

# THE BEND BULLETIN.

## LUMBER RATES ARE LOWERED

### LOCAL SHIPPERS ARE BENEFITTED

**Railroads Will Reap Golden Harvest From Bend Manufacturing When It Starts—Mill Men Seek Rates on Machinery For Plants.**

Local lumber manufacturers were notified last week of a reduction in freight charges on lumber between Bend and Middle Western points that now places the local pine on a rate but one cent higher than Spokane has.

The reduction—amounting to about three cents—is of great importance to Bend mills. Roughly speaking, it means a saving of about 60 cents a thousand on shipments to Minnesota and farther East. The former rate to Minneapolis was 45 cents, this having been lowered to 42 cents, and that to Chicago of 55 cents is now 52, in each case the rate being one cent more than Spokane gets.

While the reduction in this direction, for which the local manufacturers have been working for many months, is very satisfactory to them, as yet the reductions sought to the Southwest have not been got. One of the best markets for Deschutes pine lumber is in Utah and Colorado. Bend so far has the same rate to this territory as has Portland, which does not place local shippers upon a profitable competitive footing. However, arrangements are being worked out whereby it is expected to be obtained in this direction also. With this also accomplished, it means that so far as transportation charges are concerned, the men back of the large mills planned for Bend have obtained what they have started to get.

The attention of the Brooks and Mueller people, it is stated authoritatively, is now being directed upon westbound freight rates. As hundreds of tons of machinery and equipment will be brought to Bend from Eastern points for the construction of the mills promised by these two companies, arrival at satisfactory rates for their transportation is essential before actual mill construction is commenced.

While nothing definite is given out, it is a matter of general knowledge that those in charge are extremely optimistic and seem agreed that all the details preparatory to the installation of the mills are rapidly being worked out to the satisfaction of the lumbermen.

It is estimated that the cost of hauling lumber from the mill to the cars by wagon, as now done, is about 75 cents a thousand, on an average. Added to this is the 60 cents a thousand that hereafter will be saved in freight, making a total of \$1.35 a thousand that will be added to the profits derived on shipments for the last six months; after a railroad spur is put in to the mill yard, as will be the case, of course, when the large mills are installed. Reckoning a

daily cut of over 200,000 feet—which is the minimum estimate of the Mueller and Brooks mills, according to their own officials—and this means an additional daily profit of \$270 per mill. As some money has been made on the shipments even under the old arrangements, it is apparent that the way things are shaping up the inducements will be greater than ever for operations upon a large scale.

As an illustration why the railroads are interested in meeting requests of the manufacturers half way, Clyde McKay yesterday quoted some figures showing just what the exportation of Bend-made lumber will mean to the transportation companies.

"Every 160 acres on an average means 100 cars," said Mr. McKay. "The average freight we shall pay will be about \$250 a car. Reckon that up and you'll see that the railroads will get about \$100,000 in freight for every square mile of timber that is cut. Also, calculate how many square miles of timber there are that will be milled here, and you get a further idea why the roads are willing to spend millions to reach Bend, and why they now are very interested in arranging matters so that the big mills can get started profitably."

### TRUANT OFFICER COMING

#### Bend Children Not Attending School Regularly to Be Rounded Up.

Announcement is made in this issue by County Superintendent of Schools J. E. Myers that the law in reference to truants will be rigidly enforced after the first of the month. Prof. J. H. Shouse believes there are many children between the ages of 9 and 15 years in Bend who are not attending school as required by law. Mr. Myers states that he will send the newly appointed truant officer to Bend "on his first official visit and will do all in my power to see that delinquents in your city turn over a new leaf."

The penalty for non-compliance with the compulsory education law is a fine of from \$5 to \$25 inflicted on parents of the delinquents or imprisonment in the county jail of from two to ten days.

### ODD FELLOWS SOCIAL

#### Rebekahs and Other Guests Entertained Monday Evening.

Sather's hall was the scene of a gathering of some 50 people Monday evening, the occasion being a social meeting given by the Odd Fellows to the Rebekahs and other invited guests. After the regular lodge business was transacted, the guests were invited in and the evening's program was started with dancing. This was the main feature of the entertainment, but at intervals there were musical numbers and other interesting things, among which were refreshments. These were served about 11 o'clock. Sandwiches, pickles, cake, ice cream and coffee were served.

Among those who added to the evening's pleasure with their talents were Miss Ethel Thomas, who played a number of piano solos; Miss Mildred Sess and Mrs. Florence Powellson, who sang a duet; Miss Arrie Black, who sang and played; Miss Collins, who recited and played, and Mr. and Mrs. W. A. Bates, who played the violin and piano.

## TWO BUILDINGS ARE PROMISED

### MUTZIG ANNOUNCES HIS PLANS

**Proposed Brick Structures For Wall and Oregon Streets, to Cost \$12,000, Will Contain Four Store Rooms—Returns in May.**

R. B. Mutzig, who left for his home in Pennsylvania Sunday, stated that he had made arrangements for the erection of two substantial brick buildings, one to occupy the old Hotel building site on the west side of Wall street and the other facing Oregon street, on the property occupied by the old French store building recently burned.

The Wall street building, said Mr. Mutzig, will be 50 by 70 feet, of brick, one story, with full basement and containing two store rooms. The front will be of pressed brick, and in every way it will be a modern structure. The cost is estimated at about \$7000.

The building planned for Oregon street will also have a 50 foot frontage and a depth of 70 feet. It will be of one story, of brick, and will have probably a basement under half of it. There will be two store rooms and the cost will be about \$5000.

Mr. Mutzig said he expects to return in May, and then construction contracts will be let and the buildings erected. He has arranged to have the excavation for the two structures completed well before then, he said, and on Oregon street the present partly burned buildings removed.

### DEATH OF WILLIS BENSON

#### Native of Vermont, His Remains Will Be Sent East For Interment.

Willis Benson passed away Sunday morning, January 26, at the home of his daughters, Misses Susan E. and Mary A. Benson, on the Prineville road a few miles from Bend, after an illness of several months. Mr. Benson was born January 28, 1837, in Rutland county, Vermont, and therefore lacked but two days of being 76 years of age. His entire life was spent in Vermont except the last three years, he having come to Bend to be with his daughters. His death occurred one day later than the anniversary of his wife's death eight years ago.

Besides the children with whom he lived, Mr. Benson is survived by another daughter, Mrs. Nellie Higgins of Wallingford, Vt., and also by two sons, Willis D. Benson of Seattle, who arrived last night, and Porter H. Benson of Mt. Vernon, N. Y.

A prayer service will be held this (Wednesday) afternoon at 2 o'clock at the residence, conducted by Rev. I. I. Gorby. The remains will be forwarded to Wallingford, Vt., for interment by the side of those of his wife.

## MANY MISHAPS ON LONG TRIP

### FIVE WEEKS, BOISE TO BEND

**Bride-to-Be Is Kept Waiting, Two Women Are Anxious About Their Husbands, One of Whom Gets Leg Broken on the Trip.**

A girl waiting in Portland ten days for the arrival of her intended husband, with not a word from him; a woman also in Portland ignorant of the fate of her husband whom she expected to join her every day; another woman here waiting five weeks while her husband was en route by auto from Boise, Idaho, to Bend; five men snowbound between Burns and Bend, one of them with a broken leg and one of them a bridegroom-to-be who was unable to communicate with the girl in the case—these are a few of the remarkable results that followed a series of remarkable mishaps to a party that arrived in Bend last Friday, part of whom left Boise on December 20, 1912, five weeks before.

In the party were A. J. Hauser, W. J. Straley and D. D. Hart, who began their never-to-be-forgotten journey at Boise, and W. L. Van Zant and another man from Burns. Mr. Hauser has a homestead near Fort Rock, whither he was en route, Mrs. Hauser having come on to Bend by railway. Mr. Straley was to have met his wife at Sherman on January 3 and go on with her to Portland, but he has as yet got no farther than Bend, being laid up at the Hotel Wright with a broken leg, sustained on the memorable trip.

The three autoists expected to be able to make the trip of some 500 miles in four or five days. For the first part of the journey things went all right, but when Burns was reached the auto gave trouble and for some time no one could be found who was mechanic enough to remedy the evil. Finally, Mr. Hauser himself turned the trick and on January 13—maybe it was a lucky day and maybe it wasn't—the start was made to Bend. Deep snow was encountered and when Horace Brookings' place was reached a halt had to be called.

Joining the party at Burns was Mr. Van Zant, who was on his way to Portland to be married on the 16th. When it was impossible to proceed farther than Brookings, an effort was made by him to communicate with the young lady expecting him, but there was no mail and no telephone message could be got through. Consequently, she was in total ignorance of the cause of the failure to appear of her fiancé. Mr. Van Zant was able to reach her by wire only when he got here, and on Saturday he went down to Portland. So far as known here, she waited for him and the couple were married and proceeded on their honeymoon trip to California, as had been planned. Mr. Van Zant is a rancher and stage driver in Harney county.

While amusing himself during the

wait at Brookings, Mr. Straley engaged in a scuffle and had the serious misfortune to get one of his legs broken. His wife was not notified—at the time of the accident it was not possible to—as it was believed that it would only add unnecessary burdens to her already much-perturbed mind, caused naturally by the delay in the arrival of her husband. The only news she was able to get from him was through Mrs. Hauser here, Mr. Hauser having telephoned his wife from Burns while there. It was impossible to get letters out from the Harney county seat as the stage company had thrown up its contract and no mail was being dispatched.

The stranded men were at Brookings for about ten days. When the snow went away a little—it was two or three feet deep—they loaded their car into an auto truck as ballast so the truck would run better and got as far toward Bend as the 31 milepost, in this manner. Then the truck broke down and the passenger car was unloaded and started on under its own power. Things went pretty well until the 20 milepost was reached when the casing gave way and the party was again stranded. Finally, they reached destination by engaging the services of a team, and Mr. and Mrs. Hauser are now at the May apartments waiting for the snow to go off so they can proceed to their homestead at Fort Rock. Mrs. Hauser said today that she wanted her husband to take a homestead, but that she hopes the experiences of the past few weeks will not be repeated very often. To add to her anguish was the death of her mother, Mrs. Harriet W. Evans, who died on January 5, as reported in The Bulletin.

### HARPER TOWNSITE TRANSFER

#### Oregon Immigration Company of Bend Buys Property up River.

Last week a deal was completed whereby some 200 lots in the townsite of Harper, about 18 miles south of Bend on the Deschutes, are transferred from David Hill to the Oregon Land & Immigration Co., composed of O. C. Henkle, H. B. Ford, James Ryan and E. R. Post of Bend.

In addition to the purchase of lots, the company bought from Mr. Hill \$0 acre adjoining the townsite on the east, south and west, which land will be platted shortly. The consideration involved is not stated, but it is understood that a considerable sum was paid over.

The company will place the lots on the market at once, and soon, says Mr. Ford, probably will undertake some improvement work on their property and will devote much attention to pushing it.

### COMMERCIAL CLUB PLUGS ON.

At a meeting of the Commercial Club directors last week, the resignation of P. W. Brown as manager was accepted. It was decided that temporarily the work of answering inquiries be left to N. B. Gould, who will act as manager at least for a short time, until more active conditions warrant a bigger work by the club. The finances of the institution are in satisfactory shape, and a great number of letters are received.

### FIRE AT MRS. FRAME'S.

Soot accumulated in the kitchen chimney at Mrs. A. T. Frame's caught on fire Friday afternoon shortly after 1 o'clock, but the blaze was put out before getting any headway or doing damage. The firemen turned out as soon as the alarm was given, but the fire was extinguished before they could reach the scene.

## SEWER PLANS ARE OUTLINED

### WORK TO BE RESUMED NEXT WEEK

**Reasons For Council's Actions and Details of Plan Adopted—Publicity For Every Phase of Work to be the Keynote.**

Tomorrow Engineer R. E. Koon goes to Portland to make arrangements for the sewer work, which was taken over by the city last week. Construction has been almost entirely suspended during the week, but Mr. Koon will be back Monday or Tuesday and it is expected to resume operations Wednesday or Thursday at the latest, and to continue them thereafter to the full capacity of the equipment.

One chief reason for Mr. Koon's Portland trip is to arrange for a compressed air outfit to handle much of the drilling. This will probably be done on a contract basis, at so much a foot. The city now has seven steam drills, and these will be put at work continuously.

Mr. Koon's \$5000 bond has been accepted, and a liability bond protecting the city in case of accident to employes has been arranged.

The contractors' bond has not been released and will not be until all labor and other accounts are satisfied in full.

As there has been much interest in the action of the council in taking over the work, some criticism and a general desire for full information on the part of the taxpayers, the special sewer committee and the council have issued the following general statement, as it was impossible to cover the matter fully in The Bulletin then:

For several weeks the engineer and city officials have known that the contractors were "up against it." It was simply a matter of time—perhaps a few weeks, perhaps a couple of months—until they threw up the job. They made a ridiculous bid, and were just discovering that they were losing money fast. Their bid—\$59,395.97—was the lowest received and was accepted, naturally, for even though the council was advised that it seemed unprofitably low, there would have been good ground for criticism had the lowest bidder been turned down and a higher one accepted.

So the city faced the choice of four alternatives:

- (1) To make the contractors go through with the job.
  - (2) To cancel their contract and try to force the bonding house to complete the work.
  - (3) To re-let the entire work.
  - (4) To take over the work.
- The matter was threshed out in detail and considered as thoroughly as possible long before any knowledge of the problem the council faced was made public.

Under plan No. 1 the following

(Continued on page twelve.)

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