

# The Bend Bulletin

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THURSDAY, AUGUST 10, 1922

## A VALLEY OPINION

The following editorial appearing in the Salem Capital Journal following the visit to Salem of the officers of the Central Oregon Development league, urging valley aid for the Union Pacific, is reprinted here, not because The Bulletin agrees with its conclusions, but because we desire to show what an independent valley observer thinks of the situation. With portions of the last paragraph we do agree heartily. We cannot see that acquisition of the Natron line of the Central Pacific is essential to the Union in its Central Oregon plans. The valley can be reached by other passes. Up this way, for instance, there are the Santiam and the Minto, the latter said to be 500 feet lower in elevation than the Natron. A line from the valley through Bend would have a good deal of traffic.

The Journal says:  
"Representatives of the Central Oregon Development league have invaded Western Oregon pleading for the unmerging of the Southern and Central Pacific, as the only possible way in which a railroad will be insured to central Oregon. The plea is made that if the railroads are divorced and the Union Pacific secures the Central Pacific and an entrance into the Willamette valley, the construction of the railroad from Ontario to Oakridge will be completed because the valley traffic secured will justify the building of the road, and unless traffic is secured, the railroad will never be built."

"If the Union Pacific controls the Central Pacific from Ogden to San Francisco, and has trackage rights over the Southern Pacific between Portland and San Francisco, the Southern Pacific will virtually be eliminated as a competitor for eastern traffic, except to southern points, and Oregon will be at the mercy of one railroad as in the days of Harriman, when the Union Pacific dominated the state to the hardship of shippers. That is one reason why Western Oregon does not enthrone over the Union Pacific's plan to wreck the Southern Pacific."

"The people of Central Oregon are being used as catspaws to pull Union Pacific chestnuts out of the fire. They are following a mirage of new railroads built out of hot air, like other mirages. The Union Pacific has made no promises of constructing a line across Central Oregon, but merely sought to convey the impression that a line would not be built unless it secured the Central Pacific and if business justifies it might be then."

"There is more tonnage in sight for a railroad through Central Oregon today than there was for the Great Northern when it was built through Washington, and if any railroad should start building across Central Oregon, the Union Pacific would build as frenziedly as it did when Hill started to build up the Deschutes, where the Union Pacific had always claimed there was no traffic in sight. Competition forced the railroad to Bend and only competition or the fear of it will secure a railroad across the state from east to west. To give the Union Pacific or any other railroad a monopoly will sound the deathknell of railroad building as it always has in the past."

"The dog in the manger policy of the Union Pacific which now seeks destruction of the Southern Pacific, was exemplified along the Deschutes where a parallel railroad was constructed for no other purpose than to ruin the projected Hill line, for it was apparent that a new country could not support two railroads. The Hill line was entitled to the business it developed, and which the Union Pacific had for years refused to develop, just as it today refuses to develop Central Oregon. But its policy has always been to rule, or ruin any other line that invades its territory or whose territory it can invade without expense."

"The Hill Deschutes line contemplated a terminal at Medford with an eventual extension to seacoast at Crescent City harbor. At the western end construction was begun at Medford and the Pacific and Eastern built to Butte Falls. But the Union Pacific forced Hill into a common user arrangement at Bend, imposing conditions that prevented any extension of the line, and the abandonment of the railroad to Medford, thus effectually blocking railroad construction in Central and Southern Oregon."

"The Union Pacific could have served the Bend district at less ex-

pense than through the Deschutes river canyon by an extension of its Shanks branch, but instead paralleled the Hill line, just to serve notice that any lines that might be built in Central Oregon would be met by parallel extensions of the Union Pacific, which threat has accomplished the purpose for which it was made, and kept Central Oregon bottled up as a Union Pacific preserve. "As to Central Oregon's not being able to furnish tonnage to support a railroad, the government reports show over 23 billion feet of merchantable timber in Deschutes, Crook and Harney counties, which cut at the rate of only a billion feet a year would pay over 3 per cent on the investment, which with the livestock, grain and wool and other products would give a much greater earning power than some of the Union Pacific lines across Southern Idaho. Why should the Central Oregon Development league second the Union Pacific's assertion that no tonnage exists in their country? If the Union Pacific was a developer instead of an exploiter, it would have long ago built westward across the state."

"There is no reason why, if the Willamette valley traffic is essential to maintain a line across Central Oregon, the Union Pacific should not complete its Ontario line westward and invade the Willamette valley, either through the Natron pass or the Santiam pass, and thus provide competition not only in Western Oregon but eventually in Central Oregon, by forcing the Southern Pacific to construct branch lines as feeders of its new line across Nevada to the Central Pacific."

## NEITHER NECESSARY NOR EXPEDIENT

In an advertisement denying that the anti-parochial school bill is being initiated for religious purposes, the inspector-general of the Scottish rite Masons in Oregon asserts that the Masonic bodies have in mind only two purposes. These are, "First, the inculcating of American principles and ideals through the attendance of all children in the primary grades in the public school. Secondly, the maintaining of high standards of education in the public schools through the interest of parents therein through the attendance of their children."

This is an official statement which is being given wide publicity and may be taken as setting forth the fundamental propositions of the Masonic action. To win the support of the voters for this measure, its proponents must now show that the action is necessary, that is, that American principles and ideals are not now being instilled into our children in the schools as they exist. Then they must show that it will have the result desired both as to the principles of Americanism and the creation of interest of parents in the schools. They can do neither.

Parochial and private schools have existed in Oregon for a good many years. If their effect on the children who attend them had been un- or anti-American, there would have been some evidence of the fact long ago. What condition, what tendency of an un-American nature can be pointed to in the state of Oregon that is caused by these schools? There is none. Fortunately for the present purpose a few years ago the state, with the rest of the nation, went through a great war, during which the patriotism and Americanism of its people had opportunity for a thorough test. Was there then a single failure of Americanism caused by these schools? On the contrary, such was the response to every patriotic call that "Oregon First" became the state slogan. Nor was it a leadership won while the parochial and private school trained youth hung back. All Oregon helped to make Oregon First.

The measure is not necessary for the Americanism of the youth of Oregon, nor will it produce a growth of Americanism. On the contrary, being an "unwarranted and unjustified invasion of the civil and religious liberty" of the people of the state, it will tend to create un-American conditions.

It is equally true that "high standards of education" will not be maintained in the public schools by the measure. Grant the passage of the law, its constitutionality and that pupils will be forced into the public schools whose parents prefer them elsewhere. Will that create a parental interest in the schools? It will create ill-will, disrespect and antagonism. The Masonic bodies who are backing this bill have a lot to learn of human nature if they think they will create interest in the schools in this fashion.

It may be that, as stated, the bill has not been initiated for religious purposes. Nevertheless, the lodge room argument and the popular discussion bear on the question of religion almost exclusively. Then, too, the fact that the bill is initiated by an organization that is commonly supposed to be antagonistic to the church which leads in parochial

school activity leads color to the idea that the movement is at bottom religious. All this is most unfortunate. There are so many things that men can join in working for, things of great common value and importance, that it is a pity to have anything else started that leads back into the ancient quarrel of religion.

## THE RED SCOURGE (U. S. Forest Service)

On the tenth day of July a man set fire to more than a score of homes. Every home was entirely consumed and there was no insurance. The man went on his way, if not rejoicing, at least without visible evidence of regret. He had no fear of punishment because the homes he had destroyed were not yet built, they were still in the tree trunks awaiting the magic wand of industry to give them habitable form. But economically these homes were destroyed as surely as though the trees had been made into lumber and the lumber into structures. And this is the way it happened:

It was the vacation season and an automobile carrying a party of tourists stopped on a road that wound through a magnificent stand of Douglas fir, in Western Washington. The travelers sat in rapturous admiration of the quiet forest scene and rhapsodized over the great trees that columned their majestic beauty as far as the eye could see. One of the men of the party lit a contemplative cigarette and tossed the match to the side of the road.

Half an hour later an airplane forest patrol flying high above the mountain range saw yellowish smoke ballooning over the tree tops. He moved his control and turned in that direction. Upon the chart in the machine before him he located the fire approximately, then returned quickly to a mountain fire station ten miles away.

After what seemed an interminable wait, the patrol noted various gangs of men at work. They were combating that most terrifying, most ungovernable and dangerous of all rebellious elements—the forest fire. For a day and night and another day the battle waged. Grimy men, black as the charred trunks around them, worn to the last stages of exhaustion, fought on—cutting away underbrush, dynamiting logs and trees, beating out the slinking fringes of advancing ground fire, shouting one to another above the crackling inferno of heat and smoke, panting like hunted animals around the water barrels where they slaked their thirst with the lukewarm liquid, but gaining, almost imperceptibly at first, yet gradually with greater certainty as the weary hours dragged on. And amid the confusion and crash of falling timber the ranger and his foremen generalised the battle.

"Several days later a wide, barren scar lay upon the mountainside, still smouldering in places where the black splinters of the charred stumps pointed like accusing fingers, and still sent out masses of yellowish white smoke. The scar covered hundreds of acres and it would continue to smoulder and smoke for weeks, while all about in the adjacent woods were fire guards constantly vigilant to see that the enemy did not creep out and strike again.

"And far away the automobile tourists journeyed carefree and utterly unconcerned. At a sawmill they stopped for a few minutes to watch the logs in slow procession from the pond to the band saws. "What a shame," exclaimed the man with the cigarette in a burst of sen-

timental revolt, "What a shame to cut down these beautiful trees."

## THE MOVING FORCE

William Wrigley Jr., the successful chewing gum magnate, talking with a smoking car audience the other day, was telling the others how much a year the chicle people spend for advertising.

"But, Mr. Wrigley, you've spent millions of dollars and created a splendid demand now; everybody talks about and chews Spearmint. Your demand is steady and growing. Isn't it a waste to continue spending so many hundred thousand dollars a year in publicity?" one of his auditors asked.

The Spearmint king thought for a moment, and then replied:

"My friend, if I were to stop advertising, it would be just like taking the engine off this train. It would slow down and after a little while stop. Advertising is the locomotive of business, and if you don't have it, business comes to a stop. — Wall Street Journal.

## EIGHTY BLESTER FEET CROSSING BURNING SANDS

(Continued from Page 1.)

Gould, A. F. Morrison, W. C. Birrell, F. L. Perry, Jay B. Noble, James H. Fisher, J. M. Shively, Edward J. Catlow, A. B. Hicks, Paul D. Loree, T. W. Carlon, D. R. Mote, Ralph Curtis, R. D. Ketchum, R. D. Stowell, A. H. Larrabee, Charles F. Bloom, H. W. McKenzie, L. A. Stites, Arthur J. Moore, Cassie Flynn, H. E. Nordeen, H. W. Gant, R. A. Smith, F. T. Sutherland, Ralph Lucas, J. A. Eastes, H. D. Hamilton, W. M. Houston, H. J. Overturf, William P. Downing, Ray Fallien, H. Hagen, F. W. Stary, Lee Turnmire, Vernon R. Gould, C. V. Silvis, Virgil Garver, E. F. Gardner, W. H. H. Williams, Dr. R. W. Hendershott, S. W. Hubble, Earl B. Houston, J. S. Ayres, C. E. Becker, Charles Whitmore, A. J. Morse, V. R. Buckingham.

## DEALER IN HARDWARE GIVES UP GAS SALES

Announcement that he had given up the sale of gasoline and service station facilities at his hardware store on Wall street was made yesterday morning by N. P. Smith. The reason for the action is found in the increase in the number of garages. "When I began this business," Smith said, "there were just two garages or repair shops in town and no service stations. Now there are many better able to give the service and they are entitled to the business. Furthermore, with the crowded traffic conditions on Wall street, I was blocking the street. Hereafter I shall devote myself exclusively to the hardware business."

## CRESCENT GARAGE BURNED TO GROUND

The two story garage and machine shop belonging to George W. Duke at Crescent, burned to the ground at 5 o'clock Thursday, the fire starting from a blow torch in the machine shop. The building and its equipment, as well as several cars in the garage, are a total loss.

## PLEADS GUILTY AND FAILS TO PAY FINE

Taylor Rhea was arrested Monday night on a charge of drunkenness. He pleaded guilty in police court and has gone to jail after failing to pay the \$25 fine imposed.

# WILL REBUILD PIPE FACTORY

## Concrete Plant Construction To Start At Once, Says Easterday.

Announcement of plans to rebuild immediately the Bend Concrete Pipe Co. plant, destroyed last Friday night by fire, was made today by Phil Easterday, general manager of the Concrete Pipe Co. of Portland, on his return from Klamath Falls this morning. The plant will be replaced practically as it was before. Construction will be begun as soon as the loss on the old plant is adjusted, so that the debris may be removed.

Practically all of the machinery was warped so badly that it cannot be used, Manager C. H. Knowles of the local plant stated.

All but three carloads of the order of 10 cars of pipe for the Madras sewer system had been supplied previous to the fire, Knowles stated today. These three cars will be shipped from the Portland factory.

Work on the Klamath Falls plant is being rushed, and it will be put in operation next week, said Knowles. A number of men who were employed at the plant here will go to assist in starting the new plant.

## CONSTRUCTION OF MILL UNIT TO BEGIN SOON

(Continued from Page 1.)

Bend's population will be anywhere from 500 to 3,000 greater in a year's time as the result of additional mill construction by The Shevlin-Hixon Company, according to estimates given by Bend business men. Generally it is conceded that new milling activity, together with irrigation project development, will mean a population of 8,000 in 1923. This will be due not only to the number of men who will find employment, but to increased opportunities for business ventures in the city.

With the increased population, Bend is certain to experience a severe housing shortage unless an extensive building program is launched, realtors declared. Already, despite the building which has been going on, every house in Bend is filled, dwellings for rent are almost unknown, and houses which are advertised for rent are snapped up within a few hours after being offered. If building on a large scale is not started, the use of tents as a makeshift, such as was common in 1916 and 1917, is probable.

## Realty Given Stimulus

For the first time in three years, city realty values have received a definite stimulus, and some dealers in residence lots report that in the brief time since the announcement of construction was made, inquiries for good building sites are showing an increase.

The announcement of The Shevlin-Hixon Company was generally hailed with enthusiasm, especially by those who declared that they had been expecting this very thing for the last six months. "It's a big thing for Bend," and "It couldn't come at a better time," were the sentiments most freely expressed.

Bulletin Want Ads bring results—try them.

# HEAR REPORTS OF DELEGATES

## Legion And Auxiliary Hold Joint Business And Social Session.

Activity of the local Legion post and auxiliary unit was revived Tuesday night, after being suspended for several weeks except for participation in the department conventions at The Dalles. Last night's meeting was called for the purpose of hearing the reports of delegates who attended those conventions.

The Central Oregon posts, which presented a united front on all matters coming before the convention, were an important factor in all issues, Frank R. Prince declared. By holding together in this manner, they not only secured three important offices in the department, but further commented the unity between the posts in this part of the state, and increased the respect which the other delegations had for Central Oregon.

## Appraisers Blamed

Investigation of the bonus commission's work revealed that most of the delay has been the fault of appraisers and attorneys and the men making application, it was reported by Lynn B. Coovert, who was a member of the committee which conducted this investigation.

Charles W. Erakine explained the changes in the department constitution, making the adjutant appointive, making the last past commander a member of the executive committee to take the place of the adjutant. An attempt to have all past department commanders named as delegates-at-large to the convention, and another to prohibit appointive state and government officials holding Legion office, failed, he stated. State dues were raised to \$1, he reported.

Mrs. Caroline Horner reported on the auxiliary convention, to which she was a delegate. Hospital work was the most important subject before the meetings, she said. Plans for aiding the disabled veterans in the Portland hospital were worked out. Mrs. Horner was on the membership committee, and was elected to the state executive committee.

## Postal Aspirant Endorsed

"It was some wreck," was the report of M. Connelly, captain of the 40 et 8 wrecking crew which initiated 45 new members at The Dalles.

The candidacy of R. W. Van Vleet for the Bend postmastership was endorsed by the post. Reports were made by the radio and round-up committees.

An important decision in regard to retention of the Legion building may be made at the next meeting, which will be at the first regular meeting date in September.

Following the business meeting, refreshments were served and dancing was enjoyed until midnight.

# HOLD SERVICES FOR LAD KILLED

## "Jack" Johnson, Victim of Accident At La Pine, Buried Here Today.

Funeral services were held this afternoon at the Niswonger chapel for James Douglas Johnson, Jr., eight-year-old son of Mr. and Mrs. Douglas Johnson of La Pine, who died yesterday of internal injuries sustained when an automobile trailer on which he was playing fell and crushed him. Rev. J. L. Webster of the Presbyterian church had charge of the service. In addition to many residents of La Pine who came to Bend for the funeral, all of the local representatives of the forest service attended, and many other local friends of Mr. and Mrs. Johnson. Interment was in the Pilot Butte cemetery.

From the time that he was hurt until his death, the boy did not weep or complain, it was learned here today. He went home and quietly told his parents that he had been injured. The parents knew, however, that his condition was serious, and the trip to Bend was started as soon as it was thought safe to move him. He fell asleep on the way in, and a little later it was discovered that he was dead, the blood clots caused by the falling trailer having spread to his brain.

Mrs. Johnson's parents had just left on their way to Ashland after visiting at the Johnson home, and could not be communicated with in time for them to come for the funeral. Johnson's father, Rev. Levi Johnson, assistant pastor of the First Presbyterian church at Portland, was also unable to come.

## Whose Summer Picnic Is This?



Terry Gilman