

## G. N. GETS INTO BOOSTING GAME

Hill's Road Fires First Gun in Publicity Campaign.

FIRST LEAFLET PUBLISHED

Describes Central Oregon Possibilities—7500 for Distribution—Bigger Booklet Soon—Publicity Work Is Backed by Louis Hill.

The first gun has been fired in the campaign of Central Oregon publicity by the Great Northern railroad. A splendid folder entitled "Opening up Central Oregon" has just been published by Louis Hill's road, 75,000 copies of which are now being put in the hands of the land hungry and the home and investment seeker in every corner of America. The pamphlet is the forerunner of a far larger booklet on Central Oregon to be published by the Great Northern, which is now in preparation.

The advance booklet describes Central Oregon in detail, setting forth with merited enthusiasm the advantages it offers the settler, with particular reference to the homestead and "dry land" openings, while irrigation, lumbering and manufacturing possibilities are strongly outlined.

Some introductory extracts illustrate the general trend of the publication.

The building of the Oregon Trunk Railway over 200 miles down the valley of the Deschutes river in Central Oregon is opening up to settlement practically the largest area of undeveloped territory remaining in the Pacific Northwest.

Interior Oregon is today what eastern Washington was 25 years ago, and it has potentially the same possibilities of wealth that the rich fruit and grain growing sections of Washington, lying in the Columbia River Basin and Big Bend country, has.

The town of Bend is situated on the edge of the great pine forest that extends along the eastern slope of the

Cascade Mountains. It is estimated by lumber men that 18,000,000,000 feet of timber can be brought to Bend on down hill grades. A large dam will be constructed one and one-half miles south of the town on the Deschutes river, forming a large millpond covering 145 acres or more. This will give room for five saw mills cutting approximately 1,000,000 feet of lumber daily. 250,000 horsepower can be provided from the Deschutes river in the immediate vicinity of Bend.

The leaflet is handsomely executed in two colors. An excellent map shows the new railroad from the Columbia extending to Bend as a terminus. The Bend school is one of the most taking illustrations while a number of Deschutes Valley views and settlers' letters make this as fine a publicity production as any issued in Oregon. It is understood that the Bend Commercial club will receive a large number of copies for advantageous distribution.

Louis Hill recently said: Our policy will be to begin systematic and organized publicity of cities and counties. Our railroad's pioneer settlement of any state in which we are located. At present the population of Oregon is in the cities and along the rivers. What is needed is settlement of the interior lands. You know that you have homes for many thousands of people on some of the most fertile lands in the world. I know it also. But the trouble is that the people who are land crazy in the East do not know it. We will try to get all localities lined up with us in reaching the people who want to come to the Coast.

To do all this I want an organization in Oregon, and am going to select the men myself during the summer. I want "live ones," but reliable citizens who are interested in our development plans, so that when I wire them to get things going in a certain direction they will not hesitate, but will do it.

Central Oregon publicity work has received other notable "boosts" during the last week. Sunday's Oregonian contained a large map showing the several Hill lines in the state, under construction and projected, with Bend, as predicted, the junction point of the southeastern line with the north and south Oregon Trunk road. Articles concerning Bend and the railroad development are appearing almost daily in the Portland Press and that of the other coast cities.

The Journal, it is understood, will publish a long Bend Country article in next Sunday issue, while the Chamber of Commerce Bulletin of Portland has ordered a similar story from the secretary of the local Commercial Club.

## CONSTRUCTION BEGINS AT ONCE, CONTRACTS ARE BEING LET

Grading From Madras to Klamath Reservation Immediate Move—Contracts Awarded this Week.

Work on the grading of the Oregon Trunk Line from Madras to the northern line of the Klamath Indian reservation is to commence by May 1.

Such is the announcement made last week from Portland. Bids on the construction of the 111 miles of road involved in this stretch are to be opened at the Great Northern offices on the 18th of this month. The terms of the contract will call for the commencement of work within ten days after the contract is awarded and for completion of the grading by January 1, 1911. The contract, it is understood, will include all work preliminary to the arrival of the locomotives with the exception of bridge building and track-laying. The bridge material will be ordered, however, and contracts let for the larger structures so that the tract-laying can follow completion of grading closely.

While the end of the operations called for by this contract is at the Klamath Indian Reservation it is not for a minute considered that any intention exists of halting the construction work at such a point, even temporarily. However, right-of-way has been purchased that far, and until the governments permission to cross the Indian lands is secured and final surveys completed to Klamath, no contracts beyond the reservation can be let.

Car loads of scrapers and other construction paraphernalia are now in Shaniko, and immediately will be freighted into Bend. Before the end of the month large crews of workers will be operating both to the north and south of this point. It is understood that the heaviest stretch of construction work en-

countered south of Madras lies between Bend and Lava Butte, and it is there that the greatest force of men will be employed to keep pace with the lighter work northward.

Bend, then, will have many large camps in close proximity for ten months and more. F. O. Gentry, the resident engineer on this section of the work, will have his headquarters in Bend.

For the last ten days the country has been more or less inundated with railroad contractors looking over the field. It is generally believed that the Madras-Klamath work may not go to Porter Brothers, who have the Deschutes Canyon stretch, but to either Donald Grant or the firm of Wilson and Heckman, both of whom have been investigating the prospects very industriously.

The locating survey work on the southeasterly line from Bend towards Burns is well under way, it is understood. Indeed there seems every reason to believe that construction in this direction will be undertaken perhaps even before the completion of the main road to Bend.

### BUTCHER SHOP FOR BEND.

Grass Valley Railroad Beef Contractor Has Building Erected.

Lemmon Brothers, butchers of Grass Valley, who have held the contract for supplying beef to the railroad camps from that point, are about to open an establishment here. R. B. Metzger is erecting a building for their occupancy, on Oregon street next to his new structure to be occupied by Aldridge & Hobbs.

While no definite statement has as yet been made, it is understood that Lemmon Brothers will have the contract for supplying beef to the constructionists north and south of Bend. As Mr. Metz-

ger has instructions to rush the work on the building with all possible haste, it is evident that the contractors will need to be in the field immediately to supply the camps from Bend. At Grass Valley they are now killing some 15 head of beef daily, and it is expected that a similar number will be required here.

### COLUMBIA SOUTHERN WORK.

Land Purchased for Reservoir Site. Topographical Survey.

H. T. Hendryx, manager of the Columbia Southern irrigation enterprise, now in the hands of the Oregon, Washington & Idaho Finance Co., was in Bend last Friday. He reports purchase of the Wimer ranch of 600 acres and the J. S. Woolley ranch of 320 acres, on Bull creek flat, Tumalo. This clears the way for a reservoir to cover 1500 acres, where it is expected to store 90,000 acre-feet of water.

Twenty men are now making a topographical survey of the Columbia Southern segregation, as a preliminary to systematic reclamation work. Heretofore it has been largely guessed at. The construction of a 70-foot dam at the Bull creek gap will soon be under way.

It is announced that all settlers on the Columbia Southern segregation, who have complied with requirements to this time, will not suffer from the readjustment to be effected under the new reclamation scheme. But those who have merely applied for land, not going upon it or improving it or residing there, will be asked to adjust their claims on the new basis of \$25 an acre.

### CITY COUNCIL MEETING.

Gives Railroad Right-of-Way Over Certain Streets.

At a meeting of the city council last night a resolution was adopted giving the Oregon Trunk Railroad right of way across all streets and alleys between Fir and Kos avenues. This action, however, was conditional to the provision by the railroad of two suitable crossings.

The council furthermore provided for the immediate construction of six foot side walks on each side of Oregon street west of Wall street.

### Install Dry Kiln at Mill.

It is announced that the Pilot Butte Development Company will install a dry kiln at their mill immediately. The new kiln, whose daily capacity will be about 5000 feet of lumber, is now on the road from Shaniko, and will be set up and put in operation at once upon its arrival in Bend. The heavy and daily increasing demand for seasoned lumber for the many buildings, both those under construction and being planned, has led the mill people to rush in the kiln, the local supply of dry lumber not being able to keep pace with the demand. Hereafter, it is understood, there will be an ample supply of well seasoned building material always on hand.

### Census Taking Commences.

E. A. Smith, census enumerator for Bend and vicinity, announces that he will commence operations this week. In connection with this government work it should be remembered that all information given the census taker is in the strictest confidence, and that his oath requires that all information received by him, whether personal or otherwise, "gets no further."

### Bend Boys May Win Auto Prize.

Charles and "Jimmie" Merrill, sons of Mayor Merrill, stand the best kind of a chance of winning a Ford touring car in the Saturday Evening Post's newsboy's contest. The car, or \$500 in cash, will be awarded to the boys selling the greatest number of Posts in towns of graded sizes. At present the Merrill boys lead in Oregon for towns of this size, and are very near the top for all the United States.

## RIGHT OF WAY FUNDS IN HAND

Bend Has Raised \$7,875 for That Purpose.

### SALVAGE TO BE AUCTIONED

Two Acres, Less Strip Taken for the Railroad, to be Sold to the Highest Bidder—Cozy Cottage Also Will Go to the Purchaser.

Bend has raised by popular subscription \$7,875 necessary to clear up the right-of-way and depot grounds for the Oregon Trunk Railway. In addition to the direct subscriptions of cash given below, L. D. Wiest has assumed \$1000 of the burden, in accordance with his previous promise, and there are salvage lots to be sold for the benefit of the land. The date of this sale is Saturday, April 30, when all of Nos 21, 28 of Lytle acre tracts, except the portion taken for railroad right-of-way, will be sold at public vendue to the highest bidder at the office of Hunter & Staats. On tract 28 is a cozy four room cottage that will go to the purchaser. This will close the transaction, leaving possibly a small balance in the fund.

The roll of honor shows the following cash subscriptions and payments, in addition, right-of-way and other concessions:

The First National Bank	\$150
C. S. Hudson	50
J. N. Hunter	315
Sylvester Staats	35
W. H. Staats	215
W. R. Sellers	225
E. A. Coe	50
U. C. Sather	525
Mrs. Underway	15
H. C. Ellis	70
C. A. Stanburrough	50
A. M. Lara	300
J. M. Lawrence	75
J. Snow Farmer	500
John Steidl	100
J. H. Wendeny	120
H. E. Allen	100
Hugh O'Keane	30
Henry Linster	100
Central Oregon Realty Co.	50
S. C. Caldwell	125
R. J. Overturn	100
A. L. Goodwillie	100
H. H. Davies	100
F. F. Smith	15
N. P. Smith	50
Geo. Brosterhouse	145
Art Anne	75
Anton Aune	67
Turpin & Whitsett	30
Geo. Hobbs	50
A. C. Lucas	130
J. W. McCoy	10
John Bloss	30
Don Steffs	250
F. M. May	40
G. P. Putnam	25
John White	150
J. W. Kelly	50
C. W. Merrill	25
L. D. Shaw	40
R. B. Metzger	150
C. S. Benson	75
Mike McGrath	50
D. E. Hunter Co.	500

(Continued on page 10.)

# Turpin and Whitsett

New Store



New Goods

## Gents Furnishings, Ladies Shoes and Hosiery.

We are seeking your trade. Come in, get our prices and look over our stock. We can save you money.

### LADIES' SHOES

in all the latest lasts—Patents, Gun Metals, Tans, and Kids.

### MEN'S SHOES

No old stock to pick over. All new and up to date goods. All sizes and styles.

### CHILDREN'S SHOES

at a saving to you of 25 per cent. Look them over.

### BOYS' SHOES

The best seamless you can get anywhere for the money.

### MEN'S HATS

we have a fine stock of straws wools and felts. Lots more coming.

### UNDERWEAR

Headquarters for Shirts, Overalls, Belts, Caps, Hose, etc., etc.

# TURPIN AND WHITSETT

Wall Street, Bend, Oregon.

## The First National Bank OF BEND, BEND, OREGON

Dr. U. C. COE, President. O. S. HUDSON, Cashier. E. A. SATHER, Vice President.

Capital fully paid	\$25,000
Stockholders' liability	\$25,000
Surplus	\$2,000

### Statement of the First National Bank of Bend, Oregon

As rendered to the Treasury Department of the United States, Washington, D. C., March 29, 1910	
ASSETS	LIABILITIES
Loans and Discounts	Capital paid in full
Overdrafts	Surplus
Bank Building and Lot	Undivided Profits
Furniture and Fixtures	Circulation
U. S. Bonds and Premiums	Deposits
Five Per Cent Redemption Fund	TOTAL
CASH ON HAND AND DUE FROM BANKS	
TOTAL	

Opened as a National Bank March 20th, 1909.

### DEPOSITS.

APRIL 28, 1909	\$ 53,379.23
JUNE 23, 1909	67,777.48
SEPTEMBER 1, 1909	76,880.63
NOVEMBER 16, 1909	120,635.87
JANUARY 31, 1910	161,231.84
MARCH 29, 1910	181,788.27

No. of Depositors, Mch. 20, 1909, 172. No. Mch. 29, 1910, 518

### DIRECTORS:

U. C. COE, R. A. SATHER, C. S. HUDSON, F. F. SMITH, H. C. ELLIS