

THE BEND BULLETIN

"For every man a square deal, no less and no more."

CHARLES D. ROWE, EDITOR

SUBSCRIPTION RATES:
One year, \$1.00
Six months, .60
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(Invariably in advance.)

FRIDAY, MARCH 22, 1907.

THE HOWL OF THE RAILROADS.

The railroad managers of the country have come out during the past week with a great hue and cry about the ruinous legislation that has been enacted against them by congress and recent state legislatures. They claim that bankruptcy is staring them in the face and have issued wholesale orders for retrenchment—to stop all extensions, all improvements not absolutely necessary, and to cut expenses wherever possible. They cry that a financial panic is about to visit the country. They attempt to create one and prove from the unsettled condition of the business world that would follow, that railroad regulation was a dire failure. This "howl," coming from practically all the big transportation companies at the same time, looks suspicious. It has the ear marks of a preconcerted plan to scare the country, and perchance procure relief from further "regulating" legislation. If that has been their game they have failed miserably. The press of the country, reflecting public opinion, are unanimous in the statement that the railroads have attempted a great "bluff"—and have failed.

Their cry of imminent bankruptcy is absurd. Never in the history of railroads has there been so prosperous a year as that of 1906. The roads were simply swamped with business and they could not handle the traffic that was clamoring to be taken care of. Reports from only a part of the railroad mileage of the country show net earnings of \$665,080,905 for 1906, or \$72,904,903 more than was earned in 1905. Does that look like bankruptcy? A financial journal says that the railroads earned \$424,000,000 more in net receipts in 1906 than they did in 1896. And even with this increase, they have not handled nearly all of the business of the country, as has been fully shown by the unprecedented "car shortage" of the past few months. Again, does this look like bankruptcy?

The plaint of the railroads is seen to be insincere when it is observed that recent rate regulation has been enacted more to prohibit rebates and discriminations in freight charges than to lower freight rates. It is not so much a call for lower rates as for equal rates. There can be no just kick against this. The only other legislation of any importance is a 2-cent passenger law passed by some of the legislatures. That such laws will prove ruinous to the railroads is not believed by any one competent to judge. Any law that makes impossible a fair profit on the capital invested cannot be enforced for it would be "confiscation" and that is unconstitutional. And the railroads know this. Their earnings will continue to pile up into the millions and they will wax rich and fat.

Beneath all the cry of a coming panic, there has been a subtle, hidden threat that the railroads would bring on a panic if the agitation against them was continued. And they possess the power to do it. Right here is the most potent reason for controlling these organizations by fair legislation. If the prosperity of \$5,000,000 of people is largely in the control of a small

clique of financiers, due to our system of finance, then it is time to make a change and put such power over the happiness of a nation beyond the reach of a few individuals.

During all this agitation the cry has been heard that the country was drifting into the horrors of socialism. There are many who believe that affairs conducted for the good of the people as a whole would not be so horrible. But be that as it may, the railroads have been—and will continue to be unless they change their tactics—one of the most potent factors in forcing the country to enact socialistic legislation. As has been pertinently said, if the plundering of the railroads can not be stopped by railroad regulation it will be accomplished by government ownership. And to the man who hates it, that is the essence of socialism.

The people are justly indignant with the railroads. With scarcely an exception they have been forces of corruption. They have bought legislatures and the United States congress and then passed laws to enrich themselves at the expense of the people. They have injected millions of dollars worth of "watered" stock into their capitalization and then insisted on charging rates that would yield 7 to 10 per cent on the fictitious valuation. They have neglected improvements and failed to supply adequate equipment until great loss resulted in all lines of business due to their inability to handle the traffic, and people suffered for want of coal through a freezing winter. Vast regions in the West, fertile and susceptible of great development, plead in vain for railroad extensions while the millions pile up in the capitalists' pockets. Such policies are bringing their inevitable results, and the railroads can expect some drastic legislation in the future.

The people are, indeed, justly indignant but their wrath should be tempered with caution. The sins of the railroads have been many but their services also have been great. Without them, our present prosperity and development would be impossible. The interests of the people and the railroads are identical and any unfair legislation will ultimately react against those who enact it. The present agitation should be purged from all demagogism and should be characterized by the splendid sentiment expressed by President Roosevelt when he said he was not making war on the railroads as industrial institutions but that he was fighting railroads which persistently and brazenly broke the law. Any retaliatory or unfair legislation will be foolish. The railroads have been and can be of the greatest benefit to the country. The only pity is that their past management has not been more characterized by that policy.

Read Article with Interest.

I read the article written by H. Tomioka printed in your last issue with the deepest interest. I think Bend should be proud of her school for this young man must have received excellent training and shows the work done there to be of a high standard. As citizens we should be proud to have this young man in our midst; one who possesses good character and sterling qualities. He has great possessions, not wealth nor affluence, but that which builds up every phase of life and makes men truly prosperous.—Rev. C. TAVENOR.

Saloon License Notice.
To the Honorable Mayor and Common Council of the City of Bend, Oregon: The undersigned, A. B. Hestebert, hereby applies for a license from the City of Bend to sell spirituous, vinous and malt liquors and fermented cider in the building situated on lot 11 of block 7 of the City of Bend for a period of three months from the 10th day of April, 1907.
Respectfully,
A. B. Hestebert.

Problems That Confront The Irrigator.

POTATO CULTURE.

From Farmers' Bulletin No. 35, issued by the U. S. Department of Agriculture.

DISTANCE BETWEEN PLANTS.

To frame a general rule giving best distances for seed pieces of different sizes is plainly impossible, for the distance at which the largest yields is obtained depends also on the variety, the season, the soil, and the fertilizers. However, the results of some of the investigations covering this matter afford help in deciding on the proper distance under varying conditions.

It has been shown that if very small cuttings are used, and if the soil is fertile, the distance can be reduced to 6 or 9 inches without sacrificing the yield, provided the season happens to be favorable, but this is not generally advisable.

On rich soil cuttings of considerable size can be advantageously planted as close as 12 inches.

Checking effects a saving of labor in cultivation, and also in planting and harvesting, when these latter operations are performed by hand; hence expensive labor and the absence of machines for planting and harvesting the crop are conditions in favor of checking. For planting in checks a variety can be chosen which makes a large growth of vines and which forms many tubers in each hill, thus more completely utilizing the space at its disposal than could a variety with small vines and few tubers. In checking there is danger on rich soil that some of the tubers may grow to an objectionable size. Potato growers in attempting to obtain a phenomenal yield, as in contest for prizes, almost universally plant in drills rather than in hills, and place the seed pieces from 8 to 15 inches apart.

The advocates of planting in drills claim that by this method a larger yield can be obtained, and experience seems to confirm the correctness of this view. The few experiments that have been made on this question are not entirely conclusive, though the majority of them favor drills.

Although no fixed rule regarding distance of planting can be given the following general considerations are widely applicable:

(1) For maximum yield of salable potatoes plant in rows as narrow as can be conveniently cultivated.
(2) Crowd small seed pieces close together in the row, increasing the distance with every increase in the size of the seed piece; avoid on the one hand such close planting as to greatly reduce the average weight of the tubers, and on the other such wide spacing as to leave any considerable portion of the soil unshaded by the full-grown vines.
(3) As a rule, the richer the land the less the required distance between sets.
(4) Varieties with strong growth of vines or which set many tubers in a hill should have greater distance between plants than is necessary with less vigorous varieties.

CULTIVATION.
Soon after planting, and again just as the young plants are beginning to appear above ground, the field should be harrowed, inclining the teeth of the harrow backward. This is a cheap method of cultivation, since a wide space is covered.

More Farmers' Lines.

The Deschutes Irrigation & Power Company at the time of constructing their ditches installed a very expensive and extensive system of telephones along the ditches. This telephone system was for the exclusive use and convenience of the irrigation company. Recently the Deschutes Telephone Company has acquired this system and intend soon to rebuild the line, building farmers' lines wherever subscribers can be obtained along the ditches. In the meantime the irrigation company, in order to accommodate the settlers until the telephone company can build lines to them, has agreed that the line reserved for their exclusive use may be used in the conduct of general public business.

It is also effective in destroying small weeds, in leveling the ridges left in planting, in preventing the formation of a surface crust, and in keeping the land covered with a mulch of dry earth, thus conserving moisture within the soil below. Subsequent cultivation should be frequent so as to accomplish these same ends. Almost any pattern of cultivator may be used, provided it is made to do shallow work. However, if the ground has become packed the first cultivation may be deeper. Experience and exact experiments generally favor flat or nearly flat cultivation. Excessive hilling during cultivation intensifies the effects of dry weather. It also results in breaking many of the feeding roots between the rows. The frequent use of the cultivator should be substituted as far as possible for hoeing. If a severe frost is apprehended soon after the plants come up, the tops should be covered by throwing a furrow to each row.

HARVESTING AND STORING.

The death of the vines is the signal for digging the main crop. For the early market potato growers do not wait for this, but are governed by the size of the tubers. As long as any portion of the vine is green the tubers can continue to grow. At the Vermont Station White Star potatoes, planted May 20, yielded 163 bushels per acre of merchantable potatoes when dug August 22; 234 bushels September 1; 303 bushels September 12, and 353 September 22. More than one-third of the merchantable crop was made after September 1. At the above dates the average size of all tubers was respectively, 3.7, 4.4, 5.2, and 5.7 ounces, respectively. These figures show the importance of protecting the foliage from the late blight by spraying, and they also afford some data as to the rate at which potatoes develop late in the season.

In gardens very early potatoes are sometimes obtained by carefully removing a few of the larger tubers from the growing plant, replacing the soil and allowing the smaller potatoes to continue growing ("grabbling"). Experiments conducted in Germany by Wollny and Nobbe, and in Austria by Leydhecker showed little or no loss as a result of this operation carefully done. The large amount of labor required prohibits "grabbling" except when early potatoes are selling at a price very much higher than can be expected from the later crop.

In harvesting a large area a high-priced potato digger is frequently used; hand digging with a four-tined fork is probably the best method on small areas, though many make use of a potato hoe or of a plow. Careful handling always pays and extreme carelessness is necessary, especially with the early crop, to prevent injury to the tender skin of the immature potatoes.

In harvesting, as well as in storage, potatoes should be exposed to light as little as possible. In storing potatoes a low temperature is required. The potato tuber is uninjured by a temperature of 33 degrees F., and one authority gives the freezing temperature of a potato 30.2 degrees F. Warmth favors sprouting, which injures potatoes both for planting and eating.

This act on the part of the irrigation company will be very greatly appreciated by not only the settlers but by all the business men of this county.

There's NEWS in The Bulletin.

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