

THE BEND BULLETIN

GEORGE PALMER PUTNAM
Editor and Publisher.
U. N. HOFFMAN
Managing Editor.
ROBERT W. SAWYER
Associate Editor.

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WEDNESDAY, MAY 14, 1913.



CONCERNING JUDGE SPRINGER.

For several months it has been an open secret that County Judge Springer was having his troubles. That in itself was not remarkable, for county judges and trouble are pretty apt to be intimately acquainted. But these rumors recently have become more acute, and have been reinforced by sundry yarns, some of them simply humorous and some of them serious, all of which tended to diffuse a general belief that Judge Springer was not actually unfit for his office through sins of commission he was at least disqualified from rendering worthy service to the county because of personal inability.

Whether or not our county judge knowingly and willfully stole a couple of wagon loads of cement, whether or not he has said he stood for one thing and did one thing while actually standing for and doing another, are not questions essential to the point. It is just possible that a satisfactory explanation does exist regarding the cement escapade (though Heaven knows his "reply" to the charges is a masterpiece of evasion); it may be that he was simply ignorant of the true condition of county finances when he made statements regarding them that were misleading; it is conceivable that he actually thought he was opposed to the purchase of the county auto despite the sworn statement to the contrary of competent witnesses. Ignorance of facts or a genius for forgetting need not hopelessly condemn a man.

But when a public official has the brazen hardihood—or the imbecile lack of common sense—to take the stand Judge Springer occupied (or tried to occupy) when he appeared before the meeting of taxpayers interested in good roads, at Prineville Wednesday, his case would seem to be hopeless. The fact that all his fellow officials have turned against him in disgust was not sufficient to damn him; people perhaps entertained a suspicion that jealousy or some kindred feeling caused the criticism of the judge. But last Wednesday some 40 taxpayers were given an insight into his character and ability. It is fair to say that every one of the 40 is today heartily disgusted with him.

Briefly, Judge Springer tried to compel a meeting to do exactly what he wanted, despite the fact that it was unanimously opposed to his plan. Blindly and stupidly he won the enmity of a group of influential men whose only desire was for a progressive administration of road matters. The most charitable thing that could be said is that it was astonishingly poor politics. It was a clumsy exhibition of a big stick supposedly used to force a swap which no one wanted but the judge himself. That it failed dismally was inevitable.

Just what will happen next it is hard to conjecture. The situation today exhibits the judge with all his brother officials opposed to him, and with an ever-increasing body of voters awakening to the fact that the county chose its judge with little wisdom. That he is, or will be, next to powerless seems a fair presumption, for one man opposed to two can accomplish little.

Sounding the matter from all sides—with expressions from Prineville, Redmond, Sisters, Metolius, Madras and even the eastern country dis-

tricts—it seems a fair prediction that unless Mr. Springer sees fit to adopt a broader viewpoint, unless he is disillusioned concerning the identity of the Tear of Crook County, unless he devotes himself more to his own affairs and less to those of the other county officers, and above all, unless he in the future exercises a deal more care in his attitude toward the people—unless, in short, Mr. Springer turns over a new leaf, the dull weeks of July quite probably will be enlivened by Crook county's first recall proceedings.

ONLY A RAILROAD.

Modestly tucked away on an inside page, under the caption of "Local Mention," the following graphic, comprehensive and enthusiastic account of the progress of railroad building to Prineville is found in the Crook County Journal of last week:

"The railroad surveyors are still working out of Metolius but hope to be through on that side of the gap by the end of the week. Then work will be conducted from this end of the line. Everything is progressing smoothly and every indication points to a railroad in the near future."

There seems every reason to believe that a real railroad actually is coming this time, and Prineville is to be congratulated heartily, as is the rest of Central Oregon—for development of one section or one community cannot but benefit others. But the point is that some folks are wondering what the Journal would have to say about a really important event like a funeral; of course such a mere trifle as a railroad is worth nothing more than a brevity in a sanely progressive journal!

Last week Prineville had a tag day; the ladies' raised money to improve a city park. One of the special purposes is to plant trees. It is a good plan and one that merits enthusiastic support. Also, for other communities it is an admirable example and a lesson. For instance, it shows a town that already has trees how important it is to preserve them. If a few people were given their way, every tree in Bend would be destroyed—and then some day we, too, would be having tag days to raise money to plant trees. Let us remember.

The term of C. K. Cranston of Pendleton as chairman of the state fish and game commission soon will expire. Mr. Cranston has demonstrated his interest in the work the commission is concerned with and has shown his ability as one of its officers. Not only Eastern Oregon, but the sportsmen throughout the state are united in hoping that Mr. Cranston will be reappointed.

SCHOOL SITES ARE OFFERED

Bend Park Company Will Present 4 Blocks For Future Buildings. To the School Board and People of Bend:

We understand that a deadlock has developed in the school site matter. Let us picture the situation as it appears to the birdseye view of men 100 miles away who spend all their days brooding over the map of Bend

and dreaming of Bend's future.

1. The first mill between track and river will force residences across river and track.

2. The first real factory in Riverside will force residences across track and river.

3. A school site already exists to care for the district between track and river. If the present buildings are or become inadequate, they will be torn down and a building erected.

4. A school must some day be built across the river. Here factories will ultimately occupy the lowlands and waterfront. Therefore, buy an entire block on the most slightly high ground in Kenwood, Bend View or the rear of the Boulevard Addition, affording playground, and either erect a small building, so constructed that it may be a portion of a larger building later, or hold the property for a future building. The district will some day buy such a block in this region, and never can do so as cheaply as now.

5. The Center Addition will one day be business property; and four-fifths of Bend's residences will be northeast and southeast of that district, with the majority southeast. Accept as a gift block 3, Bend Park, and block 128, First Addition to Bend Park, over 200x500 feet, enough for school and playgrounds, and erect there a building carefully planned to be a part ultimately of the most beautiful Central High School in the Northwest.

6. If you do this, we will also give the district block 49, Riverside, block 56, Bend Park, and block 152, Second Addition to Bend Park.

7. Refer to the map published in



May 14, 1913

Dear Friend: Do you like pie-plant pie? I just love it. It is better than gooseberries. If you get pie-plant that is not tough it makes the pie good and juicy. I like the juice. When mama sent me for pie-plant today I saw all of these things at the grocery. Pie-plant 7 cents a pound.

Your friend, JACOB. P. S.—That was good pie-plant we got at McCUISTON'S GROCERY

Advertisement for The Miller Lumber Company, Bend, Oregon. Features: Shingles, Mouldings, LUMBER, CEMENT, Building Material. The Miller Lumber Company, Bend, Oregon.

this issue of The Bulletin, on which these sites are marked, and see the results. Right at the start, you have provided sites for a perfect school system for a city of 25,000 people; and Bend will have set an example among cities for far-sightedness and economy in the administration of funds for such purposes.

8. The owners of every site in Bend will benefit by this; and we think you will agree that we are paying for any benefit we may derive.

9. If our Central High School site now seems inconvenient, it will not seem so when the first scholar enters the building. By the time the building is finished more than half of Bend's population will be living east of the track.

10. Furthermore, we predict that you will build a school site in the Second Addition to Bend Park within two years, and in the North End within three years.

11. Our offer holds good until an election takes place, the election to be called within thirty days and to occur as soon as the law permits, to vote on bonds to purchase the site west of the river and to erect the Central High School on the site herein offered.

12. And whatever you do, provide ample playgrounds.

This is merely a statement of the school problem as it appears to us; and we will neither say nor do anything to influence your opinion.

BEND PARK COMPANY, Seattle, May 10, 1913.

OREGON EASTERN DOINGS

Train on New Road Running to Harper, Says Vale Paper.

(Malheur Enterprise, Vale) Work progresses steadily on the Oregon Eastern and rails will be laid through the tunnel by July 1.

There are two engineering parties in the field beyond the tunnel, one in charge of Willis Louthier, who are checking up the cross sections from the tunnel to Dog Mountain.

Along the line, there is much activity. Harper is developing into a modern town, with much building going forward. The railroad company has handled a carload of hogs the past week and is arranging to handle 50,000 sheep in the near future.

Westfall is now freighting his material from Harper. At Juntura there are four or five new stone buildings in course of completion, street grading going forward and many new houses going up.

The new train, the Vale-Harper limited, makes schedule time and is apparently doing a fine business.

(Harney County News, Burns) Willis McHanley, County Assessor Donnegan and C. N. Thompson of Nebraska took a run to Juntura last week and bring back the news of the

progress made in the building of the Oregon Eastern Railroad. The big tunnel in Malheur canyon is opening up rapidly and the track will be laid through it by June 10. The expectation is that the road will be completed to Juntura by August 1 and to Riverside during the fall. In the meantime, grading will begin in Crane Creek gap and especially in the big cut and fill there which will take considerable time. When the road is finished to Riverside, the freight haul to Burns will be easy.

It is confidently asserted that grading on this road will begin from the west before the summer passes and that the two ends will meet in this county.

CHURCH NOTICES

Methodist Episcopal. Rev. E. C. Newham, pastor. Services every Sunday at 11 a. m. and at 7:30 p. m. Sunday school at 10 a. m. Epworth League at 6:45 p. m. on Sunday. Choir practice Thursday at 7:30 p. m. Prayer meeting Wednesday at 7:30 p. m.

day at 7:30 p. m. Junior League at 3 p. m. Sunday.

Baptist. Sunday services—Bible school 9:45 a. m.; preaching at 11 a. m. and 8 p. m.; brotherhood at 3; young people's meeting at 7. Prayer meeting Wednesday evening at 8 and choir practice Thursday at 7:30 p. m.

Presbyterian.

There will be special services on Sunday, the 18th, at the Star Theatre, at 11 a. m., conducted by the pastor; subject, "Walking With God." Mrs. E. R. Post will sing a solo. The evening service is recalled in honor of a union meeting of all the churches of Bend at the M. E. church on account of the high school graduation sermon by Rev. E. C. Newham. The Sunday school will meet at 10 a. m. at the Star. Ross Farnham, supt.

Church of the Brethren. Services next Sunday at 3 p. m. in the Methodist church. A cordial invitation is extended to all.

Advertisement for The Bend Bulletin. Text: 'The Following Office and Other Supplies are For Sale at The Bulletin Office.' Lists various supplies like maps, legal blanks, typewriter ribbons, etc. Includes a logo of an eagle.

Advertisement for Bend Park Company. Title: 'HOW BEND LOOKS FROM SEATTLE YOUR EIGHTY-FOOT STREET SYSTEM'. Features a map of Bend, Oregon, showing the street grid. Text: 'Bend Park Company, 455 Empire Building, Seattle, Wash. First National Bank Building, Bend, Oregon. Descriptive literature on Bend and Central Oregon mailed upon request.'