THE BEND BULLETIN

and CENTRAL OREGON PRESS

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ent Newspaper Standing for the Square Deal, Clean Business, Clean Politic and the Best Interests of Bend and Central Oregon MEMBER AUDIT BUREAU OF CIRCULATIONS

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CONGRESS WAKES UP

Whatever the outcome of the fight to prevent Henry A. Wallace from getting his hands on the billions of dollars now in the hands of the RFC-whether by the rejection of the nomination or by a separation of that agency from the com-merce department—the congress, so Washington observers assert, has been wakened by the incident to a realization of the need for better control of it and other federal corporations that now have almost unlimited borrowing and spending power. Let us hope that something will be done.

The fact is that government corporations, authorities, agencies or administrations have for handling upwards of 50 billions of dollars. Some of these make no accounting, some are not responsible to the general accounting office. Some can issue bonds and spend the proceeds about as they please. One, at least, when incorporating took from the state where it filed its papers larger powers than had been granted by the

congress in its original authorization.

A considerable part of that 50 billions of dollars, though it is debt of the United States, is not included in the figure of national debt shown in the daily treasury statement. The true debt, in other words, is not known but it is higher than any record shows.

The situation has grown out of the careless congressional habit, under the new deal, to authorize these agencies, give them extraordinary powers and fail to require any accounting. It is all part and parcel of the disordered administrative management for which President Roosevelt is responsible.

With respect to the RFC congress suddenly realized that to put Henry Wallace in charge was to give him the opportunity to remake the national economy. Novody should have that opportunity unless his plans have had congressional approval. Congress has begun to think of its responsibility.

There are bills in the legislature or coming up, so we are told, that would charge the nighway department with the job of building, maintaining and operating air fields in Oregon and placing a six cent tax on aviation gasoline five of which would go to the department. Without doubt the highway department is best qualified to do the building job and it could develop an operating division and do the whole thing at less cost than any other state agency now existing or to be created. The new federal aviation bill, however, under which states would have rederal aid in airport construction forbids, so we understand, any tax on aviation gas. This, presumably, is something that the big airlines want but if it becomes law an aid in airport financing, hailed as ideal for meeting highway building costs, will be lost.

A few weeks ago the statement came from Coos Bay that the state health department's report on milk conditions there would not be made public. Now it develops that the report labels Coos Bay "one of the dirtiest spots in the state." No wonder the city officials wanted to hush the report. The new federal aviation bill, however, under which states

wonder the city officials wanted to hush the report.

The latest piece of news about the travelling Roosevelts is that Col. James and his wife got a west bound train held up in as a city under the name of Chi-Chicago so that they could get aboard. Bet Henry Wallace's "common man" couldn't do it.

Railway, highway and Reichsautobahn (four-lane superhighway) lead from the tip of German Silesia nearest Krakow via Breslau to Berlin. The navigable water route down the Oder likewise spans the full distance, beginning with the canal connecting the Wis-la (Vistula) to the head of Oder navigation at Cosel and ending with the canal linking Frankfurt am-Oder with the German capital, 40 miles west. Breslau, with a prewar popula

transportation routes brought it to prominence not only as the heart of commerce and industry for Silesia but as a center for promotion of international trade. Brestau's gigantic Century hall and exhibition grounds handled milling thousands every spring and fall attending trade fairs.

Iron founding, manufacture of railway equipment, machinery textiles, furniture and paper kept Brestau commercially in the van of Silesian cities. It is the capital of lower Silesia—lower by virtue of its position on the Oder in comparison to upper Silesia force.

If the idea is accepted by Banks, and more than 190 trains arrived or departed every day.

It was no longer called Slab and more than 190 trains arrived or departed every day.

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It was no longer than but the derisive name of Mud Hole of the Prairies still remained, After every rain the black mile creek.

The petition points out that the district a life a dy contains 4,300 acres planted to cherries, 1,000 acres planted to cherrie tion of 615,000 ranked nip and tuck with Dresden, for honors as seventh largest city of Germany

of lower Silesia—lower by virtue of its position on the Oder in comparison to upper Silesia to the southeast. Upper Silesia feeds raw and finished materials of in dustry to Breslau, while lower Silesia supplies mainly agricul-tural products.

Despite its leadership in commerce and industry, Breslau from 1939 to early 1944 proved to be Germany's best located large city for safety against allied bombing attacks, Part of the reich gavernment moved there when blockbas. ment moved there when blockbus-

The Dalles, Ore., Jan. 30 din

Five Day Forecast Five-day torecast ending Satur

day night:

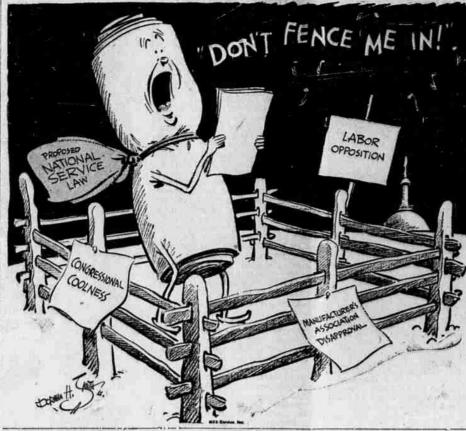
Oregon and Washington west of Cascades: occasional lists Cascades: occasional light rains, probably clearing Friday Warrn-er, followed by colder, Friday.

followed by cooler Friday

ters began dropping on Berlin.

The city, dating back nearly Buy National War Bonds Now

It's a Sad, Sad Song, Mates



WAY OUR PEOPLE W. Woodward

els, raised their tall heads along

side the freight yards. Chicago wholesale houses had become the largest of their kind, and their

salesmen were to be found trav-eling all over the western states, selling goods to a legion of retail

Stone sidewalks had been laid in the downtown business section, but the rest of the city—even in

the wealthy districts—still tripped along on planks. A huge sewage system had been established; it had only one serious fault—it wouldn't work. On the lake shore rose the palatial homes of the new-rich; some of them were mar-

new-rich; some of them were marble palaces. Along the Chicago river, and north, west and south were the homes of the laboring

strangers who had come to better

their fortunes, or to escape the consequence of their misdeeds, or to avoid their creditors. But there

Nine giant hydroelectric turbin

lation in the Donets Basin region

merchants.

CHICAGO-THE YOUNG GIANT whole area 12 feet above the level

For about four decades of the fresh soil, commercial importance than any other community in the world. It streets, gardens, lawns and back was like a hearty lad who out. yards—were eventually covered grows his clothes before he has of the river for a channel deeven. had time to get used to them. One strange feature of this button-bursting expansion is that the site

Its name in popular speech was Slab Town, and so it was known far and wide. It was called Slab

Breslau, Big Industrial City,
On Russians Road to Berlin

Washington, D. C. — Breslau, 1,000 years, is dotted with old largest and most important city of Germany's eastern border region, now looms as an early objective in the fast moving advance of the soviet winter-geared steam roller.

The Russians, entering Germany's southeastern-tip industrial province of upper Silesia point their forces northwestward down the Opper Silesia point their forces northwestward down the Oppe frequently, with or without ade quate incentive. Murders occurred too often to attract much at bolsterous city of glamor and

tention.

But neither mud nor murders held Chicago down. In 1857, 20 years after its incorporation, the city had 93,00 inhabitants and newcomers were still arriving in the chicago in the city had 93,00 inhabitants and newcomers were still arriving in the city had 93,00 inhabitants and newcomers were still arriving in the city had 93,00 inhabitants and newcomers were still arriving in the city of glamor and mud, easy fortunes and loose spending, also attracted a swarm of gamblers and plausible swindlength. Young men who were just beginning their careers, or who had not been able to find a place for The balles, Ore., Jan. 30 dP — Seeking to determine the feasibility of developing a huge, 50,000-acre irrigation project in The Dalles area, a petition has been sent by local farm agents to F. A. Banks, regional director of the U. S. reclamation service at Boise.

Ida. ably the most solution above and ably the most solution and according to the solution and soluti Ida.

The proposal has the endorsement of Charles Stricklin, state engineer.

If the idea is accepted by Banks, the stricklin is accepted by Banks, trains arrived or departed every

DENTIST

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Bend Abstract Co.

Title Insurance—Abstracts

of the lake by covering it with Others Say ...

ANYONE REMEMBER FRED GIFFORD (The Dalles Chronicle) The death in Portland this week of the river, for a channel-deepen-ing job was going on at the same time. Nothing could stop the rushing progress of the wonder city of the Midwest. By 1870 its population had grown up to 300,000. Farms on the prairie were surrounded and swallowed by the advancing city, and poor farmers, to their own amazement, found themselves rich from the sale of their land. As a meat-packing center

Dalles residents, in fact, probably have shame-faced recollections of ed organization, at a time when fiery crosses blazed on the hills south of town and torch-light paland. As a meat-packing center Chicago had passed Cincinnati. Seventeen huge grain elevators, with a capacity of 12 million bushrades were staged along Second

street.

There even was a stabbing af-fray here, as we recall it, between two embittered individuals who met in an alley and argued so violently that a knife was brought into play. Fortunately, the injury inflicted was of a minor nature, but the mere fact that such a thing could occur seemed to have a sobering influence on the com-munity. It was not long after then that the Klan movement died down here.

It was wrong in the first place, in that it was un-American and based on religious and racial intolerance. Also, it was a racket, with fancy prices charged for regalia and membership "privileges." Some of the high officers waxed fat on the proceeds. Grand Kleagle Gifford, or what-

ever his title may have been, was quite a power in Oregon politics, at the zenith of his career. He faded into obscurity in short orpoor; some of them were muddy hovels, made of rough boards. The city was always full of der, however, when the movement declined, and few persons heard any more about him until his death notice was published. The fate of the Ku Klux Klan

were also many decent workmen who hoped to obtain work in a railroad shop or an industrial plant, for Chicago employers were will be shared by all other organi-zations that use racial intolerance and religious prejudice as an excuse for their existence, so long as America retains its present ideals. They may rise for brief in tervals, under special circum-stances, but they cannot endure because they are not in keeping with the true spirit of democracy.

> JAP WOMEN BATTLE, TOO Presque Isle, Me. (IP)—Lt. Richard Akeley, USMC, veteran of numerous south Pacific battles, says Japanese women sometimes fight alongside their husbands in some cases using sticks wit in some cases using sticks with nails on the ends as weapons.

enerators are being manufactur-d in the United States for instalthe Ukraine in the Soviet Time-Tested FRECKLES AND HIS FRIENDS

predicament than most people appreciate.

When Office of Defense Transportation Director Col. J. Monroe Johnson slapped a four-day ban on the shipment of everything except war freight over storm-bound Chicago-to-New York railroad lines the other day, he may have been setting a pattern for drastic action that might have to be repeated from time to time throughout 1945. There have been other wartime local embargoes before—on the movement of tank cars or refrigerator cars to or from ceron the movement of tank cars or refrigerator cars to or from cer-tain areas, on seasonal passenger travel to resort centers and such things. But when the railroads in Ohio, Indiana, Pennsylvania and New York got tied up by the mid-January blizzards, ODT told them they could discontinue passenger.

January blizzards, ODT told them they could discontinue passenger service wherever it was necessary to keep the war freight rolling, and they did. Furthermore, they can do it again, any time it is necessary to relieve congestion.

If the embargo had been put on non-war shipments in the northeastern area ten days earlier, the transportation situation today might be a little better. As it is, the railroads will be feeling the effects of the storm for six or eight months, says Col. Johnson—perhaps right up to the annual peak freight movement after the harvest season next fall.

October has traditionally been the month of heaviest rail freight

October has traditionally been the month of heaviest rall freight movements in the United States. But last November the tonnage went up instead of down, Decem-ber beat November and January might have beaten December if it had not been for storms in the lower Great Lakes states. With lower Great Lakes states. With war production schedules calling for increased output during the next six months, there will be no slack summer season and 1943 looms ahead as the toughest year the American transportation sys-

The death in Portland this week of Fred L. Gifford, formerly head of the Ku Klux Klan for Oregon, demonstrates how transitory a thing is prejudice, when exposed to the light of tolerance.

We can recall when the Ku Klux Klan was powerful in Oregon, politically and otherwise. Some Dalles residents, in fact, probably have shame-faced recollections of carry more passengers and have shame-faced recollections of being members of this night-shirt-ded organization, at a time when than they had before the war does no good.

ODT's Colonel Johnson has been bearish on the transporta-

Column

Column

By Peter Edson (NEA Staff Correspondent) Washington, D. C. — U. S. transportation today is in a tougher preciate.

When Office of Defense Transportation Director Col. J. Monroe lohnson slapped a four-day ban in the shipment of everything exempt was reight over stores before the shipment of everything exempt was reight over stores before the same and the shipment of everything exempt was reight over stores before the took possible to take a distribution and manufacture census in Central Oregon. Mr. and Mrs. Stanley Hampson announce that they have named their son, born Jan. 22, Allen Henry.

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TWENTY FIVE YEARS AGO (Jan. 30, 1920)

Excitement prevails in Bend for the first properties of the first pro mobile, truck, bus and tire situa-tions as he is on railroads. Yet he believes that somehow the job will be done. His motto all through the war effort has been, "Prepare for the Worst."

Bend's Yesterdays

FIFTEEN YEARS AGO

(Jan. 30, 1930) Emil Nordeen plans to go to Emil Nordeen plans to go to Crater lake to train for the Skyliners ski race.

Governor A. W. Norblad comes to Bend to attend the annual Ore-crustacea.

the telephone operator. There was no fire.

M. J. Danielson reports that the new foot bridge over the Deschutes will be completed in about two weeks.

C. G. Seward, photographer, returns to Bend and forms a partnership with R. J. Todd.

Gus E. Stadig, manager of the Deschutes Valley Potato Growers' association, announces that \$30 atton has been offered for see potatoes.

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By MERRILL BLOSSER





