

THE BEND BULLETIN

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

CHARLES D. ROWE, EDITOR

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A Question of Relative Importance.

In determining whether or not a railroad should be permitted to build up the Deschutes canyon into Central Oregon, just one consideration should be borne in mind, and that is: Which will be of more value to the state and which will benefit the most people, a railroad into this section or a power dam in the lower river? Which will return the greatest good to the greatest number, a railroad or a power proposition?

The reclamation service expects, by means of the proposed dam, to develop electric power, convey it over to the Umatilla project and pump water for the reclamation of 200,000 acres. An average valuation for that land would not exceed \$150 per acre under a high state of cultivation. Thus the reclamation project would increase the taxable property of the state something like \$30,000,000. Now let's see how a railroad through the Deschutes canyon into Central Oregon would affect the taxable property of the state, or in other words affect the property valuation.

It is stated that there are more than 30,000,000 acres of land in the section to be benefited by the proposed railroad. It is a conservative estimate to figure that a railroad into Central Oregon would increase the value of this land—on an average—\$5.00 an acre. A \$5.00 per acre advance would increase the taxable property of the state \$150,000,000. There it stands, \$150,000,000 in favor of the railroad as against \$30,000,000 for the reclamation or power project; an even five to one.

There are still other ways to show the great difference in importance between the two undertakings. The Madras chamber of commerce states in a letter to the Portland chamber that there are 500,000 acres of wheat land in the Madras section awaiting the coming of a railroad. This land would easily be worth \$30 an acre with transportation provided. That would mean a valuation in the Madras section alone of \$15,000,000. The Deschutes Irrigation & Power Company have contracted to reclaim nearly 300,000 acres in the vicinity of Bend. A railroad would make the development of this land certain and rapid. It is generally conceded here that—at a very conservative estimate—this land will then be worth at the lowest \$100 an acre. That would mean a taxable valuation in just a small portion of Central Oregon of \$30,000,000. These are only "drops in the bucket" as compared with the whole of Central Oregon—the portion that would be benefited by the Deschutes railroad. There are the millions of acres of timber, and mile after mile of land that some day will be cultivated either under irrigation or by dry farming. There is no comparison between the reclamation service's power project and

A Religious Author's Statement.
 Rev. Joseph H. Fesperman, Salisbury, N. C., who is the author of several books, writes: "For several years I was afflicted with kidney trouble and last winter I was suddenly stricken with a severe pain in my kidneys and was confined to bed eight days unable to get up without assistance. My urine contained a thick white sediment and I passed same frequently day and night. I commenced taking Foley's Kidney Remedy, and the pain gradually abated and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy."—Bend Drug Co.

the railroad as far as the benefit to be derived from each is concerned. The power project would make possible the reclamation of a paltry 200,000 acres. The railroad would open up an empire.

Furthermore, competent engineers, state that sufficient power can be developed to reclaim the Umatilla lands and still allow the railroad to build over its present surveys. If this is possible, there should be no question whatever about approving the railroad's right-of-way maps.

The reclamation service men are inclined to argue that there are other routes for a railroad into this section. There may be, but Harriman's engineers, who have spent thousands of dollars in investigating that very question, say there are no other practical routes. It is admitted by all that the Deschutes canyon furnishes the best grades, and provides a water-grade, downhill haul from this vast inland empire to tide water at Portland. In these days of keen competition freight rates play a most important part in the prosperity of a country, and rates over a water-grade road would of course be lower than over a road of heavy grades. That is another reason why the Deschutes canyon should be left open to a railroad.

Look at it in whatever light one may, there can be but one conclusion, namely, that a railroad up the Deschutes is of far greater importance to the state as a whole and, of course, to this section, than the power project contemplated by the reclamation service. Measure the two propositions by the only true test, that of the greatest good to the greatest number, and the railroad stands out pre-eminently above the other.

What then is the logical conclusion? Judged by their relative importance, should not the railroad be given first consideration? If there are to be any changes in plans, the power project is the one that should give way.

WILL BEGIN ON COW CANYON.

Money Has Been Raised for New Road Through That Defile.

The improvement on the Cow canyon road will be made at once. When Wasco county agreed to spend \$600 on these improvements, it was made contingent upon the fulfillment of Crook county's promise to raise an equal amount by voluntary subscription, and practically that amount has already been guaranteed. Of this sum, which was to be raised in different sections of the county, the Madras section agreed to raise \$200. Bend and Prineville have contributed \$300, and the B. S. & I. Co. at Hay creek have donated \$100, making up the amount which was to be raised in this county. The Pioneer says that Secretary A. D. Anderson of the county Farmers' Union reports that the several branch unions in the Madras section have raised \$150 by subscription, and to this will be added \$50 which is to be raised among the business men of Madras.

The principal improvement will be the building of a new road up the bottom of the canyon, avoiding the heavy pull over "the horn," and which will eliminate the hardest piece of road between Madras and Shaniko. Other improvements will be made on the grade also. The work will be started at once, under the supervision of D. A. Howell of Shaniko, and will be finished as soon as possible.

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COMMENT BY OTHER PAPERS

Supreme Importance of Direct Primary
 The Sacramento Bee.

The most important matter before the California legislature is the direct primary. This involves not only party nominations for the legislature but also choice of United States senators. The mere statement shows how vital the subject is to the whole state. It is notorious that under the present system of nominating candidates by party conventions the Southern Pacific governs California. The object of the direct primary is to do away with nominating conventions, controlled and manipulated by bosses, in the interest of the railroad. Instead of having bosses select the party candidates, the direct primary enables the members of the party to choose candidates for themselves.

The success of the direct primary in other states is well known, and it will soon prevail in all parts of the Union. The objection that it is expensive is not valid. It is little if any more costly than any other form of official primary such as California now has. And no matter what it costs, it would be a small price to pay for freedom from boss rule. Railroad corruption and bossism have cost this state many millions of dollars.

Would Be an Unwise Act.

An agitation has been started with the avowed purpose of calling the referendum on the Oregon Agricultural College appropriation bill. The friends of the college feel that such action would be extremely injurious to the college and therefore injurious to the important interests of the state which are so closely allied with it. To avoid such a result it is important that the people of the state should be informed as to the real condition of affairs.

In the first place it is not the verdict of the people that is feared, but the effects of the delay which the use of the referendum imposes. If, by the use of the referendum, the people of the state could vote on this bill before the first of July of the present year, there would be no opposition on the part of the friends of the college to its exercise.

If the referendum is invoked the bill cannot be voted on until November, 1910, which will mean that the buildings provided for by the appropriation would not be ready for occupancy for at least three years. The present college buildings and equipment are entirely inadequate to meet the present needs. The present attendance is over 1400 while the college library will accommodate 108; the work in agriculture has increased nine times in two years while the room allowed for the work has only been doubled; in the past year the work in chemistry, which requires the use of laboratories, has doubled and there is no extra room available; the present armory will accommodate less than one-fifth of the students required to take military drill; and such illustrations might be continued almost indefinitely if space permitted. Add to this the fact that last year the attendance increased 15 per cent and that in the past four months the number of letters of inquiry received from farmers and citizens of the state generally has doubled, and it will give some conception of the extent to which this vital work will be crippled by the delay.

Moreover, the delay would make it impossible for the college to fulfill the conditions which the federal government imposes as prerequisites to the enjoyment of its bounty. The state would be forced to break faith with the federal government which has offered many thousands of dollars to aid in the educational and experimental work which is to be done in this state during the next two years.

It is for these reasons, the significance of which cannot be fully realized until the conditions at the college are personally investigated, that the friends of the Oregon Agricultural College urge that the people of the state consider well before calling the referendum.

R. D. HETZEL,
 Oregon Agricultural College.

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WAYSIDE NOTES

By the Wayside Scribe.

Say! Did you ever stop to think when you were in a hurry to get somewhere that the horse you were driving gets tired like yourself when overtaxed? Perhaps not, or you would surely be more merciful.

If you would remember the fact that every living thing among animals is built on much the same principles, breathing the same air, and requires the same nutriment to sustain life, you would realize the fact that it would suffer the same pain as you would placed under similar conditions. How often we see the lines jerked and the bit sawed through the mouth of a patient horse driven until his legs are too tired to keep the track. How few the words of kindness and regard in the voice of the master, that reaches his ear. He for whom he toils day in and day out, to whose benefit his life is devoted, carrying his heaviest burdens and pulling his heaviest loads with only a little bundle of hay and a feed of grain at night for recompense.

It's a mean man that will abuse his faithful, dumb servant in this way and yet it is a fact that among all our farm animals none suffer more cruel treatment than the horse.

Perhaps you forget and perhaps you have just gotten into the habit of jerking, whipping and kicking him when he don't do the thing you want him to, even though it was but an unexpressed thought in your own mind of which you had given him no intimation. Anyhow, when you came to where the roads forked and he took the wrong one, you jerked so hard on the line that the sharp bit sawed so cruelly through his tender, sore mouth as to set him back on his haunches, and this made you still more angry, and you seized the whip and gave him several stinging lashes. For half an hour he felt the pain yet trotted briskly along in his patient efforts to please his master. You were cross all the rest of the way home just because of this one little mistake your horse made at the road forks. You had been to church, too, that day and in public said you were a follower of the Lord. But you forgot it, I guess, or else you are naturally a hypocrite and didn't mean it when you said it, for the Lord said "Blessed are the merciful." And a merciful man is merciful even to his beast. And you keep on forgetting it, too, for every time you go out to the barn you speak to your horse as if you would like to knock him down.

You have kind words and a smile for strangers you never met before but for your servant whose life is wearing out in your service nothing but kicks and blows, without patience or restraint. You may stand well in your church but in this one thing thou lackest, no difference what creed you uphold. True Christianity is not a thing of words alone, its dwelling place is in the heart. And who shall say that this great beautiful world in which we live shall not in some far off future day be perfected and become the heaven of which we read and for which we long. Of this we are assured, that through man's great transformation is being attained and kindness is one of the golden keys to the gate of the Beautiful City that lieth four square.

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