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OREGON-EASTERN RY. HEADS FOR BEND

President Farrell of O.-W. R. & N. Makes Announcement in Portland Monday---Will Put Bend on Great Transcontinental System and Give Development of Southern Territory Remarkable Impetus.

The Oregon Eastern Railway has been taken over by the Oregon-Washington Railroad & Navigation Co. and will join our Deschutes line at Bend. President J. D. Farrell of the O.-W. R. & N.

That, in brief, is the announcement that was given out in Portland Monday, as published here in The Bulletin's extra Monday afternoon, two hours after the news was out.

The announcement is considered locally as the best railroad news Bend has had, excepting only that concerning the coming of the first line. The Oregon Eastern is building westward through Malheur canyon, the present construction contract calling for 140 miles of work to Dog Mountain. According to Mr. Farrell, the work will be rushed, and there seems good reason to believe that construction will be undertaken from both ends.

As announced in Portland papers last week, a great quantity of construction materials and a large force of men, under George W. Boschke, chief engineer of the O.-W. R. & N., has been centered at Vale "for the purpose of pushing the line across the state as rapidly as possible."

The Oregon Eastern was the property of the Oregon Short Line previous to the recent forced dissolving of the Harriman combination, since which it has come under the direction and control of the O.-W. R. & N. This fact is regarded as being probably the key to the apparent sudden change of plans of the Harriman builders, through which the western objective point of the road will be Bend, where connection will be afforded the O.-W. R. & N. Had the road gone south, it would have simply hitched up with the Southern Pacific Oregon-California line, which is now, technically, a competitor of the O.-W. R. & N.

The new route, when completed, will serve as a direct connection between Portland and the East, and especially the Southwest. Into the Salt Lake territory, for instance, it will shorten the present roundabout route of the Short Line by many miles, and remove the long detour now followed in going up the Columbia river and the Snake river.

The transfer occurred January 1. The importance of the change of Harriman plans for Bend cannot be overestimated. Indeed, students of the local railroad situation have long maintained that the direct Eastern

rail outlet means more to Bend than could any one thing.

The Hill line has from the first given it to be understood that it planned an eastern road from Bend, and has a completed survey covering the territory. But the fact that recent rate concessions on lumber shipments to the East have been granted local manufacturers seemed to indicate that at least for a time plans for such a road had been shelved, as these rates, in force over existing routes, practically equalled any that might be expected to hold even over a direct eastern road.

Aside from the general effects, such as the lowering of freight rates and the placing of Bend upon a big transcontinental route, the eastern line has more local significance, of vast importance to the town's development. For instance, the road will pass through practically the heart of the great sagebrush country to the southeast. During the last three years hundreds of families have taken up thousands of acres of homestead land in that territory, and even last summer crops were raised, despite the newness of the district and the great distance it lay from transportation. That the railroad will develop this great territory with remarkable rapidity goes without saying.

Pof. Thomas Shaw has called this country the greatest potential wheat producing area in the Northwest, and with transportation his statement will become a reality. It means that towns will spring up and with them and the development of the ranches, an important trade with Bend as its metropolis will come into being. From the standpoint of lumber alone the development of the southeastern part of Oregon means the creation of a great market for Bend manufactured lumber, as this will be practically the only considerable supply point of that article for that territory.

The place of assistant traffic manager of the O.-W. R. & N., vacated on January 1 when W. D. Skinner resigned to become traffic manager of the Hill lines in Oregon, will be filled by Frank Robinson, now assistant traffic director of the Union Pacific system at Chicago. Mr. Robinson will be West to take up his duties Thursday. He left Portland a little over a year ago to become assistant traffic director of the Harriman system, having held the position of general freight agent while in Portland.

REDUCED RATES PUT BEND ON MAIN LINE

H. E. Lounsbury and William McMurray Here—Latter Wants Portland to Know More of Bend.

"The result of the recent reductions in lumber freight rates to the East from Bend is that so far as rates are concerned, we have placed Bend on the main through line, just as if it were at Fallbridge," said H. E. Lounsbury, general freight agent of the O.-W. R. & N., this morning.

Together with William McMurray, general passenger agent of the same system, Mr. Lounsbury arrived last night in the private car "Oregon" and is remaining here today.

Mr. Lounsbury stated that the lumber rate reductions were granted as an inducement to hasten local lumber manufacturing upon a large scale, and said that now he believed every obstacle for the establishment of the large mills here was removed.

"I think there is good reason to believe that Bend will get its mills very quickly. So far as freight rates are concerned, Bend now has all the advantages of a direct through line," he said.

The reduction in rates, as announced in The Bulletin recently, affect transportation to Chicago, Minneapolis, Denver, Salt Lake and Omaha. They have been ordered but do not go into effect probably for about a month, when a revised tariff will be issued by R. H. Counties of the Central Freight Association.

Mr. McMurray, who is a great admirer of this section, was as enthusiastic as ever regarding Bend.

"What you people need is to get Portland people informed regarding just what you have," he said. "I think this is perhaps the very finest health, scenic and recreation center in the state. There could be no better location for sanatoriums and resorts than Bend."

Mr. McMurray suggested some plans for arousing outside interest in this side of local development which will be perfected and announced later.

PROGRESS RAPID NOW

New Light and Power Plant to Be Finished in 90 Days.

With the reinforcing irons all in place, the concrete foundation practically laid, and the form work for the concrete sub-structure ready, the buildings for the new power station of the Bend Water Light & Power Co. can now be rushed to completion, which will be, it is said, in about 90 days. The laying of the deep concrete foundation was a slower task than had been expected, but with its completion now the work on the sub- and superstructures will progress without interruption. Construction of the forebay was suspended some time ago, but it is expected a force of men will tackle this part of the plant again very soon.

PINE PULP TEST IS SUCCESSFUL

IT OPENS UP BIG POSSIBILITIES

Carloads of Lodgepole Pine Sent to Camas, Wash., Produce Excellent Pulp—Manufacture of Paper Will Be the Next Thing.

The first paper pulp ever made from Central Oregon timber reached Bend last week, coming to The Bulletin from S. O. Johnson of San Francisco, head of the Deschutes Lumber Company. Mr. Johnson says the pulp is excellent and that there is every reason to believe that good paper will be secured from it.

It will be remembered that early in January John E. Ryan engineered the shipment of two carloads of lodgepole pine to the pulp mill at Camas, Wash. The expenses of the enterprise were divided between the Deschutes company and other local timber owners. This "blackjack" pine has now been transformed into pulp, and soon paper will be manufactured from that pulp.

As there are thousands of acres—perhaps a million—of this pine in the upper Deschutes valley, and as it has been regarded as practically useless up to now, the importance of the test just made is apparent, as is the bigness of the possibilities it opens up. While of course it will be some time before the successful experiments bear fruit, men familiar with the pulp manufacturing industry say that there is good reason to believe that it would be easy to interest a concern to put in a plant. It is known that several important plants have come nearly to the end of their supply of available timber and must move or close.

Through the courtesy of Mr. Johnson The Bulletin will be furnished with a supply of the paper made from the pulp—the first paper ever manufactured from Central Oregon trees—and this will be used for the publication of a little souvenir leaflet probably descriptive of the local timber belt and its possibilities.

EDWIN CLARENCE SATHER DIES

Boy of 17 Succumbed to Sudden Illness Yesterday Morning.

Edwin Clarence Sather, second son of Mr. and Mrs. E. A. Sather, died at his parents' home yesterday morning at 4 o'clock, after a four days' illness with acute pneumonia. The funeral will be conducted by Dr. I. I. Gorby in the Baptist church at 2 o'clock Thursday afternoon. The pallbearers will be members of the class to which he belonged in the High School. Burial will be in the Pilot Butte Cemetery.

Edwin would have been 18 years old had he lived until the 1st of March. He was educated in the local school, being a member of the sophomore class in the high school.

He was one of the best liked young men of the town. The sudden illness followed the taking of a cold last Thursday, and the boy was not overstrung and fell away rapidly, despite all that could be done for him.

John Sather, his older brother, is attending the agricultural college at Corvallis and has been sent for. There are two other brothers, four sisters and mother and father surviving.

SCHOOL SHUT HALF DAY.

Tuesday morning the Bend school shut until noon, the teachers and classmates of Edwin Sather being too much affected by the news of his death that morning to go on with routine work. Tomorrow between the hours of 1 and 4 the First National Bank will be closed. E. A. Sather, father of the deceased boy, is vice president of the bank. After 4 the bank will be open for an hour.

D. E. HUNTER AND K. B. MILLER BACK FROM EAST

Hunter Thought He Was in Mexican Revolution When the Sewer Batteries Opened Fire This Morning

D. E. Hunter of The Bend Company arrived last night and will remain here for several months.

Mr. Hunter had a surprise this morning when the "shots" began going off on the sewer work.

"For a few minutes I did not know where I was," he said, "and the only thing I could think of was that I'd got tangled up in the Mexican revolution. But when I got around and saw what Bend is doing, it looks like a mighty good sort of a 'revolution.' Indeed, the town never looked better to me."

In speaking of the outlook and especially as regards the recent reduction in lumber rates, Mr. Hunter said that the timber men back East, who are interested in Bend, say that they now have secured almost everything they were looking for in this direction.

"It is just as good as if we had a direct Eastern railroad—and now we are going to have that too!" he said. "As far as I can see, the last obstacle to mill construction has been removed."

Kempster B. Miller, head of the Bend Water Light & Power Co., also arrived last night, having made the journey from Chicago with Mr. Hunter.

Mr. Miller says he expects to be here for several weeks, and while just now having nothing definite to announce in the way of plans, it seems probable that the results of his visit and investigations will be of special interest. The progress made on the new power plant has been excellent, he says, adding "but the worst of it is that nearly all the expensive work will be covered with water soon, so few will know how much we've done!"

SEWER MAKING PROGRESS.

With fine weather and the steam drills and workmen well broken in, work on the sewer has progressed very satisfactorily during the week. There are 48 men on the payroll. Next week a compressed air drilling outfit is expected and when it is put in operation about 40 more men will be employed.

FORBES' BILL UP TO SENATE

HOUSE FAVORS THE APPROPRIATION

Chances Are Bright That Plan For State to Aid Columbia Southern Project Will Become Law—Gerking Labors Hard.

(Special to The Bend Bulletin.) SALEM, Feb. 18.—Last week the Forbes bill, appropriating \$500,000 for completion of the Columbia Southern project adjacent to Laidlaw, passed the House, after some of the most brilliant speech-making of the session. It has gone to the Senate, and while there is a strong opposition to it there, it seems more than probable that despite it the bill will pass, as I have secured a far-reaching support and interest, and is being worked for by powerful interests and a strong lobby.

After the passage of the Columbia Southern bill by the House, when Senators were discussing it, J. N. B. Gerking of Laidlaw, who is one of its strongest lobbyists, had the following to say:

"This is not an appropriation of money in the usual sense of the word, but rather in the nature of a loan, as every dollar will be returned to the state with interest at 6 per cent."

"The purchasers of the land under this project are scattered throughout the very states from which we are now trying to induce settlers to come to Oregon."

"If Oregon makes good on a proposition as widely and unfavorably not to say disgracefully known as the Columbia Southern project and turns a failure into a success, it will restore confidence in our irrigation enterprises, and attract more favorable attention to Oregon than any other act passed at this session."

"That the state will receive back every dollar it puts into this project is assured. The security is ample, the title to most of the land is now in the Federal government, which is under contract to deed it to the state as soon as it is reclaimed. The purpose of this bill is to provide for its reclamation and upon completion of the project the state will own the land in fee. No better security could be asked."

"SCOTTY" M'KAY HERE.

The Chippewa Herald of Chippewa Falls, Wis., contained the following paragraph when D. L. McKay went "back home" last month. Mr. McKay returned to Bend last night: "D. L. McKay, better known as 'Scotty' McKay, arrived in the city last night from Portland, Ore., to visit friends and renew acquaintances. 'Scotty' has been absent from the city for the past nine years. He was formerly one of the prominent Republican politicians of this county. All who knew him have a keen recollection of a royal good fellow and a fearless pioneer woodsman."

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More Dairy Cows Coming

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