

Bend, you know, is going to celebrate on July 3 this year. This is just a memory jogger, lest you forget.

THE BEND BULLETIN.

The man who gets the business today is the live, pushing, energetic man; the man who advertises.

VOL. VII

BEND, OREGON, WEDNESDAY, JUNE 23, 1909.

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EVERYTHING IS IN READINESS

Bend's Celebration Promises to Be a Live One.

A GOOD PROGRAM OF SPORTS

Committees Have Been Busily at Work, and Final Arrangements Are About Completed—Large Crowd Is Expected.

Preparations are about completed for that big celebration at Bend on July 3, and it is now more evident than ever that the eagle will scream until it's hoarse and a few more good hard knots will be tied in the tail of the British lion. The committee on sports is making good progress and the program outlined promises an afternoon of much enjoyment. Prineville has promised to send over the best ball team they have, and their manager writes that if they are defeated they will have no complaint to offer—they intend to make a good hard run for the money. The Bend team will go to Prineville Sunday morning to play there on the 4th and 5th.

Tom Triplett, who has charge of the fishing crews, has his men selected. One crew will work between Bend and the Dutch John place, while another will be sent farther up river. A team will bring each day's catch to town, where the fish will be packed on ice. This will be the program for several days preceding the 3rd, and an abundance of those fine, edible Deschutes trout will be ready for all the visitors that may come.

The ball game and the trout barbecue will be the two big drawing cards of the day, but there will be many other attractions. The committees are arranging a program which will be given largely as follows:

MORNING EXERCISES.

10:30 Parade, accompanied by band.
11:00 Program, consisting of music and oration by ex-Congressman J. N. Williams, of Prineville.
12:00 Fish barbecue.

AFTERNOON SPORTS.

	1st	2nd
1:30 Boy's race.....	\$ 2.00	\$ 1.00
Potato race.....	2.00	1.00
Free-for-all race.....	5.00	3.00
Sack race.....	3.00	2.00
Pat man's race.....	3.00	2.00
2:30 Ball game.....	75.00	25.00

Immediately following ball game, on the diamond—
Broncho riding..... 15.00
Pony race..... 15.00
Free-for-all horse race..... 15.00
Slow race..... 10.00
Other interesting amusements if time permits.
And the big bowery dance at night under the auspices of the Bend band.

It will be well to explain the slow race. In this race the horse that crosses the wire last gets the purse. But—No man will be allowed to ride his own horse. He who enters a horse in this race will be obliged to ride one of the other steeds, and there is a strong suspicion that each contestant will strive with might and main to beat his own horse to the goal. Nothing but good sound horses will be allowed to enter—no cripples.

Chairman of Sports H. J. Overturn requests those who have horses that can buck to bring them to town for the occasion; and also requests all who can ride, or who think they can, to enter the broncho busting contest. The plan now contemplated is to have judges appointed who will pass on the skill

of the various buckaroos. The purse will go to the man who rides his mount best for a certain stipulated time. No man will be allowed to ride his own horse.

This is a brief outline of the day's sports, but it cannot be described adequately in print. It will be a full day—chuck full. From early sun rise, when 21 noisy guns will boom forth the anniversary of the nation's birth, to the wee' sma' hours of the following morning when the tired dancers seek their homes, there will be much doing and plenty of it. Everyone in this neck of the woods is planning to attend, and Bend is preparing to take care of a large crowd.

MAY CHANGE MAIL ROUTE.

Madras May Be Made Distributing Point Instead of Prineville.

The report, which is said to come from very reliable sources, is current that an effort is being made to secure an important change in the mail service for Crook county, whereby the main star route, now running from Shaniko to Prineville and thence throughout the county, will be shifted to the west side. If the change is secured, the mail will be carried from Shaniko to Madras, which will become the distributing point for the rest of the county. From Madras a line would run to Prineville and the eastern part of the county, while another would run from Madras to Bend and serve all the intermediate points.

The arrangement would give the west side much better service than at present. It would give the west side towns direct mail communication with each other, (all mail now having to go through Prineville,) and during the winter the mail would arrive much earlier. During the wet season of the year the west side roads are much better than on the Shaniko-Prineville route and Grizzly mountain would be cut out, all of which would result in putting the mail into Bend several hours earlier each day. Furthermore the mail for Central Oregon is becoming so large that it makes a very heavy load for the stages and a prodigious amount of work for the Prineville office. There is no need of hauling all this mail to Prineville when it can just as well be dropped at Madras, and distributed from that point.

G. M. Cornett, who has the present mail contract, favors the change, it is said, and will use his best efforts to secure it. There can be no reasonable objection to the plan and it is believed the department will order the change.

Inklings from Gist.

GIST, June 21.—The fine rain of last week did worlds of good here.

There was a large crowd out Sunday at Sisters to see the ball game. Next Sunday they will play at Gist.

A government inspector was in the lower desert country recently rounding up some of the settlers that had government land fenced. They will have to take down their fences, so he says.

Road Supervisors Chas. Carson came near having a runaway Sunday. As he was driving along the road, one of the traces came unhitched and the horse started to run. He ran some distance before Mr. Carson could get him stopped. No damage was done except losing a bolt out of the singletrees.

Ora VanTassel, the real estate man of Madras, has rented the Zumwalt & Miller building at Sisters and will open an office there.

Lost or Strayed.

Brown Setter dog, wearing collar with blank name plate. Was last seen at Pilot Butte Inn Saturday morning. Return to H. J. Overturn, Bend, and receive reward.

EARLY CONSTRUCTION IS AGAIN PROMISED

Secretary Ballinger Has Approved Harriman Right of Way up Deschutes, and General Manager O'Brien Says Bids May Be Called For Within 30 Days.

Secretary Ballinger approved on June 18 all the remaining maps of right of way location filed by Harriman's Deschutes Railroad Company, as well as the maps of the Oregon Trunk Line. Nothing now stands in the way of building the Deschutes road into Central Oregon. Either Harriman must "make good" by building the road or prove himself an unmitigated prevaricator and his promises not worth "two bits."

General Manager O'Brien states that they now have 70 per cent of the right of way secured, and that he hopes to clean up the remainder in time to call for bids on construction within 30 days. If the remaining right of way can not be secured without condemnation proceedings, the matter will be carried into the courts. When finally adjusted, construction will be pushed with crews probably at each end and one at some middle point.

70 Per Cent of Right of Way Secured.

"While we have not been officially advised that our maps of survey have been approved and that the government has removed all objections, so far as it is concerned, to the construction of the Deschutes road, I assume that such is the case, judging from the published reports from Washington in yesterday's papers," said Mr. O'Brien Saturday. "We have secured rights of way to 70 per cent of the 120 miles to be covered by the road. The only obstacle confronting the immediate construction of the railroad is the question of rights of way over property along the Deschutes river, owned by private interests and held for the development of water power."

"Until now we have not attempted finally to adjust pending controversies with these interests. It was only when our maps received the approval of the proper officials at Washington, that we gained a standing in court. We will now proceed immediately to take up these questions and settle them as speedily as possible."

"Monday morning I shall hold a conference with our right of way and legal departments, when these matters will be taken up for consideration. We shall make to these power companies what we consider reasonable offers for the concessions desired, and in that manner believe we will be able satisfactorily to adjust the situation and at the same time conserve the interests of all parties. I am exceedingly hopeful an adjustment of all unsettled right of way problems can be accomplished without resorting to the courts. If, however, we fail after doing all we can to reach an agreement without resorting to litigation, we shall bring condemnation proceedings for a final determination of our rights

and what we shall be required to pay for them.

Appropriation is Waiting.

"Just as soon as we succeed in securing a clear and uninterrupted right of way covering the entire distance of 120 miles we shall immediately call for bids and proceed with the construction of the road just as rapidly as money and labor will permit. You may rest assured we are just as anxious to proceed with building this road as are the people of Portland and Central Oregon, the district to be served. We have been given the appropriation necessary to the construction of the Deschutes road and as a business proposition are desirous of expending this money and in the construction of the road insure the promised returns on the investment. Until the road is built and in operation our \$5,000,000 is practically a dead investment, deprived of earning power."

"If we succeed in adjusting the few pending right of way problems expeditiously I am satisfied we will be in a position in 30 days to ask for bids for building the road. When construction work is started it will be pushed vigorously that the road may be completed in the shortest possible time. In all probability not less than three construction crews will be employed. Work will be started from both ends and a third crew will begin at some central point."

It is said that the engineering forces have estimates and all other preliminaries in such shape that they could go right ahead with the work at once. The building of the line will involve heavy rock work through perpendicular basaltic cliffs, long tunnels through similar formation and long bridges leaping chasms at dizzy heights. For example, the bridge across Willow Creek at the 121-mile point will be 1100 feet long and more than 100 feet above the river. The bridge across Crooked river will be a cantilever structure, 302 feet above the gorge and 350 feet long, the cantilever span being 350 feet in length.

A NEW LINE FROM LAKEVIEW

Nevada-California-Oregon Will Build Extension to The Dalles.

Invasion of Harriman's Central Oregon preserves by a hostile road heretofore not considered to any great extent by the public, may be the reason for the activity on the Deschutes line announced in the foregoing article. T. T. Dunaway, general manager of the Nevada-California-Oregon Railway Company, has announced publicly that his line will be extended from Alturas, California, through Lakeview and across the state to The Dalles.

That will bring this line directly through the Bend country and through Harriman's private Central Oregon pasture. The extension

will cost approximately \$5,000,000 and will be commenced within the next three months. The road at present runs from Reno, Nev., to Alturas and is a narrow gauge, but it will be built standard width throughout.

General Manager Dunaway says that work will be started at the north end of the line. Within the past two weeks, the officials of The Dalles-Dufur line have announced that they will extend their road southward this summer. Can it be that The Dalles-Dufur and Nevada-California-Oregon are working in harmony and that the two lines will be extended to meet somewhere in Central Oregon?

Speaking of this extension General Manager Dunaway said:

"For some months past the directors of the N. C. O. have contemplated this work and now it can be stated almost definitely that the scheme will be carried out. We have the money and intend to do the work."

"It is our purpose to commence the extension of the line into Lakeview from Alturas within the next few months and that portion of the road will be built as a standard gauge. That is, standard gauge rails and ties will be used and the roadbed will be built for standard gauge rolling stock. When that work is completed we will begin building an extension to The Dalles, a distance of 278 miles, as a standard gauge road."

"We will begin the construction of the road as a standard or broad gauge from the north for the reason that we can get the standard gauge engines and cars in from that direction and could not get them in through Reno without delaying traffic over the line. Once the work is started in the north, however, it will be rushed through to completion. I can state that it will cost the company more than \$5,000,000 to do this work."

"The road is at present 184 miles in length from Reno to Alturas, and it is 58 miles from Alturas to Lakeview. Then from Lakeview to The Dalles is 278 miles, which will make the road 520 miles in length when the work is completed."

Redmond Notes.

REDMOND, June 20.—F. E. Dayton was over from Lakeland Tuesday.

C. M. Redfield was attending to company matters at this end of the segregation Wednesday and Thursday. He reports a great scarcity of labor.

C. N. Marten, traveling salesman for the D. I. & P. Co., was in town on Friday on his way to Bend with John H. Washington of Elma, Wash., and O. A. Samuelson of Coeur d'Alene, Ida.

The following prospective settlers were shown over the segregation by the real estate men during the week: L. C. Calkin, Pueblo, Colo.; M. Edin, Oakland, Calif.; G. F. Mead and Milt Loser, Portland; B. C. Dorie and T. W. Lee, Denver, Colo.; M. L. Strong and F. W. Morse, Seattle, Wash.

The melo-drama, "Rescued," which was presented by local talent at the new school house in the Tetherow butte district in April, was repeated with the same cast on Friday evening at the Redmond school. The receipts, \$25, will be divided between the library funds of each school.

The regular Saturday night dance at Zumwalt's hall drew a large crowd this week.

Notice to Dog Owners.

All dogs not wearing tax tags on and after July 25, 1909, will be taken care of according to ordinance. J. I. WEST, Marshal.

For Sale.

Good strong 3 1/4-inch wagon. J. I. WEST, Marshal.

UNION HIGH SCHOOL PROVES UNPOPULAR

District South of Bend Votes Against the Plan.

OBJECT TO INCREASED TAXES

Chief Reason for Failure Due to Fear That It Would Result in Higher Taxation—M. Triplett Elected Director; E. A. Smith, Clerk.

The question of establishing a union high school district from districts No. 12, 34 and 72, with the high school to be located at Bend, was defeated at the annual election held last Monday. The Bend district, No. 12, gave 57 votes in favor of, and 3 against it; district 34 voted 13 to 1 against. From district 72 The Bulletin has been unable to secure any report. We have phoned far and wide over the district, but no one, whom we were able to get on the 'phone, knew anything about the union high school election. Failure in one district, however, was sufficient to defeat the plan. To have been successful, would have required a majority vote favoring it in each district. The chief cause of the opposition was the belief that the creation of the union district would increase taxes.

In the Bend district two names were placed in nomination for director to succeed John Steidl, namely: J. N. Hunter and Millard Triplett; for clerk the nominations were, E. A. Smith and L. D. Wiest. The ballot resulted: Hunter, 20; Triplett, 38; Wiest, 18; Smith, 42. Triplett and Smith were thus elected.

Considerable discussion was aroused at the polls over the question whether the interests of the school would not best be served by employing a man principal. Some proposed that a ballot should be taken on this question, and while a few opposed it, the majority were in favor of getting the opinion of the voters on this point. Those who opposed the employment of a man principal contended that it would cost the district considerably more per year to secure a man as proficient as the present very able principal, with the grave possibility that a principal might be secured who was not nearly so well qualified. There has been some dissatisfaction during the past few months among Bend parents regarding certain conditions in the school, the chief complaint being lack of discipline, while a few, whose children are below the high school, contend that their children have not learned as rapidly as they should. It should be understood, however, that there is no complaint, by a large majority of the parents, regarding the efficiency of any of the teachers. Many are firm in their belief that the school has grown so large that it needs a man at the head of it. This dissatisfaction with general conditions found expression in the vote on the principalship, which resulted: In favor of man principal, 45; in favor of lady principal, 9.

Clerk Wiest read a brief report showing the financial condition of the district. The report was not in a form suitable for publication, and Mr. Wiest has been too busy to prepare it for this week. The report will be given in full in our next issue.