

'COME TO BEND.'

# THE BEND BULLETIN.

IF YOU WANT A LIVE  
NEWSPAPER READ  
THE BULLETIN.

VOL. VII

NO. 36

## STREET GRADING IS TALKED OF

**Agitation Started for City Improvements.**

## CITY COUNCIL TAKES ACTION

**General Opinion that Bend Should Begin to Prepare for Coming Rapid Growth—Four Streets Will Be Put in Better Condition.**

A very commendable move has been started by Bend business men and property owners, looking toward the grading and repairing of certain of the city's main streets.

The matter of better streets has occupied the minds of Bend people to some extent for some time and during the past week it has been much talked of by everyone. The improvements to be made include the grading, leveling and graveling of the streets named in the following report of the proceedings of the city council meeting last night. It is estimated that the work outlined can be accomplished at a cost not exceeding 50¢ per front foot on the property adjoining the streets to be improved.

Without doubt Bend is in line for a rapid growth during the coming year and it is deemed imperative that everything possible should be done by our city authorities to make the town as presentable to the many new-comers as may be, and with this in view the city council set the ball rolling last night.

### Council Takes Action.

At the meeting of the city council last night a resolution was passed instructing that the services of a competent engineer be at once secured to establish grade lines and to furnish the Committee on Streets, Public Ways and Sewers with all necessary data and plans as to the amount of materials to be moved and the approximate cost of the whole work of grading and graveling the following streets: Wall street, from the southern to the northern line of the platted town-site of Bend; Bond street, from the southern line of town-site to the northern side of Nevada street and Greenwood avenue; Oregon street, from Wall street to Tenth street, thence on Tenth street to its intersection with Ohio street, and Ohio street from the westerly line of townsite to the east side of its intersection with Eleventh street.

### Other Council Proceedings.

Other business was transacted by the council, as follows:

The Committee on Streets, Public Ways and Sewers was instructed to order the removal of the pine tree now standing in the middle of the sidewalk in front of E. A. Sather's store. Owing to danger to teams and pedestrians, the committee was also instructed to order the immediate removal from all public streets and sidewalks, all implements, tools, or other obstructions of any kind. The mayor was instructed to interview all persons or firms doing business on Sunday and request them to close their respective places of business on Sunday, in accordance with the law.

## RIVAL ROADS ARE RACING.

**Eager to Reach Central Oregon with Lines of Steel Rails.**

A special from the railroad camps at the mouth of the Deschutes says that with track-laying commenced on the Harriman road on the east bank of the Deschutes canyon and the Oregon Trunk Line contractors working at night on the grade on the west bank, a race to determine which railroad shall be the first to reach Central Oregon is apparently under way.

All day long blasts touched off on one side of the canyon or the other reverberate from side to side and across the Columbia to the gaunt hills beyond and back again. Blasts from the Oregon Trunk Line work are heard at all hours of the night.

Railroad transportation of its own and the earlier establishment in the

field of contractors at this point has given the Harriman line an advantage in commencing track-laying.

Last Friday a track-laying machine was put at work at the material yards, one mile east of this point, where the Deschutes road leaves the main line of the O. R. & N.

The track is now laid for a distance of one and one-half miles and the track men say that ten miles will be laid by the first of the year.

In the material yards are rails now on hand sufficient to lay 34 miles of track, and ties are piled up in sufficient numbers to correspond, while kegs of spikes, angle bars, galvanized iron culverts, bridge timbers and other construction materials are scattered in piles over several acres of ground.

Ten miles of track will carry the Harriman line's work to a point where some of the heavier bridge work begins and will permit the shipping in of materials by rail, and promote faster construction in that locality. The Harriman road is laying steel rails of the 75-pound continuous joint type, the same as are now in use on the O. R. & N.

### OREGON TRUNK BRIDGE.

**Will Cross Columbia on Natural Bridge Site Near Celilo Station.**

What might be termed a natural bridge site for crossing a stream of the magnitude of the Columbia river has been selected by the Oregon Trunk line engineers for building the connecting link between the Deschutes Central Oregon road and the Spokane, Portland & Seattle railroad. The bridge across the Columbia will be located definitely at the point referred to, unless unforeseen complications arise, such as objections by the government to the crossing of the Celilo canal.

The place named is about one mile west of Celilo station and a bridge can be constructed there with every pier on dry rock, high above the surface of the water except during the spring freshets, or nine months of the year.

The site selected has been approved by Civil Engineer Modjeski, of Portland, who is the chief bridge engineer for the Oregon Trunk line, and the data has been forwarded to him by the engineers of the local charge so that the estimates of the cost of the bridge may be prepared and plans submitted to the War Department for approval.

Five spans will cross five channels of the river and several deck spans will complete the bridge, the distance from the Trunk Line grade on the south side of the river to the S. P. & S. grade being 3800 feet. The longest of the spans will be 320 feet and the others will be from 150 to 180 feet. The crossing of the Celilo canal, now under construction will be at an elevation of 35 feet and the channels of the river will be spanned at a height of about 75 feet. The crossing of the O. R. & N. tracks will be overhead.

### Bend Real Estate on Move.

Bend real estate is certainly looking up these days. Many lots are changing hands at advancing prices and the "knowing ones" are eagerly swapping their hard cash for residence and business sites.

During the past 10 days Hunter & Staats have sold 50 lots in their Deschutes addition, selling 15 to one person alone, Mrs. Anne Malline of Prineville. These lots are selling at \$125 for inside lots and \$175 for corner lots. Residence lots in Bend are selling at from \$250 to \$500 and business lots up to \$1,000 each.

### Estray Horses.

Two bay horses, one branded 4 on left shoulder and one branded W on left shoulder; both have roached manes. One has a few white spots on back and both shod in front. Came to my place about September 1, 1909. Owner can get same by paying pasture and feed bill and this notice.

JOHN ATKINSON.

For Sale—Shares in Swaley Home Land Co.

## CITY ELECTION DECEMBER 7TH

**Seven Offices Are to Be Filled This Time.**

## NO CANDIDATES ANNOUNCED

**Mayor, Three Councilmen, Recorder, Treasurer and City Marshal to Be Chosen—Near Beer Question Will Also Be Voted Upon.**

The next city election in Bend will be held on December 7th, that date being the first Tuesday after the first Monday in December, the time designated for the holding of the regular election, and already considerable speculation is being indulged in as to what men will be chosen to take the place of the officers whose terms expire on that date.

As Bend is just entering upon a period of rapid growth and expansion, the importance of selecting good, sound, capable men is very apparent. Men with business ability and foresight, who can wisely decide the questions of importance which are sure to arise, are what is needed. An office on the Bend city council will hereafter be an important one, in all probability, and the efficiency of that body should not be allowed to deteriorate. There is plenty of good material in sight from which to select officers and it behoves every voter in the city to take part in an effort to elect the right men.

There are seven offices to be filled, as follows: Mayor, three councilmen, recorder, treasurer, and city marshal. The councilmen whose terms expire are S. C. Caldwell, C. M. Redfield and Anton Anne. The other retiring officers are mayor, J. D. Davidson; recorder, H. C. Ellis; treasurer, H. J. Over turf, and city marshal, Homer Boggess. The councilmen who hold over are J. N. Hunter, "Jack" Kelley and Tom Triplett.

So far as can be learned no aspiring candidates have yet announced themselves for office.

The city council at its meeting last night ordered the following question placed on the city ballot:

"Shall the sale of what is commonly known as near-beer, or any substitute therefor, be permitted within the city of Bend?" Vote yes or no.

Judges and clerks of the coming election were appointed as follows: Judges—Millard Triplett chairman; R. G. Sturgeon and Theodore Aune. Clerks—M. G. Coe, W. B. Sellers and Frank Kulp.

**TUMALO ITEMS.**

TUMALO, Nov. 14.—Several inches of snow, the first of the season, fell here yesterday. This was unusually early for such a snow.

Miss Emma Spoo of this place is confined to her room with an attack of typhoid fever.

Jack Wimer made a business trip to Bend yesterday.

Geo. W. Wimer & Sons are contemplating butchering some fine beef soon, which they will deliver to their old patrons at Bend.

Dr. Van Snyder of North Yakima, Wash., was business caller at Tumalo one day last week.

Mrs. L. J. Wimer left Friday for Portland in company with W. P. Myers and wife of Laidlaw, where she will remain during the winter.

L. E. Wimer is expecting to make a business trip to the Valley soon.

Water was turned out of both the Wimer & Wooley ditch and the C. S. I. Co. ditch on account of the snow.

J. W. Baker and P. V. Swisher returned from Madras and Cove Friday bringing back some fine fruit. Cope apples are equal to the Hood River or Rogue River product.

Mrs. Jack Wimer expects to leave this week for Glendale, Douglas county, to spend the winter with her parents, Mr. and Mrs. A. Umphlett of that place.

### An Interesting Collection.

For some years Rev. Mitchell has been collecting something in the way of a museum. He has a

fair start in the way of polished wood, petrified wood, Crook county furs, Indian curios and guns. Lately Mr. George Jones presented him with three interesting specimens, a Civil war Colt's revolver, an old time horse pistol and a Spanish machete, the two guns provided with adjustable ramrods. Also while in Seattle, Admiral Rodgers, commandant of the navy yard at Bremerton, presented him with some valuable relics from the battle ship Oregon. This splendid war ship is now under repair and complete re-enforcement.

### Unusually Early Snow.

The Bend country was visited by an unusually severe snow storm and "cold snap" the first of the week, the worst in six years this early in the winter. Five inches of snow fell and Sunday night the thermometer registered 4 degrees below zero. Six years ago this section was visited by a similar storm, but the snow went off at once, the weather moderated and for the remainder of the winter until far into February, beautiful weather was experienced.

### Attracting Much Attention.

The exhibits of the Bend public schools which took first prizes at the Crook county fair are on display in the show window of the Merrill Drug Co., and furnish an interesting study. The maps of the geography classes, as well as the work in some of the other departments, are remarkable for their perfectness. The exhibit as a whole shows unusual effort and diligent work on the part of both pupils and teacher.

### Fine Table Carrots.

Howard Spining brought some mammoth carrots to The Bulletin office the last of the week which were remarkable not only for their size but for their fine quality. They were perfectly smooth and free from the cracks and small branching roots so common to the very large carrots and rutabagas. Mr. Spining raised a good crop of potatoes, carrots, etc., this year, on his farm northeast of town.



Rev. John Lewtas, Traveler, Lecturer and Evangelist, will commence this Wednesday evening, a series of meetings in the Bend church. Mr. Lewtas just completed a month's very successful meetings in Prineville.

Mr. Lewtas is an extensive traveler, having crossed the Atlantic ocean five times, conducting meetings in England, Ireland and Wales. He has visited France, Switzerland, Italy, Greece, Turkey, Syria, The Holy Land, and Egypt.

He is an intensely interesting speaker, a trained soloist, and a refined scholargentleman. All are welcome to each of the services, each evening at 7:30.

## ANOTHER LINE THROUGH BEND

**Western Pacific is Heading This Way.**

## HILL IS THE POWER BEHIND.

**Lines Will Give Central and Southern Oregon Connection With Both Portland and San Francisco—Connect with East Also.**

Interesting developments in the Central Oregon railroad field have taken place during the past week. It has transpired that another transcontinental line, the Western Pacific, in which J. J. Hill and associates are heavily interested, is planning to cross through the Bend country. The Western Pacific will operate its trains over the Oregon Trunk Line, and into Portland over the North Bank road.

"While the Western Pacific will have no financial interest in the Oregon Trunk Line railroad, it will possess all essential privileges of an independent railroad operating over that road," said a Pacific Coast railroad man in Portland last Thursday. "As I understand it the present line of the Nevada, California & Oregon will be used from its junction with the Western Pacific near Honey Lake, Cal., northward to its present terminus at Alturas, which is in the south end of the Goose Lake valley. From that point the line will be extended to Lakeview to meet the Oregon Trunk Line.

### Through Goose Lake Valley.

"The N. C. & O. is already built and operating into Alturas, which is but fifty miles south of Lakeview, Or., and the intervening distance offers a fine route and easy grade through the Goose Lake valley, with very large tonnage awaiting a railroad. In that valley private capital is now developing an irrigation project that will water some 150,000 acres of extremely productive land, and this is an attractive field for railroad construction. The business of this field would be competitive between Portland and San Francisco merchants."

More than a year ago Edwin Gould, in the midst of the financial troubles of Western Pacific, publicly stated at Los Angeles that the Western Pacific would build through Oregon into Portland, "in the near future." The prediction is now to be made good, but through the agency of the Hill deal in the Western Pacific.

### Line From Lakeview.

The line from Lakeview northward will undoubtedly come through the Summer Lake and Silver Lake valleys, and across the Fort Rock country to connect with the new projected line of the Oregon Trunk from the Columbia river to Madras and Bend. This route has not been openly claimed by the Oregon Trunk, but the Harriman people ran out the line three years ago and made a permanent survey for a line over this route as the best one that was to be found from Lakeview northward.

The project verifies the reported large purchases of lands by Oregon Trunk line officials in the Goose Lake valley and at various points between Lakeview and Madras, while it is a significant fact that they have made no purchases in the Klamath basin, 70 miles to the westward of the Goose Lake valley.

### Junction in California.

This verifies the reported remodeling of the Nevada, California & Oregon Line, to make a junction with the Western Pacific in northeastern California at a well selected point, located with a view to securing the best grades and the saving of construction of additional trackage.

At this point the main line of the Western Pacific turns due south for a distance of 30 miles, and at a point called Chilcot it veers west through Neckwith pass and thence southward to Oakland and San Francisco.

The effect of such a development of the railroad series of south Central Oregon, it is pointed out, would be to place

that whole region in closer touch with San Francisco than with Portland, as to distance, but it is believed that the level grade of the Deschutes river route would more than offset the question in favor of Portland as a trade center.

### Rushing Work on Oregon Trunk.

Madras, Or., Nov. 12.—Construction started on the Oregon Trunk this morning at the mouth of Willow creek. W. H. Porter, who has the contract for the work from Madras down Willow creek to Trout creek, is in Madras, and is superintending the work. Division Engineer Hickman, whose work reaches from Trout creek to Redmond, is also here and is devoting his time to hurrying construction work on the Hill road.

Engineer McVicker, who is located at Madras, yesterday received orders to divide his crew and rush cross section work on the line down Willow creek so that the line may be in readiness for construction gangs. Bridge carpenters arrived in Madras last night and are to be put to work at once building warehouses and other buildings for use of the Oregon Trunk at this place. After this work is completed they will be employed in constructing trestles in this vicinity. The Oregon Trunk line has opened its commissary department at this place and supplies are already arriving for the use of construction crews. Officials of the Oregon Trunk are hopeful of rushing construction in this vicinity to the greatest possible limit and to that end say they expect to have 2000 men employed between Trout creek and Madras within 60 days.

### Oregon Trunk in Harney County.

The Harney County News of last week has the following:

"There is no longer any doubt that the Oregon Trunk Railroad, which is operating so actively up the Deschutes river, is the real power behind the movements which have been in progress in this county and Malheur for two months. The News has been satisfied of this from the inception of the movement and was fully convinced of it this week by learning that expense vouchers endorsed by the Oregon Trunk were paid in Burns recently.

The assurance that the Oregon Trunk people, who are known to be backed by the great developer, James J. Hill, are actively interested in this enterprise, makes welcome news.

"It means that Harney county perhaps next year will see the building of the Hill line east and west through it, and it probably means also a parallel line by the Harriman interests, which are never asleep when important territory is to be invaded."

From all indications it is almost certain that Central Oregon is to have an east and west line, as well as a north and south one.

### Rosland News.

ROSLAND, Nov. 14.—We are enjoying the luxury of about six inches of snow and zero weather these days. Hurrah for Rosland!

Dad Trobee has frozen up for the winter or in other words, will not carry the mail up to Crescent any more this winter.

Miss Laurel Schultz moved onto her homestead Saturday. She is also having a good hood erected.

W. G. Fordham will commence teaching in the Paul