

Who Pays?

THERE IS NOT ENOUGH ELECTRIC LIGHT AND POWER BUSINESS IN BEND TO FURNISH MORE THAN A BARE LIVING FOR ONE COMPANY. WITH TWO COMPANIES THIS BUSINESS WOULD BE DIVIDED, RESULTING IN A SMALLER INCOME FOR EACH. THE TOTAL EXPENSES, HOWEVER, WOULD BE INCREASED, FOR THERE WOULD BE TWO PLANTS TO OPERATE AND KEEP IN REPAIR, TWO SETS OF SALARIES TO PAY, AND INTEREST AND FIXED CHARGES ON TWO PLANTS INSTEAD OF ONE.

EXPERIENCE IN THOUSANDS OF PLACES HAS SHOWN THAT TWO ELECTRIC LIGHT COMPANIES CANNOT OPERATE PROFITABLY IN THE SAME CITY. THE LOGICAL OUTCOME WHICH INEVITABLY OCCURS IS THAT ONE COMPANY IS FINALLY FORCED TO SELL ITS PROPERTY TO THE OTHER.

THE RESULT OF THIS TRANSACTION IS THAT AN INCREASED BURDEN IS PLACED ON THE PUBLIC, SINCE THE COMPANY IS FORCED TO CHARGE RATES SUFFICIENT TO MAKE A PROFIT ON THE DOUBLE INVESTMENT. THEREFORE,

THE PUBLIC PAYS IN THE END.

THE HISTORY OF LIGHTING COMPANIES ALL OVER THE UNITED STATES HAS PROVEN THIS. WILL BEND MAKE THE SAME MISTAKE?

Competition

COMPETITION DOES NOT BRING GOOD SERVICE, FOR GOOD SERVICE DEPENDS ON EXPENSIVE APPARATUS AND EXPENSIVE LINES, REACHING TO EVERY PART OF TOWN. NEITHER OF TWO COMPETING COMPANIES CAN AFFORD TO DO THIS.

COMPETITION DOES NOT BRING LOW RATES, FOR UNDER THE LAWS OF THE STATE OF OREGON THE RATES ARE FIXED BY THE RAILROAD COMMISSION OF OREGON.

COMPETITION DOES NOT ALLOW EITHER COMPANY TO MAKE A PROFIT. YOU CANNOT EXPECT EITHER TO MAKE IMPROVEMENTS WITHOUT HOPE OF REWARD.

IF ANOTHER FRANCHISE WERE GRANTED IN BEND IT WOULD BE HARDER TO SECURE CAPITAL FOR OTHER PUBLIC UTILITY AND INDUSTRIAL ENTERPRISES.

IT WOULD EVEN HAVE ITS EFFECT IN THE SELLING OF MUNICIPAL AND COUNTY BONDS.

Bend Cannot Afford to Have the Reputation of Not Treating its Invested Capital Fairly.

OUR INTERESTS ARE IDENTICAL WITH THOSE OF BEND. IN THE INTERESTS OF THE CITY, WE RESPECTFULLY ASK THE CITIZENS TO VOTE AGAINST THE PROPOSED FRANCHISE, WHICH WILL INJURE IT FINANCIALLY AS WELL AS IN REPUTATION.

Bend Water Light & Power Company

LAKE FOLKS MAD OVER HILL IDEA

DO NOT LIKE SAM'S NEW ROAD

Silver Lake Leader Heads Opposition To Plan—Says Road is But Little Shorter and Runs Over Dry and Barren Country—No Water.

While Sam Hill is planning his so-called cut-off on his so-called Central Oregon highway through Lake county and filling the Portland papers with reports of the advantages of the new route, the people and the newspapers in the territory affected seem to be getting madder and madder over what they call the "audacity" of the man in coming into their county and telling them where their road should run.

The Silver Lake Leader has taken the trouble to interview a number of residents in the affected sections and in its latest issue prints two columns of statements criticizing the plan. One of the more picturesque is from J. L. Cliff, a 16 year resident and the man for whom the town of Cliff was named. Mr. Cliff said:

"That is one h—l of a route for anyone of intelligence to propose. Who is proposing this thing anyway? and who is going to pay the bill? I know of no worse route, more expensive one, than this last freakish proposition. It seems to me it would be better for the County Court and the Commissioners to confer with the tax-paying public in this road-building matter and not with Mr. Hill of Washington."

In the same issue the Leader makes a long statement on the plan, extracts from which follow:

"A few weeks ago when C. C. Chapman, editor of the Oregon Voter, told the public a few cold facts relative to the failure and flagrant audacity of Samuel Hill in his efforts at building all the automobile roads of two states, we thought him a little bit severe; but now that we are having our own experiences with the stupendous gall of the erratic mind from Maryhill our opinions have rapidly changed.

"In the May 1st issue of the Voter,

Mr. Chapman said: 'If Mr. Hill ever spent a five cent piece of public money in a way that gave satisfaction to the public that he was trying to serve I never heard of it. In Washington he controlled the expenditure of millions and in Oregon he dictated the road policy for the expenditure of thousands. Bitterness, disappointment and hard feelings have followed in his wake in both states.'

"Bitterness; that was what was engendered the day following Hill's arrival here and when it became known that he had incubated an idea in highway construction for us as crazy and insane as the sand dunes and the dust storms and whirlwinds look in the desert through which his proposed route runs. The audacity of the man is making our citizens vicious, for as Mr. Chapman says, 'Each district knows its own needs better than does an outsider,' and as our own people are paying the bills and not Mr. Hill, our own people will no doubt settle all these road questions and at the same time settle that disturbed condition of Mr. Hill's head, so far as our own roads are concerned.

"This high desert road as proposed by Mr. Hill of Washington will pass through a country of sand dunes, rim rocks, whirlwinds and rimoons, and it will be the height of ridiculous folly to allow him to even further suggest such a thing, at least at the expense of the tax payers of Lake county. If Mr. Hill and his gum-shod powers from the throne wish to tickle their fancy they are at liberty to build the road at their own expense, and as the proposed route is from 35 to 40 miles from the fertile valleys in Lake county the road will be a sort of private holding for Mr. Hill, his gum-shoe elect, and their pals, the transcontinental overland tourists.

"This desert route goes through a country that has always been known as the deserts of Lake county, the same being used by the stockmen as winter range, and can be used only when the snow begins to fall, which is generally in December, when cattle, horses and sheep lick up the snow for drink. During December, January and February the winds blow and the snows drift through this desert country, which every stockman in Lake county knows. Even the cowboys and sheep herders melt snow for their camp use.

"Over this proposed desert route there will be cuts which will drift full of snow and will be impassable for two or three months during the winter. It is claimed that the roads are natural or already built to a greater or lesser degree; but the facts are that during the spring months while the snows are melting off the roads are impassable, even for

wagons, and the whole distance will need be graded in order to secure spring drainage for the roadbed. Is this desert road as proposed by Mr. Hill and his crowd an all-year natural roadbed?

"Lake county wants the Central Oregon highway, but wants it established where it should be.

"The proposed change of line of the Central Highway is now slated from Lakeview to Prineville via Abert Lake, Lake, Millican's and on, missing Paisley, Summer Lake, Silver Lake and Fort Rock in Lake county.

"The arguments of the promoters of the new line are that the distance is greatly shortened and that the snow belt is avoided. The real facts in the matter are that the distance is shortened very little, the turns and angles being about the same as are on the route now established, and the snow conditions will certainly not be improved over our Fort Rock cut-off.

"Notice the following air-line table showing the distances from place to

place on the present route established by Lake county and the proposed new road:

Lake County Line. Miles.	
Lakeview to Paisley	35.25
Paisley to Summer Lake	19.50
Summer Lake to Silver Lake	20.00
Silver Lake to Fort Rock	16.00
Fort Rock to Millican's	40.50
Millican's to Prineville	27.00
Total	158.25

Hill Gum-Shoe Line.	
Lakeview to Abert Lake	38.50
Abert Lake to Lake	39.25
Lake to Millican's	47.50
Millican's to Prineville	27.00
Total	152.25

AID THE KIDNEYS.
Bend sufferers should take no further risk. Why will people continue to suffer the agonies of kidney complaint, backache, urinary disorders, lameness, headaches, languor—why allow themselves to become chronic invalids, when a tested remedy is offered them? Doan's Kidney Pills have been used in kidney trouble over 50 years, have been tested in thousands of cases. If you have any, even one, of the symptoms of kidney diseases, act now, for gravel, dropsy or Bright's disease may set in and make neglect dangerous. Can Bend residents demand more convincing proof than the following? Mrs. E. Foster-Milburn Co., Props., Buffalo, N. Y.—Adv.

gon City, Oregon, says: "I have used Doan's Kidney Pills for backache and kidney trouble and have had relief. I believe they are a fine kidney medicine and I don't hesitate to recommend them." Price 50 cents, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Wilkinson had. Foster-Milburn Co., Props., Buffalo, N. Y.—Adv.

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