

THE BEND BULLETIN.

VOL. VII

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NO. 47

NEW ENTERPRISES NUMBER FIVE

Bend Business Concerns Increased by That Number.

MANY OTHERS WILL FOLLOW

Two Stores to Handle Men's Clothing, New Automobile Line, One Brick Yard, and Opening of a Stone Quarry Are Late Additions.

Several new business enterprises are scheduled to open in Bend within the next few weeks. The promise of development that will precede and follow the coming of the railroads, has convinced the men behind these concerns that Bend will furnish a most advantageous location for various lines of business, and they are determined to get in on the ground floor. Three new concerns will open their doors in Bend within the near future, besides the new bank which was reported in our last issue; and a brick yard and stone quarry will begin operations within a short distance of the town.

GRASS VALLEY MEN TO LOCATE.

Will Put in Stock of Men's Furnishings in Triplett Building.

A. L. French and E. T. Butts of Grass Valley were in town last week, and secured a two years' lease on the rooms in the Millard Triplett building now occupied by Photographer Cook. They stated that they would put in a stock of men's furnishings, and expect to have their store open by March 1. They have gone back to Grass Valley and will return to Bend with their families as soon as the necessary arrangements for moving can be made.

Mr. French is an experienced merchant, and has been engaged in business at Grass Valley for the past nine years. Messrs. French and Butts stated to Millard Triplett, of whom they secured the lease, that they would put in a stock of goods of which any town could be proud.

H. M. Cook, who now occupies the room with his studio, is uncertain as to future plans but expects to leave Bend. He says this month will be the last one in which Bend people can secure work from his studio.

THE WHITSETT & TURPIN FIRM.

Well Known Bend Men Will Embark in New Business.

H. L. Whitsett and Harry Turpin are now in Portland buying a stock of men's clothing. H. H. Davies is putting up a building for them on his lot adjoining S. C. Caldwell's store on the north, and the new firm expects to be open in time to secure their share of the spring trade.

Messrs. Whitsett and Turpin have both been engaged in Bend business enterprises in other lines, and are well known to all our people. They will reap their portion of the prosperity that is coming to this town and vicinity.

NEW AUTOMOBILE COMPANY.

Will Go after Business Between Shaniko and Bend.

The Deschutes Motor Company is a new concern that will soon enter the passenger carrying business between Shaniko and Bend, and will help carry in the multitude of new comers that will head this way next spring. F. W. Stafford will be the local manager, and is associated with Seattle men in this enterprise.

"We are now building a garage at Shaniko, and will have several

cars into Bend as soon as weather conditions will permit," said Mr. Stafford to a Bulletin reporter. This company will use the famous six-cylinder Wintons.

A MANUFACTURING PLANT.

Will Start Manufacture of Brick West of Town.

Fred Van Matre, Fred Hunnell and George Gertson, all Bend men, have arrangements about completed for opening a brick manufacturing plant on the Barney Lewis homestead. The tract contains a large acreage of brick clay and the ranch was recently purchased by these men with the expectation of putting in a brick plant there. It lies about a mile and a half west of Bend.

The firm has already secured an engine, and has ordered a machine with a capacity of 20,000 bricks a day. The plant will be power driven. The machine should reach Bend about March 1, and the expectation is to have brick on the market by the time building operations begin in the spring.

The clay makes an A1 brick, Mr. Hunnell is an experienced brick maker, and the new concern promises to put out an article as good as any.

WILL WORK STONE QUARRY.

Native Stone Will be Quarried and Put on the Market

Last week J. I. West sold a half interest in his 40-acre tract of stone to Joe Innes, and the owners plan to begin quarrying it just as soon as the necessary tools and machinery can be gotten in. Stone saws, an engine for hoisting and other power purposes, and various other equipments will be ordered at once.

This tract of stone lies just over Awbrey Butte, which adjoins the town on the west. It consists of a beautiful building stone colored with a pink tinge. It is soft and easily worked and yet a fine stone for building purposes, and will undoubtedly go into the construction of many handsome buildings as the town develops.

SOCIAL EVENTS OF THE PAST WEEK ARE MANY

Several of Our Townspeople Open Their Homes and Make the Last Week of January a Very Pleasant One.

Last Wednesday Mrs. C. S. Hudson entertained a number of friends to a very pleasant afternoon at bridge. Two prizes were offered to the most successful players, the first prize, a beautiful eyelet embroidered doily, being won by Mrs. H. E. Allen, and the second prize, a brooch, was captured by Miss Cornelia Wilson. During the afternoon refreshments were served. The guests present were: Mrs. James Boyd, Mrs. E. D. Wilson, Mrs. J. M. Lawrence, Mrs. J. O. Johnston, Mrs. H. E. Allen, Mrs. P. O. Minor, Mrs. Maddock, Mrs. Chas. D. Rowe, Mrs. F. F. Smith, Miss Veda Williams, Miss Coleman, Miss Helen Johnston, Miss Cornelia Wilson, Miss Ruth Reid.

A Social Gathering.

Last Friday evening Mr. and Mrs. A. M. Lara were host and hostess to a large number of friends, 38 guests being present. The occasion was in the nature of a "Good-bye" to Mr. E. M. Lara who was to leave soon for Chicago. The evening was pleasantly spent in dancing, several musical selections were rendered, and light refreshments were served. Mr. and Mrs. J. A. Arnold each sang solos, as did also Mr. J. R. Sawhill. Miss Veda Williams acted as accompanist.

Spent the Evening Dancing.

A number of friends gathered at the pleasant home of Mr. and Mrs. F. P. Smith in response to their in-

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COMET APPEARS IN WESTERN SKY

Noticed for the First Time Last Friday Evening.

SEEN BY MANY SINCE THEN

Appears a Little below and to the North of Venus, and is Visible for Two Hours—in an Unknown Visitor to Our Heavens.

Comet "A-1910" has been seen by many Bend people. Its appearance was reported for the first time Friday evening when it appeared in the western sky and not a great distance above the horizon, a little lower and to the north of Venus, the evening star. Those who were fortunate enough to see it on that evening, report that the head of the comet appeared nearly as bright as the north star and its tail streamed upward from it reaching about two thirds of the distance to the zenith of the heavens. The tail was a streak of light gradually widening as the distance from the head increased—similar to the streak of light thrown by an electric search light. The comet appeared much brighter Friday evening than at any time since. Every evening since then it has appeared in the same place in the heavens, but is gradually growing dimmer. Last evening it could be plainly seen after the sun had set, but was so dim that one would not notice it unless his attention was called to it.

This comet has caused much interest all along the Western coast. Its coming was unlooked for, and astronomers say that it is a new visitor to our heavens and have given it the temporary name of "Comet A-1910." It is not Halley's comet and should not be confounded with it. Halley's comet will appear later in the spring and will attain its greatest brilliancy in May.

WORK STILL SEEKING MEN

John F. Stevens Bending Energy Now to Complete Oregon Trunk.

"It is a question of men and of the roads remaining in condition that supplies may be hauled into the camps readily," was the reply of John F. Stevens when asked as to the probable date at which trains

THE TOWN THAT PUSH BUILT

I.—The Wise Workman



HERE is a workman who is wise
Because each thing he needs he buys

From local dealers who advertise. Whenever he gets his weekly pay He doesn't send the money away. But spends it here, where it will stay.

P. S.—The local dealer who's up to snuff Will always advertise his stuff.

JACKSON SMITH IS DEAD.

Jackson Smith, vice president and general manager of the Oregon Trunk Line, and formerly a member of the Panama Canal Commission, died Friday morning at the Good Samaritan Hospital in Portland. Death was due to malarial fever, complicated with heart trouble.

The malaria was contracted by Mr. Smith during his residence at Panama where he held an important office on the Canal Commission. It was more than 12 months after he left the canal that the disease manifested itself. Mr. Smith visited Bend last fall to attend to matters in connection with Oregon Trunk Line construction. He was a great organizer and will be much missed by Oregon Trunk Line officials. He was 47 years old.

would be running into Central Oregon over the Oregon Trunk Line.

"I have just been checking over the force reports and find that there are between 3500 and 4000 men now engaged in construction work on our line. The force has been increasing lately and we are still seeking men. I am more than anxious to get the line completed to Madras."

The plans for the bridge that will span the Columbia at Celilo are in course of preparation by Engineer Modjeski, and Mr. Stevens is confident the bill permitting the crossing over the Celilo canal will pass congress.—Oregonian.

PRESIDENT STEVENS MAKES STATEMENT

Says Road is Coming as Far South as This Place, and May Go to Klamath Falls—Structure to Cross Crooked River Canyon an Unusual One.

Following the settlement of disputed right-of-way questions between the Oregon Trunk Line and the Deschutes Railway Company, as told in another column, John F. Stevens, president of the Oregon Trunk Line, has finally made the first definite statement of construction plans of the Oregon Trunk Line south of Madras.

Road to Bend Sure.

Mr. Stevens said that the road would be built at least to a point as far south as Bend, 40 miles beyond Madras, but he would not admit that the company had definitely located its line through Bend.

"The Oregon Trunk Line will be built as far south as the center of Crook county," said Mr. Stevens, "but as to beyond there I am not in a position to say definitely at this time, except I know that we are not going to California."

"It is no secret that we now have surveyors at work in the Klamath Indian Reservation. Permission was granted them by the department to cross the reservation several days ago. The party will work as far as Klamath Falls and will then probably be recalled until we decide whether to build the line that far or just what we shall do."

"In Central Oregon the railroad business derived from the farming communities is bound to be light for a time. The country cannot be developed all at once, but I am in hopes that by the time the railroad reaches the timbered area large mills will have been established and already cutting timber. There is always a good market for yellow pine timber."

Trains Running by Fall.

When asked when the Oregon Trunk Line would be operating trains into Central Oregon, Mr. Stevens said that he hoped it would

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HARMONY REIGNS IN RAILROAD CAMPS

Harriman and Hill Forces Settle Right-of-Way Differences.

WILL USE THE SAME BRIDGE

Hill Road Will Occupy One Side of the Deschutes; Harriman Road the Other—No Division of Territory is Involved.

After contesting over right-of-way for five months in the Deschutes valley and impeding the construction progress by each other as much as possible, the Deschutes Railway Company and the Oregon Trunk Line have at last adjusted all differences to the satisfaction of each, says the Oregonian of recent date.

This adjustment has been accomplished, not, as some feared it would be, by the withdrawal of one railroad from the field, but in such shape that both roads will now be free to rush construction to the interior of the state. Two roads will be built, and the prospect is now bright that both will be in operation in Central Oregon in the coming summer.

Under the terms of the agreement the crossing of the O. R. & N. tracks at Celilo by the Oregon Trunk Line is arranged amicably, locations in the lower and upper canyon have been agreed upon, the conflict at Crooked river crossing adjusted and all right-of-way conflicts south of Madras swept away.

North of a point 70 miles south of the mouth of the Deschutes river the Deschutes Railway Company will occupy the east bank of the river continuously and the Oregon Trunk Line will occupy the west bank continuously. At the 70-mile post the Oregon Trunk Line's adopted survey crosses to the east bank and there has heretofore been a conflict of location between the two roads for a distance of 12 miles.

Opposite this stretch of 12 miles is the Warm Springs Agency. The Deschutes Railway now agrees to cross over to the east side of the canyon and then cross back to the west side 12 miles farther up in order to gain its entrance to Trout creek, by way of which it reaches the plains of Central Oregon. The Harriman road thus will cross the tracks of the Oregon Trunk Line twice, but overhead crossings have been agreed upon.

Both roads have made concessions in the adjustment of the conflict. The Harriman line has surveyed lines that jump the river several times in the lower part of the canyon, but now agrees to remain wholly on the east side for 70 miles. Between Celilo and the mouth of the Deschutes, the Oregon Trunk Line will have about four miles of road on the south bank of the Columbia, part of which will cross lands owned by the O. R. & N. to the Oregon Trunk Line.

Under the terms of the agreement the bridge that will be constructed by the Oregon Trunk Line to cross the Crooked river canyon will be occupied by both roads and it will probably be double tracked for that purpose. The Oregon Trunk Line also makes numerous concessions south of Madras and south of Crooked river, where the surveys have heretofore conflicted.

Adjustment Reached in Chicago.

The adjustment of differences was reached at a conference in Chicago at which W. W. Cotton, general counsel, and G. W. Boschke, chief engineer, represented the Harriman road and John F. Stevens, president, represented the Oregon Trunk Line. Mr. Cotton and Mr. Stevens returned to Portland yesterday. They gave out the following official statement:

"At a conference of the officials of the

Deschutes Railroad Company and the Oregon Trunk Railway Company, held in Chicago last week, all differences between the two companies in regard to right of way and entrance into Central Oregon via the Deschutes valley were settled to the mutual satisfaction of each party.

"Under this agreement the Deschutes Company will occupy the east side of the river and the Oregon Trunk Company the west side of the lower valley for about 70 miles south from the Columbia river, each company relinquishing its rights on the side to be occupied by the other.

"The Deschutes Company will, through the O. R. & N. Co., grant the Oregon Trunk a crossing over the O. R. & N. line at Celilo, and will also convey to the Oregon Trunk the right of way the latter company requires through the lands of the O. R. & N. Co. along the Columbia river. The Oregon Trunk will complete its line along the east side of the Deschutes river opposite the Warm Springs Indian Reservation, taking over from the Deschutes company whatever rights or property the latter may have acquired on the east side of the river. The Deschutes company will occupy the west bank of the river for 12 miles through the Warm Springs Reservation. The grades of the two lines will be separated at points where they cross each other.

Hill Makes Grant.

"The Oregon Trunk Company will grant to the Deschutes Company the right to use the bridge of the Oregon Trunk Company across Crooked river, and at all other points in the vicinity of Crooked river and south of Madras, where conflicts have existed arrangements for independent right of way have been agreed upon.

"All of this arrangement is subject to and conditioned upon the prompt and expeditious approval by the proper officers of the Interior Department of the maps of the relocated lines of the Deschutes Company through the Warm Springs Indian Reservation on a water level grade."

SAWMILL MEN ARRESTED.

Charged with Allowing Refuse From Mills to Get Into River.

In response to complaints filed by Game Warden J. S. Lilly, Henry Linster and H. J. Overturf were arrested last Wednesday on the charge of allowing refuse from their mills to get into the river at Bend. The defendants were arraigned before Justice of the Peace Scofield. Mr. Linster pleaded guilty and was given the minimum fine, \$50. The complaint against him was made for allowing the shavings from his planer to blow into the river.

The charge was brought against Mr. Overturf as manager of the P. B. D. Co.'s sawmill. This company burns a part of the refuse from its mill on a low ledge a few inches above the water's edge. The recent high water reached this ledge and carried away some of the refuse. Mr. Overturf asked for time to secure council and a postponement of the case was granted.

Section 51, Chap. 232 of the 1909 Laws makes it a misdemeanor for any owner, manager or employee of a sawmill, or for any other person, to discharge or allow to be discharged into a stream, sawdust or any refuse from the manufacture of lumber. The section also forbids the placing of this refuse where it can be reached by high water.

Attorney Benson was appointed to prosecute the cases by District Attorney Wilson.

Van Matre-Wolf.

Last Wednesday morning Mr. Fred Van Matre and Miss Lillian Wolf quietly slipped away to Prineville and came back as man and wife. The knot was tied in the Presbyterian manse by the Rev. C. C. Babbidge, with Miss Etta Daw acting as bridesmaid and Wilford H. Belknap as best man. Thursday the young couple returned to Bend and were serenaded that evening by the Bend band, and the customary tin can brigade.

Mr. and Mrs. Van Matre are estimable young people and their many friends will wish them much joy and happiness. They will be at home to their friends on their ranch west of town.

Turkey Eggs for Sale.

Mrs. L. J. Green of Pleasant Ridge will soon have for sale eggs from pure bred Mammoth Bronze turkeys—\$1.50 for setting of nine, \$2.75 for 18. Can be left at Redmond or Bend. Address 477f Redmond, Oregon.