

It requires but very little thinking, after one has seen the natural resources surrounding Bend, to see how and why Bend will become one of the most prominent manufacturing cities in the Northwest; neither does it require much thinking, after one has seen and studied the map of Bend, to see how and why

# RIVERSIDE ADDITION

must and will become the "factory district" of Bend. Already it is the most practicable and desirable, owing to its advantages which are necessary to factories of any kind.

Some of these advantages lie in the fact that Riverside is cut in two by the Railroad, making a great number of lots running along the Railroad right of way; while any of the others can be reached easily and cheaply by short spurs from the main line, thus enabling one to load or unload directly from his own platform into the car. Then a great number of lots lie right on the bank of the Deschutes River, which advantage is too obvious to recount; but the greatest advantage of all lies in the fact that to any of these lots we can deliver the cheapest power in Bend, for they average but three ordinary city blocks, or 1800 feet from Bend's largest power plant now building, the dam alone to cost \$150,000, which will be ready to deliver power this winter; and the farthest lot from power is only three city blocks, 1800 feet from the Union Depot.

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## BEND PARK COMPANY

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BEND, OREGON

### GOULD SYSTEM MAY TAKE HAND

### MANY RAILROAD POSSIBILITIES

Western Pacific Plans Access to Portland, and Oregon Trunk Seeks San Francisco as Now the Report.

In discussing the action of the Harriman Northwestern systems in refusing to route eastern shipments via the Gould road, the Denver & Rio Grand, the Portland Oregonian has this to say of general interest as regards Central Oregon railroads, present and probable:

It is asserted that plans of the Gould interests for extending their lines in the West have become known to the Harriman crowd, and that they seek now to "cut them off at the pockets" so as to embarrass them as much as possible.

Surveys for the extension of the Western Pacific from points in Western Nevada to Portland, to Pocatello, Idaho, and to Los Angeles have been partially completed. The proposed route to Portland has been definitely determined on, say Gould line officials. The survey has been made as far north as Lakeview.

Another plan to counteract the latest Harriman move is for the Western Pacific to enter into an alliance with the Hill interests for extending the Oregon Trunk to a connection with the Western Pacific. Preliminary surveys for building the Oregon Trunk into San Francisco have been made.

### SCOUTS ELECT OFFICERS

Boys Are on Hand to Assist at Fire Fighting.

(Reported for The Bulletin.) The Boy Scouts began their practice of parliamentary law last Friday evening by electing their officers. Those chosen were: Hugh Thomp-

son, president; Tom Rauch, secretary; Earl McClure, treasurer.

A committee on entertainment was chosen, the boys to serve six, four and two weeks, respectively, as follows: Earl McClure, Hec Copeland and Cal Smith.

The scouts proved themselves prepared at the fire Saturday morning. They extinguished a blaze on the roof of the school house and remained up there protecting the building from the flying sparks until it was safe to leave. A noticeable fact was that all of the active scouts were at the fire helping all they could.

### ENGAGEMENT IS ANNOUNCED

Unique Priscilla Club Meeting Told of Coming Coe-Wiest Marriage.

(Reported for The Bulletin.) When the Priscilla Club met with Miss Klein recently, the members received a message marked "Very Important." It requested them to make no other engagements for last Friday evening. Details were to be given later.

As the different members of the club called for their mail Friday they were handed a unique invitation to meet in front of the Star Theatre that evening at 7:45. The questioning and surmising of the company was unbounded, but the guilty member surely played an innocent part.

When the party arrived at the Star Theatre, they were met by a boy who handed them a note, telling them to go at once to the home of H. J. Overturf.

That place reached, they found a message asking them to invite Mrs. Overturf and Mrs. Pringle to join them and proceed to the home of G. A. Jones. There they were instructed to take Mrs. Jones and Mrs. Wilson with them and go to the home of Arrie Black, where each was given a card and pencil and told to follow instructions.

The unsuspected Priscilla had used her originality and cleverness and so arranged the Christian and surnames of the guests that when written in proper order the first letter of the names made the announcement of the engagement of Miss Marion Wiest to Montelle Coe. The wedding is to take place in December.

The company was then instructed to go to the home of Katherine Trautner where the first one to discover the announcement was to find a good luck gift. This was won by Miss Black. The guests were then taken to the Wiest home where the remaining part of the evening was pleasantly spent. Here dainty refreshments were served by Mrs. L. D. Wiest, assisted by Mrs. Coe and Mrs. Shouse.

### HOUSE FOR CHEMICAL ENGINE

Fire Alarm System, Long Ordered, is Delayed in Arrival.

The city has authorized the erection of a small house to cover the chemical engine, and especially to keep it from freezing. The building, which will be constructed so as to be portable, will be placed near the small pine tree in the stub end of Oregon street, west of Wall street.

The electric fire alarm siren which has been ordered for some time has been delayed again, according to a telegram received by Councilman Allen yesterday, and will not arrive for probably two weeks. When it gets here, it is the intention to have it installed immediately, and to have an electric alarm connect it with the power house, so that the pump may be started immediately after a fire is discovered.

### The Followers.



—Winner in the Pittsburg Post.

demand for labor. Everyone was 'up against it'. But Bend seems to be getting better and better every day. Over 100 men are working for the saw mills; building construction demands more labor than it can get; the North Canal dam is employing 50 workers, and soon 70 or 80 more men will be on the sewer work. Altogether, Bend certainly is making a record that is a wonder."

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### STEEL BRIDGE IS COMPLETED

### DESCHUTES SPANNED AT BEND

County Structure Constructed at Cost of About \$3000—Gives New Road to the Tumalo Country. Approaches Being Finished.

The steel bridge across the Deschutes river at Bend, constructed by the county at a cost approximating \$3000, has been completed. The approaches are not yet quite ready to admit travel, but within a short time the new span will be ready for vehicles and pedestrians to use.

The bridge is 300 feet long and connects Lytle and Kenwood. It gives a new road to the Tumalo country, the bridges at present being used are private property. The approach to the bridge in Kenwood is along Ingleside avenue, and from Lytle along Ellis avenue. The county has secured right of way for a road through the unplatted property, owned by the D. E. Hunter Realty Company, lying at the west approach to the bridge.

Work on the bridge was commenced on August 26, in charge of M. J. Danielson as superintendent, and has been carried on with dispatch. Mr. Danielson superintended the construction of the Bend Company's dam here.

### BEND'S FIRST RAILROAD YEAR GOOD FOR LABOR

"Men Wanted" Signs Continue to Show That There is Work for All Who Wish to Work.

That Bend's record as regards labor is a fine one, and especially for a town during the first year after the arrival of its railroads, is the opinion of P. W. Brown, manager of the Commercial Club. Mr. Brown

calls attention to the fact that now, as during much of the summer, there are "Men Wanted" signs displayed about town, while on several buildings "Carpenters Wanted" is another indication that there is work for anyone who wishes it.

"I have seen a lot of western towns when the railroads came to them," said Mr. Brown, "and with the exception of Bend there wasn't enough work in any of them to go around during the first 18 months. Take Twin Falls, for instance. After the railroads arrived there was the biggest kind of a slump as regards

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