

## BRANCH OFFICE HERE

Portland Architects See Field for Their Work in Bend.

H. J. Hockenberry of Portland was in Bend last Thursday looking over the town with a view to establishing a branch architectural office here. He is a member of the firm of Hockenberry & Sons, architects of Portland. Mr. Hockenberry was so well pleased with the town that he may build a summer home here. A branch office of the firm will be established, in charge of J. W. Dimick.

Mr. Hockenberry's son, M. B. Hockenberry, was principal of the Crook County High School several years ago. He is now living at Imperial, Cal., where he went for his wife's health. It has not improved any. Mr. Hockenberry is principal of the Imperial High School, having a few weeks ago been re-elected for two years at a salary of \$2500 per annum.

## DAIRY COWS COMING

Bank's Buyer Leaves for Illinois to Get Two Carloads.

On March 21 George Bates left for Elgin, Illinois, to buy for the First National Bank of Bend two carloads of cows, which are to be used in building up the dairy possibilities of this territory. The cows will number about 40, and will be well bred Holsteins. All will be fresh this spring. When they arrive the Bank will sell them at public auction, for cash or on credit.

## TO RECEIVE NEW COMERS

While the cheap colonist rates are in force on the railroads the Commercial Club will be open in the even-

ings until ten o'clock, so that the many new comers can go there to get information, if they desire, after the train gets in. This action is being taken at the suggestion of railroad officials who are anxious to make things as comfortable as possible for the location seekers.

You will find that one ton of coal will give you more heat than three cords of wood. Figure the economy. The Overturf-Davis-Miller Co.

## LOOKS GOOD TO BURNS

(Concluded from page one.)

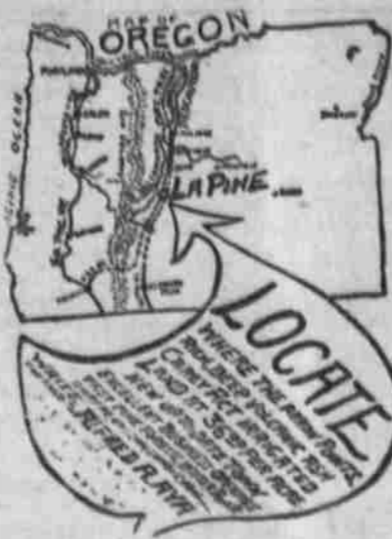
Bend-Burns road is level, and is open to traffic all the year; as a matter of fact, no equally long stretch of territory in the state offers such remarkably advantageous grade. The road between Vale and Burns crosses three ranges of hills that are practically mountains. It is the hardest kind of a wagon freighting proposition most of the year, and impractical for auto trucks. Dobe mud and difficult grades restrict its possibilities.

## New Route Far Quicker

An interesting comparison of the speed of the two routes—from Portland to Burns by way of Bend and by way of Vale—was made by members of the party.

From Portland to Vale, they said, about the best railroad time made is four days. From Vale to Burns the time for wagon freighting requires all the way from eight to 18 days. Of course when the roads are in the best condition, a few quicker trips are made, but the average is probably more above ten days than below it.

Freight leaving Portland Monday morning reaches Bend Tuesday night. Loaded into an auto truck Wednesday morning it can get to Burns very comfortably by Thursday night, or four days from shipment



La Pine, Crook County, Oregon.

date. Allowing five days, says Mr. Sawhill, that means an improvement of about a week, at the very least, over the best that can be done by way of Vale.

## Merchant has Difficulties

An incident illustrating the difficulties Burns merchants now contend with was recounted by members of the party.

Geer & Cummings, hardware dealers, ordered in Portland 6800 pounds of iron pipe last autumn. One hundred days after the order was made the pipe was located along the road between Vale and Burns. The company needed pipe, so it wired Portland on December 19th, to have 7500 pounds more started in by way of Bend. The last order arrived in Burns on December 26th, on auto trucks, seven days after ordered, despite the fact that late December is one of the hardest seasons for roads. The original order showed up ten days later.

As pipe is paid for in sixty days, the lesson of the experience is evident. The first order was paid for practically two months before it arrived. The second order was sold some six weeks before the merchant had to settle for it.

## Rates Favor Bend

A comparison of the railroad rates from Portland to Vale and to Bend is given below. The wagon rate from Vale to Burns varies from a minimum of 1 1/2c, during a very limited period, to 5c during the winter months. An average seems to be about 2c. However, for practically four months, and sometimes more, the freighting is discontinued, except for very light loads at exorbitant rates. The auto truck price from Bend to Burns is, on an average, less than two cents, all-the-year-around. On many articles, during most of the year, it will be about 1 1/2c.

Class rates in cents per 100 pounds Portland to Bend Vale Ontario

Class	Portland to Bend	Vale to Ontario
1	101	122
2	86	104
3	70	85
4	60	73
5	51	61
A	51	61
B	41	49
C	31	37
D	26	31
E	20	24

Bend's advantage over Vale in cents per 100 pounds.

Class 1	21 cents
Class 2	18 cents
Class 3	15 cents
Class 4	13 cents
Class 5	10 cents
Class A	10 cents
Class B	8 cents
Class C	6 cents
Class D	5 cents
Class E	4 cents

Reckoning the freighting cost from the two railroad points to Bend as identical, this means an average advantage for Bend of a trifle over 10 per cent. However, the advantage on the classes of freight principally transported, is even greater.

Granting a lower rate of from 1/4 of a cent a pound to even as low as two cents a pound on the Bend-Burns route as compared with the Vale-Burns route, the percentage of advantage leaps to anywhere from 25 per cent to over 200 per cent or \$2.00 a hundred pounds, in favor of the Bend route.

When time saving is taken into consideration, with the resulting economy in interest charges, and business convenience, the advantages of the Bend route over the other are almost beyond reckoning.

## BUILDING RESTRICTION

(Concluded from page one.)

ordinance is a fine of not less than \$25 and not more than \$100, and each day a building erected in violation of the ordinance is allowed to remain will be a separate offense.

## Fire Limits Boundaries

The boundaries of the district are: "Beginning at the point of intersection of Kentucky street with the alley running north and south through block 5 of the original plat of Bend, thence in a northeasterly direction along the center line of the alley in blocks 5, 4, 3 and 2 to the point of intersection of said alley in block 2 with Nevada street, thence northerly along the west line of block 1 of Bend to the northerly line of said block 1, thence easterly along the north line of said block 1 of Bend across Wall street, thence easterly along the north line of block 12 of Bend to the alley between blocks 6 and 7 of North Addition to Bend, thence along said alley to the east line of said block 7, thence easterly along Fir avenue to 11th street, thence northerly along 11th street to Vermont ave-

nue, thence easterly along Vermont avenue to 12th street, thence southerly along 12th street to the point of intersection of the alley in block 25 of Bend and said 12th street, thence westerly along the alley in blocks 25 and 22 of Bend to 10th street, thence southerly along 10th street to Hawthorne avenue, thence westerly along Hawthorne avenue to the point of intersection with Oregon street, thence southerly along the alley in blocks 15, 16 and 17 of Bend to Kentucky street, thence westerly along Kentucky street to the point of beginning."

## Sidewalks of Cement

A new sidewalk ordinance was also passed at the same meeting. It provides that all sidewalks which are hereafter constructed, repaired or altered on Nevada, Oregon, Minnesota, Ohio and Kentucky streets between Bond and Wall, on Wall and Bond between Nevada and Kentucky, and on Greenwood avenue between Bond and 12th streets be in accordance with the provisions of the ordinance.

On 80-foot streets the walks must be 12 feet wide and on 60-foot streets, 10 feet wide, and constructed

of cement and concrete on grades established by the city engineer. "All such sidewalks shall have 6-inch curb constructed with same concrete and cement and be flush with the top of the sidewalk and extend down 18 inches, sloping toward the center of the street at 4 inches to the foot."

The sidewalk ordinance will go into effect on April 22, 30 days after its approval by the mayor.

# RIVERSIDE LYTLE AND AUBREY HEIGHTS ADDITIONS

BUSINESS PROPERTY  
FARM AND  
TIMBER LANDS

## FIRE INSURANCE

My Agency Consists of the Following Well Known Companies

- AETNA
- Continental
- FIDELITY-PHENIX
- HOME of N. Y.
- New York Underwriters' Agency
- HARTFORD
- PELICAN

Empire State Surety Bonds

J. A. EASTES

Oregon St., Bend, Oregon.



## PURE DRUGS

A Sick Child

In the home is going to make anxiety and worry for the mother. It is a wise plan to keep a stock of simple remedies in the house and we have the best and purest. But if you find it necessary to call in a doctor he will most probably send you to us with a prescription. You will get the best service here and at the smallest expense.

Patterson Drug Company

# THE BEND COMPANY

## Has a Message for the Home-Makers of Bend

**I**N THE DEVELOPMENT OF NEW TOWNS the proper upbuilding of the residential districts often is neglected. One sees towns with prosperous and handsome business centers whose residence districts are a disgrace to the community—shoddy and unattractive buildings in cheap looking surroundings. BEND IS DIFFERENT. BEND has the most attractive residence section of any town in Oregon. PARK ADDITION, property of The Bend Company, is the best of Bend's beautiful residence districts. Some of Park Addition has building restrictions which insure purchasers protection from everything that is not first class. You pay a little more, but in return the value of your property is permanently assured. The unrestricted portion of Park Addition is as beautiful as the other. The lots sell for less and offer splendid opportunities for homes to suit the purses of all.

Practically all Park Addition has water service, both for domestic and irrigating use.

Park Addition has electric lights, sidewalks and water. Its homes are unsurpassed for attractiveness. Its scenery, its trees, views and surroundings are ideal. It has lots of every size, situation and price. In short, PARK ADDITION IS BEND'S BEST RESIDENTIAL DISTRICT.

It Will Be a Pleasure to Show You the Property at Your Convenience