

"COME TO BEND."

THE BEND BULLETIN.

IF YOU WANT A LIVE NEWSPAPER READ THE BULLETIN.

WESTWARD, HO! COME TO BEND!

Deschutes Country Is Last Great West.

NOW COMING INTO ITS OWN

Numbers of Home and Investment Seekers Arriving Daily—Chance to Get in On Ground Floor Is Fast Passing.

Probably no town and locality in the Great Northwest is as much in the minds and eyes of the people, just at the present time, as Bend and the Deschutes country. From Portland to Pittsburg and from Canada to Mexico, many papers have told, in part, the story of our great latent wealth in undeveloped natural resources, of the unbounded opportunities here awaiting the brawn and brain of the industrious sons of commerce that will convert this section into "The Great Inland Empire," indeed. And the Deschutes country and Bend are deserving of the renown which they are fast gaining. In no part of the nation may be found as many and varied opportunities peculiar to a new country as are here plainly available. Truly, this is "The Last Great West."

The cartoon at the bottom of this page, representing Bend as the hub from which radiate many spokes, each spoke being covered by a description of one or more of the advantages or opportunities of this section, may give those who are unacquainted with our great country some idea as to the future in store for us.

But to fully appreciate the great things in store for the Deschutes country and Bend, one must see them. And to see the Inland Empire is not as difficult a matter as it was a year ago, when the trip from the railroad had to be made in slow-going stages, pulled by horses. Fast automobiles now meet every train at Shaniko and bring passengers, at a moderate cost, direct to Bend. The trip of 100 miles is made in from 6 1/2 to 8 hours in perfect comfort.

Large numbers of home and investment seekers are arriving from week to week, and the number is increasing. With two railroads building to this section, spending millions of dollars, times cannot be otherwise than good. There is certainly a fine opportunity here for those who want to get in on the ground floor in a new country. But those who wish to avail themselves of this chance must act quickly for it is fast passing. Again we will use the Bend Board of Trade's slogan—COME TO BEND.

DIRECT MAIL ROUTE.

Cornett Company May Establish Line From Shaniko to Bend.

The Bulletin announced some time ago that a move had been started to establish a direct mail route from Shaniko to Bend, and it now seems very probable that such a line will soon be a reality. The Cornett Stage & Stable Co. has purchased the stock and coaches of the Wenandy stage line including livery stables at Madras and the new town of Hillman, where stations

will be established for the accommodation of the Cornett stages and special livery turnouts.

The weight and volume of the mail for the interior that under the present system comes over the Shaniko-Prineville line has increased until it is almost impossible for one coach to handle the mail alone at times.

G. M. Cornett, of the Cornett Stage & Stable Co., will go to Portland to confer with postoffice officials in an effort to divide the county mail service, allowing the mails for the west side of the county and the south to go over the Shaniko-Bend-Silver Lake road direct. The citizens of this part of the county have long been agitating for this change and now that the mails coming to and passing through Bend have increased to such a magnitude that it is impracticable to carry them by the present circuitous route, it is very likely that a direct line will soon be realized.

The passenger and express traffic is so great that extra coaches are run out of Shaniko every day, as many as four dispatches from Shaniko in a day being no uncommon event and the Crook county Journal of Prineville, Mr. Cornett's home, says that gentleman will increase the facilities of the C. S. & S. Co. to handle the traffic for a few months, or until railway communication is established.

DRAKE BRINGS FOUR SUITS.

Sues State Officials and Deschutes Irrigation & Power Co.

Four suits have been started against Governor Frank Benson, State Treasurer Steel, Attorney General Crawford and State Engineer Lewis by Alexander M. Drake, asking mainly for an injunction to restrain the Deschutes Irrigation & Power Company from appropriating water from the Deschutes river above the city of Bend for the irrigation of a tract of land being reclaimed by the Deschutes Irrigation & Power Company under a contract with the state.

Besides the injunction asked, Mr. Drake demands a settlement of nearly every difficulty that has arisen between himself, the state and the Deschutes Irrigation & Power Company. These difficulties are numerous. The suit may result in the final settlement of the question of riparian rights in the state, if it is allowed to be carried to a final adjudication.

Drake asserts that the D. I. & P. Co. has a contract for, and should build a new canal below the city of Bend, thus taking the water out below, instead of above, his power plant at this place.

Other matters are included in the suit, but this is the meat of the proceedings.

Better Roads.

A crew of men are at work opening up the new county road through Lyle Gap. The new road follows the old one in most places. All bad places are being repaired and the new road when completed will be passable at all times of the year. Commissioner Bayley also has a crew at work on the Trail Crossing grade. There have been several more or less serious accidents at this point during the last year and it is the intention of the county to put it in safe condition. Last spring an automobile was "smashed up" there, and since then a horse was killed in a mixup, due to the condition of the grade. The good-roads policy of the present county officers is a very commendable one and it continued will result in much good to the people in many ways.

CONSTRUCTION AT BEND ON HILL LINE IN 30 DAYS

Believed That Men and Teams Will Be at Work Here in Short Time.

PASSES VERY NEAR THE CENTER OF CITY

Surveyors Have Finished Location of Line Through Bend and the Course it Will Follow is Definitely Decided—Deopt May be Located South of School House—Other R. R. News

During the past few days persistent rumors have been afloat in Bend that the Hill railroad will have construction forces at work here within less than thirty days. The Bulletin has made a strenuous effort to obtain all particulars pertaining to these reports, and after diligent consideration of the obtainable facts and indications, believes that it is justified in stating that it is more than likely that grading will be in progress at Bend inside of that time or very shortly thereafter.

Engineer Rockefeller's crew of surveyors has finished the work of locating on the line through Bend and Monday they moved further north on the line. It has been learned that surveyors now at work on the line are expecting to be moved to Bend in a few weeks and put on construction work. Furthermore, the arrangements made by the Hill people with the local bank to handle its pay checks, etc., and other significant moves of the officers in charge, plainly indicate that preparations are being made for the handling of a large force of men at this place soon.

Where the Road Passes.

The road will enter the townsite of Bend at the Orcutt hotel at the edge of the Lytle townsite, coming on across the Barney Lewis lot then swinging in toward the center of town across the rocky point east of the school house, crossing the flat near the Smith residence on Ironwood avenue, thence running out to and crossing the Pilot Butte canal just south of the Bear Creek bridge. The nearest point from the center of town to the road will be about three blocks.

Much speculation is being indulged in as to the probable location of the Bend depot, but so far nothing definite has been stated. It is believed by many Bend people and by some of the surveyors, that the

depot and yards will be located on the level flat south of the school house.

Takes Out New Charter.

Apparently for the purpose of clearing the legal status of its corporate powers and adding to them the Oregon Trunk Line filed new articles of incorporation in Vancouver, Wash. recently.

In its new articles the road names the northern and southern termini. The former is given as a point on the Spokane, Portland & Seattle Railroad opposite Celilo, thereby providing for the construction of a bridge across the Columbia river. The southern terminus is given as a point at or near Klamath Falls.

The original corporation was organized under the laws of the state of Nevada in February, 1906, and the incorporation papers authorized the building and operating of a railroad from a point on the Columbia river, at or near its confluence with the Deschutes, along the course of the Deschutes river to Central Oregon, the length of such road, as near as may be, to be 250 miles.

Steel Bridge Across Columbia.

The Oregon Trunk line will build a steel draw bridge across the Columbia river at some point between the mouth of the Deschutes river and Celilo, according to Jackson Smith, vice-president of the Oregon Trunk.

This bridge will give the new Hill line its connection with the Spokane, Portland & Seattle railroad and will, in that way, give it entrance to Portland and connection with the east by way of Spokane and the Great Northern and Northern Pacific.

Madras Construction Headquarters.

The location of the Oregon Trunk construction headquarters for the distribution of supplies for the territory south of Trout Creek will be

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DESCHUTES VALLEY WINS.

Judges at Billings Congress Award Premiums to Our Farmers.

The country drained by the Deschutes river made an exceptional record at the dry farming congress held in Billings, Mont., taking the grand prize offered by J. J. Hill, besides five firsts and two second premiums. The exhibits were drawn from Prineville, Madras, Bend and The Dalles, and were put on exhibition by J. M. Patterson and D. J. Cooper, of The Dalles, and T. M. Baldwin and G. Springer of Crook county.

The specimens shown were of wheat, oats, barley, rye, alfalfa seed and potatoes. All were grown without irrigation. The men who had charge of the exhibit will assemble a like exhibit from the two counties for the National Corn show at Omaha, Dec. 6 to 10.

The exhibit included turkey red and other varieties of wheat, shown by the Madras Milling Co., Tilman Reuter and others; some of the largest onions ever seen, of the yellow danvers variety, raised by C. D. Swanson, of Powell Buttes; an exceptionally beautiful lot of apples grown by W. T. Casey, of Powell Buttes; alfalfa seed by R. M. Powell and potatoes equal in size and form to those raised in the Yellowstone Valley. The last mentioned exhibit was made by Tilman Reuter of Madras and W. H. Cadle of Prineville. A sample Wolf apple grown in the Deschutes Valley measured 16 1/2 inches in circumference and weighed 27 ounces. These are a few of the Deschutes Valley products upon which favorable comment was made at Billings.

G. Springer, delegate to the dry farming congress, from Culver, was made custodian of the silver cup awarded to the Deschutes Valley exhibit, which he brought home with him.

BUYS POWER SITES.

Eastern Capital May Be Used to Harness Deschutes.

H. H. Humphreys of Kennewick, Wash., said to represent Eastern capital, has purchased both the upper and lower Aubrey falls and the B. F. Nichols power site, near Laidlaw. He also secured options on all the land belonging to Mr. Aubrey in the vicinity of the falls and on part of Mr. Nichols' land.

Mr. Humphreys, when he secured the contracts from M. Aubrey and the Nichols interest to sell the Aubrey falls power site, assured them that development work at the falls would be started in a short time, and inside of 90 days the project would be gotten well under way.

Aside from the power that will be generated for the use and handling of large projects such as trolley lines, electric railroads, etc., a field will be opened for the establishment of numerous enterprises that can be operated economically by electricity.

BOARD OF TRADE BUSILY BOOSTING

Raise \$280 for New Automobile Road to High Desert.

COMMEND JAMES J. HILL

Portland Commercial Club Offers \$5,000 for Best Articles on Oregon Country—Booster Poem by Secty. G. P. Putnam.

At the last meeting of the Bend Board of Trade a subscription list was started to raise money for the building of the automobile road to the High Desert, which is already in progress, as announced in the last Bulletin. So far \$280 has been subscribed and it is expected that this sum will be added to considerably. The road will furnish one of the best auto runs in the state, and will be a valuable factor as a connecting link between Bend and the coming great wheat belt.

The Board is having drafted resolutions of commendation to James J. Hill, expressing Bend's great delight and satisfaction at having the great empire builder interested in this section, and assuring him Bend's hearty support in every way possible.

Through the industriousness of the Board whole page articles are appearing in each Sunday edition of the Oregonian, the last one being on "The Land of the New Railroad," with several illustrations.

During the week the Board received a pamphlet from the Portland Commercial Club, in which it offers \$5,000 in cash for articles on the city of Portland, state of Oregon and this portion of the United States, as follows:

First prize	\$1,000
Second prize	500
Third prize	250
Fourth prize	200
Fifth prize	175
Sixth prize	150
Seventh prize	125
Eighth prize	110
Ninth prize	100
Tenth prize	90
Ten prizes of \$75 each	750
Ten prizes of \$50 each	500
Ten prizes of \$25 each	250
Twenty prizes of \$15 each	300
Twenty prizes of \$10 each	200
Three Judges to be named by the Governor of Oregon	300
Grand total	\$5,000

In order to be eligible for competition, these articles must appear in a regular edition of some newspaper or other regular publication bearing some date between November 1, 1909, and December 31, 1910 (inclusive), printed outside of the states of Oregon and Washington, said publication (complete) to be in the hands of the judges not later than February 1, 1911. These articles must be sealed and addressed to "Prize Contest" Portland Commercial Club, Portland, Or. They will be opened by the judges.

Prizes will be awarded strictly on the merits of the articles, and judges will be absolutely untrammelled in making their decisions. Contestants can treat any phase of the subject that appeals to them—Natural Resources, Scenery, Agriculture and Horticulture, Dairying, Irrigation, Timber, History, Education and Religious Advantages, Climate, Soil Conditions—or make their articles as comprehensive as they wish.

This offer is made, not with a view of having the country "boomed" in the common acceptance of that term, but to have the people of the world become more familiar with this portion of the United States, and writers should give such expressions to their views in their articles as will be acceptable to papers in this and other countries.

In connection with the page article in last Sunday's Oregonian, G. P. Putnam,

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