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THE BEND BULLETIN.

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

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RAILROAD TO BEND IS A CERTAINTY

RIGHT-OF-WAY MAPS WILL BE APPROVED

Harriman States in a Telegram to Governor Chamberlain That Road Has Been Authorized, and O'Brien Says Construction Will Be Vigorously Prosecuted.

Railroad news has been coming thick and fast during the past week, and each day's report brought better news for this section. The most skeptical are now beginning to concede that a railroad into Central Oregon—with Bend as the objective point—is now assured. Harriman has announced in a telegram to Governor Chamberlain that the road has been authorized and that its construction is now in the hands of local officials; dispatches from Washington state that Secretary Garfield will approve the Harriman right-of-way maps up the Deschutes before he retires from office on March 4; and following this General Manager O'Brien reiterates the statement that actual work on the road will be begun at once. And not the least factor in hastening this road is the possible boycott that Portland shippers threaten to wage against the Harriman roads if a line into Central Oregon is not started this spring. Central Oregon's long, long wait for a railroad is about to be ended. Then watch Bend grow. The lands of the Deschutes Irrigation & Power Company will sell like the proverbial hot cakes, power plants, sawmills and other manufacturing concerns will spring into existence along the Deschutes, and the Bend country and Central Oregon will be a veritable bee hive of activity and prosperity. Read the last good news as reported in the Oregonian, and then go out and shout for the Bend country.

WASHINGTON, D. C., Feb. 26.—The Harriman railroad will be built up the Deschutes river to a connection at Klamath Falls with the road now building northward to that point, and the right of way will be approved by Secretary Garfield before next Thursday. These facts were brought out at a hearing before the Secretary of the Interior today.

It was stated by a representative of E. H. Harriman that out of the \$82,000,000 raised by bonds recently floated by the Harriman system for new railroad construction, \$40,000,000 had been set aside for the construction of a railroad up the Deschutes river into Central Oregon, terminating at Bend, and for an extension of the new Shasta division, now nearing Klamath Falls, northward to meet the Deschutes road at Bend, thus completing a new route from San Francisco to the Columbia river.

The construction of the Deschutes road will be commenced, it was said, as soon as the Secretary of the Interior approves the right-of-way application, and Secretary Garfield said he expected to do this before he leaves office next Thursday. He is waiting only the adjustment of a few minor details, and knows of nothing that will delay his action.

All material obstacles that have heretofore delayed the approval of maps of location of the Deschutes road have been removed.

WILL LOSE NO TIME.

O'Brien Says Work Will Be Pushed with Much Vigor.

With the announcement from Washington by Secretary Garfield that he will approve the maps for the Harriman railroad up the Deschutes comes definite announcement from officials of the system in Portland that no time will be lost in beginning the preliminaries necessary before taking up actual construction. With the maps approved the greatest obstacle will be out of the way, and it is evidently a question of only a few weeks when the Central Oregon project will be under way.

Both General Manager O'Brien and General Counsel Cotton, of the Harri-

man lines in the Northwest, gave assurance last night that when word comes from Washington that the maps have been approved, there will be no additional delay. With the work authorized, the officials are in a position to bend every energy toward expediting the line.

"We are prepared to send out right-of-way agents just as soon as we are advised that the maps have been accepted," said Mr. O'Brien last night. "The approval of these maps, of course, gives us right-of-way over all Government land affected, and nothing will remain but to secure concessions from other owners, and this will not take long, we believe, although it is impossible to say just how much time this work will require."

"Already we have secured the records of ownership to all land over which the road will be laid, and after checking up these records, which will require but one or two days, our agents will take the field. When they complete their task the last preliminary step will have been taken."

"At the time our men are busy getting rights of way we shall advertise for bids on the construction work. This will eliminate the delay that would be necessary for advertising and estimating if we waited until all rights of way were granted."

"Our representatives have been very busy at Washington for the past month and have been protesting against further delay of the project by the government. We asked that our maps either be approved or disapproved, and in reply to this request we were assured that a decision would soon be reached. In fact, we had telegraphic advices from Washington today which led us to believe that Secretary Garfield was ready to approve the maps."

Neither Mr. O'Brien nor Mr. Cotton had anything to say about the extension of the Shasta line from Klamath Falls on to Bend, to a connection with the Deschutes road, as outlined by the above dispatch. The Portland general office is concerned only with getting the line built from the Columbia to Bend, they say.

The Deschutes line will be 130 miles long. It is expected that its construction will occupy from one year to a year and a half.

SHIPPERS THREATEN BOYCOTT.

Portland Men Bring Pressure to Bear in Behalf of Central Oregon Road.

At last it appears that the business men of Portland have awoke to the importance of having a railroad built into this section. A



Who Will, on Tomorrow, March 4, Be Inaugurated President of the United States of America.

movement has been started among them to divert their freight and other shipments from the Harriman to competing lines if Harriman does not begin at once the construction of a Central Oregon road. By this means, Portland shippers could cause the Harriman lines a tremendous loss of business. This action will undoubtedly prove one of the best possible means of securing the building of a railroad into this vast inland empire. While this drastic action probably will not now need to be adopted inasmuch as Harriman seems ready to build the road, yet the article is interesting in that it shows what pressure could be brought to bear on the Harriman people by Portland shippers. The Telegram tells of the shippers' plans as follows:

About 80 of the leading shippers and merchants of Portland, under the direction of the transportation committee of the Chamber of Commerce, have joined a movement the purpose of which is to show the traffic officials of the Harriman system, including Director J. C. Stubbs and the traffic men handling business in the Northwest that it is to their interests to see that the extension into Central Oregon is rushed with all possible speed.

Extend Shaniko Line 25 Miles.

What the local jobbers and merchants desire first is an extension of the Columbia Southern from Shaniko, 25 miles southward, which would serve to provide temporary outlet for the vast productive region of the Bend, Madras, Prineville, Haycreek and surrounding country, out of which the produce could be hauled overland on down grade all the way. This line has been surveyed by engineers in the employ of private interests, having extensive holdings in that region, and the estimates as to the cost of this 25 miles of road run from \$250,000 to \$380,000, depending upon the class of construction. The shippers back of the movement are satisfied that the former sum would construct the line in a fashion entirely

BEND WILL SOON HAVE ELECTRIC LIGHT PLANT

A. M. Drake Will Develop Power by Damming River, and Will Put in Lighting and Pumping Plant. Work Starts at Once.

Bend will have electric lights in the near future. A. M. Drake has fully decided to put in a dam and power plant and will supply the town with the long desired electric system. Mr. Drake has modified his plans somewhat and will build the first dam across the river a short distance up-stream from the present pumping plant. There is a natural site there for a small dam, and Mr. Drake's plan for the present is to develop what power will be needed for an electric light plant and for pumping water for the city system. Work will begin on the dam in the immediate future and the plant will be pushed to completion.

Later, when there is more demand for power, a dam will be built in the narrow gap directly north of the old bunk house site, but nothing will be done with that project at present.

Redmond Items.

REDMOND, Feb. 28.—There was recently born to Mr. and Mrs. J. Ward Harader, a girl. Mrs. Bennie McCaffery was in attendance. The new father has been teaching the Clive Falls school which closed Thursday, and will now be at home as a farmer on his place near town.

We don't know whether the Surprisers were successful last night in taking Mr. and Mrs. Frank McCaffery that way or not, but everyone was certainly surprised at the number that can gather and have a good time at one house. Everyone had so good a time that they encroached a little on Sunday to do it.

Messrs. LaFollette and Cooper of Prineville were in town early in the week drumming up trade for the Prineville creamery. We hope to see them get quite a batch of cream each week from this station.

Mac and Jim of the land clearing firm of McLellan, Young & Co., came in Monday night and have gone on up to S. E. Dutt's place near Bend to pull trees, leaving Mr. Young in the old riv-

er bed section to finish some sagebrush work.

We are sorry to learn that Mrs. Jim is quite poorly, being confined to her bed for part of the past week. We hope to hear of her speedy recovery.

Kirk Whited's building operations are being delayed by lack of lumber and bad roads to the mill.

Meslames Cline and Jordan were in town over Saturday night on their way to Prineville and participated in the surprise at McCaffery's.

E. L. Iverson left this morning for White Salmon and other points to close the sale of a farm that he had at that place. During his absence the ladies will run the store.

The masque ball on Monday evening was a very pleasant affair although there were not so many dancers as sometimes. Some very pretty and striking costumes were in evidence. Ed Kennard as George Washington and Nellie Covert as a little old woman took the prizes.

George Elliot and Miss Bertha Hegardt were married Wednesday night at the home of Mr. and Mrs. W. R. Davidson, the Rev. Mr. Lilly officiating. Both young people have been very favorably known here for some time and will start with many wishes for the best of success.

Mr. Spencer reports that Ernest has bought an eighty about 45 miles from Spokane. That it is a good one is evidenced by the fact that he had a chance to make more than \$500 on it before the papers were ever made out.

E. C. PARK.

Rosland Rumors.

We understand that Geo. Bogue and Wm. Taylor were visitors at Bend during the excitement at the roller skating.

Roper Clansen is nicely settled in his new home. After making some substantial improvements their home is quite cozy. Roper is hauling hay from C. W. Richie's barn.

Chas. Graves, Jr., and Joe Ringo of Crescent have hauled two loads of saw-lust from the mill the past week. Looks like ice cream next summer.

The dance given on the evening of Feb. 22 was a very pleasant affair, and well attended. All that's needed to perfect these dances is a few more ladies.

The coyotes in this vicinity have become very plentiful and quite a few have lately been trapped.

Carl Anderson, previously from Bend, who was thought to be seriously injured some time ago by two logs rolling on him at the mill, is improving very rapidly and expects to be at work again next week.

We are able to see a little bare ground in many places, now that the sun is showing himself again.

There seems to be considerable talk of building in this neighborhood but it is too early for anything definite along that line, as most of the reports are very vague.

Wm. Hollingshead is hauling lumber for Ed Mann.

The "Happy Family" (Carl Wise, Wm. Dorrell and Frank Tolliver) are certainly piling up the wood around Carl's place and have made quite an improvement in the looks of the place.

Persons desiring Sunday school at their home please notify Wm. Dorrell.

Elmer Hawthorne is again back in the country. We are certainly glad to see him.

We hear that Mr. and Mrs. Rourke and Bert Caldwell enjoyed the dance at Bend on the evening of Feb. 22.

A SQUEAL TO A JOSE.

About three weeks ago an article appeared in The Bulletin relative to the killing of a huge "grizzly" by the Crescent stage driver, Tom Sly.

The article was slightly misstated. The incident as the writer understands it, was undoubtedly exciting for Tom, but as yet no one has seen the hide, and also the non-appearance of the stage in Rosland for two days, relates a very different story to that of the original.

Foley's Kidney Remedy will cure any case of kidney or bladder trouble that is not beyond the reach of medicine. Cures backache and irregularities that if neglected might result in Bright's disease or diabetes.—Bend Drug Co.

BEND REAL ESTATE IS QUITE ACTIVE

Hunter & Staats Purchase Goodwillie Holdings.

PLAN MANY IMPROVEMENTS

Will Clear the Deschutes Townsite, Lay Out Lots and Open and Grade Streets—May Erect a Large Stone Building in Bend.

The real estate market in Bend has been very active during the past few weeks, and one of the most important transfers yet recorded was made last Monday when Hunter & Staats closed a deal with A. L. Goodwillie for all the lots he owned in Bend, among them being some of the very best business lots in the town. This deal has been on for some time but was closed on Monday.

The purchase of these lots is evidence that Messrs. Hunter and Staats have great faith in Bend. During all the discouraging vicissitudes of the past three years, they have maintained that Bend was destined to become a city, and now that the railroad is practically assured they are more confident than ever that Bend will become one of the leading cities of the Northwest. This faith in Bend's future is further evidenced by the fact that these gentlemen are contemplating the building of a fine stone structure on the corner lot just south of the P. B. D. Co.'s office—on lot 12, block 5. The building that they are planning will be a two-story structure 36x80 feet and will be built of native stone of a brownish-gray color, with the window sills and other trimmings in black stone. The first floor will be used either for a general mercantile store, bank, or some similar business, while the second floor will be fitted up for offices. The building of this structure is practically decided upon and work on it will undoubtedly start in the near future. Plans of this building have not yet been worked out in detail sufficiently to make possible a correct statement of its cost.

Another important piece of development work soon to be inaugurated by these gentlemen is the clearing and improving of the townsite of Deschutes, Mr. Hunter having bought a half interest in this property from Mr. Staats. The Deschutes townsite comprises 40 acres and joins Bend on the south, and undoubtedly will some day in the near future be platted as an addition to Bend. The work that will be done now will first be the clearing of this tract. All the brush and larger pine trees will be removed. The trees suitable for shade will be left standing, however. Streets will be opened and graded and some of the sidewalks built. Streets joining Wall and Bond streets will be opened through the Deschutes property. Lots in this tract will be on the market in the near future.

Mr. Staats says that the Deschutes townsite was the first one laid out on the upper river. The tract will make a beautiful residence section and will furnish sites for many pleasant homes.