

# THE BEND BULLETIN.

VOL. VIII

BEND, OREGON, WEDNESDAY, MARCH 1, 1911.

NO. 51

## BEND-BURNS ROUTE IS ASSURED

Local Citizens Subscribe Generously--Work To Be Commenced at Once--Aid Expected From Settlers--Benefits To All In Affected Territory.

Bend has started the good work generously. Let every settler in the southeast country put his shoulder to the wheel. The return will be ten-fold.

On Thursday night at a general meeting held in the Commercial Club rooms the matter of the Bend-Burns road was taken up with enthusiasm by the 35 Bend citizens in attendance. The most important result of the meeting was the subscription, at the meeting, of \$335 to start the road-making work, which amount was increased to \$630 the next day by the committee, who canvassed the town.

President Patterson being absent J. E. Sawhill acted as chairman. After hearing an interesting and valuable report from E. W. Richardson and W. W. Orcutt, who had just returned from viewing out feasible road routes to the Harney County line, a general discussion of the best ways and means of taking up the matter was indulged in.

Among the speakers was J. N. Springer, Travelling Freight Agent of the Great Northern, who dwelt especially upon the great value of the wool-shipping trade from Bend that would be encouraged by the installation of the road. All this is all long-haul stuff, chiefly going to Boston, and offering substantial profits to the railroad.

With the completion of the road practically it is assured that Bend will become the freight shipping and receiving point for all Burns tonnage, as well as that of the vast intervening country.

Settlers living in the homestead country along the road were present and spoke concerning the great advantages the through route would work for them and their neighbors. Assurance was given that much labor upon the new undertaking would be contributed by settlers along the route, probably doubling the amount of the subscription list.

Judge Ellis of the County Court spoke briefly, saying he believed county co-operation could be depended upon after Bend had started the undertaking.

A committee, consisting of E. A. Sather, A. M. Lara and J. N. Hunter was appointed by the chair, on motion, to collect funds. The full list of subscriptions is given below. To this committee was added E. W.

Richardson, the four to take charge of inaugurating the work.

It was hoped to start a crew yesterday, but snow and cold weather made a delay appear advisable. Frank May will do the survey work. Mr. Richardson will be in charge. Cloth flags with "Bend-Burns Road" printed upon them, will be tacked on stakes along the entire route, as it is surveyed out.

1st Nat'l Bank	50.00
A. M. Lara & Co.	50.00
E. A. Sather	50.00
J. H. Wenandy	50.00
Anton Aune	25.00
Bend Hardware Co.	25.00
Bend Bulletin	25.00
Deschutes Bkg. & Tr. Co.	25.00
Pilot Butte Dev. Co.	25.00
R. M. Smith Clothing Co.	25.00
H. J. Overturf	25.00
F. C. Rowlee (In Labor)	15.00
J. N. Hunter	10.00
Hugh O'Kane	10.00
S. C. Caldwell	10.00
H. J. Eggleston	10.00
O'Donnell Bros.	10.00
N. P. Smith	10.00
Patterson Drug Co.	10.00
Chas. D. Rowe	10.00
F. C. Fish	10.00
Henry Linster	10.00
L. D. Wiest	10.00
J. R. Williams	10.00
Millard Triplett	10.00
Elmer Niswonger	10.00
Seeley & McGrath	10.00
Myers & Wilkey	10.00
Holmes & Smith	5.00
John Legat	5.00
A. L. French	5.00
A. Segal	5.00
M. S. Lattin	5.00
O. A. Thorson	5.00
C. L. Hotaling	5.00
L. A. Shaw	5.00
J. P. Johnson	5.00
J. H. Stewart	5.00
J. I. Springer	5.00
H. C. Ellis	5.00
H. A. Miller	5.00
R. B. Gould	5.00
George S. Young	5.00
J. W. White	5.00
<b>Total</b>	<b>\$630.00</b>

### NEW BEND MAP ISSUED.

Elmer Niswonger and L. D. Wiest have published an extensive map for Bend and vicinity, showing every platted tract adjacent to the town, the river, canals, and railroad tracks, depot, etc. The map is produced in three colors, section and township lines being in red, the river and

canals in blue, and the streets, blocks, etc., in black. In addition there is printed on the map an extensive "Remarks and Explanations," giving all vital data concerning the ground covered by the map.

### ROUTES ARE CHANGED

Mail Service in Crook County is Having Shake-up.

The daily mail route between Antelope and Mitchell has been discontinued. Hereafter Antelope will be supplied daily from Shaniko. The Heister-Madras line has been cut off at Youngs, temporarily leaving Heister and the Trout Creek country without regular service. Hay Creek will be supplied from Madras.

A petition, which originated in Redmond, has been circulated here by Postmaster Minor, asking that a better mail service be established for interior Oregon points than now exists by way of Shaniko. The purpose of the petition is to secure direct service from the railroad at Madras.

A similar petition has been circulated at other Central Oregon towns. At Prineville the petitioners ask for an auto-mail line from Metolius.

### THROUGH CARS HERE

Freight May Take But Fifteen Days From Chicago.

Last Thursday Travelling Freight Agent, J. N. Springer of the Great Northern was in Bend soliciting business for the O. T. Ry. and G. N.

The particular purpose of his visit was to investigate the amount of shipping done from eastern freight distributing points to Central Oregon towns. It is his company's desire to have through merchandise cars started daily from Chicago and the Twin Cities for Central Oregon. These would be brought direct to the Oregon Trunk, and their contents delivered along its route. Some 5000 pounds of total Central Oregon shipment would be required daily. If it proves impossible for such an amount to be counted on, for some months, probably the through cars will be operated every second day.

It is estimated that such cars will take 15 days in making the trip from Chicago to Bend.

### CREAMERY MEETING.

There will be a meeting of farmers and all others interested on Saturday afternoon, March 11th in the Commercial Club rooms, for the purpose of organizing a company to install a creamery.

ADAM KOTZMAN.

House Bill No. 143, providing for funds for the establishment of an experimental agricultural station in Eastern Oregon has been passed. This section needs that station and needs it badly. Let everyone write to his representative asking for it.

### GIRLS HAVE GAME

Big Returns From Basket Ball Contest and Basket Social.

The basket ball game Thursday evening at Linsters' Hall between the White and Blue teams of the Bend Girls Athletic Association resulted in a score of 5-1, in favor of the Whites. After the game the basket social was held, and the organization received \$87.50 for the 25 baskets auctioned.

J. I. West acted as auctioneer and with the assistance of two clerks managed to sell all the baskets in a short time. There was much spirited bidding, and several buyers were forced to pay large prices. The highest price received for one basket was \$10.25. After the baskets were all sold the members of the club served coffee to all present. The sale of candy amounted to \$5.

The basket ball game proved to be very close and was marked throughout by steady playing. Mrs. W. W. Faulkner officiated as referee. There was a good attendance at the game, the admissions amounting to \$25.00.

The line-up follows:  
Whites: Angeline Young rf Margaret West Nellie Markel lf Florence Young Mrs. M. S. Lattin lg Harriet Dolson Ada Porter rg Gertrude Markel Anne Markel c Cornelia Wilson

### LAND PLASTER NEAR

Bend Man Will Mill It For Local Consumption.

That Bend and this section of the Deschutes Valley will have all the land plaster it can use, and have it cheaply, is the assertion of C. H. Erickson.

Mr. Erickson is interested in large plaster deposits at Bear Creek Butte, 30 miles east of Bend. He says mill machinery is ordered and will be installed by April 15th, the mill having a daily capacity of 30 tons. About all that has to be done to the plaster is to crush it, when it is ready for use.

The plaster has been tested by many experts, among the tests being ones made at Washington, D. C. and at Oregon Agricultural College laboratories. All show the land plaster to be of the highest efficiency, says Mr. Erickson. In addition, small quantities have been tested on various pieces of ground with gratifying results. Some 400 acres are owned by the promoters of the enterprise, all including heavy plaster deposits. It is believed the plaster will be sold at a figure not to exceed \$10 a ton, at the mill.

## FREIGHT RATES ARE NOW IN FORCE

Oregon Trunk Tariff Shows Big Saving Over The Old Shaniko Route--Passenger Service Commences, With Low Fares From East.

Today the freight rates on the Oregon Trunk Railway, between Portland and Metolius go into effect. A complete synopsis of the new rates, and a comparison of the old Shaniko rates, is given below.

In addition to the freight tariffs, General Freight & Passenger Agent Coman made announcement of the passenger service.

The passenger service will consist of two trains daily, passengers leaving Madras at 7:45 in the morning and arriving in Portland at 8:15 in the evening, and Portland at 9 o'clock in the morning, arriving at Madras at 8:30 in the evening.

Between Portland and Fallbridge, on the Columbia, passengers will travel on the Inland Empire express of the North Bank. The river will be crossed on the steamer Norma and at Moody on the Oregon shore passengers will step into the coaches of the Oregon Trunk. This transfer will be eliminated with the completion of the steel bridge across the Columbia this summer.

The equipment of the Oregon Trunk trains will consist of a combination car, day coaches and a smoker until completion of the bridge across the Columbia, when more equipment will be added. For the first time upon any new branch

road in the West a parlor car will be included in the initial equipment of the Oregon Trunk Railway.

It is believed that the run between Portland and Madras will be made in eight hours as soon as the roadbed is properly ballasted.

Since February 22nd there has been passenger accommodation on the O. T. Ry., leaving Fallbridge at 5 a. m., one coach being hitched on to a construction or "swing" train. The trip to Madras on several occasions has consumed 18 hours.

Already Bend and other interior points are feeling the increase of travel due to the opening of railroad transportation. It is expected that March will establish a record Central Oregon immigration. On March 10th 200 settlers leave Chicago direct for the Deschutes Valley.

All colonist rates from the East will apply to Central Oregon points, by special ruling of the Interstate Commerce Commission. This means the fare from St. Paul to Metolius will be \$25, and from Chicago \$33. Passengers will be routed direct. General Passenger Agent Coman states that eventually a 12-hour service will be operated between Portland and Burns.

The class rates between Portland and Madras or Metolius are as follows, in cents per 100 lbs, also between Portland and Shaniko.

Class	1	2	3	4	5	A	B	C	D	E
Madras-Metolius	96	82	67	58	48	48	38	29	24	19
Shaniko	92	78	64	55	46	46	37	28	23	18

Portland-Madras commodity rates are as follows, in carloads, in cents per 100 lbs, also Portland and Shaniko:

Class	Item 1	2	3	4	5	6	8½
Madras-Metolius	18	20	20	24	20	17½	\$2.75
Shaniko	16	18	18	23	18	15½	per cord

The Portland-Shaniko rates are given for purposes of comparison: all Portland freight for interior points hitherto has been subject to their provisions. The Shaniko-Madras wagon freight has been about \$1.25 a hundred, on the average.

Explanation:—Item No. 1 includes: Grain, flax seed, flour and mill feed. Item No. 2:—Potatoes and onions. Item No. 3:—Lumber, shingles, poles, timbers, fence posts, ties, etc. Item No. 4:—Salt. Item No. 5:—Hay or straw. Item No. 6:—Coal. Articles not specified take class rates. Minimum weights to which these rates apply are:—Grain, flour and mill feed, 30,000 lbs each; potatoes and onions, 30,000 lbs; salt, 40,000 lbs; hay and straw, from 17,000 to 22,000 lbs; coal, 40,000 lbs.

Live stock commodity rates, (in dollars per 36-ft 6-in car):—Portland to Madras-Metolius, horses and mules, \$69.00; cattle, calves, hogs, sheep, and goats, \$60.00.

## Don't Wait

Until You are Pinched for Money and then Come to the Bank an Absolute Stranger and Expect Us to Accommodate You.....

**WHY?** Because we must know our borrowers before they become borrowers.

**WHY?** Because we are loaning our depositors' money along with our own and we must be absolutely sure that all our loans are safe ones.

Why not be a depositor first, then we have a chance to get acquainted with you and when money is needed we are in a position to extend you credit. Do it now. Start a Bank account with us. By doing this you will help us and we will help you.

## The Deschutes Banking & Trust Company Of Bend, Oregon

"Conservative Banking for Conservative People."

L. B. BAIRD, (President) J. W. MASTERS, (Vice President)  
F. O. MINOR, (Secretary)

DIRECTORS:

L. B. BAIRD, — F. O. MINOR, — S. V. BAIRD.

## Bend Construction Company.

ARCHITECTS  
Contractors Builders

All Kinds of Furniture and Cabinet Work. All Work Fully Guaranteed

SEE US BEFORE YOU BUILD.

J. A. HAZUKA ART PROCTOR  
W. M. MCGREGOR

## The First National Bank OF BEND, BEND, OREGON

Dr. U. C. COE, President G. S. HUDSON, Cashier E. A. SATHER, Vice President  
Capital fully paid \$25,000  
Stockholders' liability \$25,000  
Surplus \$5,000

1910 Was a Prosperous Year.  
1911 Should Be More So.

? Are you prepared to take advantage of the opportunities which will come to the man with a Bank Account. ?

If not, start an account today, with the First National Bank of Bend. This bank is under the supervision of the United States Government. Just as much a part of the Government as the Post Office. All our loans, investments and our Policy are subject to Government supervision and approval. We try to run the Bank so that all matters will meet with the full sanction of the Government, and solicit your business on that basis.

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