

THE BEND BULLETIN

SUBSCRIPTION RATES:

One year.....\$1.50
Six months......90
Three months......50
(Invariably in advance.)

WEDNESDAY, JULY 20, 1910.

THE BROADER VIEW.

The midsummer dull season, when people hie themselves to the mountains or seaside, or remain at home and keep comfortable, is a good time to pause and consider some things that are likely to be overlooked in time of rush and boom. Philosophic reflection will hurt none of us; we may gain much by it.

The criticism is sometimes heard that for a town of 1000 population prices in Bend are too high; that it is unreasonable to put such figures upon real estate or labor or potatoes. Such criticism proceeds from an imperfect view of the situation. If Bend were merely a town of 1000 inhabitants its prices would be a serious fault. But—stop, look, listen.

Bend is not for a moment to be compared with the ordinary community of its size—and this statement applies with similar force to other substantial towns in Central Oregon. It is not merely one hamlet of many, in a country already developed and having well-balanced industries, including transportation. Comparison made with such towns is sure to lead to wrong conclusions. Central Oregon is an empire of vast extent, remote from transportation, of known riches and almost totally undeveloped. The quickening force of transportation is at hand and the world is knocking at the door—not a world worn with failure elsewhere, feeble and discouraged and content with a place to lay its head and a crust to stay its stomach, crowded off into the unknown to survive or perish "unhonored and unsung," but a world very much "up and coming," bringing from elsewhere the product of successful industry, bringing intelligence, ambition, hope and determination to succeed, bringing the capital and energy necessary to "make things go." For more concrete illustration, if the Willamette Valley has produced Portland, to say nothing of half a dozen other considerable cities, what may be expected in Central Oregon, where a country of equal riches (though of different kind) and much vaster extent stands just at the threshold of development? And whereas it has taken two generations to produce the results we now see in the Willamette, conditions here are such that equal development is promised in a decade, or at most a score of years. Suppose the Willamette Valley had been shut up until now, as Central Oregon has been. Wouldn't things hum at its opening? And would not such activity be perfectly rational?

Now, the opportunity being here and the pressure to take advantage of it being so great, is it any wonder that prices go up? It is not local people who have put them up, but outsiders who recognize the strength of the situation and crowd in and insist on participating. Central Oregon's development will compare with that of Western Oregon as the electric compares with the ox-team age.

There is no occasion for invidious comparison, for we have room for all in this wide region and there will certainly be more than one good town. Bend's situation may be referred to for the purpose of bringing home certain responsibilities and obligations that are sometimes overlooked. It is hardly to be expected that any community will sit on the banks of the Deschutes and grow fat and rich by levying toll on the tributary country. Neither will scenery nor stockraising nor farming make a great city, however desirable they may be as incidents. They do not call population together. Manufacturing and commerce make cities. Without these there would not be a city in the land.

It is not our purpose here to dwell upon Bend's magnificent water power, already developed within the town; upon the billions of feet of yellow pine, coming right to the city limits, and the milling facilities; upon the prospective flour mills, woolen mills, beet

sugar mills, etc.; but rather to call attention to Bend's duty as a leader in this region. It must blaze the way in many lines. It must take the initiative in development operations, in publicity work, in educational matters, in business of all kinds. It must set an example in public order and good government. Civic pride is a most excellent thing to encourage here; nothing will yield greater returns. Bend should be pre-eminent in this, because it has the situation to work upon—the raw material, if you please—and the opportunity for making a model community. It has everything to gain from such leadership.

These things will not come without attention—competent and painstaking care. As somebody has very aptly said, "common consent of the incompetent proves nothing." It requires real study, real work, real organization to achieve such results, and they should be built upon the lessons of experience. Nothing that is worth while will be invented here in defiance or ignorance of the previous experience of mankind. We may profit much from the past.

It is "up to" Bend to use its great opportunity or lose its position as a leader. No one man or one concern can do this. It will require community effort.

Football, prizefighting, mountain climbing, pole seeking and the rest of the galaxy of life-endangering pursuits which have delighted the public and the performers' press agents since gladiatorial exhibits went out of date, now are to take a back seat, the mile high airplane having overshadowed all of them with the unique attractions of its dangers. Already the aerial season has seen more fatalities than did last year's football season, while the ultimate annual lists of casualties quite doubtless will exceed even that of an averagely patriotic Fourth of July.

The fact that customs receipts for the past fiscal year exceeded those of the previous year by \$32,000,000 doesn't seem to argue very strongly that that "best tariff law the country ever had" was a revision downward. And the new law has been in effect only since October 1, too. Import duties last year, under this beneficent new law dictated by the interests, were the largest in the history of the country.

The late Chronicle of Laidlaw has risen from the dead and now appeareth in Redmond, promising that its title hereafter is to be the Redmond Spokesman.

Many Autos Owned in Bend.

Twenty-seven automobiles now are owned in and operated from Bend. The roster of local auto-owners is as follows:

U. C. Coe, Central Oregon Auto Co. (3 machines), Crook County Realty Co., H. H. Davies, H. C. Ellis, Bony Auto Co. (4 machines), B. Ferrell, J. Goodfellow, J. N. Hunter, Home Land Co., Henry Linster, J. M. Lawrence, C. W. Merrill, Merrill-Wilkinson Co., Radcliffe Bros Auto Co. (2 machines), Frank Robertson, W. W. Staats, Carlyle Triplett, and Creed Triplett.

Evangelistic Meetings.

Special meetings will begin Tuesday evening at 8 o'clock to be continued over next Sunday at the

Baptist Church to be conducted by Rev. J. B. Yousek, pastor evangelist of the Presbyterian Church for Eastern Oregon. All are cordially invited to attend.

CRATER

Liberal inducements offered for the location of a small saw mill immediately at Crater. See J. T. Robinson Jr., local representative of Crater Townsite Co. Bulletin Building.

How many flies will light on a sheet of tanglefoot in one week? Go over to the National Market and your judgment may be worth money.

Lost—A team of mares, about 850 weight. One grey, one bay, Branded S on left shoulder. Both have halters on. Lost six miles east of Prineville road. Send information to Bulletin office. \$20 reward for recovery.—CLARENCE V. BARTO. 14tf

FOUND—Bay Horse—2½ miles east of Bend, on Bear Creek Road; weight about 1100 pounds, no brand, three shoes, white star in forehead, both hind feet white. Owner may have same by calling, proving ownership and paying expenses.—G. L. Moore. 16-18

Advertise—it pays.

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 STAGG & STABLE CO. 25tf

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