

**THE BEND BULLETIN**

**SUBSCRIPTION RATES:**

One year.....\$1.50  
Six months......75  
Three months......50  
(Invariably in advance.)

WEDNESDAY, APRIL 13, 1910.

**OREGON LANDS FOR ALL.**

Says the San Francisco Chronicle: The inspector of the Canadian government offices in the United States reports that during the last 12 months 88,488 settlers from the United States have entered the Canadian northwest. Statistics, he says, show that American immigrants enrich Canada about \$1000 per capita.

The lands of western Canada may be rich and they may be cheap. Point out, however, any territory in America whose opportunities equal those today offered by Oregon's inland empire. The last and by far the greatest of the railroadless lands of the West is feeling the wonderful economic impetus of railroad development. The two mightiest transportation systems in the United States are striving to reach a long neglected goal—the waiting resources of Central Oregon.

No longer is the railroad's coming problematical. Not one, but two roads are assured certainties. Not one, but several intersecting lines will make of the dormant Deschutes Valley the scene of an unparalleled development and prosperity. Not only will the local shipper have his choice of route, and thereby all the benefits of competition, but also a choice of markets, to the north, south, east and west.

In a territory of such promise there remains today more than half a million acres of untaken land, awaiting the coming of the homesteader. Nor is it scrub or worthless, but a level, rockless, sage-clad plain, far superior to the meagre land prizes that fell to the lot of the fortunate few in last summer's widely advertised Indian land lotteries, and infinitely beyond comparison, for instance, with the homesteaded areas of the Dakotas.

Land there is aplenty right here in Oregon, to be had for the taking, it not for the asking. Small need, then, for this reported rush of the land hungry to the isolation and bleak homemaking of far Canada.

**UNPROFITABLE KNOCKING.**

The various towns of Central Oregon seem to be acquiring an unenviable reputation as "knockers," each one striving to run down the other with an industry which otherwise expended might accomplish worthy results. Nothing can be more absurd than the popular state of mind evidenced by such action.

There is room and inevitable need for a score of goodly towns and a dozen cities in this inland empire of Oregon. The coming of the railroads and the settlers will not only build up the existing towns but will bring to life many more. And it is an undeniable fact that every town now on the Central Oregon map will thrive and grow without in any way conflicting with its neighbors. Each has its own territory, its own natural assets and its particular possibilities. The instances where "tributary" resources or territory really conflict are as rare as they are unworthy of consideration. There exists, then, no earthly need of "knocking," because there is no cause of jealousy. The detractor of the advantages of "the other fellow's" town in the long run does himself and his own town the damage he aimed abroad. As a principle of business and decency it does not pay.

Which leads us to the point of calling attention to the absence from The Bulletin's columns of all town knocking news (Hillman we refuse to dignify with the title of "town.")

We have gladly acceded to the request of certain residents of Laidlaw that The Bulletin publish news matter in its columns which apparently hitherto has been somewhat choked, journalistically. While regretting the incidents that have forced upon us the duty of sole news gatherer of our sister town, we yet are glad to render a requested courtesy to its citizens. Without entering at all into the particulars of the dissensions that seem to have divorced the Laidlaw sheet from local esteem and support, we take this opportunity to state that The Bulletin has arranged for weekly news dispatches. Not only will Laidlaw news be covered as well as circumstances permit, but there will be free access to The Bulletin's columns for any legitimate communications from its citizens. We fear the Chronicle may be aggrieved at our course. However, by publishing what Laidlaw's citizens desire and what they apparently are unable to have printed elsewhere, we at least are bettering our heavenly chances by rendering

**CENTRAL OREGON LANDS**

The reason that may be causing you to wish to sell will likewise cause you to seek an early sale. We have good outside connections that will enable us to handle readily almost any good proposition. List your farm or town property with us.

**Bend Investment Company**

Next Door to Postoffice.

a charitable service. For doubtless hereafter the Chronicle's wrath, descending upon our shoulders, will be diverted somewhat from Laidlaw's long suffering citizens.

In last week's issue of The Bulletin something was said concerning the importance of a newspaper's advertising columns as a directory of the industries and business establishments of the town which supports it. The week has brought to attention two interesting instances in connection with this matter. To a railroad official desiring a complete list of local realty dealers a copy of The Bulletin was sent, its "ads" chronicling practically every real estate man in town, the exceptions being otherwise supplied. From a recent letter to The Bulletin the following extract is taken: "I see no lumber advertised in your paper. Is it possible that Bend has no mills, and if so, where do you get your lumber for building? Kindly let me know lumber prices etc." Nuff said.

A Bend merchant sent a big order of job printing work to Portland. We objected. He said he could get the work done much cheaper there than here. Without knowing the figures quoted him from Portland we made an estimate on the work. Our prices exactly equalled the Portland prices. The merchant was paying the express from Portland in excess of the cost of the work if executed in Bend; also, he was hurting himself and the town, as well as losing money. He said he was sorry, cancelled the Portland order and gave us the work. Now he is one of our most enthusiastic customers. This is not a fairy tale; we are ready to supply names and figures to prove its truth.

A few sad-eyed dyspeptics still wail "there ain't'er going to be a railroad" and that anyway if it is built it will miss Bend. Delightful! But one wonders why that big bundle of right-of-way deeds was delivered to Stevens; why the cold, cold cash has been distributed so uncomplainingly in land purchases, and how it happens that contractors already are buying hay preparatory to starting camps at Bend next week.

The attraction of Pelican Lodge as a retreat far from the sound of the locomotive bids fair to be short lived. Evidently the new owner is not so intent upon Central Oregon railroadlessness as was the old.

"How some people do hate the persons who attend strictly to their own business." That's from a neighboring paper. But people who live in gas houses ought not to throw matches.

It is reported that while the editor of the Lebanon Express was at supper \$13 was taken from the paper's till. The affluence of the Express is to be envied.

It is a duty of every citizen to aid in the taking of the census to the best of his ability.

He knocks worst who knocks last.

**For Rent.**  
Furnished or partly furnished five room house near school house. Near ditch. References preferred.  
R. M. RAY.

**All Who Love Little Ones** will provide purest of the pure in **Candy**.  
Look for the Seal of Purity  
Patronize the "Modern Dealer"  
Modern Confectionery Co., Mfrs., Portland, Oregon

**THOMPSON CO. OPENS OFFICE**

J. A. Eastes, Representative of New Lytle Concern, in Bend.

The M. E. Thompson Co. of Portland, into whose hands recently was transferred the holdings of the Lytle Townsite Company, have opened their offices in Bend on Oregon street. J. A. Eastes, the company's local representative, has come here with his family, with the intention of making Bend his permanent headquarters.

Mr. Eastes was formerly director of the Portland retail grocers' association. Says the Grocers' Magazine, at the end of a commendatory article regarding his work: "We commend Mr. Eastes to the citizens of Bend and to the merchants in particular." The Portland firm, it will be remembered, also are handling the Madras townsite; it is their intention, says Mr. Eastes, to spend much money in advertising this section of the Deschutes Valley.

**Notice.**  
If you wish to have your express and light freight come in along with your letters and daily papers, have it come in on the mail line.—THE CORNETT STAGE & STABLE CO. 25tf

**Results For Policyholders Is the ONLY Consideration in Oregon Life**

The Policyholders' Company

That's why discriminating buyers of life insurance give Oregon Life preference.

That's why no other life insurance company did so large a business in Oregon in 1909 as Oregon Life

That's why in 1910 Oregon Life is surpassing month by month its magnificent record of last year.

Oregon Life, the only life insurance company exclusively Oregon.

**BEST FOR OREGONIANS**

Home Office, Corbett Bldg., Fifth and Morrison, Portland

**A. L. Mills L. Samuel Clarence S. Samuel**  
PRESIDENT GEN. MANAGER ASSISTANT MANAGER

**E. N. STRONG, Central Oregon Agent.**

**AUTOS WORRY ANTELOPE.**

Quiet Burg Made Dizzy by Unaccustomed Speed.

The echo of a complaint comes from Antelope to the effect that the citizens of that incipient town object to the speed it is alleged autos maintain through its corporate limits. It is understood that the cars crowded with investors and home-seekers hastening to interior points have left Antelope breathless and dizzy.

The complaint against the alleged speeders is based upon an Oregon statute prohibiting the running of autos faster than eight miles an hour through the business streets of a city. The auto drivers, who "auto" know, declare first that the law is respected, and secondly, that anyway they never have been able to discover the "business streets of the city" whence the complaints emanate.

**CENTRAL OREGON NOTES.**

There were 79 homestead entries recorded at the Burns land office in March.

On the night of April 4th, gambling games progressing in some Shaniko saloons were raided and arrests made. Twelve prisoners were taken to The Dalles.

A Wenandy-Bunten automobile made a record run to Klamath last week. Leaving Bend at nine in the morning they were back at the same time the next day, having put in the entire night on the road. J. H. Wenandy and Donald Grant, a railroad contractor, were in the car and Chaffeur Fox at the wheel.

**Auction Sale.**  
Notice is hereby given that there will be offered for sale and sold to the highest bidder on Saturday, April 30, 1910, at 2 p. m. at the office of Hunter & Staats in Bend, Oregon, the following described real estate: All of parcels 21 and 28 of Lytle acre tracts, save and except the railroad right-of-way 100 feet wide. (5tf) COMMITTEE.

**Lost, a Team. \$20 Reward.**  
Dapple grey mare, weight about 1150, brown horse nearly 1200 weight, both branded, 25 on left shoulder. Strayed last Sunday afternoon from my ranch near experimental farm.  
5-7 J. O. WILLIAMS.

**320-ACRE HOMESTEADS**

WE HAVE THE **Best Wheat Land IN CENTRAL OREGON.**

FREE AUTOMOBILE TRIP from Bend to the lands and return for all who locate. LIST YOUR CITY PROPERTY WITH US IF YOU WANT A QUICK SALE.

Write for Particulars, to **Merrill & Wilkinson Company** BEND, OREGON.

**NOW OPEN FOR BUSINESS**

**The Deschutes Banking and Trust Company**

Capital \$15,000 Fully Paid

**CONSERVATIVE BANKING FOR CONSERVATIVE PEOPLE**



Courteous treatment and all the privileges consistent with good banking extended to patrons.

Call and get acquainted with our methods.

**The Deschutes Banking and Trust Company**

L. B. BAIRD, Pres. J. W. MASTERS, Vice Pres. M. G. COP, Cashier.

**Radcliffe Bros. Auto Co.**

**DAILY TRIPS**

Between Shaniko and Bend and All Interior Points of Central Oregon.

Address: RADCLIFFE BROS. AUTO CO., Bend, Oregon.

New Cars 40 Horsepower Vellie Reliable Drivers

**Hotel Bend**

Corner Bond and Oregon Sts.

**AMERICAN PLAN**

Rates \$2 and \$2.50 a Day

HUGH O'KANE, Manager

FOUR HORSE LIVERY. SADDLE HORSES.

**Bend Livery, Feed & Stable Co.**

J. H. WENANDY, Prop.

ALL KINDS OF LIGHT AND HEAVY

**LIVERY**

Also HAY, OATS, BARLEY, WHEAT, CHOP WHEAT, BRAN AND MIDDINGS.

All Orders promptly Delivered. Order by Phone No. 18.

Horses Bought and Sold. Light and heavy Horses for Sale.