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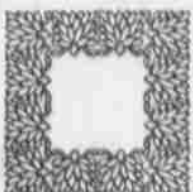
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THE BEND BULLETIN



TO BUILD HALL.

POWELL BUTTE GRANGE AP- POINTS COMMITTEE.

Two Sunday Schools Organized And Services Now Held Regularly— Many New Settlers Are Coming In.

POWELL BUTTES, Jan. 30.—A committee of five, A. H. Rhoads, N. R. Golden, J. A. Riggs, Frank Duffy and Nathan Beach were appointed at the last Grange Meeting to select a suitable location for a hall, and also to get estimates on the cost of erecting a hall that can be used for all purposes.

C. J. Cummings recently organized two Sunday Schools near here. The one at Butte Valley school house begins at 2 P. M., followed by preaching. The services at the Shepherd school house are held in the forenoon. Mr. and Mrs. Cummings and children are new arrivals in this neighborhood, coming from Cottage Place, Wash. Mr. Cummings recently bought the ditch forty, owned by N. Appel, moving his family out here shortly after buying the land. Mr. Cummings is an Adventist minister.

Several new arrivals have located near here recently. Mr. Osborn and family live on the place formerly owned by George Reynolds. They are relatives of C. H. Foster.

Mr. and Mrs. Frank Archer, of Bellingham, Wash. bought the ditch eighty formerly owned by J. J. Jones. Mr. Archer is now building a bungalow on his place.

Mr. and Mrs. Wood and children from Seattle, Wash., are among our new homesteaders.

Mr. and Mrs. Ryan have moved on the James Turner place in order to have better school advantages.

Walter Foster of Prineville has bought the Williams place in the old river-bed. His mother, Mrs. Smith, recently moved to the farm.

Mr. and Mrs. J. P. Bowman and family who came down last fall from North Yakima, Wash., now expect to locate here.

There are now 24 pupils enrolled in the Butte Valley school, a large increase over the attendance of last year.

C. H. Ellis and family, formerly of this place, now write us from Harrisburg, Ark.

Mike Mayfield who has bought the hay on the Innes place is wintering about 400 head of cattle there, getting water at the Brown spring.

The hearing in the contest of Charles Graves against Mrs. Mary Elliott was held in Prineville last Tuesday.

J. D. Davidson is having lumber hauled to build on his homestead. The Pearson Brothers will do the building.

A party headed by Frank Smith, the ditch rider, went up to the flume this week and shovelled ice, in order to get the water through the stave pipe. Quite a number of them had already begun to haul water, and all were willing to help get the water down to fill up the empty cisterns.

Mrs. Alice Bayn was the guest of Mrs. Frank Smith on Sunday.

Mr. and Mrs. Henry Tweet entertained at dinner Sunday. Their guests were: Mr. and Mrs. Will Arnold, Mr. and Mrs. Allen Wilcox, Lee Riggs, Reeves Wilcox, Everett Arnold, Miss Harriet Wilcox and George Wilcox.

Mr. and Mrs. Daniel Bussett and daughter, Fay, Mr. and Mrs. Doc Bayn and daughter Hazel and Miss Viola Reynolds, spent Sunday with Mrs. Mary Brown and family.

STATE CONTROL OF ROADS.

Why a Kansas County's Surveyor Favors a Uniform System.

The state control of roads in order to bring about uniformity and eliminate the offices that have to do with road building is advocated by J. M. Lindsay, county surveyor of Wyandotte county, Kan. Mr. Lindsay would abolish the office of county engineer and have a resident state engineer appointed either by the state highway engineer or a good roads commission. As a continuation of the plan the township road overseer would be under the control of the resident engineer, and the result, Mr. Lindsay says, would be a uniformity of roads and bridges.

"Suppose," Mr. Lindsay said, "that the county commissioners of one county should erect a concrete bridge and on the same road in the next county a cheap 'tin' affair is erected. In a few years the cheap bridge may wear out, and a heavily loaded wagon or a thrashing machine would be compelled to go around it. Under state control this condition would not arise, as the plans for bridges would be more or less uniform. Not that all bridges would necessarily be concrete, but the capacity and condition of every bridge in the state would be known by every resident engineer. If the survey of every county road were made in conformity with roads in adjoining counties the ultimate result would be a

road straight across the state at no unusual cost.

"This would be the case if surveys for all generally traveled roads were filed in the office of the state highway engineer or with a good roads commission. Then, too, the 'road boss' who insists upon his own ideas of road building, whether they are right or wrong, would be eliminated. He would be under the direction of a competent engineer, and his bit of road would receive the same attention as any other road in the state."

Mr. Lindsay is one of the three members of a committee appointed by the Kansas Engineering society to procure the passage of good roads laws in the Kansas legislature next winter. He is endeavoring to get the support of the society for state control of highways.

DRAGGING ROADS WITH AUTOS

How Six Machines Helped to Make Two Miles Smooth and Hard.

The Muskogee (Okla.) Motor club is improving the roads in Muskogee county. This club is composed of fifty motorists. The members have bought fifty split log drags and are using them on the roads leading out of Muskogee. The first trial was made a short time ago and proved a great success.

A stretch of road two miles long leading out of one of the city's principal thoroughfares was selected. When the ground was in the right condition the six split log drags were attached to the rear axles of six machines, and the two miles of road were thoroughly dragged. The result is that they are as smooth and hard as could be desired. It took the motorists about a quarter of a day to do the work.

This work is to be extended. The fifty members of the club are to be divided into squads of six each. Each squad is to be given a division of road to improve. More drags will be made.

The material in a drag of this kind costs \$4.30 if bought at a lumber yard and hardware store, but any farmer can make one with ordinary tools for practically nothing by using split logs, as the name of the drag suggests.

Women For Good Roads.

In one of those cities where the women have actively taken up the work of civic improvement the women's club has created a department of good roads and has appointed a committee to have charge. This is the first action of the kind that we have noticed. The local newspaper says that "this committee has not been asked to work the roads, but it surely will be able to work the men who control them, to judge by the success of the efforts of the women in the past for improvements of advantage to the city." And therein is stated the secret of the value of such an undertaking on the part of these women. If the men won't build good roads the women can make them. Southern Good Roads begs leave to acknowledge itself a firm and unwavering constituent of this club of progressive ladies who not only enjoy books and original articles on current topics, refreshments and social pleasures connected with the usual feminine club, but also incorporate into their realm of activity such a laudable work as furthering the good roads movement.

How to Get Good Roads.

Get together, agree on a policy, select representatives to put that policy into effect, and you will have good roads.

Medicines

WHEN we speak of Medicines we mean everything in a drug store in the medicinal line—crude drugs, extracts, chemicals, and lastly but most important of all—prescriptions. It is in this department that we are of the greatest service to you. Our diploma guarantees that you get the same consideration and care when you have your prescriptions filled here—just as your doctor's diploma guarantees that you have the services of a thoroughly qualified medical man. When you want medicines of any kind or when you have any prescriptions to fill we ask you to let us fill them. We tell you here that they will be filled right.

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