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FRIDAY, APRIL 6, 1917

LANE.

Senator Harry Lane, it appears, was one of the six who voted against the war resolution in the Senate. But it was not on the high moral grounds which, we surmised yesterday, actuated the opponents of war that Mr. Lane acted. Conscience may have had its place with some, but with the Senator from Oregon, according to newspaper reports, the question was not one of conscience but of following what he asserts to be the wishes of the people of Oregon.

We believe that Mr. Lane is wrong. We believe that the people of Oregon wish an end of the German curse and that if waging war by the United States will end that curse, they want war waged. In short, we believe that Mr. Lane misrepresents the wishes of the state when he votes against war under the present circumstances. To show him that he is wrong, the people of the state should write and wire him at once, that he may know just where they do stand.

BONDS FOR BONDS.
(Oregon Journal.)

It will be wisdom if Central Oregon communities insist upon bonds rather than stocks in return for their contributions in aid of the construction of the Oregon, California & Eastern railroad.

Railroad bonds are first liens against the railroad's property and draw a fixed rate of interest. Stocks, while an evidence of ownership, give no certainty of return. Their value is dependent on the management of the enterprise, the development of transportation and other conditions.

Municipal bonds are being sold by several Central Oregon communities in order to provide funds with which to aid railroad construction. Interest must be paid on these bonds which must also be retired when due. The interest rate on railroad bonds is higher than on municipal bonds and if the Central Oregon towns receive the bonds of the Oregon, California & Eastern railroad, they will be able to pay not only the interest on their own bonds, but leave a surplus to be placed in a sinking fund for the retirement of the bonds.

The Journal believes that Mr. Strahorn will find it good policy to offer the bonds rather than the stocks of the O., C. & E. in return for community contributions and at a rate and on terms no less advantageous than the same securities will be offered to eastern investors.

EVANGELIST TELLS OF "LOCOED" PEOPLE

Last night at the Baptist church Evangelist Marshall spoke on the subject, "Locoed Folks," explaining that the word "locoed," often used of wild horses, means crazy. Dr. Marshall said, in part: "A good many churches are locoed in the sense that they have a great and worthy task to perform, but either fail to recognize it, or else to do the work. Preachers are, also, sometimes locoed. One who tries to destroy the value of the Bible, the great Book of Life, or take from it the 'blood of Jesus Christ,' which was shed for the world, is locoed. Christians are often locoed and some of them are in Bend." Preaching tonight at 8 o'clock will be by Dr. Marshall.

FUEL FOR THE NAVY

A Mountain of Coal and a Sea of Oil Burned Up Yearly.

THE USE OF OIL IS GROWING.

It is More Efficient Than Coal, Effects a Saving in Fire Room Complement and is Cleaner to Handle—Coaling a Ship at Sea is Mean Work.

Figuratively speaking the United States navy consumes a mountain of coal and a sea of oil every year, and the full question might without levity be called a burning one with the naval officials at all times.

No navy in the world has given the problem of coal supply, coal capacity and speed in coaling ships more attention than has that of the United States.

Coal used by the navy department for our fleets comes from the bituminous regions of Virginia, West Virginia, Maryland and Pennsylvania. This coal is shipped from the mines to the coast, the principal tidewater ports on the Atlantic coast being Philadelphia, New York and Hampton Roads, Va. Government colliers carry the coal from these ports to the various coaling stations of the navy in Atlantic, Pacific and Asiatic waters.

The chief coaling stations are at Bradford, in the state of Rhode Island; San Francisco; Honolulu, Cavite, P. I., and smaller stocks at Guantanamo, Samoa and Guam. The supply at these stations is kept up to the required standard by frequent shipments from the Atlantic seaboard ports mentioned in naval colliers or in chartered merchant vessels.

The navy standard coal used by the American fleet meets the highest tests for steaming purposes, for it gives the largest percentage of "steaming radius" per given quantity of coal. The navy must have clean, dependable coal, for it means miles and, as far as possible, preservation of machinery.

Coaling at sea may well be called the nightmare of the navy. Every man on board, both officers and enlisted men, dreads it. Laborious, tedious and nasty, it is an unwelcome duty, to be performed as quickly as possible and then forgotten with fervent sighs of relief.

The coal is lifted from the collier's hold in huge buckets raised by derricks, which carry them to the warship's chutes, the coal being dumped in great piles on deck, whence it is shoveled by the men into the chutes. Trimmers down in the bunkers do their part in properly distributing it.

The work is heavy, dusty and dirty, and rolls, hot sausages and coffee are served to the men every two hours during coaling. To further stimulate them the ship's band often plays stirring airs.

When a warship is in port she is coaled from barges lying alongside, the coal being lifted by derricks in huge bags which hold 800 pounds of coal each. The battleship Arkansas can stow 2,754 tons of coal and the Texas 2,900 tons.

The use of fuel oil in the navy is increasing yearly and will continue to increase, as the new ships, especially the new dreadnaughts, consume oil, and more oil burners are planned for the future.

According to the navy department, there is much to be said in favor of oil. It effects a considerable reduction in fire room complement. It is more efficient than coal in that 200 gallons of oil (two-thirds of a ton) do the work of one ton of good coal, and there is a great deal of refuse in coal (ashes, etc.), with much additional loss due to fine particles of coal going up the stacks unconsumed.

The United States navy has two oil supply ships, the Kanawha and the Mamie, each of them capable of making fourteen knots an hour and carrying 7,854 tons of fuel oil. Oiling a ship does away with much of the labor and all of the dirt so trying in coaling. In port the problem of pumping the oil from the huge tank on deck into the pipes on the side of the vessel is comparatively a simple one.

Supplying oil to a ship at sea, however, is not yet satisfactorily settled. Experiments in fueling ships at sea with oil form an important item in naval strategy at this time. Just what has been accomplished in this matter of experimentation may not yet be divulged.—Providence Journal.

A Very Short Street.

One of the shortest and most obscure streets in all Greater New York is Chestnut street, and it's as small as its name implies. This street is less than fifty feet long and runs from New Chambers to Madison street, separating in two a triangular block, the whole of which would not have an area large enough for a modern building even if located in a section that would warrant the improvement.—New York Post.

The Schemer.

Mrs. A.—Don't you think you lose patience with your husband on rather slight provocation? Mrs. B.—I have to provoke him sometimes so that he will lose his temper and then give me anything I want so as to atone for the irritable way he has acted.—Boston Transcript.

What is Genius?

Genius is a handsome name frequently given to hard working men after they have finished a tough job.—American Magazine.

Envious.

Louis—They say she will get a million the day she marries Fred. Louise—Well, it's worth it.—Chicago News.

CITY OF THE FUTURE.

Vision of the Change That May Come Through the Motorcar.

Segregation of traffic was practically unknown before 1900. When the motorcar came it was obvious enough that the eight mile an hour truck and the twenty mile an hour pleasure car could not simultaneously run on the same densely packed avenue. Not the fastest, but the slowest, vehicle determines the speed of a congested street's traffic. This conclusion then is justified: In the city of the future there will be separate streets for the fast pleasure or passenger motorcar and for the slow commercial motor truck.

Moreover, trucks are increasing in weight so that ordinary pavements cannot support the heaviest that can be built. It is very evident that the city must provide one type of street for the fast pleasure car and still another for the heavier, slower truck.

New York, Philadelphia, Boston, London, Paris and Berlin have found subways preferable to elevated structures for rapid transit railways for very much the same reasons that confront us even now with the increasing use of the motorcar, and we may expect that motor truck subways will be provided in the congested city of the future. There are straws enough to show that this is the tendency of thought among municipal engineers.

It becomes safe to prophesy that the city of the future will provide highways for its heavy motor trucks deep in the ground. Swift passenger motors will speed along in the sunshine unobstructed and undelayed.

So the city of the future, the city that the motorcar will bring into being, will be pleasantly different from that compact aggregation of towering office buildings and dwellings painted by romancers. It will be an open, sunny city, its outskirts thirty miles from its commercial center; its suburbs, if suburbs they can be called, sixty or a hundred miles distant and easily reached by trains perhaps twice as fast as those which now convey us to our work. There will be no slums in that motor city, for slums are created by high land values, which cannot be leveled so long as this is a horse ruled world. The home building instinct, an instinct as natural as the nest building instinct of a mated bird, will be easily satisfied. That follows from the more equitable distribution of land values which the motorcar will bring about and from the ease with which a man may journey from his house to his office or to a distant railway station.

And with that change there will be satisfied the craving for the open air, for trees and flowers, for starlight and moonshine, for outdoor games and the full enjoyment of nature. Only in the heart of the city itself will there remain in subways for trains and motor trucks a reminder of the life we now lead. And even there the spacious public squares and the fine, smooth wide streets, necessitated by many parallel streams of speeding cars, will faintly recall the restricted city passageways of the present.—Waldemar Kaempffert in McClure's Magazine.

Spare Your Eyes.

The summer vacation is often a fine appointment to persons who are obliged to overuse their eyes throughout the working year and who depend on their vacation for a chance to restore their strength. The reason is that they do not take the trouble to look after their eyes and give them a vacation too. The glare from the water or from the hot sands, long dusty journeys, automobile-bicycling against sun and wind, only give the eyes a change of work, not a rest. Every summer "comfort kit" should include dark glasses, some simple eye drops and a dropper, and remember, if you can, not to read while you lie in a hammock.—Youth's Companion.

The Man at the Top.

A generation ago the big man in business was the man who "had everything at his fingers' ends." Long hours, hard labor, the mastery of infinite detail—that did the trick. Today big business asks something more. Results count, not hours and labor. The gift of tact, a knowledge of men that amounts to genius—this, often as much as industry, has come to be the distinguishing mark of the man at the top.

Obeded Orders.

She was a green girl just landed from the old country, and it was her first day at her new place. When her master and mistress sat down to dinner the latter said, "Oh, Mary, bring the catsup, please." So Mary went downstairs and brought them up—both of 'em.—Boston Transcript.

Too Much Light.

Patience—She used to have a birthday party every year, with a cake with candles in it, you know. Patrice—Doesn't she now? "Oh, no! She's given 'em up. She thought the candles threw too much light on her age."—Yonkers Statesman.

Interested.

"Is your boy Josh interested in his studies?" "Yep," replied Farmer Cornstossel. "Every once in a while he picks up a book an' looks it over an' says he wishes he knew what it's all about."—Washington Star.

Suspicious.

Tom—I wonder why Harry broke his engagement with Miss Peckem? Jack—According to my information her father offered to lend him money enough to get married on.—Exchange.

A grateful thought toward heaven is of itself a prayer.—Lessing.

MAKE TOURISTS MARVEL.

The Sharp Contrasts Between Australia and New Zealand.

One of the first surprises awaiting the tourist from the northern hemisphere is to find that Australia and New Zealand may not be grouped as two islands of like appearance, differing mainly in size, near neighbors which may be treated as a unit. New Zealand is nearly twice as far from Australia as Bermuda is from New York and is not only east, but also south.

Four days' travel across a chilly sea is required for the traverse from Wellington to Sydney, and after exchanging the chill midsummer climate of the New Zealand lake region for the heat of Adelaide one readily accepts the evidence of the map that the southern coast of the Australian mainland has the latitude of central New Jersey, while the southernmost of the three islands which compose the Dominion of New Zealand occupies the position of southern Newfoundland.

In climate and vegetation the two dominions are as unlike as Norway and South Carolina. New Zealand is a land of mountains, gorges, rivers and floods. The higher peaks of the South Island are eternally snow capped, and the glaciers of its southern Alps rival those of Switzerland. The surrounding seas are too cold for corals. Among the mountains of the North Island volcanic fires are still active, and the geysers and hot springs are little less impressive than those of the Yellowstone park. The aboriginal inhabitants of New Zealand at the time of their discovery by Captain Cook were the most advanced of all the south Pacific races, while the aborigines of Australia are the lowest in intelligence of all human beings.

Australia is in no sense inferior to New Zealand in geographic interest, but lofty peaks, profound canyons and active volcanoes are lacking. Its rivers are unimpressive and its permanent lakes small and few in number. It is a continent composed of plateaus interrupted by ridges and mountain knobs.—National Geographic Magazine.

THE NEXT HOUR.

As It May Be Your Last on Earth, Are You Ready to Meet It?

An editorial in the Woman's Home Companion says:

"Everything can happen in the next hour that has ever happened. It contains all the possibilities of a universe. In the next hour children will be born, men and women will die, whole worlds will be smashed to atoms and drop out of space and the girl you love go back on you. In the next hour the house may burn, you may quarrel with your best and dearest friend, some one may give you poison, your fortune may be stolen, the government may change, the temperature may rise or fall 40 degrees, and the world may come to an end.

"You plan how you will pass the next hour and, lo, the train is ditched, the auto turns turtle, Aunt Jane arrives, the neighbor's baby has convulsions, the house is struck by lightning, your tooth begins to ache, a telegram is delivered, the wires are out of order, you are discharged, somebody dies and leaves you a fortune, you are operated upon.

"The next hour is what you ever were and what you ever may be compressed into sixty minutes. It is the period of hope deferred, of supreme victory, of total annihilation and the entrance of an assured immortality. Fixed as the stars in heaven, unalterable as the law of gravity, it stands before you like the grim sphinx, containing within itself all the marvelous variety of human experience.

"To know how to meet the next hour with joy, with head erect, with courage singing in your heart is to solve the deep mystery of eternity."

Start Saving Now.

"You have to learn the virtue of thrift and saving before the age of twenty-five," says a banker. "In order to become thrifty and saving a young man must begin just as soon as he starts to earn money. There is only one way to save, and that is continuously and regularly. And when a man's salary is raised his savings should increase. It is remarkable how savings will accumulate. I claim that unless sickness prevents, and sickness is only too often the result of the lack of saving, that the average man who is willing to work and save can become reasonably independent at sixty. If you are wise, young man, you will start to save now."

Our Oil Supply.

Although a continually greater supply of petroleum is being placed on the market, this increased output is secured only by sinking more wells and boring to a greater depth, showing that the surface supply is becoming exhausted. At the beginning of this century the wells touched 1,100 feet, and today the average level of the oil may be placed at 2,000 feet.

Starting a Quarrel.

"She seemed greatly surprised that I did not have a fortune when you married me. I wonder where she got the idea that I was rich." "I expect she has been trying to account to herself for my marrying you."—Houston Post.

Study and Discipline.

By the toilsome road of study a scholar learns to get joy out of books and stones and trees. By the hard road of discipline a man learns to get joy out of everyday living.

No Quarter.

Captain—Fifty cents to stay on this deck. Passenger—Oh, I thought this was the quarter deck.—Pennsylvania Punch Bowl.

William Russell
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The Torch Bearer
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SATURDAY EVENING

GRAND THEATRE

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