

# INDICT THREE AFTER DEATHS

## Record Time Is Made by Chicago Grand Jury

## Bandit Killed in Duel On Thursday Not One of Slayers, Is Confessed

(U. P. Pressed Wire to The Bend Bulletin)  
CHICAGO, July 30.—Working with express speed, the county grand jury met in extraordinary session today and returned true bills charging Jack Wilson, alias Woods, and J. W. Holmes, both of Texas, and William Mullenbach of New York, in connection with the spectacular raid on the fashionable Drake hotel late yesterday. They are charged with the murder of Frank B. Rodkey, clerk at the hotel.

Mullenbach is still at large, while Wilson and Holmes have confessed to participating in the robbery.

Witnesses told the grand jury that Holmes fired the fatal shots and not "Texas Kid" Court, full blooded Cherokee Indian. Court was shot dead by a policeman as he ran from the hotel, and the fifth bandit, Eric Nelson, was killed in an exchange of shots after a running battle through the streets of the fashionable north side district.

Holmes was captured in the hotel kitchen and Wilson was arrested this morning when he applied to a hospital for treatment. One of his fingers was shot off when he stumbled over the shotgun he used in the holdup.

Considerable of the loot has been recovered, police said. Hotel officials estimated the loss at between \$7,000 and \$10,000.

State's Attorney Crowe promised a triple hanging as an object lesson to criminals whose bold depredations have given Chicago the name of "the crime capital of the world."

Police questioned Russell Scott, twice given eleventh hour reprieves from hanging for murder, to see if there is any connection between Russell, his brother Robert, and the Drake bandits. An unmailed post card signed "R. Scott" was found in Wilson's pocket. Wilson said he does not know Scott and that the suit he wore belongs to Mullenbach.

While crossing the English channel a balloon descended upon the funnel of a steamer and burst into flames.

# Body of Bryan Rests In Capital of Nation

(Continued from page 1.)

tion in an elevator. She was accompanied by ushers.

The body was not moved until all the passengers from the train which the funeral car was attached had been cleared from the platform.

The crowd in the concourse grew steadily in number and ropes were put up as people pressed forward to view the casket as it rolled on its small truck through the pavilion. All classes of life were represented, noticeably clergymen. Many were out going travelers who risked missing a train for a last glimpse of the commoner.

Scores of floral pieces, enough to fill a separate hearse, were removed with the coffin. Some were enormous. One from the Knoxville, Tenn., chamber of commerce, bore a quotation of Bryan's: "I have enough religion to live by and die by."

**Ostentation Missing**  
Mrs. Bryan showed plainly the effect of her sorrow. Her face was pale and lined. She wore deep mourning and a thick black veil.

There was no ostentation in the funeral line of three automobiles that accompanied the hearse down through the streets to the funeral parlor. Government clerks hustling to their desks paused to bow their heads or lift their hats for a moment while it passed.

One motorcycle policeman led the hearse. The three trailing automobiles were filled with newspapermen. After a brief time at the funeral parlors the body will be taken to the New York avenue Presbyterian church, an edifice where presidents and many dignitaries of state have worshipped.

**No Military Pomp**

Mrs. Bryan insisted that no military pomp attend the funeral services. Under arrangements she made this morning the only display of the military for the apostle of peace will be the sounding of taps at the grave. No volley will be fired as is customary upon such occasions. Only a small delegation of troops from Fort Myer will meet the body at the entrance to the cemetery and escort it to the grave.

Honorary pall bearers selected by Mrs. Bryan include Senators Norris, Nebraska, republican; Ashurst, Arizona, democrat; McKellar, Tennessee, democrat; Shepard, Texas, democrat; Josephs Daniels, the only member of President Wilson's cabinet now here; Clem Shaver, chairman of the democratic national committee and Colonel P. H. Callahan, prominent democrat of Louisville, Ky.

# INDUSTRIAL CRISIS LOOMING GREATER

## Premier Holds Conference With Labor Leaders

(U. P. Pressed Wire to The Bend Bulletin)  
LONDON, July 30.—Hands of striking coal miners, out on local strikes in Wales, went forth in the early hours of today and besieged numerous collieries in the Ammanford valley.

In six hours after midnight, eight groups of strikers, each 400 strong and armed with bludgeons, took law into their own hands and forced the "safety men" at the idle mines to retire, according to word from Cardiff.

Before the club armed men the police were powerless.

With such portentous news at hand, Premier Baldwin began another day's strenuous effort to prevent the threatened July 31 lockout throughout the land. Very pale and manifestly tired from his long and exacting day yesterday, he arrived at the ministry of labor, Montague House, at 10 a. m. to continue his negotiations upon the failure or success of which depends whether a tremendous conflict shall start at midnight tomorrow.

Baldwin apparently realized also that his own political life or death probably would rest upon the outcome of his work.

Miners' leaders were unyielding at

the start of the day. A. J. Cook, leader of the union, coined a new slogan to typify the men's position: "Not a penny off and not a second on."

This meant that the workers were adhering to their original position that the wage scales hitherto existing but denounced for July 31 for the owners, must be maintained without wage reduction and without increase of hours.

Meantime, publicists warned that a cessation of mining now would mean a major calamity in the British Isles. The Daily Herald, mouthpiece of the labor party, viewed the situation pessimistically and held that, on the basis of the present situation, the lockout would come at midnight tomorrow.

## Polar Expedition Ships Now Wedged In Ice Pack

(U. P. Pressed Wire to The Bend Bulletin)  
WASHINGTON, July 30.—The MacMillan arctic expedition ships Eowdoia and Perry are wedged in the Melville bay ice pack, according to radio dispatches dated yesterday, which were received at the National Geographic society headquarters here today.

The ice was light and the expedition expected to break out soon after the radio message was sent.

**Glorify Friendships on Friendship Day, Sunday, August 2, by sending a card from Symons Bros.** 46c

# The Wall Flower

By MARION RUBINCAM

## TWO WOMEN

Chapter 107

Gloria appeared next morning looking like quite another person in a shabby out of date tweed suit, old shoes, wool stockings and her sleek hair hidden under a soft tam.

This was Gloria ready for the woods—an amazing contrast to the slim figure with the fashionable droop of the shoulders, and the exotic, gorgeous colored gowns.

"You look like just anybody," George greeted her.

Then afraid that what he said was not polite, when both women laughed at him, he added:

"I mean you look like a young girl. I've seen you look like an opera

star, a movie queen (a gasp from Gloria), a millionaire and a cover for a futuristic magazine."

"But never the simple minded motherly creature I really am," put in Gloria. "Frankie, if you go on eating breakfast all morning, you can run it straight into luncheon. And that will save trouble and dishwashing, won't it?"

"Um-hum," agreed Frankie complacently, over a jam laden muffin. "I'm getting fat, Mother."

"You're doing your best, at least. Children all, are we to tramp through these heavenly woods this morning?"

They were, it appeared, and set off at once, Frankie and a fox terrier in the lead. It was hard to tell which of the two had the largest amount of restless, untiring energy.

But in the afternoon, George got out the car and proposed a drive. The owner of a famous art gallery—where all the good exhibitions were held—had a country home 15 miles away, and George wanted to see him about exhibiting some landscapes.

"Want to come?" he asked them, but the two women declined, and Frankie was refused permission because he had to take a nap.

After they had finally persuaded the youngster to sleep, Pan and Gloria wandered off a little way into the trees and lay on a blanket on earth cushioned with fragrant brown pine needles.

"Most people have a queer idea that an artist's work, when he works at all," said Pan, "consists in putting color on canvas. They never think of him as selling a picture, except when a kind soul comes along and makes a purchase or orders a portrait."

"That's true. George is an excellent business man, though he's a good artist too. I think he would have succeeded eventually through sheer merit, but that he has succeeded so splendidly at such an early age is certainly due to his cleverness. I like to tease him about that, and he takes it like a lamb," Gloria answered. "Of course, it's just like him to dash off and get that gallery for December. The man's just back from Canada, he says."

Pan smiled, a little smile of pride at any sort of praise of her husband. Their talk reminded her of the letter from her aunt, and the suggestion that George paint the barn to earn his "keep" over the summer. The thought, without pride but with gratitude, of their lovely home in the city, of this charming place for hot days or for late autumn week ends like this one, of their car, of all the opportunities for work and development that an adequate income meant.

But she told the story of the letter to Gloria, who laughed over it. "Surely an ignorance of life as great as that must be willful," Gloria mused. "Badly chosen books can give one a false idea of life, but even bad books will tell a little truth about what other sorts of people do. And newspapers are simply a daily record of what other people are doing and thinking."

"Aunt Maude only reads an embroidery quarterly," laughed Pan, "though she glances now and then at our local paper. But that's such a small affair it only tells the doings of the people we know—and we generally have heard the news before the paper has time to write and print it. Possibly as narrow a point of view as theirs is willful, I don't know. I never wanted to be ignorant, but I was—terribly, until you rescued me." Gloria turned her head slightly—cushioned on her soft cap and her

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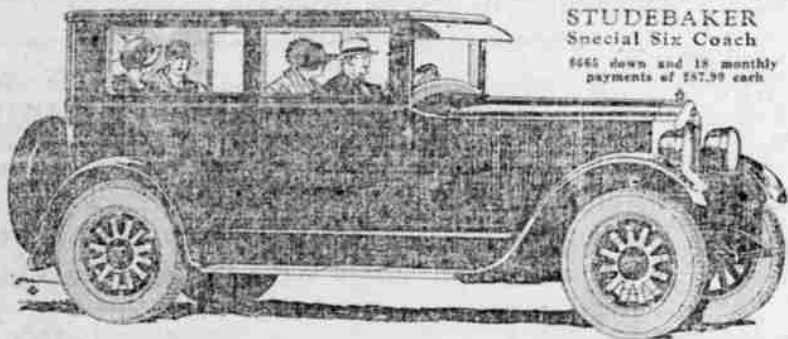
# August 1st

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**A**N AUTOMOBILE, like any other highly specialized machine, runs more smoothly—lasts longer—gives greater satisfaction—when its thousands of elements are carefully co-ordinated into one harmonious unit.

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The Studebaker car is built on this "one-profit" principle. Not only all the engines, but also all the bodies, and all the axles, gear sets, differentials, springs, clutches, steering gears, gray iron castings and drop forgings are manufactured in Studebaker plants. This is not true of any other automobile in the fine car field.

The Studebaker, therefore, being built as a unit—functions as a unit—with all of the advantages of unit over assembled construction.

## "Coach" in name—Coupe in quality

The Studebaker Special Six Coach is an outstanding example of the finer quality made possible by this "one-profit" principle of motor car manufacture.

This automobile is really a fine 5-passenger coupe, but is called a "coach" because it carries the lowest price at which an enclosed car has ever been sold on the famous Studebaker Special Six chassis.

In this Coach fine grades of upholstery are used. You'll find the same quality of workmanship and materials in all hidden places that you see out in the open.

Many of the superiorities of this Coach are invisible—and therefore all the more important. But here are some you can easily see and check against competing cars: gasoline gauge on the dash, 8-day

**\*By a "one-profit" car** we mean a motor car that, in its vital parts, is manufactured by one organization—thus cutting out the extra profits and overheads which arise when vital parts are bought from others. There are only two cars that can be thus classified, because—of all the makes of passenger cars built in the United States, only 2 make all their own motors, bodies, clutches, springs, axles, gear sets, differentials, steering gear, gray iron castings and drop forgings. One of these is Studebaker and the other is Ford.

clock, automatic windshield cleaner, rear view mirror, door pockets, rear window curtains, ash receiver, trunk rack, ornamental pull-cord, cowl ventilator, stop light, dome light, tire carrier locked by the same key that locks door, and the splendid coincidental lock to ignition and steering wheel. Lights are operated from a switch on the steering wheel which is left free for this convenience by the elimination of the spark lever. In all Studebakers the spark is automatically controlled

by the speed of the motor.

In its insistence upon comfort, this car is typically Studebaker. There is comfort in the extra heavy cushions—in the big springs—in the full balloon tires for which steering gear, fenders, etc., have been specially designed—in the ease with which passengers may enter or leave the rear of the car—in the extra large windows and windshield.

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You may buy this Coach today—or on any day of the year—with the assurance that there will be no "annual announcement" to make it artificially a "last year's model."

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THIS IS A STUDEBAKER YEAR

clasped hands, to smile at her young friend.

"You weren't really ignorant—and yet you were, of course, poor darling. Where you could gain education from schools and books you had done so and had digested your knowledge very well. You learned volumes from such small experience as came to you

and spiritual death. I've seen them too—the women who've never survived one early disappointment."

"Instead of which it has shown me what real love is—my love for George," said Pan softly. Gloria turned again. "Ah, I'm glad to hear you say that!" she said. Tomorrow—Confession.



# WAGES

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Not cheap labor. Not at all. For in America, we move one ton one mile for less than one cent.

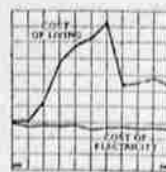
The coolie laborer receives small wages and accomplishes little. The American workman is well paid and accomplishes much. For he is, in fact, a foreman. Under his direction are powerful workers, electric motors and conveyors,

which do the heavy labor for him. America has in its service as much electrical energy as the rest of the world combined. And, through the efficiency of the electric light and power companies, the cost of this electrical energy, has been kept amazingly low. (See the little chart.)

Plenty of electricity and cheap electricity—these are two great advantages which America enjoys over the rest of the world. They help to explain why we can have our high wages, our quantity production, and our low costs.



Every year sees a great advance in the use of electricity by railroad men and by the managers of industries, for these men know that electricity cuts costs. Are you taking full advantage of the economies in your home, your office, and your shop? Read now discovery of uses for motors and other products made by the General Electric Company means more comfort and more economy for everybody.



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