

PLANS ARE TOLD AT SILVER LAKE

R. E. STRAHORN MEETS LARGE AUDIENCE

Makes Prophecy of Town of 4,000 to 5,000 if Road Goes Through—People Anxious to Give Right of Way—Irrigation to Start Soon.

(Silver Lake Leader.)
 "Only with your co-operation, gentlemen, in the promoting and construction of the Silver Lake irrigation project, and similar enterprises, inducements for the settler and development of this region, will the railroad project, of which I have the honor of being at the head, ever be built through this portion of Central Oregon. Without this necessary co-operation it will not even start, for remember all of this preliminary work is being done at my personal expense. With the many lavish promises you have made to me, which you will be given an opportunity to make good, there is no reason why this valley will not be the oasis between Bend and Lakeview, and Silver Lake a city of 4,000 or 5,000 population within four or five years. And this will mean many civic problems for Silver Lake to meet and solve soon, the principle ones, it seems to me, being sewerage and water systems. As you will see by this blueprint I hold in my hand, we have placed the terminal grounds for the depot, switchyards, round house and stockyards in the northeast outskirts of the town. We are asking for a right of way seven eighths of a mile in length and 200 feet in width on the edge of Silver Lake. Think of this, too—we don't want to pay taxes on a foot of ground more than we actually use, and the more land we ask you to turn over to us that much more it means to your town. Before I leave here I will hand over to your Commercial Club blank deeds which I want to be used in securing a right of way first, to Silver Lake proper, second to Slean Marsh and third to Fort Rock valley summit. This means a 12 or 15 mile right of way for you to get in the three different directions. Let me again impress upon you the importance of your co-operation. With it we will succeed. And then again, in a way, my reputation is at stake, for upon my merely stating there is a possibility of the road being built, one wealthy corporation has already entered Central Oregon and started an enterprise involving millions in another county. There are many other good things headed this way—all depending upon our united efforts. When you get your irrigation project started, later on you will be given an opportunity to buy stock in the railroad, and all those who haven't the extra money to invest, we can use their teams to great advantage in grading work. Thus the road becomes your road and that much more interest you will take in seeing that it succeeds. The progress I have made thus far into this region I owe a great deal to the cordial support of the Silver Lake Commercial Club and your newspaper, The Leader, and I am deeply grateful for the same."
 Such were some of the remarks made by Robert E. Strahorn, the pioneer railroad builder, in a 30 minute address to a large and enthusiastic audience of men and women at the city hall Monday morning. Mr. Strahorn had arrived unexpectedly with Chief Engineer N. H. Bogus from Bend Sunday night about 8 o'clock, after trying many times Saturday to telephone Silver Lake he was coming, and again Sunday morning. He was in communication with the circuit and county courts at Lakeview, and was very anxious for their and the business men of the county seat, presence at the meeting. They were to be here if given a few hours' notice. At an early hour Monday morning many cars were pressed into service and the large crowd was the result.

Under the auspices of the Silver Lake Commercial Club, the meeting was called to order at 9 o'clock by R. E. Storey, acting chairman. His introduction of the great railroad promoter was most appropriate. Mr. Strahorn's remarks were concise, as usual—no quibbling of words. Making known his wants, the people of the Silver Lake valley will see to it he is delivered the goods. G. W. Martin, secretary of the Silver Lake Commercial Club, spoke in behalf of that organization. Telling of the work of the club, he said he had yet to find a single landowner along the surveyed right of ways who had not stated he was anxious to sign a deed giving a right of way through his property. He predicted that the re-organization of the Silver Lake Irrigation unit would take place soon and the ultimate completion of the project predestined.

What of the Future?
 The blue print Mr. Strahorn exhibited at the meeting shows that the station, round house, and stockyards have been located in the northeast outskirts, due to the levelness of the

grounds. In selecting these railroad grounds, Mr. Strahorn, Engineer Bogus and those who aided, took no one's self interest in the selection but considered them the most central place for the whole valley and for the best interests of the town. A more suitable place could not have been chosen than the one named. On account of the topography the depot will be immediately to the north of the incorporated limits at the junction, while the junction is within the incorporated limits. The blue print also discloses that the right of way from Silver Lake to Lakeview enters the city at the northeast corner, running west a quarter of a mile. From Silver Lake to Klamath Falls the line goes through the eastern portion of the incorporated limits, while the line from Silver Lake to Bend leaves the city limits at the junction of the roads from Silver Lake to Lakeview and Klamath Falls.

It will thus be seen, with the proper support given the railroad promoter, Silver Lake is destined to be the principal railroad center between Bend and Lakeview. Who can rightfully deny, with the instilling of "the Bend spirit" into the community, that large sawmills and like manufacturing industries will eventually be located here, and "Uncle Bob's" prediction that "Silver Lake will in four or five years have a population of from 4,000 to 5,000" not come true.

Cut This Out—It Is Worth Money
 Don't miss this. Cut out this slip, enclose with 5 cents to Foley & Co., Chicago, Ill., writing your name and address clearly. You will receive in return a trial package containing Foley's Honey and Tar Compound for bronchial coughs, colds and croup; Foley Kidney Pills, and Foley Cathartic Tablets. Sold everywhere.—Adv.

TO WHOM IT MAY CONCERN.
 Notice is given to all contractors and builders that no work should be begun on any building within the city limits of Bend until the owner of the property has secured a building permit under the recently enacted building ordinance of the city of Bend.
 L. A. W. NIXON,
 Chief of Police.

See Edwards for paper hanging.—Adv.

The Stockraising Homestead Law AS REPORTED TO SENATE

(Having published the 640 acre stock raising homestead bill some time ago The Bulletin now presents a summary of the bill with amendments as reported to the Senate, the summary being quoted from the Oregon Journal.—Ed.)

As reported to the Senate by the committee on public lands, the Ferris stock raising homestead bill contains several amendments, one of the most important being a requirement that an entryman shall take contiguous areas that may be open to entry before he is permitted to make additional entry of uncontiguous land.

Another amendment is in the nature of a concession to the stockmen and woolgrowers, who protested that driveways over public lands greater than one fourth mile in width should be reserved for the movement of stock to their ranges, to shipping points and to watering places. An amended, discretion is allowed the secretary of the interior to withdraw lands needed for such purposes, and to issue rules regarding such lands, without limitation as to the width of driveways.

The bill first provides for the designation by the department of stock raising lands, on application or otherwise, this to apply to land found by the secretary to be chiefly valuable for grazing and forage crops, not containing merchantable timber, not susceptible to reclamation from any known source, and of such character that 640 acres are reasonably required for the support of a family. The chief section of the bill as amended by the Senate committee is as follows:

Section 2.—That any qualified homestead entryman may make entry under the homestead laws of lands so designated by the secretary of the interior, according to local subdivisions, in areas not exceeding 640 acres, and in compact form, so far as may be subject to the provisions of this act, and secure title thereto by compliance with the terms of the homestead laws; provided,

"That a former homestead entry of land of the character described in section 2 hereof shall not be a bar to the entry of a tract within a radius of 20 miles from such former entry under the provisions of this act, which, together with the former entry, shall not exceed 640 acres; provided further,

"That the entryman shall be required to enter all contiguous areas open to entry prior to the entry of any non-contiguous land; provided further,

"That, instead of a residence and cultivation as required by the homestead laws, the entryman shall be required to make permanent improvements upon the additional land entered before final proof is submitted tending to increase the value of the same for stock raising purposes, of the value of not less than \$1.25 per acre, and at least one half of such improvements shall be placed upon

the land within three years after the date of entry thereof."

The bill has been a subject of contention between cattle and sheep men of the west and would be home-steaders, who contend that large tracts of land can be opened up by a one section homestead law, just as large areas have been settled under the 320-acre homestead acts of 1909 and 1910. Representatives of the wool growers' association have argued against additional homestead legislation at this time, urging that attention should be confined to the classification of unentered lands of the public domain. They have also urged that the livestock industry needs encouragement at this particular time, and that it may be harassed by one section homestead legislation.

The Senate committee, however, reported that it believed the bill will of great advantage in development of western lands, bringing large new areas to settlement and to the assessment rolls.

No waiting at the Metropolitan for that shave or hair cut. Four chairs now ready.—Adv.

For sign painting see Edwards.—Adv.

POLITICAL ANNOUNCEMENTS

For District Attorney.
 I hereby announce myself as a candidate for the Republican nomination for District Attorney for Crook county at the primaries to be held May 19, 1916.
 H. H. DE ARMOND.
 44fp

For Sheriff.
 I hereby announce my candidacy for the Republican nomination for Sheriff of Crook county at the primaries to be held May 19, 1916.
 S. E. ROBERTS
 48p.

For County Assessor.
 I hereby announce myself as a candidate for the Republican nomination for County Assessor for Crook county at the primaries to be held May 19, 1916.
 CHAS. A. CARROLL.
 47fp

For County Assessor.
 I hereby announce my candidacy for the Republican nomination for assessor of Crook county at the primaries to be held May 19, 1916.
 R. D. KETCHUM.
 adv.

For Sheriff.
 I hereby announce my candidacy for the Democratic nomination for Sheriff of Crook county at the primaries to be held May 19, 1916.
 P. B. POINDEXTER
 48p.

For Circuit Judge.
 I hereby announce myself as a candidate for the Democratic nomination as circuit judge at the primaries to be held on May 19.
 T. E. J. DUFFY,
 Pol adv. 47 tfe (Present incumbent.)

For Sheriff.
 I hereby announce my candidacy for the Republican nomination for Sheriff of Crook county at the primaries to be held May 19, 1916.
 J. H. STANLEY.
 48p

For County Commissioner.
 I hereby announce my candidacy for the Republican nomination for County Commissioner of Crook county at the primaries to be held on May 19, 1916.
 H. J. OVERTURF,
 Present incumbent.
 48.p

For County School Superintendent.
 I hereby announce my candidacy for the Republican nomination for school superintendent of Crook county at the primaries to be held May 19, 1916.
 J. E. MYERS,
 Present incumbent.
 49 tf

For County School Superintendent.
 I hereby announce my candidacy for the Republican nomination for school superintendent of Crook county at the primaries to be held May 19, 1916.
 J. A. THOMPSON.
 51 tf

For County Clerk.
 I hereby announce my candidacy for the Republican nomination for clerk of Crook county at the primaries to be held on May 19, 1916.
 J. H. HANER.
 adv 49 tf.

For Sheriff.
 I hereby announce my candidacy for the nomination for sheriff on the Democratic ticket at the primaries to be held May 19, 1916.
 E. B. KNOX,
 Present incumbent.
 49 tf.

For County Treasurer.
 I hereby announce my candidacy for the nomination for county treasurer on the Republican ticket at the primaries to be held May 19.
 RALPH L. JORDAN,
 Present incumbent.

For County Clerk.
 I hereby announce my candidacy for the Democratic nomination for County Clerk of Crook county at the primaries to be held on May 19, 1916. My motto: "Efficient service to the Public."
 WARREN BROWN,
 Present Incumbent.

For County Commissioner.
 I hereby announce my candidacy for the Democratic nomination for County Commissioner of Crook county at the primaries to be held on May 19, 1916.
 ERNEST T. LUTHY,
 2p

For County Commissioner.
 I hereby announce my candidacy for the office of County Commissioner for Crook county on the Republican ticket, subject to the primaries, May 19, 1916.
 THEODORE AUNE.
 31tc



ROBERT SERVICE OF BAKER
 For Public Service Commissioner.
 To begin with the railroads do not want him on the commission for he has hammered them too often when they were wrong to expect support; but if the common people do and give him the necessary vote to elect him, here is what he promises to do.

He will be absolutely fair with the railroads and utilities for they are entitled to and should be given a "square deal."

He will defend the interest of the common people against unlawful encroachments by our public servants and to the best of his ability see that the public has the benefit of an economical administration of the affairs of its railroads and utilities and that the business, for which they were chartered, be conducted honestly, without discrimination and at reasonable rates.

Rates are higher in Oregon than charged on the first railroad operated by steam and opened to public traffic.

All merchandise L. C. L. shipments on the primitive railroad for a 25 mile haul was \$1.25, on the O-W. R. & N. it is \$8.13 and on the Sumpter Valley R. R., \$13.23.

Rates today are the highest in railroad history while the cost to produce the "ton mile" (the unit of transportation) is the lowest.

This shows the need of regulation. Mr. Service has had five years experience as an expert accountant, 16 years in business, mostly wholesale shipping and eight years in the study and practice of law, almost exclusively on the subject of "Railroad Rate Regulation," as his record shows.

A vote for him is a vote for the best interests of the common people. He stands high in his community and is one of the best qualified men in the state to fill such a responsible position and he would like to serve the masses one term.

BAKER'S GROCERY
 Has just received a fresh line of
Schillings Best
 Teas, Coffees, Extracts and Spices. Only the freshest and best obtainable will be found in the grocery line on our shelves. We are enjoying an increasing business -- We give the people what they want when they want it.

H. E. BAKER
 Wall Street, Near Ohio

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That Shueys carries a fine line of working men's clothes--shoes, overalls, gloves, shirts, underwear, jumpers--also can give you moderately priced furnishings for general wear.

Drop in before you decide upon a permanent place to trade. We believe we can give you what you want.

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Let us show you, for your selection, some of the prettiest lots in Bend. They are level and free from rock and are spotted with lovely shade trees; they are within fifteen minutes walk of either of the big mills and are close to the business district. These lots may be had on terms that are within the reach of all and every assistance will be given our buyers to enable them to build a comfortable home. We will be pleased to show you.

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We write insurance in all its branches in world known companies and will gladly accept the smallest risk.

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Bend Park Company

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