

The Bend Bulletin

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An Independent Newspaper, standing for
the square deal, clean business, clean politics
and the best interests of Bend and Central
Oregon.

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MONDAY, MARCH 13, 1922.

CONGRATULATIONS TO THE JOURNAL

The Oregon Journal is celebrating its 20th anniversary. Established on March 10, 1902 it passed under the control of C. S. Jackson on July 23 of that year. That is to say, the Journal, almost from its beginning has been in Mr. Jackson's hands. What he has made of it is told in yesterday's issue.

That the business has been a material success is evident from every aspect, a fact which, quite properly, must be pleasing to all connected with it. Of greater public importance is the fact that the paper has set standards for itself and lived up to them. To us it has seemed at times that these standards were open to harsh criticism but we readily agree that this depends on the point of view and we agree further that the whole institution may not fairly be judged on the basis of the idiosyncracies of the publisher.

Today the Journal reflects the personality of many men besides Mr. Jackson. Some of them, and especially Frank Irvine, the editor of the paper, have endeared themselves to the newspaper men of the state and it is as much on their account as on any other that we are glad to read of the success of the institution. To the Journal, to them and to Mr. Jackson himself The Bulletin offers its congratulations.

COMMUNICATIONS.

EXPLAINS RATE CASE

To the Editor:
The Oregonian in its editorial of the 10th instant, "Inwardness of Terminal Rate Case" would give us to understand that the last word has been said on the subject of the intermediate rate situation by the brief of counsel for the Portland Traffic and Transportation association in the Pacific Coast Terminal Rate Case.

It is stated that if the inter-mountain country would read the brief with open minds we would at least begin to realize that we would profit by rail competition with water lines and would be injured if the railroads should be forbidden to so compete. The arguments set forth therein are almost verbatim the arguments advanced by the carriers in support of water competition more than 30 years ago and the position still maintained by them as well as the rate favored localities involved. Not one single new argument has been advanced by either.

Realizing that preferential rates have been the most essential element in determining the growth of cities and influencing manufacturing activities in the United States, particularly in the Eastern portion thereof, coast terminal points have joined with the carriers in adopting a policy that will be a vital influence in the growth and pre-eminence of favored localities on this coast by the construction of additional manufacturing and distributing establishments, thus causing our vast interior country to remain for all time merely a producing territory, served locally by "cow towns" and mining camps.

Should the railroads and terminal points succeed in their applications before the Interstate Commerce Commission a condition will again obtain which will permit coast points to grow and prosper and the carriers to continue their age-old policy of dividing the territory served by them into producing, manufacturing and consuming territories in order to secure as many hauls as possible on all raw commodities before reaching the ultimate consumer.

In the early days of railroading, in order to bind the whole nation together and to encourage the use of railroads in thinly settled regions, it was a necessary part of the railroad strategy to fix freight rates at the lowest possible point. As a result railroad freight rates were successively revised downward up to as late a period as 1916. Furthermore, the



Keeping His Word

Jinks Jinkens always kept his words throughout his useful years, and when his funeral occurred the town was wet with tears. We'd planted bards at sundry times, and famous statesmen, too, and plutocrats whose stock of dimes was something fierce to view; and while we grieved to note their doom, and see their projects bust, we only wept around each tomb enough to lay the dust. For gifted gents and famous gents and gents with gorgeous rolls are commoner than twenty cents, and oft have tawdry souls. But when you meet that human bird with sunshine on his brow, who never goes back on his word, take off your hat and bow. He says he'll pay you what he owes when clocks are striking eight, and though through storm and fire he goes, he'll promptly keep the date. No promise lightly leaves his lips, but when his pledge is made, he never fails, he never slips, his word must never fade. He's an example to the town, a landmark good to see; and when at last we lay him down beneath a churchyard tree, the briny tears in streamlets roll like waters in a rill, and in the town there is a hole it will be hard to fill.

rates were arranged to give precedence to the long haul over the short haul. It was to the interests of the railroads, since they have made their profits on the long hauls, rather than short hauls, to keep manufacturing localized in the east where it first developed and to prevent wide decentralization of manufacturing in the Western agricultural regions. The rates were also adjusted so as to give undue favoritism to the large eastern seaboard cities. This led to the building of great centers of population in the east, specializing in manufacturing and the wide dispersal of agriculture in the middle and far west. The result was a long haul for manufactured articles westward and the long haul of agricultural products eastward.

Some of the farm output was necessary to feed congested areas in the east, but in addition large amounts of it were raw materials for the factories of the east. It is a little appreciated fact that factories secure three-fourths of their raw materials from farms and that fully one-half the farm products go long distances for manufacturing, packing, etc. Much of it then returns to the producer in its finished state upon which he pays two transportation charges.

The fixing of rates, as indicated, was a part of a necessary stage in the economic development of the United States and criticism cannot justly be leveled against it. Without such an arrangement it is difficult to see how a continent so quickly could have become a nation but the period when these things were necessary has passed. The country is now settled from coast to coast. There is no need of keeping any industrial development of one region artificially stimulated and another region artificially retarded. For other reasons not germane to this subject the whole railway industry is under intensive scrutiny and faces epochal changes.

The matter of the long haul and the short haul is likely to be changed in the general re-organization of the railway systems which is imminent.

It seems likely that the railroads may soon be under the control of the government again and operated for service rather than profit, and some other reformation that seems probable in the adjustment of rates on the basis of service rendered. This means that rates will probably be placed upon a mileage charge, plus a charge for terminal facilities. If this occurs there will be a period decentralization of manufacturing, then localization of industry will no longer be profitable. Neerness to raw materials and especially neerness to market, will be recognized as factors to be considered in locating industries. The great centers of population in the east will be greatly affected. Without artificial support from the railroads the centers could not continue their industrial supremacy. Insofar as the eastern cities turn their attention to the manufacture of articles using imported raw materials, or manufactured articles for export, their manufacturing plants could be retained and even increased. The commodities needed by the people living in the east also could be manufactured in that region and the consuming market of the west would be removed from the dominance of eastern manufacturers and supplied by factories of our own. Under equal and non-discriminatory rates the interior would very likely witness a rapid increase in its industrial activities.

All the natural factors favoring manufacturing and jobbing are to be found in the interior. Raw material from the farm and from the mines are easily available. Power and fuel are at hand and living is cheap because of the prevalence of farms and manufacturing would rapidly increase the population of the interior and cause further development of our farm lands which would help to share the present burdensome tax situation now levied upon the few. On the human side it is far more desirable to have a large number of relatively small factories and jobbing houses scattered through the small cities and towns than to have this business forever concentrated in the

**STATEMENT OF CONDITION OF
The Central Oregon Bank
BEND, OREGON
AT THE CLOSE OF BUSINESS
MARCH 10, 1922**

RESOURCES	
Loans and Discounts	\$369,724.59
Overdrafts	1,975.81
U. S. Government Bonds	44,050.00
Warehousing	31,034.46
Furniture and Fixtures	4,843.70
Cash and Exchange	98,770.49
Other Resources	2,345.50
Total	\$552,744.55
LIABILITIES	
Capital Stock	\$ 50,000.00
Surplus and Undivided Profits	23,564.85
Deposits	479,179.70
Total	\$552,744.55



When the ticker tape tells you that your favorite stock has gone up ten points . . . —you know what a lucky strike is.

LUCKY STRIKE!

The discovery of toasted tobacco was a lucky strike for us. If you will buy a package of Lucky Strike cigarettes yourself you will see why millions now prefer the toasted flavor.*

It's Toasted

*Do this today and notice the delicious toasted flavor when you try Lucky Strike.

Manufactured by The American Tobacco Co.

large coast cities.
H. H. COREY,
Public Service Commissioner.

NEW GROCERY TO BE PERMANENT BUSINESS

P. A. Erickson Will Operate One Store On Credit Basis, The Other On Cash Sales.

That he will be permanently in business in the operation of a cash grocery in the Miner building was the statement today of P. A. Erickson. He has taken a lease on the south room adjoining the Oregon Meat Market for his new enterprise. This will in no way change the plan of operation of the old Erickson grocery which will continue to operate as a credit business. On Friday of last week Erickson

All Kinds of Fresh, Salt and Smoked Fish

Fancy Fresh SHRIMP

at the
Oregon Meat Market
Home of Oregon Pride Products

We Deliver Phone 92 Miner Building



When The Alarm Clock Rings

It's bad enough in itself to have to turn out of a warm, comfortable bed when the alarm clock goes off those frosty mornings.

But fifteen accident policyholders of The Travelers Insurance Company were in even worse luck last year when they were injured getting in and out of bed. Travelers Accident Policies, however, pay the bills.

J. C. RHODES
INSURANCE SPECIALIST
801 Wall St. Telephone 7
"Goodbye Anxiety"

opened the new store in the Miner building to dispose of the grocery stock of the Farm Products Distributing Co., purchased by him, at retail. Announcing at that time that he would only operate the store un-

NOTICE OF SALE FOR DELINQUENT ASSESSMENTS

Whereas, on the 7th day of January, 1922, pursuant to the provisions of Ordinance No. 203, Chapter 19 of the Charter of the City of Bend, there were entered in the Docket of City Liens in the office of the Recorder of said City, assessments for the construction of street improvements, to-wit: cement sidewalks, in the following respective amounts, against the following described parcels of land, the owners or reputed owners thereof being as follows, to-wit:

Description	Owner or Reputed Owner	Amount
Lot 5, Block 16 of Bend	W. G. Booth et al	\$129.75
Lot 6, Block 16 of Bend	W. G. Booth et al	424.20

Notice is hereby given that pursuant to Warrant No. 16A issued by the Recorder of said City, to me the undersigned directed, I will on Wednesday, the 29th day of March, 1922, at the hour of three o'clock in the afternoon of said day, in front of the City Hall, at the corner of Lava Road and Minnesota Avenue in said City, sell separately the several tracts of land above described for the amount of said assessments against each, together with interest and all costs and accruing costs.

Dated this 27th day of February, 1922.
R. H. FOX,
Chief of Police.

70-76-82-88c

BETTER WOOD for Less Money

And we put it right in your Shed
Dry Body Wood
Red juniper or pine cut from live standing timber or, if desired, cut from dry down timber. We have our own wood saw, so can give you any length. It will save you trouble and money to let us supply your wood.

J. O. HAGAN
"The Wood Man" Telephone 216-W

THE OLD SAYING—
"Man wants but little here below,
But we want the little good."
Is proving very true with us. We work on the theory that all appreciate

GOOD THINGS TO EAT

Every thing we serve we try to have measure up to that requirement.

SILVER GRILLE

Wooden Boxes will protect contents from damage in case of rain, snow or dampness, and will not collapse or get mushy if they get wet.

It is no longer necessary to rise at dawn and drag the rugs, carpets, draperies and pillows out to the clothes line and crowd the furniture on the front porch in order to clean a room. Let us show you what a Premier Vacuum Sweeper can do during house-cleaning time.

Bend Water Light & Power Co.

Keep Bend's Box Factories Running

Every man in Bend is interested in seeing both Box Factories run at full capacity. YOU CAN HELP BY INSISTING THAT ALL MERCHANDISE BE HELD BY YOU IN WOODEN CONTAINERS. The use of Wooden Boxes in shipping also assures merchandise reaching you in good condition. MAKE THIS DEMAND AND YOU WILL PROFIT BY ITS FULFILLMENT

The Brooks-Scanlon Lumber Co.