

BEND CAR FOR STRICKEN OHIO

ODD FELLOWS SEND GENEROUS AID

Disastrous Floods Sweep Through Ohio, Causing Enormous Property Loss and Killing Many—Dayton is City Hit the Hardest.

The call for relief for the flood sufferers in Ohio has been responded to at Bend with marked liberality. Tomorrow a carload of Irish potatoes will be forwarded by the Bend lodge of Odd Fellows to Dayton, and individuals have also made donations of potatoes, flour, carrots, clothing and other supplies which will be sent in the same car.

The lodge will send about 23 tons of potatoes, or 460 sacks of 100 pounds each. Figuring a half pound as enough potatoes for a meal for one person, this car will give 72,000 people one meal or 24,000 people three meals. The price paid for the vegetable was 40 cents a hundred, or 28 a ton.

The matter of relief was brought up at the regular lodge session Monday night and a committee consisting of Bert Shuey, O. M. Patterson, A. L. French and R. M. Smith was appointed to have charge of sending a carload of spuds to Dayton. The committee began early Tuesday to get in touch with the farmers, J. C. Rhodes donating the use of his car, and in a short time enough potatoes had been engaged east of town and in the Laidlaw country.

The car will bear a banner showing that it is being sent to the Dayton people by Bend Lodge No. 218, I. O. O. F. It will be routed over the Oregon Trunk and allied roads, that company as well as the O-W. R. & N. carrying free all supplies intended for the relief of the unfortunate people. A telegram was sent the Dayton Odd Fellows Tuesday morning asking for shipping instructions, but no reply has yet been received probably owing to the wire congestion at that end.

Many of the potatoes were donated outright, and the low price in some instances merely paid for hauling them to town. Among those who added their vegetables to the lodge's shipment were R. E. Grimes, P. H. Deneer, Cole E. Smith, R. M. Elder, O. C. Cardwell, Nels Anderson, L. B. Misener. The Bend Milling & Warehouse Co. contributed ten barrels of flour and Mrs. Frank Walters \$1 in cash.

Carloads of potatoes are also being sent from Redmond, Madras and Terrebonne, so that all through the deluged district the hungry ones will have a taste of Central Oregon productiveness.

It was expected that a car of supplies would leave here yesterday as a joint Bend and Redmond contribution, but there was not enough to fill a car and it was decided to send the contributions in the lodge's car.

Many Lives Destroyed. Following close after the tornado

that did millions of dollars worth of damage and took many lives, a rain-storm of unusual severity swept over Ohio and Indiana on Monday and Tuesday of last week. Gathering in the valleys of the Miami and Wabash rivers, flood waters swept through these populous districts, causing immense damage and loss of life.

Dayton, Ohio, suffered the greatest loss, both of property and of life. Its business districts and poorer residential quarters along the river were flooded to a depth of 20 to 40 feet. Much hardship was endured by thousands who, escaping the first rush of water, took refuge on roofs and in upper stories of homes and store buildings where they were ma-

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LINSTER LONES RIGHT HAND.

As a result of the injuries he sustained last Wednesday when caught in the belt of the compressed air outfit, John Linster was operated on Sunday morning, his right hand being removed. The amputation was performed about midway between the wrist and elbow. Dr. U. C. Coe performing it. The physician states that Linster is doing well, and that no further ill results of the accident need be feared.

SIGNBOARDS FOR ROADS.

All the main roads and trails south and southeast of Bend will be marked by the forest service. Ranger J. B. Curl is this week getting the signs ready to be put up. They will show distances and directions and will be placed as far south as Paulina Lake and Paulina Creek, around La Pine and southeast of here towards Burns. In the Horse Ridge and Pine Mountain territory. The signboards will be of great aid to strangers traveling the roads and trails.

COUNTY HAS ENOUGH CASH FOR WARRANTS, SAYS JUDGE

Taxes Already Have Yielded More Than Indebtedness—Will Have Financial Statement Published.

Announcement that Crook county already has received more than enough taxes to pay its outstanding warrants was made Monday by County Judge Springer, who, together with Sheriff Elkins, was over in the county's car.

"The county's indebtedness is about \$117,000," said Mr. Springer. "Already more than \$125,000 has come in in taxes, and about that much again is due. This means that all the present warrants will be paid at par just as soon as the money is turned over into the treasury."

It also means that the county will have approximately \$100,000 to run itself for a year. Judge Springer reiterated his principal objection, stating further that in connection with the county finances he would recall the accountant who recently "expedited" the county's books and have him make a detailed statement of just where the county stands. As The Bulletin pointed out last week, so far as showing where financial affairs really are, the recently published report was worth nothing from the taxpayers' standpoint.

MONTH'S WORK ON SEWER BIG

MARCH PAYROLL IS OVER \$4,500

Seven Manholes Installed—Trenches in Two Main Alleys Are Nearing Completion—Out of Town Work is Making Good Progress.

While the report on sewer progress has not been compiled and presented to the council yet, general results are more or less tabulated and both in amount and construction accomplished and in its cost the activity of the last 30 days seems to have been most satisfactory.

The payroll for the month has been about \$4500. More rock has been moved in 30 days than during the entire time since the work commenced. During March, 1099 yards of rock were excavated, while up to April 1 995 yards were handled. Seven manholes have been installed by Hilliard, Jullins & Gibb.

"The manhole work is some of the best I have ever seen," said Engineer Koon in commenting on this feature of the work.

The trench in the alley between Bond and Wall streets is now about to grade, and may be said to be three-fourths completed. Pipe has been laid and the work finished in the alley west of Wall from about behind the Pilot Butte Inn to about the rear of the Bean building. Much work has been accomplished out of town.

J. P. MORGAN DIES.

On Monday, March 31, John Pierpont Morgan, the modern Caesar of the financial world, died at Rome. As his death has been expected for some time, there has been no appreciable flurry on Wall Street (New York). It is conceded that his son, J. P. Jr., will succeed to the control of the business and properties.

FISHING SEASON OPENS

Anglers Out Yesterday, But Catches Were Mostly Small.

The trout season opened yesterday and there was a large number of local anglers on the river trying out their new tackle. There were plenty of "stories" being told last night, but the net results of the catches yesterday were not great. Most of the fish taken at this early season of the year are small ones—in fact, there were many brought in that were below the six-inch limit. The trout sportsmen here frown upon angling of this kind, and hope to see the "screws" given those fishermen who rob the stream of its small fish.

By the terms of the game code enacted by the last Legislature, which goes into effect June 3, women will have to have a license to fish. The present statute exempts them and boys under 15 years of age.

BEND ROUTE IS WAY TO BURNS

NO ACCESS THROUGH REDMOND

Harney Paper Says People Trying to Get to Burns Have Been Turned Back Because of Mis-statements. Portland to Direct Travellers.

The following article appeared in last week's issue of the Times-Herald of Burns:

"There appears to have been some mistake made respecting the best and most direct route for people to come to Burns according to reports to this office the past few days. It has come to the notice of those who have recently come in from Portland over the Deschutes rail lines that the O-W. R. & N. Co., has printed folders directing people en route to Burns to leave the train at Redmond as there was an auto stage line from that point to Burns. It was learned by Frank Dibble, who was in Prineville last Tuesday, that the Burns Commercial Club is credited with the authority to advertise such a route but The Times-Herald finds no accredited officer of the Commercial Club has ever written any letter or discussed such a route.

"According to Mr. Dibble people wishing to come to Burns get off at Redmond and come as far as Prineville and not finding any auto line from that point in go back out. This is rather a bad state of affairs which will be remedied at once. Portland publicity people have already been advised of the situation and will see to it that proper directions are given people who wish to come to Burns from that direction. The only direct line from that way is from Bend where autos have been running all winter and more machines will be put on when traffic justifies.

"There have been over 600 colonist tickets sold for the period of March 15th to April 15th, this destination being Central Oregon and it is high time the matter was adjusted and people properly directed to Burns if this is their object point. The only sure way to reach here is by Bend as the regular schedule maintained by the autos makes quick time. They charge no more than from other points along the Deschutes lines, the hotels charge the same and there is no reason why people should not be given the facts. It is an injustice to Burns and the entire country to allow such a misunderstanding to exist regardless of any personal feeling that may exist. "Knockers" are not confined to any one town at the gateway to this big country. They're at every railway station leading to Harney Valley and we can't avoid them. The only thing we can do is to see that intending investors and homeseekers are given the right way to reach us and take our chances. No town should be expected to be responsible for the utterances of private people. Burns has some of the same characters

right at home who insist on airing their personal grievance to the detriment of the best interests of the town and country in general but we have found no way to keep them from "shouting" even though no one of consequence pays any attention to them.

"A representative of this paper talked with Frank Johnson, the local agent of the Oregon & Western Colonization Co., respecting the matter and he states positively that his company has not had a thing to say to the railroad people in regard to such matters. The people who are in to look over the holdings of that company are instructed to stop at Redmond and they are then brought by company machines to Prineville. This is for the purpose of bringing them directly over the land grant lands, the company having property for sale in Crook, Harney and Malheur counties. They have never issued any instructions to any one outside their company agents."

WOMAN GREAT WALKER.

Deschutes claims the honor of having the champion woman walker of Crook county. Mrs. W. A. Nanney walked 13 miles to call on Mrs. Allen Wilcoxen at Powell Butte. She was back in time to get her husband's dinner. Mr. Nanney, by the way, is an auto driver (ought to drive her). The 26 miles were made in 6 1/2 hours. Last summer, while on her ranch, Mrs. Nanney thought nothing of walking to Redmond and back, a distance of 38 miles, in one day.

WILL SETTLE HIGH SCHOOL SITE AT VOTERS' MEETING

All Locations Will be Placed Before Gathering Next Monday and Voted on Until One Receives Majority

The matter of the selection of a site for the proposed high school will be decided by the qualified school voters of the district next Monday, April 7. Notices to that effect have been posted by the school clerk.

The meeting will be held at the school house at eight p. m. sharp. All residents of the district whose names appeared on the last tax roll will be entitled to a vote. It will be necessary for everyone to be there promptly as the polls will not be open for any considerable time. The plan that will be followed will be to have all sites, with the price asked for each, placed before the meeting. Then these will be voted on, and after each balloting, if none has received a majority, the one receiving the lowest vote will be eliminated, and another ballot tried. In this way the board believes it will be able to select a site to be voted on at the bond issue election that will be as nearly satisfactory to the majority of the voters as it is possible to get. As soon as the location is thus settled, it is probable that the bond election, for the issue of \$45,000 of bonds, will be called.

The first two days of April have been anything but balmy, there being a cold rain mixed with snow Monday night and a fall of three inches of snow last night—quite an April Fool weather stunt.

MORE ROOM FOR BEND FREIGHT

WAREHOUSE WILL BE ENLARGED

During March Nearly Half Million Pounds Arrived—Emigrants With Household Goods Coming Fast, Railroad Officials Report.

Because of the steady increase in the volume of freight handled at Bend, the railroad companies have decided to materially increase the capacity of the local warehouse, operated by the United Warehouse Co. The inside dimensions of the big structure are already 60 by 210 feet. To this will be added a platform 90 by 75 feet, on the north end. Upon this will be stored machinery and goods not injured by being in the open. It is expected to roof at least a portion of the new platform soon.

The addition will do much to relieve the congestion of the last 60 days, for now the warehouse is literally jammed with freight, both the inside and the platform being heaped high. During the month 440,000 pounds of freight has come in, and just now there is more than 150,000 pounds for Burns alone.

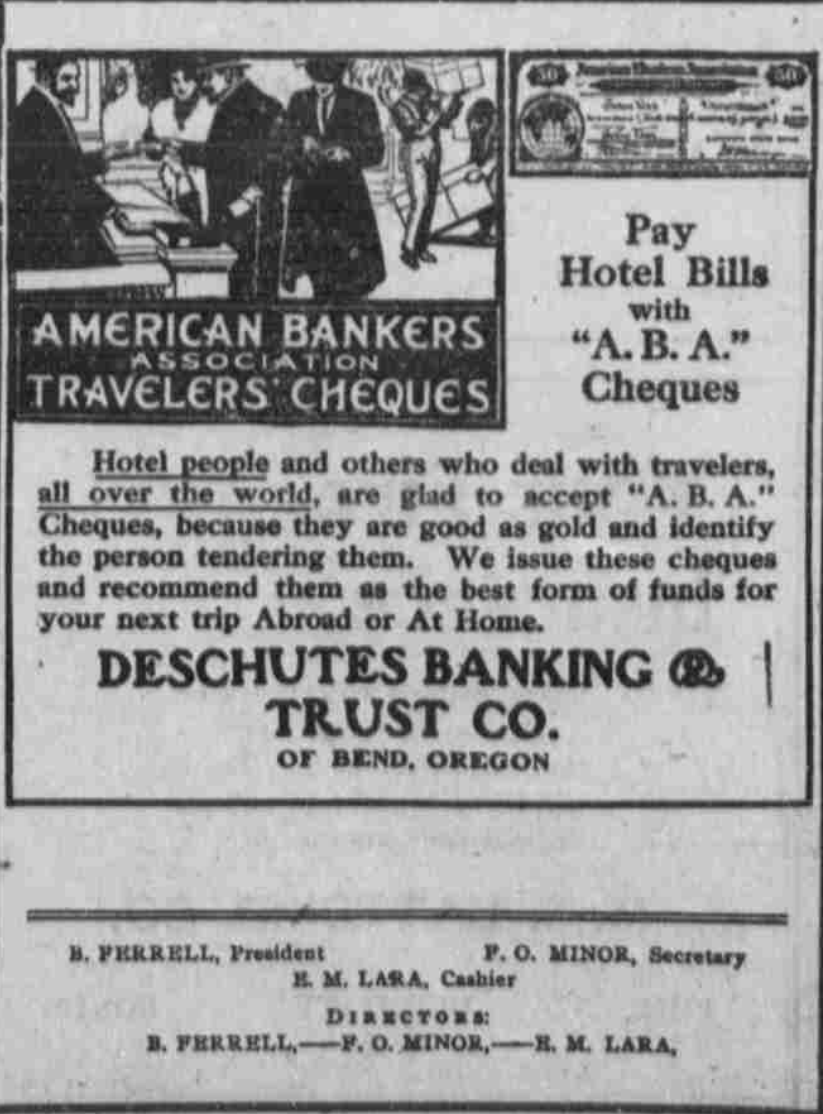
Many household outfits have come in and are still arriving, the railroad people report. Indeed, the immigration of people with all their belongings—indicating that they are coming expecting to stay—is far heavier than ever before. Manager A. M. Pringle says that every day he receives many inquiries from location seekers who are bound to Central Oregon and desire information about freight.

EVEN GAME WARDEN MUST HAVE ANGLER'S LICENSE

So G. W. Shriner Gets One, Saying That McKay Might Nab Him—Latter Has License, Not in Danger.

G. W. Shriner, the deputy game warden just appointed by State Game Warden Finley, yesterday brought his light out from under a bush—at least, he turned back his coat lapel and showed fishermen and ordinary folks his badge of office. Also, this morning he came to The Bulletin office and made application for an angler's license. Oh, yes, even a game warden has to have a license! "Who'd arrest you if you didn't have one?" he was asked.

"McKay," was the prompt answer. "And if Mac didn't have one himself, who would 'pinch' him?" "Lord knows." But the problem is solved, because District Warden McKay "flashed" his license immediately on being asked if he had one.



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NINE DOLLAR FLY POLE to the angler catching the largest trout before June 1st with tackle bought at my store.

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Wall Street

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

Capital fully paid \$25,000
Stockholders' liability \$25,000
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More Dairy Cows Coming

We expect to ship in two or three cars of high grade dairy cows, from Wisconsin, about April 1st. These cows will be sold on easy terms. Parties wishing same should make application now. Write or call at the Bank for particulars.

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