

THE BEND BULLETIN

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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 commerce 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.

The fact is that government corporations, authorities, agencies or administrations have for handing 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.

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.

There are bills in the legislature or coming up, so we are told, that would charge the highway 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.

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."

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

Breslau, Big Industrial City, On Russians' Road to Berlin

Washington, D. C. — Breslau, 1,000 years, is dotted with old churches and other historic and cultural landmarks. The oldest lie on the left bank of the Oder, grouped about "The Ring," or center square of the town.

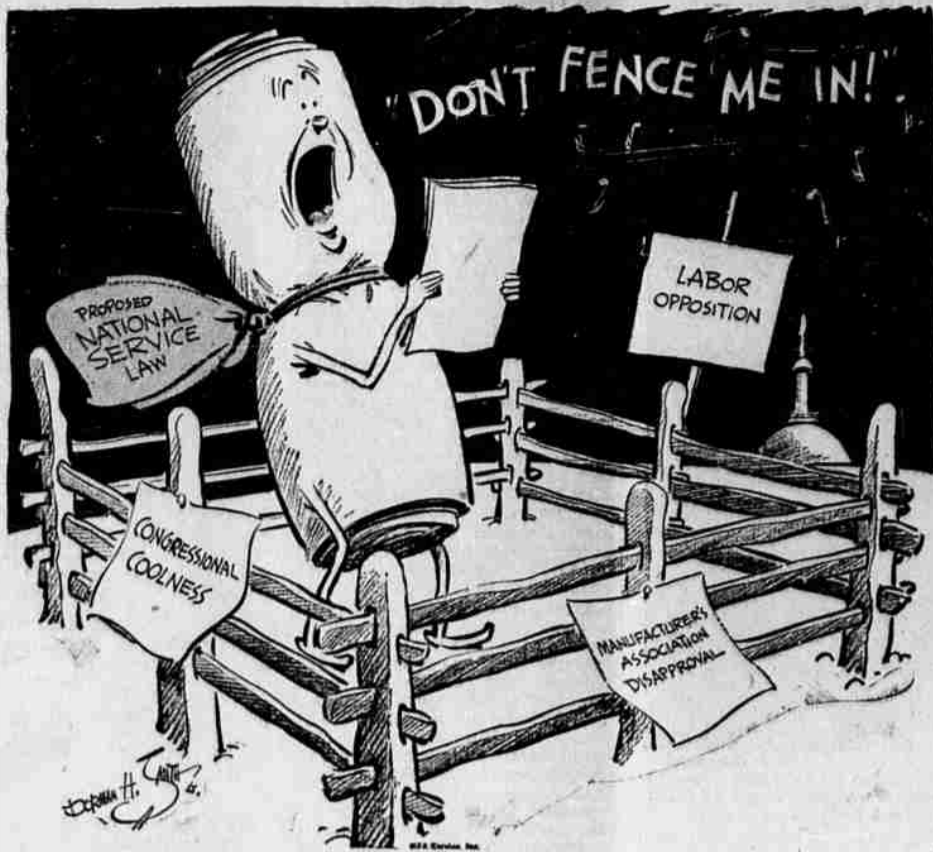
Irrigation Sought In Dalles Region

The Dalles, Ore., Jan. 30 — 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.

Five Day Forecast

Oregon and Washington west of Cascades: occasional light rains, probably clearing Friday. Warmer, followed by colder, Friday.

It's a Sad, Sad Song, Mates



The WAY OUR PEOPLE LIVED by W.B. Woodward

CHICAGO—THE YOUNG GIANT II
For about four decades of the last century—from 1840 until well into the 1880's—Chicago grew more rapidly in population and in commercial importance than any other community in the world.

whole area 12 feet above the level of the lake by covering it with fresh soil.
It was a prodigious undertaking, and Chicago tackled it with the energy of muscular youth.

Others Say ...
ANYONE REMEMBER FRED GIFFORD
(The Dalles Chronicle)
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.

In 1837 the Illinois legislature had incorporated the community as a city under the name of Chicago.
Its name in popular speech was Slab Town, and so it was known far and wide. It was called Slab Town because every house in the community was a hastily flung-together, boxlike structure of boards or split logs.

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.

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 community.

But neither mud nor murders held Chicago down. In 1837, 20 years after its incorporation, the city had 93,000 inhabitants and newcomers were still arriving in an unbroken stream. It had 10 first-class hotels—among them the Tremont, a four-story brick structure—besides 40-odd hostleries of lower degree.

Young men who were just beginning their careers, or who had not been able to find a place for themselves at home, were probably the most numerous of all the newcomers.

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

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Washington Column

By Peter Edson
(NEA Staff Correspondent)
Washington, D. C.—U. S. transportation today is in a tougher predicament than most people appreciate.

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.

tion situation ever since he took office last May and he has been remarkably right in calling the turn. Seven months ago he was warning that all conventions should be cancelled, but they have only now been stopped.

He is as bearish on the automobile, truck, bus and tire situations 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 Crater lake to train for the Skyliners ski race.

City Drug Co. — City Drug Co. — City Drug Co.

Advertisement for City Drug Company featuring a woman's face and text: 'Is your complexion all it might be? SOFT FOCUS Cake Makeup by Lentheric'



Advertisement for Great Northern Railway featuring a train and text: 'A Penny's Worth of Transportation'

Cartoon titled 'FRECKLES AND HIS FRIENDS' showing a boy talking to a girl about a date.

Cartoon titled 'I HEARD THAT SUSIE LOOMIS IS GOING TO GIVE YOU A KISS FOR EVERY GOAL YOU SAVE!'