

THE BEND BULLETIN

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WEDNESDAY, FEB. 1, 1911.

SOME FIRE FACTS.

Last week fire destroyed another building in Bend, this time beyond the reach of the water system. If it had been discovered in time (in this case it was not) there would have been a splendid opportunity to try out the new chemical engine and get some practice in its use. However, no matter where the fire was or at what stage it was discovered, the chemical engine could not have been used because it was not in working order and no one knew how to use it.

Here are some fire facts. They interest every tax-payer and every property owner in Bend.

The City paid \$750 for the chemical engine. In addition there was \$79 freight charges, making a total of \$829. The engine arrived on January 12, yesterday after having been in Bend 20 days, the engine was prepared for use.

Another matter. Wouldn't it be a good idea to have electric lights in the hose house, to eliminate delay in getting out the equipment at night? And isn't there something in the plan, freely discussed during the last two weeks by many interested people, that rival hose companies be organized, electing their own officers and having competitive drills?

A postscript. Since the above was written the engine has been moved to Wall Street, there to occupy a portion of a private store. This certainly is a move in the right direction, for certainly it should be kept near the center of town. But would it not be better for the city to have its own quarters however small and temporary?

The Portland Oregonian solemnly avers that the Panama canal has its being "chiefly for naval and military purposes." As a financial investment and an avenue of commerce the canal will be a failure, declares that paper's editorial solum. Whatever can be said for and against Hobson's choice of fortifying the big ditch it certainly is to be devoutly hoped that we are not expending that \$400,000,000 merely for a military plaything. Those who are developing Pacific Coast cities always have entertained a suspicion that the business they would give this great national waterway and the business it would give them, would come pretty near putting it on a paying basis, after a few years at least.

Complaint is being made by homesteaders in the country to the southeast that a bad bill exists on a section line road near the McGillivray ranch. Apparently a little labor might put this in good shape. The Commercial Club could well take steps to have the matter attended to, either with local funds or by requesting county attention. Certainly Bend desires to offer every aid to the settlers in this territory, and facilitate their trading at this point—a trade which daily is growing in volume.

If all the watches and clocks in Bend were assembled, it is extremely likely that the hands of no two of them would point to exactly the same hour and minute. For from the standpoint of Father Time, Bend is a veritable timeless Babel. A city clock, placed over that fire apparatus house which ought to be built in an accessible location, and regulated every day by telephone with correct Western Union time would straighten matters out wonderfully.

The prize competition of school pupils' exhibits to take place at the Central Oregon Fair this year, outlined elsewhere in this paper, is a matter which should receive the attention and support of every parent in the district.

To the Hotel Bend belongs the distinction of installing the first

electric sign in Bend. With our unlimited water power for generating cheap electricity it will not be many years before Bend is one of the most brilliantly illuminated cities in the Northwest.

So the House Committee finds that Peary missed reaching the actual pole by 1.6 miles. That's hard luck for the arctic commander. But it affords an opportunity for another north pole jaunt, with plenty of publicity and high-rate magazine writing.

Procrastination.

One great criticism of our road improvement policy here in Pennsylvania is that it is too long in accomplishing its object, says the National Stockman and Farmer. We know of one road on which improvements were begun last year. The grading was completed far ahead of the paving, which, of course, left the unpaved portion a big mudhole when winter came. This year the grading on this three mile stretch has been completed, but no more paving is being done. Another winter will find the public struggling in the mud on this new grading, while the road will have to be reshaped when the paving is finally reached. There should be some plan of improvement whereby a road need not be torn up three years in the making. The public is ready to suffer inconveniences for the sake of better roads, but it should not have to suffer them for so long a time.

Danger in Unexpected Road Funds.

A Florida good roads enthusiast who appears to favor the actual construction of roads rather than paper or vocal road building puts it as follows: "We beg to assure the bond trustees, wrapped and enveloped and accompanied by our most distinguished consideration, that good roads bonds are vain and worthless until they are cashed and the cash expended for the most estimable and excellent purpose originally intended. A million dollar road fund unexpended is a most worthless and dangerous possession."

Money Goes Abroad.

The \$50,000,000 a year American tourists are said to spend in Europe on automobile trips would largely be spent at home if we had good roads for touring.

Oregonian Advertising.

If you want to interest people on the outside in lands you have for sale or get homesteaders to locate, why not try a little advertising in the Portland Oregonian as well as the Bend BULLETIN? The BULLETIN will take your copy here and send it in for you. We'll arrange for reader and display ads for you. The rates are the same as if you sent to Portland. TF.

FOR SALE—Six of the finest lots in Deschutes, level, water by ditch and with city water. Next to new residence. Inquire Bulletin office.

Applications for Grazing Permits.

Notice is hereby given that all applications for permits to graze cattle, horses and sheep within the Cascade National Forest during the season of 1911, must be filed in my office at Eugene, Oregon, on or before February 15, 1911. Full information in regard to the grazing fees to be charged and blank forms to be used in making applications will be furnished upon request. CLYDE K. SMITZ, Supervisor.

F. S. SANDBORG, M. D.
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