

The Bend Bulletin

DAILY EDITION
Published Every Afternoon Except Sunday.
By The Bend Bulletin (Incorporated)
Entered as Second Class matter January 8,
1917, at the Post Office at Bend, Oregon,
under Act of March 3, 1879.

ROBERT W. SAWYER.....Editor-Manager
HENRY N. FOWLER.....Associate Editor
C. H. SMITH.....Advertising Manager
JAMES M. O'NEIL.....Circulation Manager

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

SUBSCRIPTION RATES

By Mail	
One Year	\$5.00
Six Months	\$2.75
Three Months	\$1.50
By Carrier	
One Year	\$5.50
Six Months	\$3.50
One Month	\$0.60

All subscriptions are due and PAYABLE
IN ADVANCE. Notices of expiration are
mailed subscribers and if renewal is not
made within reasonable time the paper will
be discontinued.
Please notify us promptly of any change
of address, or of failure to receive the paper
regularly. Otherwise we will not be re-
sponsible for copies missed.
Make all checks and orders payable to
The Bend Bulletin.

SATURDAY, JULY 1, 1922

BIBLE THOUGHT FOR TODAY

A VERY NEEDFUL PRAYER:
—Show me thy ways, O Lord;
teach me thy paths. Let in-
tegrity and uprightness preserve
me; for I wait on thee.—Psalm
25: 4, 7.

STRAHORN ON UN-MERGING

Here is what Robert E. Strahorn,
president of the railroad company
which has plans for connecting the
stub ends of the lines running into
Central Oregon, has to say concern-
ing the Southern-Union-Central Pa-
cific question now under considera-
tion by the people of Oregon and
California. Mr. Strahorn is reported
in the Klamath Herald as follows:

"As to the unmerging of the Central
Pacific and Southern Pacific, as
I recall, the case has been in the
courts about ten years. It is not go-
ing to be settled over night by reso-
lutions of commercial bodies or hys-
terical harangues and petitions to
the interstate commerce commission.
The question is so big and so serious
that it will only be settled after many
months of serious presentation by the
highest railway officials and their at-
torneys on both sides, and equally
serious and prolonged consideration
by the interstate commerce commis-
sion. Possibly it will be preceded by
a reopening of the case and a long,
hard fight in the courts.

"But the chances are that this will
precipitate the re-grouping of the
western lines as authorized by the
Esch-Cummings act, under which the
Union Pacific is just as liable to turn
up owner of the Western Pacific, and
the Central Pacific be retained by the
Southern Pacific.

"Granting the question may be set-
tled by the commission, remember all
the time that it is a constructive and
not a destructive force bent upon
mutilation, as is widely suggested.
Therefore, when settled, it will be for
the best interests of all concerned, as
nearly as possible, but especially in
the interests of the public, with due
regard for vested rights.

"Now, it is plain that this can only
be in the spirit of compromise. There
will be all sort of fusing of lines and
deals and common user privileges of
portions of the mileage involved. The
supreme court plainly indicated that
the Southern Pacific should be ac-
corded rights through to Portland
and to the San Francisco terminal.
When the smoke clears away, it will
be found possessing these rights and
others which will in many important
details practically preserve its integ-
rity and enable it to function as be-
fore, generally.

"As to its effect on railroad con-
struction in Oregon, I wouldn't waste
time building air castles of this kind.



Rippling Rhymes
Walt Mason

Transient Vows

I ride in my horseless carriage, that's painted
a festive blue, and wonder why love and marriage
don't last as they used to do. The vows of our par-
ents held 'em till twilight of life grew cool; divorce
occurred as seldom as hens in a swimming pool. I
think of my grandmas stately. I think of my great-
grandfathers, who treasured their vows so greatly
they pulled no divorce court wires. They wed in
the golden morning of life, in their divers kirks,
and traveled together scorning the lawyer and all
his works. I'm driving my twin-four barrow along
where the speed cops sleep, and modern conditions
harrow my soul till I fain would weep. Man taketh
a blooming creature, bedecked in her bridal veil,
to parsonage and to preacher—they're spliced, for
a piece of kale. You'd think, as you mark them
cooing, like doves on a sunlit hill, that age, when
it comes kerchooing, will find they are lovers still.
But lo, when the Wooster Weekly next month to
your home is mailed, you read—and you read it
bleakly—the news of a vow that failed. The wife
had a trick of snoring, the husband a drugstore
breath, and love, that was lately soaring, has
withered and died the death. I speed up my rusty
lorry, and run down a brace of clerks, and sigh,
for my heart is sorry that marriage no longer
works.

No responsible executive of the Union
Pacific had intimated that a mile of
new road would be built in the event
of its purchase of the Central Pacific
and there will be little if any reason
for it than there has been heretofore.
It is easy for Union Pacific officials to
speculate on what might be done, if
it serves to array public opinion on
their side of the case, and it fills the
newspapers with just the kind of
stuff the public wants. We have had
a dearth of railroad building on pa-
per for some time.

"But when Lovett and Gray on one
side and Kruttschnitt and Sproule on
the other, and their able lawyers,
gather around the table, they will
find other solutions of the problem
than spending twenty or thirty mil-
lion on elaborate railway construc-
tion which they have all along voted
down.

"What we are chiefly interested in
here, and what I have been striving
for all these years to create and
maintain, is adequate competitive
railroad conditions. Everybody
knows, or should know by this
time, where our interests lie; also
that more than ever before we
need to get in and paddle our own
railroad canoe. Otherwise, in my
opinion, it will be many years before
there is any change to affect us se-
verely, one way or the other."

THYE-MEYERS BOUT TO BE IN SPOKANE

Middleweight Title Claimants Will
Settle Differences By
July Third.

(By United Press to The Bend Bulletin.)
SPOKANE, July 1.—On or before
July 3, Ted Thye of Portland and
Johnny Meyers of Chicago, both
claimants of the world's professional
middleweight wrestling belt, will
meet here to settle their differences,
provided Thye can make the required
weight.

The match has been cinched by
Tom Freeman, promoter, posting a
forfeit of \$250 weight guarantee for
Thye to cover a similar amount put

up by Meyers' manager, E. White.

Thye recently threw Meyers, but as
he was above the weight, his claim of
the championship because of the vic-
tory was not generally allowed. Both
men will go to the mat weighing not
more than 160 pounds. The agree-
ment stipulated that the match was
to be officially for the title. They
will decide whether the White rules
or the Police Gazette catch-as-catch-
can rules shall govern the tussle.

Thye is now in training here and
Meyers and White have established
their headquarters at Liberty lake.

LIBERTY

LAST TIME TONIGHT
DOUBLE BILL

"THE LEATHER PUSHERS"

See the big fight!
AND

Maurice Tourneur
presents

The Last of the Mohicans

An American Drama Eternal
by James Fenimore Cooper
Directed by Maurice Tourneur
and Clarence L. Brown

PRISONERS FREED, NO RANSOM GIVEN

(By United Press to The Bend Bulletin.)
WASHINGTON, June 30.—The
state department announced today
that General Corozave, Mexican band-
it chief, had released 85 persons, in-
cluding six Americans, held for ran-
som at the Coronado Oil company
camp at Tampico. The ransom of
10,000 pesos was not paid, however.

SEES OWNER OF HOME LEFT 35 YEARS AGO

Thirty-five years ago H. Cato, local
tailor, left his home in Norkoping,
Sweden. This week he met the man
who for years has been living in the
house at Norkoping in which the Cato
family had resided. E. Kjolberg,
the present owner of the old Cato
home, is visiting in Bend, intending
to return to Sweden later in the
summer to interest farmers in the

vicinity of Norkoping in the agricul-
tural opportunities offered in Central
Oregon.

MRS. STENSETH TO BE BURIED SUNDAY

Funeral services for Mrs. S. A.
Stenseth, wife of the pastor of the
Bend Lutheran church, will be held
Sunday at Emmelaw, where she died
Wednesday morning. Rev. Stenseth
was to have been in Bend to conduct
the services this Sunday, but on ac-
count of Mrs. Stenseth's death will
not return until next week. Rev.
Edward Hecker will preach at 11
o'clock Sunday morning at the Luth-
eran church.

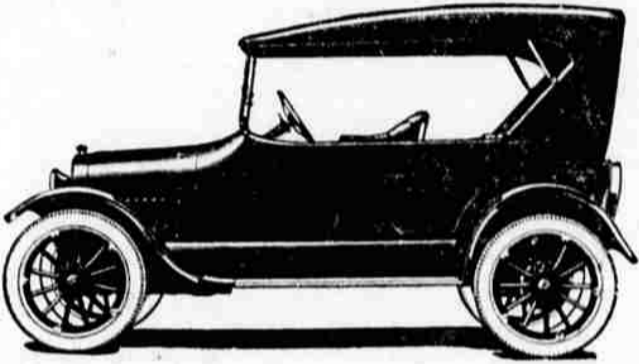
DRINKS, PAYS \$30

Arrested by Night Officer Welch,
Oscar Martinson added to his list of
appearances in city court this morn-
ing when he pleaded guilty to a
charge of drunkenness. He paid a
\$30 fine.



Mary Pickford in "Rebecca of Sun-
nysbrook Farm," Grand Monday and
Tuesday.

Bulletin Want Ads bring results—
try them



The Eyes of the World Are On



For Economical Transportation

The World's Lowest Priced
FULLY EQUIPPED Automobile
\$675.00, Bend

CHEVROLET is now the fastest selling, standard, fully equipped automobile in the
world. Spring sales have given it this premier position.

WHY CHEVROLET LEADS

THIS LEADERSHIP is the result of building cars, both passenger and commercial,
which will provide efficient operation and economical transportation at a price
everyone can afford to pay.

MORE THAN three-quarters of a million Chevrolets have now been sold. This
month, this year, more and better Chevrolets will be sold than in any previous
month or year in Chevrolet history.

BECAUSE ECONOMICAL TRANSPORTATION has become so vital in business and
in everyday life, Chevrolet has gained its rightful recognition. And it has
gained this enviable position without forcing its sale through advertising. It
is simply due to motor car owners' appreciation of merit and value.

INVESTIGATE THE "DIFFERENCE" BEFORE YOU BUY

BEND GARAGE

Open Day and Night

Goodyear Tires; Buick, Chevrolet and Studebaker Motor Cars
Most complete line of Accessories and Parts in Central Oregon

McQUAY-NORRIS PISTON RINGS

Give Your Car More Power

Worn or leaky piston rings waste motor power and fuel.
Gas that leaks past them is absolutely thrown away. It
pays to replace them with McQuay-Norris Piston Rings
—pays in more power, lower fuel bills, and less carbon
trouble. Regardless of where you plan to have your car

repaired, you can secure a quicker job by ordering McQuay-
Norris Piston Rings, because we can supply the proper sizes
and over-sizes. Made for every purpose and price, McQuay-
Norris Rings will pay for themselves in more motor power
and lower fuel bills.

We Carry a Complete Service Stock

THE BEND GARAGE

\$125 Leak-Proof—An exclusive
two-piece design, prevent-
ing loss of gas and com-
pression. Gives equal pres-
sure at all points on cylinder walls. For
all piston grooves except top, which should
have Superoil. Each ring packed in a parch-
ment container.

\$100 Superoil—Keeps lubricat-
ing oil out of combustion
chamber. Collects excess
oil on each down stroke of
piston and empties on each up stroke,
which ordinary grooved rings cannot do.
Each ring packed in a parchment con-
tainer.

50c JIFFY-GRIP—A one-piece
ring. Non-butting joint, which
Per Ring can be fitted closer than ordi-
nary step cut—velvet finish—
quick seating. "Seats in a jiffy." To keep
them clean and free from rust, each ring
is packed in an individual grease en-
velope.

Snap Rings—of the highest grade.
Raised above the average by McQuay-
Norris manufacturing methods. Their
use insures all the satisfaction possible for
you to get from a plain snap ring. They
are packed twelve rings to the carton and
rolled in waxed paper.



Fall in, Buddy!

In more than 11,000 communities the world over today your
old Buddies are, through The American Legion, still in action,
fighting at home for the land that was good enough to fight
for abroad.

There are vacant places in the ranks that can never be filled
—blank files dedicated to the memory of old shipmates and ten-
mates who went West when death rode in the air and sea.

But there's your old place in the line, Buddy, waiting for
you, and the bugle of duty sounds "Fall In." There are no
written order or commands except those of your own consci-
ence, and bunk-fatigue brings no excited top kicker.

Just the same, Soldier, The American Legion needs you and
you need The American Legion. That's fifty-fifty. Hold up your
end and become a member.

By midnight—Saturday—July 1, Percy A. Stevens Post of
Bend wants to have every eligible service man or woman enrolled
as a member.

Your honorable discharge is your eligibility ticket.
Your Legion button tells the world you have such a dis-
charge.

For further information call at Symons Bros. Store.