

# THE BEND BULLETIN.

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## BEND'S NEWEST INDUSTRY IS A FLOURING MILL

### CHAS. L. BOZELL OF PORTLAND TO ERECT LARGE ONE AT ONCE

Plant Will Be Started with Capacity of 100 Barrels a Day, but Output Can Be Much Increased Whenever Desired—To Use 150,000 Bushels of Wheat Yearly.

The first manufacturing industry to locate in Bend aside from the sawmills, will be a large flouring mill. Chas. L. Bozell of Portland was in Bend the first of the week, and completed arrangements for building a flouring mill at this place. Mr. Bozell will return to Bend about the middle of next month and take up the active construction of the plant.

"The mill that I will build," said Mr. Bozell, "will at first have a capacity of 100 barrels a day, but the building will be constructed of a sufficient size so that the daily capacity can be increased to 250 barrels by putting in additional machinery. In addition to the manufacture of flour, we will have a complete feed grinding plant, and will also manufacture several of the popular cereal breakfast foods. I now have all the machinery at Portland, and will have it in Bend as soon as I can get the building ready."

The mill will be built a short distance down stream from the present power dam. Mr. Bozell has made

arrangements with the P. B. D. Co. and will conduct water from the dam to the mill and will put in his own power wheel. The building will comprise a basement, three stories and an attic. Detailed plans will be given in a later issue. The Bend Board of Trade has agreed to furnish right of way for a switch from the Oregon Trunk Line to the mill.

This industry will be of untold value to this entire section. Mr. Bozell stated that when transportation is provided and the mill running to full capacity, it will consume 150,000 bushels of wheat annually besides what will be required in the manufacture of the breakfast foods and stockfeed. This means a market for a vast amount of farm produce, with large sums of money distributed among our farmers. Bend farmers should grasp this opportunity and begin growing wheat more extensively.

Mr. Bozell holds the position of manager of the large machinery firm of Tatum & Bowen, of Portland.

### HUNDREDS OF LABORERS.

Going into Railroad Camps Along the Deschutes.

There is a great rush of laboring men from all parts of the Northwest to the railroad construction camps along the Deschutes. The Shaniko train carries from 50 to 125 men every day, and in a short time the canyon will be filled with laborers building the roads into Central Oregon.

Chas. L. Bozell of Portland, who

was in Bend the first of the week, said that the travel on the Shaniko train was very heavy. "There were three coaches in the train on which I came to Shaniko," said Mr. Bozell, "and every coach was literally packed. A large number of these were laborers going to the railroad camps, and a goodly part of them were coming on to the Bend country looking for investments. The rush into this section is going to be something new in the history of the West."

## GREAT NORTHERN BEGINS EXTENSIVE CAMPAIGN TO ADVERTISE CENTRAL OREGON

Louis W. Hill, president of the Great Northern Railroad Company, has set the ball rolling in a publicity campaign which has as its object the thorough advertising and colonization of Central Oregon. This means that the advantages and resources of this section are to be hammered into the minds and kept constantly before the eyes of the public by the best methods known to the publicity experts of the Great Northern system. It means a duplication of what has been accomplished by the Great Northern in Montana and Washington—the rapid settlement and development of the sections being boosted.

F. W. Graham, of the traffic department of the Great Northern, and George P. Putnam, well known in Bend, are now on a trip through Central Oregon. Mr. Graham drumming up future business for the Oregon Trunk Line, and Mr. Putnam gathering data for a publicity bulletin which he has been commissioned by the Great Northern to prepare. These two gentlemen arrived in Bend last evening and will be here for several days.

The eyes of the entire nation are upon Central Oregon, due to the effective advertising of the Hill railroad. Louis Hill is taking a personal interest in this work, which assures a stupendous development here during the next few years.

For the purpose of advertising Central Oregon and showing its possibilities as a place for home-seekers and settlers, the Great Northern Railroad on Wednesday, Feb. 9, sent two representatives into the interior to secure materials for bulletins and gather information from actual farmers on irrigation, dry farming and kindred subjects of interest to intending settlers.

The Oregonian says that President L. W. Hill has given instructions that a systematic campaign be undertaken to advertise thoroughly the resources of the Deschutes Valley tributary to the Great Northern line now under construction.

Writer and Agent Make Trip. With this end in view, Fred W.

Graham, of Seattle, traveling freight agent of the Great Northern, left for the Deschutes last night and will be joined at The Dalles by George Palmer Putnam, whose writings on Central Oregon have appeared at intervals in the Oregonian. Mr. Putnam will secure photographs and information which will be embodied in a Great Northern bulletin on Oregon which will be published immediately after he has completed his labors. Mr. Graham will gather statistics as to tonnage possibilities and endeavor to arouse enthusiasm among the people of the Deschutes Valley, so that more and better products will be placed on exhibition at various points. Mr. Graham also will make recommendations as to the location of stations along the line, with the convenience of the ship-

pers the principal point in view. Side Journeys to Be Made. The trip will take in the entire line from the mouth of the Deschutes to the Klamath Indian reservation, with side journeys to important points, which will be more or less tributary to the new railroad. The Great Northern is now giving a great deal of attention to the advertising of Oregon resources, and at its exhibit rooms in St. Paul are displays of Oregon products which are attracting a great deal of attention. The railroad also has a room open in Philadelphia, and has just completed negotiations for opening a similar exhibit in Boston. Both places are for the display of products of Oregon and other Western states traversed by the lines of the Great Northern.

### BONDHOLDERS ASK FOR A RECEIVER

File Second Suit Against the D. I. & P. Co. in the Federal Court at Portland

Another determined effort is to be made in the courts to have a receiver appointed for the Deschutes Irrigation & Power Company. The old case, in which a receiver has been denied by Judge Bean, has been withdrawn, and a new suit has just been instituted, in which John Q. Deshler, the principal Ohio claimant before, has been eliminated from the papers. The latest suit is in the name of Frank R. Shinn and L. G. Addison, who appear on the pleadings as a "committee for certain bondholders." In the accompanying affidavit it is explained that Deshler has been compelled by ill health to withdraw from his connection with the case. It will be remembered when the other case, brought in the name of Deshler, was up for argument, the attorneys for the Deschutes Irrigation & Power Company produced a telegram in court from Deshler, stating that he did not care to press the case.

In an extremely long complaint and series of exhibits, the Ohio bondholders set forth that they are the lawful possessors of \$375,000 of the first mortgage bonds issued by the company when undertaking the irrigation enterprise, and that the interest dates passed by the company without meeting its obligations were September, 1908, March, 1909, and September, 1909. It is alleged that the terms of the bonds make principal due whenever default in interest occurs, and that the bondholders sued for interest and principal while such default existed. After suit began, it is stated, on December 31, 1909, the irrigation company management tendered the defaulted interest, aggregating \$33,925.

### MILL POND SITE BOUGHT BY PORTLAND CAPITALIST

Will Be Offered as Inducement to Secure Location of Sawmills at This Place--Is by Far the Best Site for Mill Pond in Central Oregon.

Frank Robertson of Portland arrived in town Monday and yesterday proceeded to take up the option which local people had secured on the Sisemore property. This property contains a site capable of being developed into a 265-acre mill pond, and Mr. Robertson is obtaining possession of it in order to use it in the up building of Bend. This mill site is one of the important natural advantages that Bend has, and is one of the strong features that will make for Bend's growth. Mr. Robertson recognizes the strategic value of having this property in the hands of men interested in the up-building of this place, and therefore has secured possession of it.

#### Held for Milling Interests.

Mr. Robertson talked very encouragingly regarding Bend to a Bulletin reporter. "I am positive that Bend has greater advantages by far than any other place in Central Oregon," he said. "The chief resource that gives it its advantage over the others is its timber and what will ultimately develop into its lumber industry. With this condition existing, it is important that this pond site shall be in friendly hands, and I have decided to obtain title to it so that I may hold it out as an inducement for the lumber interests to locate their mills at Bend. They will be given every opportunity to take over the property. On account of its milling possibilities it is a very valuable tract of land, and I am certain that if I should at any time care to dispose of it to other than the lumber interests, I can easily get all that I have invested in it. But the chief purpose is to hold it for the lumber milling interests."

#### Bend's Bright Future.

Mr. Robertson sees a bright future in store for Bend. He believes we will have a fine city here, and

said the attention of the whole country is attracted this way, due to the splendid advertising by the Great Northern. "I was in the East a few weeks ago," said Mr. Robertson, "and everyone there is inquiring about Central Oregon. You are certain of a great influx of settlers in the spring and Central Oregon is on the verge of a very pleasing development."

#### May Purchase Townsite.

A rumor was current during the past few days to the effect that Mr. Robertson had purchased A. M. Drake's interests in the townsite. When questioned as to that Mr. Robertson was non-committal and said there was nothing to give out to the public as yet. He did not deny that such a transaction is under consideration.

Mr. Robertson was at one time a member of the hardware firm of Corbett, Failing & Robertson, of Portland. Of late years he has dealt in railroad, corporation and municipal bonds. Last year he built a railroad extending from Woodburn to West Woodburn, in western Oregon, and recently sold the road to the Oregon Electric.

#### Rosland-Silver Lake Telephone.

There is considerable talk of getting up incorporation papers for the purpose of securing subscription to stock for the purpose of building a telephone line between this place and Rosland.—Silver Lake Leader.

## SAYS BEND WILL BE THE TERMINUS OF THE O. T. L.

President John F. Stevens Denies Report That Road Will Be Extended to Klamath Falls, but Says It Will Be Built to Bend as Soon as Possible.

Bend is to be the terminus, for a time at least, of the Oregon Trunk Line railway. This information is embodied in a statement made by John F. Stevens, president of the road, and given to the press. It was confirmed by Frank Robertson of Portland, who is in Bend this week on a deal to take over the property known as the Sisemore place. "Before leaving Portland," said Mr. Robertson to The Bulletin, "I had a conversation with Mr. Stevens and he stated that the Oregon Trunk Line had adopted surveys only to Bend, and your town will be the terminus of the road for the present. I saw the maps of the located and approved surveys, and they give Bend as the present terminus."

Reports were current to the effect that the Oregon Trunk Line would be extended to Klamath Falls at once. Mr. Stevens denied this and stated:

"Statements now being published, apparently by authority, that the Oregon Trunk Railway will, without delay, build its line through Central Oregon to Klamath Falls are entirely wrong and misleading, as it has not decided upon any such plan."

"It has filed maps through government lands as far south as the Klamath Indian Reservation and is making some surveys in the reservation, but these surveys will not be continued to Klamath Falls, and the line as now located to the Indian reservation may or may not be constructed. All that is now definitely decided is that it will probably build as far south as Bend, leaving the question of further extension an open one. The filing of maps is no conclusive proof of

## WILL BE OPEN IN A SHORT TIME

Fixtures for Bend's New Bank Arrive at Shaniko.

### MASON IS BUILDING VAULT

Name of the New Institution Will Be the "Deschutes Banking & Trust Company"—Capital Stock is to Be \$15,000.

Bend's new banking institution will be known as the Deschutes Banking & Trust Company. It has been incorporated under the laws of Oregon, and last week the articles of incorporation were transcribed onto the county records at Prineville. The capital stock of the new bank is placed at \$15,000, divided into 100 shares of the par value of \$150 each.

The new concern will occupy the corner building recently vacated by the Harry Hill meat market. Workmen are at present putting the building into proper condition for the occupancy of the bank. J. I. West is building a large vault there this week. It will require some little time to get the building in shape and bring the fixtures in from Shaniko, where they have arrived. It is expected to have the new bank open just as soon as this can be done. It will be remembered that L. B. Baird and J. W. Masters of Bartlesville, Okla., are the principal stockholders in the new bank, and will move to Bend shortly.

#### Many Water Contests Filed.

Attorney Forbes was at Laidlaw recently, having been retained to represent certain parties in the contests growing out of the adjudication of water rights on Squaw and Tumello creeks. Mr. Forbes reports that a large number of contests are being filed.

W. W. Orcutt took five prospective homestead seekers onto the High Desert last week, locating all of them.

intention to build; if it were, Oregon would have more railroads now than it could possibly need."

Track-laying from the mouth of the Deschutes river up the canyon is to begin within a short time. The steamer Norma, recently purchased by the railroad company, will be used in towing barges across the Columbia between a point on the North Bank and the mouth of the Deschutes river. Rails, ties and bridge materials will be laid down at the mouth of the Deschutes in this way.