

The Bend Bulletin

DAILY EDITION

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An Independent Newspaper, standing for
the square deal, clean business, clean politics
and the best interests of Bend and Central
Oregon.

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The Bend Bulletin.

MONDAY, JUNE 13, 1921.

"We know nowadays that even
a universal education . . .
supplies only the basis for a
healthy republican state. Next
to education there must come
abundant, prompt, and truthful
information of what is going on
in the state, and frank and free
discussion of the issues of the
times." H. G. Wells, "The Out-
line of History."

UNFAIR COMPARISONS

For a number of weeks the Oregon
Voter has been filled with tables re-
lating to taxes in the various political
sub-divisions of the state. Tax to-
tals have been given, comparisons
made and percentages shown until
anyone who has tried to study them
has come out with a headache.

In all this tax business Bend has
been made rather a sorry figure. The
combined rate for the city, if we re-
member correctly, is shown by the
Voter's tables to be exceeded only by
the rate in Prineville. The city per-
centage is one of the highest in the
state and the fact is thrust into the
reader's face by the published com-
parisons.

The preparation and publication of
all these figures is undoubtedly a joy
to the editor of the Voter. He eats
statistics for breakfast, lunches on
figures, in the evening makes a
hearty meal of percentages, spends
the evening making comparative
tables and then goes to bed to dream
of numbers and graphic charts. We
understand he has already worn out
seven slide rules in his present tax
frenzy. It is nuts for him—all this
tax stuff—but decidedly unfair to
Bend and Prineville and other towns
situated as they are.

We do not question the accuracy
of the Voter's figures, nor deny its
right to publish them. We do say,
however, that the Voter tells only
half the story and that, in the inter-
ests of accuracy and in justice to
Bend and Prineville, it should begin
again and first translate all the tax
figures into a positive set based on
the county ratios. Until the Voter
does this its comparisons of millages
are absolutely worthless. The dol-
lars and cents figures of the tax levies
may be compared with propriety, but
the county or town valuations and
the various millages may not be com-
pared, and any fair or just or ac-
curate conclusions drawn until the dif-
ferent ratios are taken into account.

The Bend millage is high and the
reason for it, as we have so many
times pointed out, is the compara-
tively low assessed valuation. Our
county ratio is 54 per cent. Let the
Voter put Deschutes and all the
other counties on a 100 per cent base,
and then make comparisons.

Darwin's Stand on Income Tax.

The mayor of Darwin, Australia, has
become noted by his refusal for two
years to pay federal income tax on
the ground that Darwin had no repre-
sentation in the federal parliament. In
spite of official warnings, Mayor Tou-
pin has adhered to his determination
—No Taxation Without Representation.
For a time, while it was under-
stood that the northern territory
would have representation in the
federal senate, no steps were
taken to coerce the Toupinites of
Darwin, but when it became known
that the mayor was leaving Darwin
official action was promised. Praise
and presentations, however, not pen-
alties, have marked the departure of
the mayor. Whether the tax collector
will catch him when he sets foot in
southern Australia is a point which
will be speedily settled.—Christian
Science Monitor.

Backfired.

When the clock struck "12" the
other night father came to the head
of the stairway and in a rather loud
tone of voice said:

"Young man, is your 'self-starter' out
of order tonight?"

"It doesn't matter," retorted the
young man, "as long as there's a crank
in the house."

Put it in The Bulletin.



Self Praise

The man who tells how good he is should drop
that stunt in haste; he merely makes men sigh,
"Gee whiz," and think he shows poor taste. I hope
that I have sterling worth, of which my neighbors
tell; I hope that I adorn the earth on which I deign
to dwell; I hope I'm loaded to the guards with
qualities so fine that I'm a model to all bards who
write the lilting line. But I must show them by
my deeds, which are in daily view, and not by empty
words or screeds, or with my loud bazoo. My
merits will be known to all, though I am like a
clam; I do not need to hire a hall to tell how good
I am. If I in anything excel, the town will know
the fact; I do not need to ring a bell attention to
attract. The man who's prone to emphasize his
claim to harp and crown soon finds that all the
other guys expect he'll jump the town. True worth
in modesty arrayed is sweet and passing fair, but
when it's brazenly displayed we guess it isn't there.
With blue prints of my merits bright your ears I
shall not vex, though I may be a shining light, a
credit to my sex.

A SUNDAY AUTO TRIP

(From Shevlin Equalizer.)

For a one day's trip, and a family
picnic, there is probably no easier
and more beautiful one than a jaunt
in the Metolius River country west
of Black Butte. Two spots of par-
ticular beauty, and where few go, are
Eagle Creek and Bear Creek. The
former is about forty-eight miles
from Bend and the other less than
forty. Distance, however, should
keep no one away from such a trip,
for the roads are the best. After
leaving Sisters a right angle turn is
made at the outer edge of the town.
A few yards beyond that point the
road forks around a ledge of rough
rock. By all means take the left-
hand road, even though the other,
along the fence line, looks to be the
main traveled one. The left is a
good gravel road through the timber
and is a trifle shorter than the other.
Just before coming to Indian Creek
the two roads meet and from then
on west there is only one. About
one mile past Heising's ranch—the
ranch is right on the road and can
be recognized by the tent houses and
two pole bungalows. The ranch
house itself is painted white and has
a large porch around three sides. In-
cidentally, Heising's is a good place
to stay. The meals are great. One
mile beyond, then, look for a sign on
the left which reads "Bear Valley."
A distance of about two miles is the
limit at present on this road, as there
is a ford over Bear Creek further up
that is too deep for a car to make.
However, between the main road and
the ford—one may have to detour
fallen trees in places—there is more
than one excellent camp site, with
shade, green grass, and good moun-
tain stream water. A view of Mt.
Jefferson may be had through the
trees from any point on the road.
Bear Creek looks like an ideal trout
stream, but the writer did not try it.
The other stream mentioned—Eagle
Creek—should also be a likely fish-
ing grounds, though we did not try
that, either. To go to Eagle Creek,
pass on the same main road by Heis-
ing's past the Bear Valley sign and
go on about three miles to a sign
which reads "Eagle Creek," to the
left. Either road will lead a short
distance to a good camp site which
has been established by the Forestry
Department. The road to the left,
however, probably offers more pos-
sibilities, as the camp site is the
end of the road to the right. The
other, the left, while it appears to
have its ending at the creek, yet one
may go for two or three miles further
toward Mt. Jefferson. This short
piece of road isn't very good, but it
is passable and offers an opportunity
for exploration and a view of a large
variety of timber. There is every
branch of the Evergreen family to be
found here, even Douglas fir and
cedar. These two trips are recom-
mended because of their easy access-
ibility and because on both there is
something of interest to all. Any
make of car, large or small, will make
the trip without a worry.

All highway built under the act

TOWNSEND ROAD BILL GAINING POPULARITY

(Continued from Page 1.)

retary and such laborers as the com-
mission might employ, all assistants
would be named under the civil ser-
vice law. Other conditions being
equal, the bill requires that honor-
ably discharged soldiers, sailors and
marines be given preference.

At the request of the commission
the president would have authority
to detail officers of the army, the
navy, or other government services,
for the performance of any duties the
commission might deem necessary,
but they would not be allowed addi-
tional compensation for their ser-
vices.

Main Roads Planned.

Establishment of an interstate sys-
tem of highways is stated in the bill
as the primary function of the com-
mission. The most practicable routes
would be followed, with considera-
tion given agricultural, commercial,
postal and military needs. The in-
terests of ports would be expected to
be guarded and connections with bor-
der lines and the main highways of
foreign countries would enter into the
scheme. Highways within towns of
more than 5000 population would not
be under the commission's jurisdic-
tion, "except that portion of any such
highway along which, within a dis-
tance of one mile, the houses average
more than 200 feet apart."

All highway built under the act

would be free from tolls. Some other
provisions are:

"That in any state where such in-
terstate highways or parts thereof
have been constructed in accordance
with a standard deemed adequate for
prevailing traffic by the commission
and are maintained as elsewhere pro-
vided in this measure, the commis-
sion is authorized and directed to
join with the state in the establish-
ment and construction or reconstruc-
tion of other highways connecting or
correlating with the interstate sys-
tem.

That no project shall be approved
by the commission in any state un-
til the state has made adequate pro-
vision for the maintenance of all
highways selected by the commission
in that state."

Repairs Assured.

Should any state fail to fulfill its
agreement with the federal commis-
sion relative to maintenance after
construction of such roads the fed-
eral commission would serve notice
upon the state commission, and if
repairs were not made within 100
days after receipt of the notice the
federal commission would make the
repairs and charge the cost against
the state's federal apportionment.

Under the Townsend measure au-
thority would be delegated to the
secretary of war to turn over to the
commission any surplus war material
suitable for road construction, this
to be distributed among the states.
This distribution would be on the
same value as provided in the act for
the distribution of federal funds. The
bill gives the federal commission
right to reserve 10 per cent of the
war material for use in the construc-
tion and maintenance of national forest
or other roads under its direct su-
pervision.

Another provision is that construc-
tion and reconstruction of interstate
highways and correlating highways
to which federal funds are applied
shall be undertaken by the state de-
partments with the approval of the
federal commission. In the routing
of forest roads the advice of the state
commissions would be given careful
consideration by the federal body.
Within two years after the effective
date of the Townsend act, should it
pass, the commission would be re-
quired to publish and distribute a
map showing the highways and forest
roads it has selected as a part of the
interstate or coordinating system, and
annually thereafter publish supple-
mentary maps showing the program
in selection, construction and recon-
struction.

States Must Assent.

No money under the act could be
spent in any state until the legisla-
ture of the state assented, except
that until final adjournment of the
first legislature after the act goes
into effect the assent of the govern-
or shall be sufficient.

The act gives the consent of the
United States to any railroad or canal
company to convey to any state high-
way department any part of its right
of way or other property in the state
acquired by grant from the United
States. Provision is made for trans-
fer to state departments of parts of
public lands or reservations of the
United States.

FEDERAL TIRES

These men are discriminate buyers and when they spend their money, it is with
the assurance that they are getting 100% value; experience has taught them that
the cheaper article is just what its price implies "Cheap."

They figure cost per mile in buying tires just the same as you figure cost per
pound when you buy sugar at your grocery, and they would not buy "Federal" if
they were not getting more miles per dollar, because if there was any tire built
that would give more miles per dollar investment that is what they would have.

The "Federal" will give you more miles, more life and more comfort than any
other tire in the world, therefore it is economy to equip your car with "Federal."

Ask any of the following, why they prefer "Federal"—they use them and they
know.

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DICK--The Tailor

1018 WALL STREET

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would be adjusted to local conditions.
Rights of way would be 66 feet in
width and wearing surfaces not less
than 20 feet.

Justice to the Bedbug.

Many times the bedbug has been
accused of transmitting disease, but
the investigating scientist of the
United States public health service
says the bug apparently has been
charged with wrongdoing when not
guilty, as the pest has no way save
the mouth in which to carry germs
and is too busy eating to make mouth
germs of any special danger. How-
ever, the flea, louse and mosquito have
been convicted of being disease car-
riers.

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We cannot give away our troubles,
least of all by making them public
property.

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Mt. Hood,
There is no other,
so good"

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An American Worker's Creed

"The Company for which I work is a mighty good em-
ployer and I think any 'employee' who hasn't an interest in
the success of his employer ought to quit or get fired. My
idea is that when a man sells his services to an employer,
he sells his loyalty at the same time. If he can't be loyal
and give the best that is in him, he ought not to work for
that particular employer. By being loyal I don't mean that
one has to be a toady, or that he has to lose any of his
independence. The most loyal may be the most independent,
and usually is."

The Shevlin-Hixon Company

CREDIT IS OUR GREATEST ASSET

The commercial world is standing on the
foundation of credit. Every individual is a cog
in the great wheel. When one neglects his
credit and fails to pay his honest obligations,
he makes it impossible for some one else to
meet theirs, therefore it is extremely vital
that each and every one see to it that we

KEEP OUR CREDIT GOOD

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