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MILK BILLS REFERENDUM
Passage of House bills 234, 370 and 371 by the recent session of the Oregon legislature was a forward step to protect consumers of milk and milk products from the infections which may be transmitted from cows suffering from tuberculosis or Bang's disease.

Before we go on it may be that this question of infection deserves some explanation. Perhaps it needs none, but it will do no harm to review the subject briefly.

Not all diseases which afflict animals are transmittable to man, but too many of them are transmittable. Among these are the two which feature this discussion. Bovine tuberculosis becomes human tuberculosis, a disease once so devastating that it was known as the "great white plague."

To get back to the legislative measures under discussion, house bills 370 and 371 cover licensing and use of grade designations. House bill 234 requires the pasteurization of milk except that which is from disease-free herds.

The petitioners, it may be guessed, are not especially concerned with consumer safety. And those who sign the petitions, it is apparent, will not be especially concerned with their own safety.

Nippon Exclusion Meeting Is Held
Madras, April 20 (Special)—A meeting was held at the Community hall here recently when representatives of the Japanese Exclusion League were here to speak and show slides.

Bend's Yesterdays
FIFTEEN YEARS AGO
From Washington, D. C. comes word that the Southern Pacific is willing to route passenger trains from San Francisco to Spokane, via Bend.

Did You Know—?
that gloves, sleeping garments, shawls, sheets and blankets are among the things urgently called for by the United Nations Clothing Collection? Also needed are serviceable summer and winter clothing of all kinds.

Great, Great Grandson of the Argonauts



Death's BRIGHT DIAMONDS

Block actually heard that last remark of mine but, in any case, something seemed to bring him up short. He considered a moment, then turned back and went up to Eric. There was some more guttural gurgling between them.

Eric swung around. All of the jauntness had gone out of him. "Nicholas, you've been asking for it a long time!" he said to me as the Luger came up again.

Then I heard a noise, like the hard crack of a stout stick breaking. I rolled on my side and saw Temple draw back. Eric sagged, but Temple hit him again a second time. He moved slightly to one side and let Eric fall at his feet.

Block must once have worked in a shipping room for he made many indisputably expert and secure knots. I saw him as he moved towards Brenda, saw the long knife-sear on his cheek and knew him for the grease-covered mechanic who had sabotaged Charley's plane.

Then I heard Eric speak rapidly in German to Block. Block came, fished the keys out of my pocket, and started for my car. "If I'm not too curious," inquired Brenda sweetly, "what are you going to do with Nick's car?"

Washington Column

By Peter Edson
(NEA Staff Correspondent)

Washington, D. C.—An unofficial yet highly authoritative opinion that the White House has no power under existing law to make executive agreements which would grant foreign airlines the right to operate in the United States is appearing in the forthcoming April issue of the George Washington University Law Review.

This G. W. U. Law Review article is something more than just another one of the endless series of long-winded differences of opinion among lawyers. It was written by Arne C. Wiprud, special assistant to the attorney general in charge of transportation cases for the anti-trust division.

"Under existing law," writes Wiprud at the end of his exhaustive research into all U. S. aviation laws and treaties, "... the conclusion of executive agreements to affect an exchange of operating rights is without legal basis. Such executive agreements, to have legal validity, would require the adoption and ratification of a treaty between the governments concerned."

If the Wiprud argument is correct, the White House would have two choices. Either to recall the agreements and send them to the senate in the form of treaties for ratification, or else ask congress for news legislation, an amendment to the civil aeronautics act of 1938 which would give the administration the power to do what has already been done.

Arne Wiprud is not the only lawyer in government who takes the view that executive agreements permitting foreign aircraft transport rights within the United States are not within existing law. Sen. Josiah W. Bailey of North Carolina, delegate to the Chicago conference and chairman of the senate committee on commerce,

Stephen Fimmel Gets Promotion

Madras, April 20 (Special)—Word has been received that Stephen Fimmel has been promoted to corporal. Fimmel joined the National Guard in July 1940 and in 1941 became a member of the 162nd infantry. He has seen action in the West New Guinea islands until he volunteered for duty in the Philippines.

A government oil-shale demonstration plant, costing \$1,500,000, will be constructed near Rifle, Colo., on U. S. naval oil-shale reserves and operated in conjunction with a research laboratory at Laramie, Wyo.

Fimmel was raised at Ashwood and is the son of Mrs. Lenna Fimmel.

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FRECKLES AND HIS FRIENDS

