

**THE BEND BULLETIN**

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WEDNESDAY, AUG. 4, 1909.

**Is Hill the Man?**

The question that is puzzling Central Oregon people at the present time is expressed in the two-fold query: "Is Hill behind Porter Bros. in building the Oregon Trunk Line, and if he is, is his present activity in the Deschutes canyon only for the purpose of hampering Harriman and forcing valuable concessions from him elsewhere?" Let us analyze the situation by means of the various moves in the game and see what conclusion we reach.

First, let it be remembered that Hill, when he announced in Portland in 1905 that he would build the North Bank road, said that he would be very apt to build a line into Central Oregon at some future date. Keeping this statement of his mind, let us consider the personality of the men who are employed in building the Oregon Trunk Line.

Porter Bros., who claim to have bought the Oregon Trunk's surveys, have built railroads for Hill for years. W. N. Bethel, the chief engineer of the Oregon Trunk Line, was right-of-way man for Hill's North Bank road and later did much of the engineering work on it. T. H. Hanford, who was construction engineer on the North Bank, is now working with Porter Bros. on the Oregon Trunk Line. James B. Kerr of Portland, attorney for Hill's North Bank road, is also looking after legal matters for the Oregon Trunk Line. And the famous James F. Stevens, who is conceded to be Hill's foremost engineer, holds secret conferences in Portland with Porter Bros., Bethel and Hanford. Furthermore, it is reported that Bethel has quietly made surveys across the Columbia at The Dalles in order to be able to estimate on the cost of a bridge at that place, thus indicating that the Oregon Trunk Line will be connected with Hill's North Bank road. When it is considered that so many men who have formerly been Hill's right hand lieutenants, are now connected with the Oregon Trunk Line, does it not indicate beyond question that Hill is the power behind the latter line? If not, how does it happen that so many of his lieutenants show up so suddenly in the ranks of the Oregon Trunk Line?

Why should the Great Northern magnate want a railroad into Central Oregon? First, there will be a great amount of traffic in lumber, livestock, agricultural products, etc. from this part of the state—an empire in itself. Hill wants his share of that. It is universally admitted that it has been an ambition of Hill's for years to build a line to San Francisco. He can not get suitable grades west of the Cascade mountains, as witness the action of the Southern Pacific in building the Natron-Klamath cutoff and swinging across to the east of the Cascades in order to avoid the Siskiyou. The other alternative would be for him to build through Central Oregon on his way to the Golden Gate. A water level line up the Deschutes affords a practical unappropriated inlet to the state from the north. By building across the state to Lakeview, he can secure a route direct to San Francisco by building down the canyons of Pitt and Sacramento rivers or he can perhaps connect with the N.-C.-O. which would give him a line to Carson City and from that point there is another water level route to San Francisco. The N.-C.-O.

has announced that it will extend its line from Alturas to Lakeview and then northward to The Dalles. There is a strong suspicion that the N.-C.-O. and the Oregon Trunk Line may be working together.

Thus it is seen that there are strong reasons to believe that Hill is backing Porter Bros., and also that it is possible for him to get a very good route into San Francisco by building through Central Oregon.

The other question is: "Is Hill hampering Harriman along the Deschutes merely to force concessions from him?"

If that were Hill's game, he would care nothing about the central and southern parts of the state. The traffic possibilities of this section would have no interest for him inasmuch as he would not intend to build into it. But, on the contrary, judging from the actions of his lieutenants, this section has great attractions for him.

If Hill had no intentions of building and was only hampering Harriman, what was his object in sending John F. Stevens throughout the entire central and southern portions of the state on a trip of inspection?

If his is a hold-up game, why did W. N. Bethel spend several weeks in a careful examination of the Deschutes canyon between Bend and Laidlaw and north of Laidlaw?

If he has no intention of building into Central Oregon, why have Porter Bros. made numerous trips

through Bend and south into California?

One of the Porter Bros. has announced that he would be through here again in a week or two. Why should he come, if they are only playing a hold-up game for Hill on the lower Deschutes?

If their game is simply to hinder and harass Harriman, why all this interest in this part of the state?

The supposition that Porter Bros. are merely attempting to hold up Harriman in order to force him to buy them out is absurd. Harriman, with the millions he has behind him, could crush Porter Bros. in short order, and Porter Bros. know it. Furthermore, their record is that of railroad builders; not piratical hold-up obstructionists.

The only logical conclusion is that Hill is supplying the sinews of war for Porter Bros. and that he intends to build a road across the state on his way to San Francisco.

**Will Bend Get Her Share?**

No less than 25,668,670 people throughout the United States will have their attention drawn to Oregon as the land of opportunity during the coming three months by a great advertising campaign to be conducted by the Portland Commercial Club, says an exchange. The leading agricultural papers and the weekly editions of the big dailies will be used. There is no question that the campaign will direct the movement of thousands of people to this state. The advertisement

will carry the familiar oval, with the slogan "Oregon Is the Place For You" in large letters, and those at all interested are urged to ask for literature and information about Oregon. The advertisement informs the reader that railroad rates are the same to all parts of Oregon from the East and Oregon commercial bodies will be supplied with addresses of all enquirers so that the whole state may profit by this advertising, although Portland will bear all the expense. It is claimed that no other city in the world ever did a like thing.

It is urged that all get in line for this valuable publicity. People of the East who ask about this state should be answered promptly and fully by our commercial bodies. In this way, it is believed, very great benefits will follow for all Oregon.

This is the more important now that the colonist rates have been decided upon by the railroads. Reduced one-way tickets will be sold to all Pacific coast points from the East and Middle West for colonists and homeseekers who desire to come here. The advertising campaign for settlers will be well supplemented by these attractive rates, and the result is sure to be a heavy influx of homeseekers and investors to every part of Oregon where the present residents have about them progressiveness enough to boost for their own community and their own interests. Conditions at present are particularly favorable for Bend's commercial club and Bend people in general to start an advertising campaign that would be certain to produce the desired results. The eyes of the nation are being drawn to Central Oregon by the struggle of the railroad titans for an advantageous foothold in this rich though undeveloped territory, and if Bend will lift up her voice and let the people know what we have here for them, a rapid growth for our city is assured. Shall we grasp the opportunity or will you follow the example of the sluggard who continued to "slug"?

Did you ever consider how much more pleasant your town would be if, instead of the streets being full of weeds and trash and loose rock, they were kept scrupulously clean and had a ditch of clear water running down each side through a strip of green sod? This could easily be done in Bend. It would increase the property valuations far more than it would cost.

Wonder whether, within a year, travelers at the Union Station, will hear the trainmaster call out, "All aboard for Bend and Prineville?"—Oregonian.

**Notice.**

Bids will be received for the painting of the Bend school building, as follows: One coat on the north side and two coats on the other three sides. Paint will be furnished by the school board.

All bids must be in by August 5, 1909. Dated this 24th day of July, 1909. U. C. COE, Chairman. E. A. SMITH, Clerk. 20-21

**For Sale.**

Six-gallon barrel churn, good as new. Address Box 30, Bend, or call at Bulletin office. 12tf

**For Sale.**

One team young mares, weight about 2600; good set of harness; brand new Shuttler wagon complete; \$475 for the outfit. 13tf ROBERTS BROS., Sisters, Or.

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Play two or four minute records. LARGE STOCK OF LATEST RECORDS TO SELECT FROM.

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Pacific Horse Liniment is prepared expressly for the needs of horsemen and ranchmen. It is a powerful and penetrating liniment, a remedy for emergencies. A soothing embrocation for the relief of pain, and the best liniment for sprains and soreness. Unequaled for curing the wounds and injuries of BARBED WIRE and for healing cuts, abrasions, sores and bruises. Pacific Horse Liniment is fully guaranteed. No other is so good or helpful in so many ways. If it fails to satisfy, we authorize all dealers to refund the purchase price. EXTRA LARGE BOTTLES FIFTY CENTS.  
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**LIMB WOOD**  
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Trunks and Valises Repaired

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From our place May 1, a bay mare branded 12 on left shoulder. Anyone seeing same notify OLGA HASSELBERG, Laidlaw, Or.

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