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WEDNESDAY, OCT. 18, 1911

AN APPRECIATION.

Editor Bulletin: I wish to express to you my thanks and appreciation of your paper last week, containing as it does a truthful, clear and interesting description of our great celebration on Railroad Day. I have read it carefully with my mind's eye on the effect it would make on the friends "back East," and I am proud and pleased to send as many papers as I can afford to buy to the friends there. I just wish the parade could have been illustrated in colors. To me it was wonderful and expressed the whole thing, but I suppose no one who had not lived in a new and desert land could appreciate it as we do. The exhibit was not such a surprise to me, for I have seen how things grow in here. Yours thankfully, A WOMAN RANCHER.

DEMAND FIRE PROTECTION

The disastrous fire Thursday served to remind Bend people who own buildings that their property is at all times imperiled from fire. The utter inadequacy of the means provided by the City Council was laid bare. With another line of hose and a hydrant at Nevada and Bond streets with which to connect it, the volunteer firefighters could have stopped the blaze Thursday before it swept away two of the three buildings which it destroyed and threatened the whole business district.

With characteristic lack of zeal for the welfare of the town, the council has done almost nothing in the way of providing adequate means of fighting fire. Since the first of January over \$100,000 has been put into new buildings in the town, both business and residence. The business men have asked for the installation of new hydrants at various places and other means of protection, but have not got them. In May the council ordered a hydrant placed at the corner of Nevada and Bond streets, near where the fire occurred last week. On August 29 it had not been installed and the council voted again that it be placed immediately. Today there is still no hydrant there. That is the way the council does "business." Some of the councilmen, it is true, have had the interests of the citizens at heart, but have been blocked by others in the body who seem opposed to all progress. It is not necessary to mention names, as most of the people of Bend know about where each councilman stands.

Not only business property, but residences as well are unprotected from fire. In Park Addition and other parts of the city have recently been built a number of homes that are a distinct credit to Bend. In the event of fire, only a small lawn hose would be available for fighting the flames. There are no hydrants anywhere near, and every foot of hose in the city would not be long enough to convey water to the burning building.

The leading taxpayers are "up in arms" and demand that something be DONE—not merely ordered. They declare their demands are just and must be granted. Not merely one or two have raised their voice, but all of them.

RAIL AND WATER TRAFFIC

It has become distinctly fashionable for editorial writers who

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THE COURTS.
Circuit Court—First Monday in May; third Monday in October.
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CITY OF BEND
Mayor..... H. C. Coe
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haven't the misfortune to own dividend paying railroad stock, periodically to take a whack at the transportation companies. Usually the thoughtful activity of the reformer scribe takes the direction of demands for "regulation": regulation of the common carriers in nearly every conceivable direction and by nearly every conceivable agent.

All well and good, to a certain degree. The railroads, like other large commercial organizations, are in business not for their health or for that of their patrons, the public. Wherefore it behooves the public to safeguard its own interests to the best of its ability. The question which occurs to us is not whether all the howling at the railroads, and demands for their stricter legislative regulation, actually accomplishes good or harm; for even wise heads who unblushingly state that they understand the benefits accruing to the country at large from the blessed Payne-Aldrich tariff would be baffled in seeking an answer to such a riddle. Not that; but why not turn a little regulation upon the water transportation companies, if the railroads are to remain such a universal target?

There are vessels doing business between Puget Sound ports. There are vessels freighting along the Columbia and Willamette rivers, and between Pacific and Atlantic ports. All are conducting a transportation business in competition with the railroads. To be sure, the volume of their tonnage may be insignificant in comparison with their land rivals. Yet the principle remains identical. A railroad expends an enormous amount in establishing its lines. It is a fixture. It cannot quit when business is dull. Every day it must carry out its schedules; year in and year out it must maintain its repairs and pay interest upon its investments.

On the other hand, a steamboat, with the tremendous advantage of an absolutely free "track," with no investment aside from its own actual cost, is allowed absolute freedom. When trade picks up in certain localities the steamers are free to step in and reap what profits they can while the good times last. They can come and go as they choose, so far as the restrictions of their native element permit, with tariffs never stable, with schedules fluctuating at their own sweet will, and with all the unlimited instability and carefreeness that characterized the railroads of a generation ago.

A pessimistic prophet who chose to seek such sights in the economic crystal of the future might predict that the time is coming when more attention will be directed to the rivals of the railroads than to the railroads themselves, provided the latter still remain upon the face of the earth.

Will the officials of Bend and Crook county allow those women, whose presence the fire revealed to all, find another abode in Bend, or will the law be enforced?

Did you ever notice that a woman is never satisfied with the way her hair is fixed in the back? Especially is this true if she wears a diamond ring.

Over in Germany an arm fell off a statue of Bismarck the other day. Evidently some American book agent had been around recently.

It is only a little over six weeks now until the election of mayor and councilmen, and yet not a candidate has entered the race.

Another thousand feet of hose will go a long way in saving Bend from such a disastrous fire as that last Thursday.

With the season of ducks and geese here, we'll soon hear of some "goose" shooting a man.

"PERSISTENT BEND SPIRIT." (Burns Times-Herald)

Although all the other machines were stalled on Buck mountain and other places along the line, the Bend bunch came right through and were the only delegates to arrive from that direction last (Sunday) night. Dr. Coe, A. O. Hunter, J. E. Sawhill and another booster arrived in a car about 3 o'clock this (Monday) morning. You can't beat Bend for persistence. They are there with the goods any place you put them.

LATCH STRING ON OUTSIDE (Klamath Falls Pioneer Press)
The meeting at Bend was also designated as one grand jollification with the latch string hanging out on every door in that little new railroad town. The people there treated those attending the celebration of the completion of the road with every possible consideration.

After the Battle.



Cat—I'll get you yet, Mr. Parrot. Parrot—You had better tackle the canary bird first and get a reputation.—New York Mail.

Old Fashioned. "What an old fashioned couple they are!" "Yes; he never uses her as the butt of his jokes when they are out in company."—Chicago Record-Herald.

Fighting For Peace. "Growler says he favors international peace." "Yes. But he is one of those people who can't talk about it without getting into a fight."—Washington Star.

Not Much. Critic—Are you going to let that young actor follow his natural bent? Stage Manager—Not much I am! He's got to play a straight part.—Baltimore American.

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