

The Bend Bulletin

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FRIDAY, JULY 21, 1933
BOND FUND DIVERSION
There was reported in the news yesterday the action of the county court in paying a road bill out of the county's bond and interest fund.

It is a thankless task and one that is distinctly unpleasant to us continually to be calling attention to such acts of the court and pointing out their effect on the county's financial condition. We shall continue to do this however so long as this juggling of funds continues and until the court settles down to the task that the people expect it to perform, namely, to handle county funds and affairs in such way that county financial obligations may be met and county credit restored.

It was but a few weeks ago that the announcement was made by the county treasurer that the county was in default on one of its bond payments and would be further in default before the end of the year. Happily, it developed that the existing default could be cured and that no further default was necessary so far as payments due this year were concerned. Then Judge De Armond advanced the proposal that it might be advisable to refinance the bonds coming due next year and spread the payments over a new period.

Now the reason for the temporary default was the expenditure by the court of funds that should have been held for bond purposes. And if refinancing is necessary next year it will be for the same reason plus, of course, an unwillingness to levy a tax sufficient to meet the bond payments. Equally of course, every penny diverted to other purposes means more of a tax levy.

That is the reason why we protest such diversions of funds as that ordered by the court to pay for this truck repair. Earlier this month some \$3,100 had been taken from the bond fund for the purpose of calling road warrants. Still earlier in the year moneys were diverted from the market road fund. In 1931, \$3,322.97 was diverted from the market road fund to the road fund and in 1932, \$5,235.76. In all conscience these market road funds were earmarked for road bond service and if the road fund, now on a cash basis because of these diversions of moneys collected for bond purposes, repaid the diversions there would be no talk of default, refinance or even tax. There would be money in hand and in prospect to pay the bonds without one cent of tax.

Already this year there has been expended for general road purposes more than the budget item and, by the same token, more than the actual levy of \$4,735.58. At the same time the road fund owes the bond fund and the market road fund—to be used for bond purposes—around \$12,000.

Many Oregon Prisoners Have College Education
Salem, Ore., (P)—Does education breed criminals? Probably not, say officials of the state penitentiary, but nevertheless more prisoners with college degrees than wholly illiterate were received at the prison during the last two years. Nearly a third of the 987 prisoners had a high school education or better.

Figures show 44 college graduates received at the penitentiary, 263 high school graduates, 613 with common school education, and 23 illiterate. Only 263 of the new prisoners professed no religious affiliations. Catholics number 136, Protestant denominations 585, Hebrew 1 and Hindu 1. Four hundred and nineteen prisoners were classified by prison officials as intemperate. Moderate drinkers numbered 201, abstainers 367. Forty-four prisoners received during the last two years were women.

Pretty Soft for the Old-time Statesmen



Farewell Bend and Its People

A Story of the Beginnings of a Village Built on a Site Which For Long Ages Was the Camping Ground of Nomadic Tribesmen.

In 1882, a little more than half a century ago, John Sisemore, miner, stockman and a lover of new frontiers, came to the place on the Deschutes river where John Y. Todd operated the Farewell Bend ranch. Sisemore, resident of the Sams valley region of southern Oregon, viewed complacently the expanse of grassy bottom land, once the feeding ground of deer and antelope. That bit of land, Sisemore believed, had possibilities. The river meadows were fertile and sub-irrigated. If water were required, it could be diverted from the Deschutes.

The Farewell Bend ranch was not an imposing layout in those days. The John Y. Todd headquarters in the upper Deschutes country was only a log cabin, but Sisemore liked the cove in the Bend of the river and he was pleased with the magnificent trees which reached to within a short distance of the stream. That meadow bottom just pleased the Sisemore eye and he opened negotiations to buy the ranch. When Todd offered to sell his homestead relinquishment for \$1,400, Sisemore accepted the offer. The Farewell Bend ranch, frequently filed on by Todd's riders in early days, had a new owner—John Sisemore, a man who was to play an important part in the history of Farewell Bend and its people. Sisemore perfected his government title and held the place for 22 years. In abstracts of title, the name of Sisemore is the first on the list, but federal land office records in The Dalles hold the names of the Todd range riders, such as John T. Stors and others, as persons who filed on the tract, but relinquished their claims before completing title.

In October, 1904, the historic Sisemore place, or the Farewell Bend ranch, was sold by Sisemore to Dr. W. S. Nichols, who came to Bend in the fall of 1904 from Oklahoma. The sale included 240 acres. About an acre of the original claim had been previously sold by Sisemore to T. W. Triplett and A. P. Bacon. Dr. Nichols, records indicate, paid \$6,000 for the place.

The Oklahoma did not plan to use the ranch as headquarters for a stock business. He announced that he planned to convert the bottom land into a fruit farm. Timber on the land was sold to the Pilot Butte Development company. Work converting the meadow area into a fruit orchard was started at once and 2000 strawberry plants and a lot of apple, prune and other fruit trees were ordered. It appeared as if the historic Farewell Bend ranch, long the headquarters of cattle riders, was to become the first fruit center of the Deschutes country.

Later, the Sisemore place became the site of the Farewell Bend hotel, an institution which competed with the W. H. Staats stopping place, also on the east bank of the Deschutes

for the patronage of the few travelers who moved through the interior country and of the stockmen who during summer months grazed cattle and sheep in the Cascades. The Farewell Bend hotel and the Staats place were brisk competitors for a number of years. The competition finally reached the stage where Sisemore, at his own expense, constructed a bridge across the Deschutes in front of his place and presented that bridge to the county, in order to pull travel that way.

The bridge was 385 feet long and cost Sisemore \$385-\$1 a foot. Sisemore completed the planking of the new bridge shortly before Christmas, 1904. Sisemore at that time was Crook county road supervisor in the Farewell Bend district and he found that he would be able to collect personal poll tax enough nearly to pay the cost.

Such has been the varied history of the Farewell Bend ranch—first, headquarters for John Y. Todd and his cattlemen; later, a stopping place for travel, and still later an orchard and now part of the holdings of the Brooks-Scanlon Lumber Co. in Bend. Mill "B" of the lumber company was built near the site of the old Sisemore cabin.

Sisemore died some 10 years ago, in Jacksonville, on his way south to a new mining frontier in California.

BEHIND THE SCENES IN Washington

Washington—Industrial recovery will not come fast enough to save any of the \$500,000,000 appropriated for unemployment relief.

Four million families—about 18,000,000 persons—are estimated to have been "on relief" at the peak point in March. Federal Emergency Relief Administrator Harry L. Hopkins estimates that perhaps 10 per cent are now "off" relief as a result both of seasonal factors and the recent pickup in employment.

If the broad federal program for restoration works well, there will be great curtailments in the relief lists. But the impoverishment of many states and communities means that the federal government will be carrying a heavier share of the load in all areas.

Relief needs normally begin to increase in October and rise through the winter, beginning to decline again in March. No one knows how far these two factors will go to offset the effects of business improvement, as it affects the half billion dollar fund.

Hopkins is sure, however, that the relief money can be passed out more gradually and hence last longer than at first seemed possible. A close

check will be kept on diminishing relief lists. Hopkins says he will soon know just how many American families and individuals are receiving relief from week to week and he will look more carefully into requests for funds. The problem of making the states provide a fair share of relief before receiving federal funds has been one of Hopkins' chief worries. Distress relief goes through various stages of progression—relatives, neighbors and localities, communities, counties, states and federal aid—but it was found that state governments had refused to use their taxing power for state relief.

For the first three months of this year, recent figures show, federal funds were carrying nearly all the relief load in more than half the states.

Half the \$500,000,000 is to be distributed on the basis of one-third the amount raised for relief by the recipient state government. Hopkins has been successful in causing some of the largest states to raise or promise to raise proper amounts, but he finds that some states are dead broke and must be financed 100 per cent for relief.

He has the task of determining just how large a share various others are able to raise and just which states are "stalling." Thus far nearly \$65,000,000 has been sent to 45 states—all but Wisconsin, New Hampshire and Delaware.

Poultrymen to Confer At Corvallis July 27th

Corvallis, July 21.—(Special)—The tenth annual Oregon Poultry convention is announced for July 27 and 28 at Oregon State college, where it will be held in the usual place in special quarters near the poultry and veterinary plant on the west campus.

This convention is open to every poultryman in the state without charge, although combined on the educational program will be the annual meeting of the Oregon Poultrymen's association, headed by F. H. Cockell of Milwaukie. This association has long served as the official "mouthpiece" of the Oregon Poultry industry and is constantly looking after its interests, say those familiar with its work.

Featured on the educational program this year will be methods to use in lowering the cost of production, announces A. G. Lunn, head of the poultry department. Included will be reports from experiment station workers on the chief developments in this field during the past year.

Of special interest in the disease control field will be a report by Dr. W. T. Johnson, poultry pathologist, on the latest developments in coccidiosis control. Dr. Johnson is recognized as probably the outstanding authority in this country in the study of this trouble.

Artists usually draw lightning in zigzag patterns, but in the thousands of photographs of lightning none record sharp angles.

OREGON EDITORIALS

DRIVING YOU CRAZY

(Corvallis Gazette) Under the above caption, the Oregon Journal again calls attention to an outrage committed up a patient public by truck drivers. This nuisance has been afflicting the apparently helpless sufferers for many years and in spite of laws against it as a public nuisance, nothing is done about it. In fact, they seem to be getting worse. This column has had several complaints about the matter in Corvallis, with special reference to trucks that make the early morning drives. The careless operators seem utterly oblivious to the fact that they may be disturbing the sick who need rest and peaceful slumber, or perhaps, awaking the aged who have tossed a sleepless fore night. Often they make matters worse by running in second speed. It is bad enough to have the houses for blocks around shaken as if by an earthquake without having the thunder accompaniment of a faulty muffler or an open cut-out. The Journal very properly says:

Scientific research has established that noises are destructive of mental and physical structures. But Portland doesn't seem to care. Any noise that crazy or insane persons choose to make anywhere at proper and to be expected.

Just the same, investigations at Colgate university prove that young animals kept in quiet quarters consume more food and their rate of growth is faster than that of like animals in noisy quarters. It is a demonstrated fact, says an eminent authority, that the normal development of infants and young children is seriously retarded by loud noises.

And it has been proven that 19 per cent more energy is used on work done in a noisy as compared with a quiet environment. This means that fatigue is enormously increased by the needless noises that crash and smack and shriek and scream and rattle in Portland streets. And what a disregard of law and city ordinances there is in this town! Thus the motor vehicle law in the state reads:

No person shall drive a motor vehicle on a highway unless such motor vehicle is equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise and annoying smoke. It shall be unlawful to use a muffler cutout on any motor vehicle upon a highway.

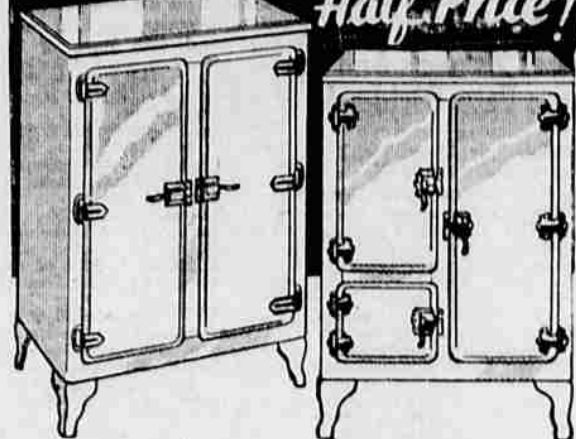
It is a constantly disregarded law. Trucks are driven over Portland streets the noise from which can be heard at a distance of eight or ten blocks. And it can be added that there is seldom a conviction of any person violating anti-noise laws.

And the violations are not only by trucks but by motorcycles, automobiles and other racket-making devices. And so the noises rattle and roar on, while a high authority says: "The constant stimulation of the central nervous system through the organs of hearing constitutes a continuous drain upon the nervous and mental energies of the individual and undoubtedly constitutes one of the major precipitating cause leading to the final breakdown."

And more and more people go insane. The physical structure cannot stand up under the nerve-racking clamor and crash of city streets. It has come to this—every other hospital bed in the United States is for mentally afflicted, insane, idiotic, teetle-minded or senile persons.

Flowers three feet in diameter grow on rafflesia plants in Malaya.

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