes Railroad should not be approved, and why its own maps in conflict should be approved. The Deschutes Railroad thereupon filed affidavits showing why its own maps should be approved and those of the Oregon Trunk rejected. The General Land Office, on July 18, 1908, ruled that the location in question was a pass or defile and that the maps of both companies would be approved.

From this decision of the General Land Office, the Oregon Trunk appealed to the Secretary of the Interior. That officer suspended all action on November 10, 1908, with reference to approving right of way maps and no other action has been taken by the Department of the Interior in reference to the appeal of the Deschutes River Power & De-

Hexamethylenetetramine.

The above is the name of a German chemical, which is one of the many valuable ingredients of Foley's Kidney Remedy. Hexamethylenetetramine is recognized by medical text books and authorities as a uric acid solvent and antiseptic for the urine. Take Foley's Kidney Remedy as soon as you notice any irregularities, and avoid a serious malady. —Bend Drug Co.

An Important Mass Meeting.

There will be a mass meeting held in Lara hall Monday evening for the purpose of considering the question of a Crook county exhibit at the Alaska-Yukon-Pacific exposition, and to choose a committee to appear before the county court to secure an appropriation, if possible, in behalf of the exhibit. As The Bulletin stated fully last week, this plan of sending an exhibit is a most important one, and there should be a large attendance at this mass meeting. Let everybody attend.

development Company, or the appeal of the Oregon Trunk to the present time.

There is a strong suspicion over the state that Harriman is only playing for time, and that this last announcement was made for the purpose of killing, if possible, the resolution before the Oregon legislature which proposed to ultimately give the state, by a constitutional amendment, the power to build and operate state railroads. There are many, however, who believe that construction on the Deschutes line will actually be begun this spring. We all hope so.

Redmond Items.

REDMOND, Feb. 21.—We are moved. No more will the merry rattle of the Prineville-Cline Falls stage disturb our late morning slumbers or the no less merry voice of its driver call out, "Hello Neighbor," as we go about our early morning chores. Neither will we get our daily mail by simply walking through the front door yard, but must go now out to the main road 120 rods from the house. Not so convenient, to be sure, but with a daily paper it beats going to town once a week.

Judging from some remarks we have heard, folks must look for a Redmond letter every week. Last Sunday Mrs. Park was sick with a threatened attack of typhoid fever again and that is our excuse for not having a letter last week. After being on her back from Saturday night until Wednesday morning, she got up pretty well fagged out, but is improving rapidly at this writing.

J. O. Hansen reports that he has a contract for hauling 50,000 feet of lumber for the Hightower-Smith Company. Most of it goes to Bend, but part comes to Redmond.

A family by the name of Long, from Washington, has rented the Burlingham house.

Baby Ehlers was sick again at the time our last report should have been sent in, but is much improved at present.

Colonel, the great and only Colonel Belcher, has returned from quite an extended visit to Portland. A good many are blaming the colonel's absence for the extended spell of severe weather we had at the beginning of the year. We presume it must be so, and in consequence we shall say nothing about the fact that

there was strong talk of lynching him on account of his failure to bring the railroad in with him. Like Harriman, however, he has made another promise and everything is all right now.

All day yesterday the outlook for the Colonial Supper was pretty dubious, and the older the day grew the worse the outlook was. Those who ventured out, however, were quite pleasantly surprised at the number of others who had done the same thing. The ladies were quite successful, taking in over \$25, almost all of which was net profit. The acrostic by 10 little girls was quite taking, as were also many of the costumes. George and Martha took premiums, that is, George awarded one to Martha and vice versa.

Private Kesler of the Salvation Army from The Dalles was in town yesterday soliciting funds for a Harvest Home to be held there the coming season.

Mrs. Kendall spent the first four days of last week on a trip to Lower Bridge and vicinity.

The masquerade tomorrow night promises to be quite the most elegant and extensive affair of the season. We will try to have a report for next week.

H. M. Smith states that Olive has been sick with diphtheria at Colfax, Washington, but is better now and is expected to come in soon for a visit.

Mrs. Wilcox will have clearing done on her eighty northwest of town, and will make her residence and reclamation proof next year.

E. C. PARK.

Tumalo Items.

TUMALO, Feb. 21.—Another nice little snow. About four inches of the beautiful white fell here last night.

C. L. Wimer attended the farmers' telephone meeting at Laidlaw yesterday.

E. Wimer made a trip to the Hightower-Smith mill one day last week after lumber.

J. H. Edwards was in Tumalo Friday. Mr. Edwards is undecided as to when he will move to Washington.

Rev. Mitchell of Bend stayed over night at Tumalo Thursday night.

Men are at work making preparations for putting up the Spoo-Dayton sawmill near here. They expect to have it running soon.

F. F. Smith of Gist passed through here yesterday going to Bend.

Chas. Wimer delivered some fine porkers in Bend last Tuesday.

Rev. Lowther of Redmond passed through here yesterday on his way to Bend. He has been holding revival meetings at the Gist school house.

Has Secured Band Instructor.

The Bend band has engaged E. C. Thorne of Myrtle Point as an instructor, and Mr. Thorne will reach Bend about the first of next month. He has had years of experience as a band instructor and has been the leader of the Myrtle Point band for 15 years. He is A1 instructor and the boys are glad to be able to get him. The band is making fine progress and Bend is guaranteed some excellent music during the coming summer.

Read The Bulletin and be happy.

FOSSIL FOUND AT DEPTH OF 52 FEET

Madras Man Uncovers Skull of Some Early-Day Animal.

LOOKS LIKE A GOAT'S HEAD

Will Be Sent to Museum at University of Oregon—Many Interesting Bits of News from Central, Southern and Eastern Oregon.

Rev. I. D. Brown found a skull of some animal buried at a depth of 52 feet, while sinking a well on his place near Madras. The Pioneer says that the fossil was imbedded in a stratum of sand and was in fairly good condition, although broken in several places. It was about the size of a goat's head and had somewhat the appearance of the skull of that animal. The fossil will be preserved, and later may be sent to the paleontologist at the university of Oregon.

Shorter Items of Interest.

Klamath Falls will have a creamery in operation by March 1.

Sisters has organized a commercial club. Hurrah for Sisters!

Keepers of blind pigs at Klamath Falls were recently fined \$250 each.

Lakeview has an altitude of 4,825 feet, over a thousand feet higher than Bend.

Quite a valuable deposit of coal has been discovered near Vale, and a company formed to develop it.

Sherman county won in the inter-scholastic debate held at Moro recently between the Crook county high school and the all-Sherman team, the vote of the judges being two to three, according to the Journal.

Dr. C. A. Cline was up from Lower Bridge the latter part of the week. He reports that the whitefish are plentiful these days in the Deschutes. This means an early trout season for 1909, for whitefish always run just before the trout.—Prineville Review.

Luther Disney, son of Mr. and Mrs. J. T. Disney of this place, and Charles Summers, son of Mr. and Mrs. Jack Summers of Prineville, have entered the navy. Word was received here Saturday that they had joined the navy at Bremerton, and had been detailed to duty on the Philadelphia.—Madras Pioneer.

Gas has been struck in a well that was being drilled for oil at Ontario. The gas was struck at a depth of 2155 feet, or 12 feet below sea level. The drillers have piped it to the top of the derrick and have ignited it, making a huge torch. The head driller estimates there is enough gas to light 250 homes.

Word received from Attorney John K. Kollock by F. E. Dayton is to the effect that the State's case against the Columbia Southern Irrigating Company has not yet been set down for hearing, but it is hoped that it will be set for next month. Mr. Kollock stated that the attorneys for the State have been urging a hearing but so far have not been successful in getting it set down.—Chronicle.

Baled Hay for Sale.

At \$10 a ton—25 tons rye, five tons wheat. ED. WHITE, 50 51 Two miles from Gist.