

TRUCK GAINS IN PRESTIGE

ADJUSTMENTS MADE FOR PEACE TIMES.

Poor Roads Will Be Fought by Advocates of "Ship by Truck to Reduce Living Costs"—Market Roads Advocated.

In these days when wage earners and employers are chasing each other about in a merry-go-round and legislative forces are mustering their strength for major offensives against the high cost of living, ship-by-truck advocates point with pride to the two-fold manner in which the motor truck is accumulating prestige.

They see it charging to the rescue of street car riders when a strike clears the rails of all carriers, as has been the case in scores of cities this summer, among them the largest. They see it looked upon with friendly eyes by those legislative forces that are searching for relief from the high cost of living.

Surely, they say, the motor truck is coming into its own. Even as it demanded attention at the Marne, by meeting an emergency, it is demanding attention today by meeting emergencies. It is proving it has a big value in peace as well as in war.

Realization of what the truck can do having come, the next step, the ship-by-truck advocates say, is to make it possible for the truck to do fully what the legislative forces see as its possibilities. The only thing standing in the way, they hold, is bad roads. They declare that once responsible cut the high cost of transportation causes by unimproved highways, the high cost of living problems will no longer be bothersome.

Development of the ship-by-truck movement and the improvement of highways will move side by side, they declare. A nation-wide movement to reduce the high cost of living, involving as it does cheaper transportation, also involves a nation-wide movement for good roads.

"The more it costs to get food from the farms to the towns, the higher the cost of living is bound to be," writes E. Farr, chief of the Firestone ship-by-truck bureau at Akron, Ohio. "Any solution of the high cost of living problem that would keep the cost of food to the consumer at the lowest possible figure involves cheap and direct transportation, and therefore involves a move for good roads as

an initial step."

The letter suggests that the branch bureau lend its support in all possible ways to any effort to improve the highways.

"Compared to the benefits they will bring to all who eat and to all who wear shoes or clothing, the cost of hard surfaced roads is negligible," says Mr. Farr. "Remembering that the unimproved road is the profiteer's ambush, protecting as it does a long line of unnecessary middlemen and cornermen, the taxpayer should never refuse to vote for road improvement with the lament that the cost is too great.

"It is pretty well established just what it will cost per acre of land to wipe out the present devious and unreliable routes to market made possible by bad roads. "Suppose land is assessed at \$80 per acre, which is far more than usual and in most cases represents the maximum taxable valuation. A five per cent, issue for good roads would then bring an indebtedness of four dollars per acre, and the average interest over any period of years at five per cent would be ten cents per acre.

"When we add interest any payment of that part of the debt that would retire the principal, we find that the outside figure in any community on \$80 land is something like this:

"If the bonds run for twenty years, the landowners will pay 30 cents per acre a year; if for 15 years, 35 cents per acre a year; and if for 10 years, 50 cents an acre a year.

"This assessment, as we said, is based on land worth \$80 per acre. Most land is appraised at less.

"The quotations I have given, for which I am indebted to J. L. Long, a reliable writer in the May issue of 'Successful Farming,' have to do with regular bond issues.

"On the other hand, most road building legislation calls for an assessment of twenty-five per cent of the cost against the property owners most benefited. This plan is followed in Iowa. The state highway commission in that state gives a suggestive apportionment of this cost that might prove interesting to those with whom you talk cost of good roads.

"In view of the fact that surfaced highways cost so little, it is hard to believe a reasoning man will refuse to obtain them, and the benefits they bring him. With them he uses less gasoline, takes a bigger load to market, pays less for his food, obtains a better market for his crops and gets more perishables to market, and he sees his property rapidly increase in price. The district as a whole by voting for road improvement votes to entertain more automobiles, to get more trade, to obtain more money to spend, to become more attractive to homeseekers and more in-

PRESIDENT'S 'CENTRAL' RETURNS FROM FRANCE



Miss Beatrice Francfort will never regret that she heard the call for phone duty in France. She could speak French so she volunteered. After an intensive training she was assigned to Tours as listening in censor. Then when President Wilson arrived in France she was sent to Paris to take charge of the switchboard at the Murat mansion. She has not returned from overseas.

iting to new industries, and becomes in a thousand ways more 'livable.'

Put it in The Bulletin.

OPERA SUCCEEDS BULL FIGHT

Famous Arena in Mexico City Will No Longer Be Scene of Brutal Slaughter.

The Teatro el Toro in Mexico City, once one of the most pretentious of bull fight arenas, is now the home of grand opera as a result of President Carranza's decree that bull fights should cease. Interspersing grand opera, dancers and concert artists have appeared in the arena, and it is stated that these various forms of amusement will be offered until some definite action is taken as to the future of bull fighting.

It was in this arena that what is said to be one of the most remarkable spectacles in the history of the sport was staged. A bull, El Bonto, known as one of the fiercest fighters, on being brought into the arena charged and killed three horses and injured as many men without being touched by the estoque of any matador.

As the bull stood bellowing defiance and with no one apparently willing to attack him, Miguel Ballo, a pleader who was a spectator in one of the boxes, leaped unarmed into the enclosure. In his outstretched hand he carried two lumps of sugar, which he nonchalantly offered to the bull. The animal suddenly ceased its bellowing and in a few moments docilely licked

the sugar from Ballo's hand. The latter returned unharmed to his box amid the plaudits of the spectators.

Anglo-Irish Tunnel.

Not only is it thought that the long-talked-of tunnel between England and France will be constructed at no remote date, but there is also talk of a tunnel between England and Ireland. This would restore to a slight extent the geographical union that existed between the two countries in one geological age thousands and thousands of years ago. Great Britain and Ireland were then separated only by a great

Haiti a Stricken Country.

Haiti's many revolutions have sadly interfered with the normal life of the people. On the trails of the country districts one passes a never-ending stream of women—mile after mile and nothing but the female of the species—most of them with baskets on their heads.

How We Got At It

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BEST & HARRIS

IS HE WELCOME?



Dr. Daniel von Halmhausen, former advisor of von Bernstorff, selected by Germany as ambassador to the United States, may not be recognized by the States.

PORTER OF IOWA WILL FIGHT H. C. OF L.



Claude R. Porter of Centerville, Iowa, former assistant U. S. Attorney General has been named chief counsel for the Federal Trade Commission. His work will deal largely with the high cost of living investigations and prosecutions.

53 REPUBLIC TRUCKS IN JUNE

56 REPUBLIC TRUCKS IN JULY

IN OREGON--THERE'S A REASON

Low Cost of Operation and Service

USE ONE AND SEE

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R. S. McCLURE, Selling Agent
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Different in taste from other coffee and better.

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