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COLUMBIA VALLEY AUTHORITY

We mentioned here the other day the introduction of a bill in the national house to establish nine river basin authorities.

This Mitchell bill has so far been given only a meagre description in the news. It is noted, however, that in an effort is made to give the management of the authority something of a regional character by providing for an advisory board of seven residents, one to be named by the governor of each of the four states—Washington, Oregon, Idaho and Montana—named in the bill and the other by the president.

The CVA, as proposed by the Mitchell bill, would either supplant or come in conflict with all public and private power management, with the parks service, with the corps of engineers, with the grazing service and with the bureau of reclamation, with the fish and wild life service and state game commissions and with the forest service—to name but a few.

Is Oregon, we wonder, to remain as one of the 48 states of the union or become merely one of four states in a "region"?

WHICH ONE IS RIGHT?

The other day the Oregonian carried stories on the Portland labor supply. One was from Washington and the other originated in Portland itself. In view of the current controversy over work or flight legislation we think you may be interested in them.

From Portland

With little hope being given by the army, navy or maritime commission of future war contracts in the Portland area, and the prospect that labor requirements here will be "definitely eased" within the next 30 days and "drastically reduced" by June, there seems "no excuse for anyone talking at this time about work or flight legislation so far as Oregon is concerned," state war manpower commission director Lee C. Stoll declared before the Rotary club Tuesday noon.

From Washington

Washington, Feb. 6 (Special)—Paul V. McNutt, chairman of the war manpower commission, said Friday that 4522 workers are "urgently needed" in the Portland-Vancouver area, and 1050 in the Seattle-Bremerton area.

The national shipbuilding and ship repair program requires 38,284 additional workers, McNutt said. He listed aluminum sheet production as another program with a "critical" labor shortage.

"Aluminum sheet inventories have dropped one-third, necessitating a 33 per cent increase production," he stated. "Plant facilities are available, but recruitment of workers is difficult because plants are located in labor shortage areas. If the aluminum sheet plants are not manned so that they may operate at capacity during the next several months the production of critically needed aircraft may have to be curtailed."

The boys ought to get together on their stories.

Even if the big three were not meeting on the Black sea things would look dark for Hitler and Hiro.

A leakage in mail is being investigated in London. Over here you can't ship the stuff by mail.

Ledo Road, Route Into China, Conquered Wilds of Burma

Washington, D. C. — American trucks are making martial music on the Ledo road.

Movement of the first China-bound truck convoy from Myitkyna, Burma, had a double meaning for embattled China. It meant that the western section of the so-called Ledo road was open for essential traffic, and that sizable additions to China's war supplies could be regularly expected when the new road made junction with the old Burma road. No truck fleet had rolled into China since invading Japs closed the Burma road, more than 2 1/2 years ago.

Built in two sections under the guidance of United States army engineers, the road takes its name from a town in India, says the National Geographic society. The western section of the road runs from Ledo to Myitkyna, and is about 260 miles long. It is known as Pick's Pike in recognition of its construction boss, Brigadier General Pick, and was recently completed, a little more than two years after work began. The eastern section links up with the Burma road in China's Yunnan province near the Burma-China border.

Beginning of the road at Ledo lies north of the Naga hills in Assam province, India. Climbing, dipping, and twisting the road runs eastward through the Patkoi range of northern Burma, weaves into the region of the upper Chindwin river, and angles southeastward through Burma's Hukawng valley to Myitkyna.

Trouble in building the road has been out of all proportion to its length. Rainy weather was a severe trial. In the monsoon season 50 inches of rain may fall in a single month, as much as 7 inches in one day. Washouts were frequent, sometimes destroying a quarter mile or surface. Mud was a seasonal torment. Hardwood jungles traversed were thick and tangled, wore bouquets of pink and yellow orchids, and resisted axe and bulldozer. Malaria, dys-

entery, and leaches took a high toll of workers.

The road made the best terms with nature the engineers could get. It zigzags to make easy grades on mile-high mountains, takes advantage of old trails, shrinks from two-lane width to a one way track where it spirals around precipices and ravines.

Building is credited to an international army of workers. American and Chinese engineering units were aided by gangs of native laborers — subjects of the Maharajah of Nepal, "Darjeelings" from upper Bengal, warlike Kachins, and tribesmen from the Naga hills. Modern machinery multiplied the manpower on the job. Rock crushers, and trucks and jeeps by the hundreds were brought thousands of miles by sea, rail and road.

Chinese units cleared the way, felled trees, opened up the jungle. Americans blasted out rock and earth, built temporary bridges, and got traffic rolling before final grading, surfacing, and drainage was completed. To build one mile of road the engineers moved, on the average, three quarters of a million tons of rock and earth, laid a thousand feet of culvert. Men were on the job day and night, worked in the darkness by the light of oil flares.

While the road was taking shape men and supplies were flown to China by planes of the American air transport command. United States army fliers have regularly winched from Assam stations to Kunming in eastern Yunnan over the hazardous "hump" formed by spurs of the Himalayas. The monthly total of tonnage flown has mounted until the round figure has reached about 23,000.

Nearly \$3,000,000,000 of new investments have been made in chemical industries in the United States during the present war years to enable them to meet war needs.

Washington Column

By Peter Edson (NEA Staff Correspondent) Washington — Vice President Harry S. Truman told the 1000 club that when Bob Hannegan first came to him with the news that he, Hannegan, had been offered the post of chairman of the democratic party's national committee, Truman advised him not to take it. Hannegan was then collector of internal revenue, and Truman told him that was a better job. If Hannegan had listened to Truman's advice, Truman himself might not today be vice-president.

Sam O'Neal, Hannegan's new director of publicity for the democratic party, is being joshed a little about the unique service which he performed to win him this coveted position as successor to Charlie Michaelson and Paul Porter. During the presidential campaign, O'Neal was assigned to cover Dewey for the Chicago Sun, which was all-out for Roosevelt. Dewey got snowed under, so what could be more logical than that one of the men publicizing his activities should be made press agent for the opposition.

Office of defense transportation's chief of public relations, Charles V. Prins, thinks that his boss's nickname should be changed. ODT Director J. Monroe Johnson first had the moniker "Rowboat" hung on him some years ago when he was up for confirmation as a director of the government-owned inland waterways corporation. Colonel Johnson was asked what he knew about shipping and he said he once had a ride in a rowboat. The name stuck, but in spite of it Johnson went on to become an assistant secretary of commerce, and later a member of the interstate commerce commission. As ODT director, however, Johnson has been operating in such high, wide and handsome manner that Prins thinks he ought to be called "Speedboat."

"Any lessons learned from the last election?" Democratic Boss Bob Hannegan was asked as he announced plans for organizing the 1946 congressional campaigns. "No," said Hannegan, "except that it helps to have a good candidate."

Drexel Knight, one of the candidates who ran against Silent John Rankin in the primary race for congressman from the first Mississippi district last year, writes in to protest a recent statement in this column that outside money was sent into the district to help defeat Rankin. Knight says he didn't get any of that money, although Rankin later quoted this statement in a speech delivered on the floor of the house. Knight's statement must be accepted, however, and correction is hereby made. In the election, Knight received 678 votes. Rankin got 10,872.

Telephone Firm Aids Red Cross

Portland, Feb. 8 — A contribution of \$130,000 to the 1945 Red Cross war fund by the Pacific Telephone and Telegraph company and its subsidiaries, the Southern California Telephone company and the Bell Telephone company of Nevada, was announced Thursday by N. R. Powley, president, following approval of the board of directors.

President Powley said the total contribution will be allocated, consistent with American Red Cross quotas, to the various Red Cross chapters in counties served by the company. These allocations will be announced later.

UNDER OBSERVATION

Newark, N. J., Feb. 8 (AP)—Frank Sinatra, the \$1,000,000 swooner-erouter, was taken from the Newark induction center to second service command headquarters on Governor's island today for a three-day period of observation to determine his draft classification.

The per capita consumption of wine in France is normally about 30 times as great as in the United States.

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Others Say ...

COLONELS AND DOGS

(N. Y. Herald Tribune) The current crisis could be met for the moment, although not solved permanently, by the creation of a Roosevelt Sons Hold the Train Board, which might well consist of three cabinet members and be known as the R. S. H. T. B. This would dispose of the major problem. Minor matters, not worth the attention of men of cabinet rank, could be handled by a lesser group. This might be known as the Roosevelt Sons' Dogs Airplane Priority Board (R. S. D. A. P. B.) and should have five members, one representing the employers, one labor, one the public, one the Air Transport Command and one the dogs. In the future, of course, there might arise some conflict of interest among members of the two boards and their executive directors division heads, experts, etc., especially in connection with appropriations and matters of prestige. Such conflicts could be provided for by the creation of a Coordinating Sons and Dogs Travel Commission (C. S. D. T. C.), to which all questions in dispute could be referred.

There might eventually be complaints of confusion among the original boards, the commission, the various cultural relations divisions of the three bodies, the civil service employees involved and the foreign services of each group (which might be claimed by the department of state). The time might come when it would be necessary to superimpose on all the various authorities an overall chairman with semi-dictatorial powers. Even this might not end the difficulty, especially if a cabal was formed among the chairman's assistants to work against his program. But by that time the final step should be obvious. The job would have grown to such proportions that the services of an expert on both business administration and the good life would be required.

Who said anything about Henry A. Wallace?

Bend's Yesterdays

FIFTEEN YEARS AGO (Feb. 8, 1930) (From The Bulletin Files)

Carl Garvic, 13, appears at the Skyliners' headquarters in the Pilot Butte Inn and challenges anyone to a dograce.

At a confiscation sale, the sheriff gets a "new" automobile for \$11.

The Hudson-Duncan warehouse is burglarized and \$16 is removed from the cash box.

The 20th anniversary of the Boy Scouts is observed here with a father and sons banquet in the Epworth hall, with George Childs, president of the mid-Columbia-Deschutes area council, presiding.

Ticket sales begin for the Red school operetta, "Molly Be Jolly."

A. T. Niebergall is in Portland on business.

Bend high school students selected to attend the educational exposition at the Oregon State college are Joe Slate, Barbara Adams, Ford Hunnell, Bruce Gilbert and DeLamiae Rose.

Mr. and Mrs. Walter G. Coombs return from a vacation trip to California.

R. C. Burgess, Deschutes national forest ranger, is in Bend from Lapine.

Boy Scouts of Troop No. 21, led by Scoutmaster Howard R. Hyde, make a scout display in the window of the J. C. Penney company.

Work of Scouts Lauded by FDR

Washington, Feb. 8 (AP)—President Roosevelt said today that the Boy Scouts could aid greatly in maintaining the peace by continuing their past efforts to promote international understanding and goodwill.

In a message honoring the scouts' 35th anniversary, Roosevelt, who is honorary scout president, declared that "it is the youth of the world who must share and maintain the peace now being purchased so dearly on the battlefronts."

"I am convinced," the chief executive said, "that Boy Scouts and Cubs, as well as senior groups, through their mutual understanding, mutual appreciation and mutual respect will be among the leaders in the promoting of comradeship among the democratic peoples of the earth."

Hessian flies cause an annual loss of some \$8,000,000 to American wheat crops.

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Soldier Sentenced

(Continued from Page One)

bers of the socialist labor party do not believe in killing, "that has not prevented many of them from serving overseas as non-combatants." She has stated she is in complete sympathy with her husband's actions.

Arnold Petersen, national secretary of the socialist labor party in New York, praised Weber's stand but added he had been "ill-advised" by his draft board to postpone his objections to fighting after he was inducted.

Four Men Cited On City Charges

Charges of speeding, intoxication and disorderly conduct today were faced by four men as a result of their arrests last night by Bend police.

Accused of being intoxicated in a hotel, Con Breen, 55, a sheepman of Ft. L. Bend, was arrested early today, and Dennis Holloran, another sheepman, was taken into custody on a similar charge at the corner of Bond street and Oregon avenue. William H. Craig, of the Fly Creek stock ranch, Grandview, was jailed on the disorderly charge after he is alleged to have created a disturbance in the lobby of a Bond street hotel. Lack R. Leonard, 25, of Renton, Wash., was arrested for speeding after officers said they had followed him more than 40 miles an hour on Minnesota avenue.

Underground conveyor belts used for carrying coal in one coal mine are now being replaced after 21 years of service during which they have brought out millions of tons of soft coal at a rate of 150 tons an hour.

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By MERRILL BLOSSER

