

# The Bend Bulletin

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THURSDAY, MAY 6, 1920.

### MAKE FUNDS AVAILABLE.

Added interest in the passage of the "four per cent bonding amendment" at the coming primary election is given the people of Deschutes county by the action of the state highway commission at its meeting last week in providing for surfacing the section of The Dalles-California highway between Bend and the Jefferson county line. The reason is the little proviso attached to the order for the work that it shall be done as soon as the funds are available.

If the bonding amendment carries funds will be available; if it fails there will be none. This is the simple, selfish reason why we are all interested in seeing the amendment carry. And not only will funds be available for surfacing this section of The Dalles-California line but further cooperation may be expected from the commission on our other main highway work.

The thing has been said already so many times that it seems unnecessary to repeat it but there may still be some who have not had the fact sink in and so we say again that to vote this amendment means no added taxes. Revenues from auto license fees and other state income already provided for will more than pay interest on these bonds as well as retire the principal at maturity. To vote the amendment means that the money can be spent for good roads now—including our own through highways.

Let's make the majority a big one.

The Department of Agriculture has decided that hereafter it is to be "milk" and not "milch" cow. So long as she gives it who cares what it is called.

### COMMUNICATION.

#### FAVORS GRAVEL ON ROADS

Editor Bend Bulletin: As we are about to start on our new era of road building, I think a little friendly criticism will not be amiss. A few years ago someone made the discovery that the cinders from Pilot butte was a good material to build roads with, and that there was enough of them to surface all the roads in Oregon, and have quite a lot left. On account of the low cost of handling them, they were used quite extensively, but they proved too soft for a permanent road. Now almost everyone that has anything to say about roads is advocating gravel. Gravel is all right, but right there is where we have got to be careful, or we will make as big a mistake as we did with cinders, only it will cost us a lot more to find it out.

Gravel is a standard material for roads, but it has to be of a uniform size to get good results, and the only up-to-date way to prepare it is to run it through a crusher and screen it to the proper size. If rock or gravel of uneven sizes is used in surfacing roads the large ones will work to the top in a very short time and will not give a smooth, even wearing surface. It seems to be the intention to use the gravel from the Shevlin-Hixon pit to surface the road from Bend to the fish hatchery. A close examination will show that after the coarse rock is screened out that over half of the balance is fine sand and pumice. Sand has no place in road construction, unless it is mixed with cement. There is plenty of the best kind of gravel in almost all parts of the county, but I have seen but very little of it in its natural state that is fit for road building. If we are going to build good roads, let us use standard materials and prepare and use them according to standard specifications. A. H. HORN.



## Rippling Rhymes

Walt Mason

### Changing Styles.

Last year I bought a limousine, the latest thing in boats, and it was painted black and green, and cost me many groats. "It is the very latest word in cars," the agent cried, "all other cars will look absurd, this noble bus beside. The pride of ownership 'twill give, and fill your soul with bliss, and it will last you while you live, I wot and ween and wis." And now my tumbrel's out of style, it looks like Noah's ark, and when I'd push her for a mile I go out after dark. For if I take it out by day, by jokers it's abused; they ask me if it is the dray the Pilgrim Fathers used. My wife declares she'd rather walk, and proper pride maintain, than ride with me around a block in that ancestral wain. And thus the motor game is played upon the trustful chump, whose last year's model looks decayed and ready for the dump. My van is just as fine as silk, so far as chugging goes; but people of the critic ilk turn up the scornful nose; its hood is badly out of date, the windshield slant is vile, the body lines, which should be straight, bulge out in ancient style. And so I'll have to buy a gig that's up to date and new; and in six months, I'll bet a fig, 'twill be a has-been, too.

## Fifteen Years Ago

(From the columns of The Bulletin, May 5, 1905).

A three days celebration may be held in Bend extending over the 3rd, 4th, and 5th of July, the occasion for such an observance being a baseball tournament in which all the leading clubs of Crook county will take part.

Engineers have this week staked out the streets and lots of the townsite of Redmond, and the two principal streets are being cleared. The new townsite is located about four miles east of Cline falls.

The election to determine whether this school district shall issue bonds for a new school house, will probably be held on the last day of May. The petition for submission of the question asks authority to issue bonds to the amount of \$3500.

The Bulletin has information indicating that active construction of the Columbia Southern railroad toward Bend will probably be commenced within 60 days. Definite official announcement will probably be made within two weeks.

Sam S. Reynolds has sold his barber shop to Triplett Bros., who will conduct both shops hereafter.

C. B. Allen and wife, of Lava, were in town Sunday and Monday having dental work done.

M. S. Mayfield and family left this morning for their new ranch above Prineville, where they expect to make their future home.

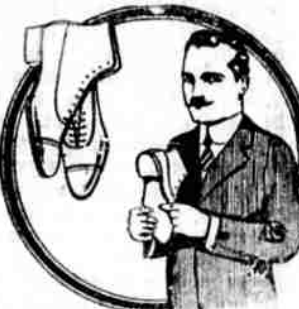
At the homestead of William P.

Downing, on the Tumalo, a new daughter came to live Wednesday.

### POLITICAL ANNOUNCEMENTS

I hereby announce my candidacy for nomination to the office of

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BEND, OREGON

county clerk of Deschutes county on the republican ticket at the primaries on May 21, 1920. My candidacy for nomination to the office I now hold is based upon the past efficient handling of the records of the county, courteous treatment and thorough knowledge of the duties of the office. J. H. HANER.

I hereby announce my candidacy on the Democratic Ticket for the office of Sheriff of Deschutes County, subject to the will of the voters at the Primary election May 21. I am basing my candidacy upon an intimate knowledge of the duties of the office, having been deputy sheriff of Hood River and Wasco counties. If elected I promise thorough performance of the duties of the office and justice to all.

Adv. GEORGE STOKOE.



J. D. Davidson.

I take this means of announcing my candidacy for the nomination for the office of County Clerk on the Republican Ticket, subject to the Primary election May 21, 1920.

I have been a resident of Bend for the past 13 years, and am fully acquainted with conditions existing in this county. If elected I promise to give my full time to the conduct of the business of the office.

Adv. J. D. DAVIDSON.

I hereby announce my candidacy for the office of County Commissioner of Deschutes County on the Republican Ticket, subject to the will of the voters at the May Primaries.

Adv. CHARLES CARROLL.

I hereby desire to announce my candidacy for the office of sheriff of Deschutes county on the democratic ticket, subject to the will of the voters at the primaries, May 21, 1920.

We hereby announce the candidacy of John Marsh, of Tumalo, for the office of County Commissioner of Deschutes County on the Republican Ticket, subject to the primaries in May.

TUMALO DEVELOPMENT LEAGUE

I hereby announce my candidacy for the nomination to the office of County Judge of Deschutes County

on the Democratic Ticket, subject to the primary election, May 21, 1920. If elected I will promise a progressive business administration of County affairs. Action, economy, efficiency. At your service always.

J. A. EASTES. Adv.

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