

THE BEND BULLETIN.

BEND, OREGON, FRIDAY, MARCH 3, 1911.

EXTRA!

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.

TOWNSITE DEAL GOES THROUGH

Agreement Signed Whereby Drake and Robertson are Eliminated.

Bend Company is Name of New Organization which Will Control Townsite Holdings, and Power and Water Systems.

The Bend Townsite and its subsidiary holdings has changed hands. An agreement has been entered into, and a partial payment made, whereby the townsite, mill, power dam and electric equipment, and the water system, pass to the control of the Bend Company. A. M. Drake, and Frank Robertson, Vice President and President, respectively, of the present Bend Townsite Co., are entirely eliminated.

Below is the text of a message just received from J. M. Lawrence:

Agreement for the sale of all the interests at Bend of A. M. Drake and Frank Robertson has been signed, and partial payment has been made. It was found to be impracticable to handle these interests separately, so Robertson's contingent fifth interest of the Bend Townsite Company and half interest of the Water Company are taken and will be consolidated with the Drake holdings in a new consolidation to be known as the Bend Company.

Neither Drake or Robertson will have any share in the new company. The purchase of the entire holdings required material modifications of the plan contemplated when negotiations were entered upon two months ago, but speedy completion of the detail is now largely a matter of routine.

A. O. Hunter and Clyde McKay have gone east to close matters there, and I will push the work here at this end.
(Signed) J. M. LAWRENCE.

It is understood, though as yet not officially announced, that among the stockholders of the new company are, the D. E. Hunter Realty Co. of Dayton, Ohio, which already has extensive holdings in Bend, the Brooks-Seanlon Lumber Co. of St. Paul, Minnesota, the Mueller Lumber Co. of Davenport, Iowa, J. M. Lawrence and a number of Portland and other capitalists. Both the above named lumber companies have heavy timber holdings near Bend. Milling of their holdings naturally may be expected to follow their newly acquired realty interests. Drake, who though nominally was not the head of the present town-

site company, it is understood controlled by far the major part of the stock. For more than a month he has been in Portland from his winter home in Pasadena, California, conferring with the other parties in the deal. Lawrence has been working on the proposition for several months, as has A. O. Hunter, and others.

Sam Brooks of the Brooks-Seanlon Co., together with Clyde McKay, was in Bend in the latter part of January with A. O. Hunter, making a careful examination of the town and the property in which his company proposed to interest itself.

The present townsite company acquired its holdings early in the spring of 1910, A. M. Drake turning over the management of affairs to Frank Robertson. It is understood the holdings affected by the present transfer include all the unsold portions of the Bend Townsite, Center, Park, Lava Road and North Additions and some 400 acres adjacent; in the neighborhood of 5000 acres of timber; the old Pilot Butte Development Co. lumber mill; and the properties of the Bend Water, Light & Power Co., including Bend's water and light system, the power dam on the Deschutes, water rights, etc.

A. M. Drake came to Bend in 1900, the next year commencing the irrigation work, which in 1903 was taken over by the D. I. & P. Co. Much of the townsite property was acquired through the application of script.

Mr. and Mrs. Frank Robertson arrive in Bend tomorrow night. It is understood they will leave, after about a week, for Europe.

HOW'S THIS? Oregon Trunk Reaches Bend June 1st.

Harriman Deschutes Railroad Has Announced Temporary Terminus Here.

Fine Wagon Road From Bend to Burns Being Built.

Location Point for Biggest and Best Homestead Country in the World.

Oregon's Largest Irrigation Company, Having Headquarters Here, Starts Big New Million Dollar Canal This Spring.

LUMBER MILLS WILL BE HERE!

BEND stands where the Railroads, River, Timber, Irrigated Lands and Homestead Country Meet.

COME TO BEND

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

Today the freight rates on the Oregon Trunk Railway, between Portland and Metolius go into effect. A complete synopsis of the new rate, 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 road-bed 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 250 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	8 1/2
Madras-Metolius	18	20	20	24	20	17 1/2	\$2.75
Shaniko	16	18	18	23	18	15 1/2	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)
P. O. MINOR, (Secretary)

DIRECTORS:

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

The First National Bank OF BEND, BEND, OREGON

Dr. U. C. COE, President E. A. SATHRER, Vice President
O. S. HUDSON, Cashier
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 Offices. 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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