

WITHOUT A RAILROAD TO CENTRAL OREGON THERE WOULD NEVER BE NEED OF WATER POWER PLANTS HERE, MR. SEC. OF THE INTERIOR

EVERY CITIZEN in Central Oregon knows the railroad is far more essential than the interfering power plants.

THE BEND BULLETIN.

WE think this is a pretty good BULLETIN today. After looking it over, what do you think about it?

VOL. VII

BEND, OREGON, WEDNESDAY, MARCH 17, 1909.

NO. 1

ONLY WAIT FOR APPROVAL OF MAPS

Ready To Begin at Any Time on Central Oregon Railroad.

THE BEST AVAILABLE ROUTE

If Government Refuses Right-of-Way Through the Deschutes Canyon, It Will Seriously Retard Building of Road into This Section.

"We will be prepared to start construction of our road into Central Oregon one week after the Government approves our survey plans," said Chief Engineer Boschke, of the Harriman lines in the Northwest, last Friday.

Speaking further of the Central Oregon railroad situation, the Oregonian said:

Mr. Boschke admitted that the only question holding up this approval is the investigation now being made by Supervising Engineer E. G. Hopson, of the Reclamation Service, who has officially made request for all information and data obtained over the various routes surveyed into Central Oregon by the Harriman lines. This information is considered essential by the Government before it can pass on the Harriman application for right-of-way through public lands up the Deschutes canyon. From this information the Reclamation Service officials expect to arrive at a decision as to whether the Deschutes river is more valuable for the conservation of water for power purposes than for railway purposes.

May Abandon Deschutes Line.
Should the Reclamation Service consider that the dam is paramount, it is practically decided that Mr. Harriman will not build into Central Oregon over the Deschutes route, but will be compelled to have entirely fresh surveys made over different routes. The reason for this is stated to be that the increased cost of construction of a high line over a water-grade line would be \$554,000 at the site of the Government dam alone. There would further be additional expense involved in grading, which, taken with a 50 per cent increase in the cost of maintenance and operation, would absolutely preclude any possibility of the Deschutes canyon road being adopted by the Harriman engineers.

Besides the Government dam, there are several private dam sites which would further increase the height to which the line would have to be raised, but it is believed that these objections might be surmounted if the Government dam project could be overruled. The height of the proposed Government dam was to be 100 feet, and this would mean that the road along the canyon would have to be raised to at least that height to surmount it. Besides this, it is said that the dam would be the means of flooding an enormous number of water-level and close to water-level plateaus, which with the advent of a railroad, can be made immensely valuable as fruit ranches.

Maintenance Cost Heavy.
A line that was suspended from the cliffs would be far more difficult to keep in repair and maintain and would be in constant danger from

falling rocks from basaltic cliffs. The high line would involve at one point, Mr. Boschke pointed out, the grading of a cliff 500 feet in diameter at a cost alone of \$30,000. Against the Deschutes down water-grade haul the Shaniko and Redmond extension would involve a grade of 6022 feet east and 3235 feet west. On at least four points on the road helping locomotives would have to be placed, in particular the Shaniko hill requiring immense power to move an ordinary freight train. The survey for this route showed both east and west the grades were so steep that the road was declared impracticable from an operating standpoint.

In comparison with the Shaniko extension the Deschutes water-grade haul would have a grade of 3839 feet east and 680 feet west. The surmounting of Hogg's Pass on the Corvallis & Eastern was similarly pointed out as an absolutely impossible feat from the railroad operator's point of view.

Unless the Government declares against the dam it would appear that quite indefinite time must pass before the Harriman lines can find a gateway into Central Oregon, for the length of time taken up by the requirements of surveys over new routes will make the Central Oregon road more a thing of the far-distant future than of the near-present.

Water Power Available.
It is confidently stated that while it will be impossible for the dam to be on the Deschutes river if the road is to be laid up the canyon, the Government need be under no fears of obtaining the required force of water for water power, for this can be obtained either by building a dam low and easy to surmount or by other methods familiar to reclamation service engineers.

That it will be impracticable to build a dam without a 20-mile stretch of railroad is another feature that must appeal to the reclamation engineers. At the point selected for the dam, 20 miles above the junction of the Deschutes river with the Columbia, no sand can be obtained for concrete, and, together with heavy engineering machinery, will have to be carried at least 20 miles. The difficulty of constructing even such a road as would be required is quite likely to postpone the construction for a considerable period of time.

"If the Government insists that we must build over the dam sites it will mean that we cannot build the Central Oregon road, at least not for some time, and certainly not along the easy route—the water-grade haul. We should be shut out from our most feasible route. If we had to allow for the dam being in position a mere 12 miles of our route would cost a further \$564,000 over our estimates and together with the private schemes further up the river the cost of the road would be advanced at least \$1,000,000, making the total cost of the road \$6,000,000. Now to make 4 per cent on our investment and allowing 4 per cent for operating and maintenance we would have to have an income of \$480,000. But we expect that it will be a number of years before the country is developed sufficiently to give us any return on our money, and we are willing to allow for that and to help build up the country, but besides that 4 per cent for operating there would be an extra 2 per cent for increased cost of operation.

(Continued on last page.)

Alfalfa, 1 Year Old, Yielded 2 1/2 Tons per Acre First Cutting.



HILL ENGINEER PAYS BEND COUNTRY A VISIT

N. W. Bethel, Chief Engineer of the Oregon Trunk Line, Made Reconnaissance Between Madras to Bend—Would Not Talk.

N. W. Bethel, chief engineer of the Oregon Trunk Line, and locating engineer of the North Bank road, spent Saturday and Sunday in Bend. While The Bulletin and many others in Central Oregon would have been glad to secure a lot of definite railroad news from Mr. Bethel, yet such a thing was not to be expected and he, in common with other railroad men who have been through here during the past few months, had nothing of importance to give out.

Mr. Bethel did state, however, that he had some spare time on his hands and took the opportunity to make a reconnaissance of the section between Madras and Bend. He wished to acquaint himself with this section, and that was the object of his visit. Further than that he had nothing to say. Mr. Bethel came up by way of Redmond and Laidlaw and spent a few days in each of those towns.

The visit of Engineer Bethel has had a tendency to revive interest in the Oregon Trunk Line. Nothing has been heard of that project for some time, but it is evident that it is still a live one. The Oregon Trunk has a line surveyed and located from the mouth of the Deschutes to Madras, and in view of Mr. Bethel's presence here, it would not be surprising if crews are put in the field soon and a line surveyed from Madras to Bend and possibly on south.

For years Mr. Bethel has been one of J. J. Hill's locating engineers. His recent connection as chief engineer of the Oregon Trunk Line has done much to strengthen the suspicion that that road is a Hill enterprise. And his visit to Bend goes still farther to confirm the statement that Hill intends ultimately to build a line into Central Oregon.

Redmond Items.

REDMOND, March 14.—Bert DeLorimer went out yesterday to be present at his brother's sale to be held at Waitsburg, Wash., the 20th. After the sale they, with a neighbor, Will Abbey, will come back to the Redmond country, bringing two cars to Shaniko. Mr. Abbey has land in the Woods neighborhood north of town while the DeLorimers are located at the foot of Forked Horn butte. C. N. DeLorimer alone will bring in seven head of horses besides household articles, etc., too numerous to mention.

B. J. Henninger had the misfortune to lose one of his horses the past week while on a trip home from the Gist saw mill. It is a loss he can but ill afford to stand at this time and he hopes some one will have a horse to put out for a time for its keep or something of that kind.

Today we passed a small field of fall wheat sown Dec. 8 which was looking very well.

Arrivals yesterday included Mr. Bethel of Portland and Dr. Dixon from some Utah point. The doctor says he has come to stay. We hope so. It makes it look like development sure enough.

W. R. Davidson reports a land seeker in the past week in the shape of an old friend, L. E. Garlinghouse of Enderby, B. C., a planning mill superintendent at that place. Mr. G's. time was somewhat limited but he will probably invest and return.

The Ladies' Aid met last Thursday with Mrs. Park. A good crowd, good time, plenty of work done and plenty to eat. Ditto everything at Mrs. McLain's next Thursday so as to get the meetings and the quilts finished before the annual meeting in April.

Newt Cobb and family were down from Sisters visiting.

Mrs. Stewart was quite ill so that Dr. Edwards was called yesterday.

The Watt eighty is being cleared and will be cropped and a house built preparatory to the owners coming on in the summer or fall.

Milton Lawson was laid up with an injury to his foot but we did not learn particulars. E. C. PARK.

Land Scrip.

Soldiers Additional Homestead Scrip for sale. Can be used on any government land subject to homestead entry and obtain title promptly without either settlement or cultivation. Fully guaranteed. For prices address L. W. HUBBELL, Springfield, Missouri.

We need your subscription.

O. R. & N. RIGHT-OF-WAY MAN AT REDMOND.

J. B. Eddy, right-of-way man for the O. R. & N. Co., arrived in Redmond last Sunday evening. He secured options on several pieces of land along the company's survey, lying between Redmond and Trail Crossing. The price stipulated in the options is \$100 per acre for the land that the company actually uses for its right-of-way. Mr. Eddy intimated that his company would be willing to pay that price for the land taken. He left Tuesday night for Portland.

This would indicate that the Harriman interests are rather confident that their survey up the Deschutes will be approved by the government.

First National Bank of Bend

A telegram received from Washington this morning gives authority to The First National Bank of Bend to open for business. This will be done within the next two or three days. A full write-up of the new institution will be given in next week's issue.

Ballinger Will Hurry Matters.

WASHINGTON, D. C., March 9.—Secretary Ballinger of the interior department said today that there would be no undue delay in passing upon the application of the Harriman railroad for a right-of-way through the Deschutes canyon. He has called upon the land office and reclamation service to prepare for him a report of all facts in the matter, and when the statements are ready he will give them thorough and prompt consideration and act as he believes the facts justify.

Engineer Schlecht, who is now at Deschutes making an investigation, will be expected to report at the earliest practicable moment.

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.

So Sore He Swore; He Swears No More.



There was a Merchant mighty sore—in fact, so sore he swore and swore. And kept on swearing more and more.

The trouble was that folks, instead of patronizing him, by Ned! Were buying goods by mail, he said.

One day he got a little hint On how to make his store a mint; Then hope took on a rosy tint.

He came and ADVERTISED his stock; His store was crowded, chuck-a-block, From seven until six o'clock.

So now this Merchant swears no more; No longer is he feeling sore, Since ADVERTISING crowds his store.

ERICKSONS IN A SHOOTING FRACAS

Have Mix-Up With Tenant on Their Bear Creek Ranch.

TELL CONFLICTING STORIES

Erickson Shot Twice But Wounds Are Very Light—Reports State That Other Man Has Fractured Skull. Hearing Set for Thursday.

Mr. and Mrs. C. H. Erickson had trouble with Leonard Walters on their Bear Creek ranch last Saturday about noon, and as a result Erickson has two slight pistol wounds while, according to the story that comes from Prineville, Walters is lying in a critical condition due to a blow over the head with a gun. Mr. and Mrs. Erickson have been placed under arrest and their preliminary hearing has been set for tomorrow afternoon. Deputy Prosecuting Attorney Bell released them without bail, and they returned to their home in Bend Tuesday evening.

The Bulletin interviewed Mr. and Mrs. Erickson but they did not wish to make any statement for publication until after the hearing. They related enough, however, to indicate that there are two radically different sides to the story and from their statement they were set upon by Walters and had to fight for their lives.

Walters was taken to Prineville where he made a statement to Dr. Chas. Edwards, who dressed his wound, as follows: He went to Erickson's house to borrow a horse, Walters living in one house and Erickson in another on the same ranch. As Walters stepped into the house, Mrs. Erickson pointed a gun at him and fired. He jerked it away from her in time to save himself. She grabbed another gun and fired again, but again he saved himself, taking the gun away from her and knocking her down. Whereupon Erickson seized a gun and struck Walters over the head. Walters then drew a revolver and shot several times at Erickson, two shots hitting him. Walters then took to his heels and ran for home, with Mrs. Erickson pursuing him and firing at him. That is Walters' statement as reported to The Bulletin over the phone by the authorities at Prineville. Walters got into town, made the statement, and soon became delirious from the blow on the head, and is in a critical condition, all according to reports from the county seat.

Erickson contradicts this story in toto and says he did not strike Walters over the head. To uphold his side of the story, he refers to the complaint filed by Walters himself which admits that he shot Erickson twice, that he shot him in his own house, and that there was no fuss. As stated above, however, Erickson would not make a statement for publication until after his hearing tomorrow.

Several months ago Walters contracted to purchase the Erickson ranch on Bear Creek, agreeing to make a first payment, and having to years in which to meet the balance. According to the contract Erickson had the right to go onto the place, put in crops and take care of it if Walters failed to do so. There is no doubt that Walters was not living up to the terms of the contract, and Mr. and Mrs. Erickson were there to put in spring crops, when the trouble occurred. One shot struck Erickson behind the left ear, grazing and burning his neck. The other struck him in the right side, grazed the flesh and struck the hip bone. Neither wound amounts to much. But Erickson says that all that saved his life was the fact that Walters' ammunition must have been very poor.