PAGE FOUR

THE BEND BULLETIN

and CENTRAL OREGON PRESS tin (Weekiy) 1903 - 1931 The Bend Builetin (Daily) Ert. 1916 Germoon Lacept Summay and Certain Hommays by the bend Bond Wall Street The - 758 Wall Street Early Double in Control of the Postoffice at Bend, Oregon Entered as Second Class Matter, January 6, 1917, at the Postoffice at Bend, Oregon, Under Act of March 5, 1819
 BOHERT W. SAWYER-Editor-Manager HENNY N, POWLER-Associate Editor FRANK 11, LUGGAN - Advertising Manager
 As Independent Newspaper Standing for the Square Deal, Clean Business, Clean Polities and the Hest Interests of Mana Central Uregon MEMBER AUDIT SUBSCRIPTION MATKS
 By Mall 0 - 700

EUGENE AND HIGHWAYS

Again we avail ourselves of the Eugene Register-Guard editorial writer's talent. This time it is in connection with the question of designation of a north and south inter-regional highway in Oregon. Only one route has been proposed as far south as Eugene, but south of Eugene there is some dispute as to whether the highway should pass through Klamath Falls, via the Willamette highway and the Dalles-California, or whether it should go through Roseburg and Mediord.

Cannily, Eugene is neutral; it cannot lose whichever the decision. Diplomatically, the Register-Guard endeavors in advance to ease the pain of whichever side is the loser. It does this by assuring the rivals that both routes are and will be inter-regional, regardless of the decision. Under the title, "The Inter-Regional Squabble," the Register-Guard says:

Before the Oregon state highway commission, Klamath Fails, Bend and the communities east of the Cascades are battling against Medford, Roseburg and the cities of South-ern Oregon over the designation of the "interregional highway" between the Sacramento valley and the willamette

valley. Kiamath and Central Oregon want U. S. No. 97 (the Dailes-California road) and the Willamette road (Ore. No. 58)

Daules-California road) and the willamette road (Ore. No. 58) incorporated into the "interregional" between Weed, Chil-forma and Eugene. The people on the old U. S. 93 line through koseburg and Medioid are tearing their hair. Eugene (as represented by the Chamber's highway com-mittee of which Ed Turnbull is chairman) has elected to take no part in this controversy. For more than 15 years Mr. Turn-bun and his group have worked unceasingly for the develop-ment of BOTIF ROUTES and it stands on that policy. Legally only one of the routes can be designated officially as "interregional" at the present time, but ooth ARE inter-regional, and because of the topography of the Pacific Coast, boun have exceptional importance in the TRAFFIC SYS-TEM connecting California and the Northwest. During the pre-war period these facts were emphasized in repeated con-ierences with the U. S. Army's Nuth Corps command at

pre-war period these facts were emphasized in repeated con-lerences with the U.S. Army's Nunh Corps command at San Francisco in discussing transport for defense: 1. Through the mountains which separate the Sacramento valley from the big northern valleys incre are ONLY TWO major gateways for railroads or highways, as contrasted with the broad valleys where there is a choice of routes. 2. Complete development of BOTH GATEWAYS is a matter of utmost strategic and economic im-portance.

portance.

Orncial designation as "interregional" means only that the line chosen gets pavement 2 feet wider than present standard and 4-foot shoulders. But there is nothing to pre-vent the state from adopting a similar standard for any alternate route, and as far as these mountain gateways are con-cerned, we believe BOTH should be brought to maximum standard. There is an illusion that designation as "interregional"

means four-lane super-highway design from end to end starting now. That is just an illusion—except where the designated inter-regional passes through cities of 10,000 or more population.

more population. Such super-highways—transcontinentals and laterals— were discussed when the present federal aid bill was before Congress, but the idea was abandoned as premature, and the INTENT of present legislation is merely to get fast and ade-quate routes between states and through major cities. Chances are the present U. S. 99 south of Eugene will get the call as "interregional" because it serves more cities and more nondation: athough it must cross some five major

more population; although it must cross some five major summits where the other route has only one, and although it will be much costlier to complete. As a matter of fact, the Klamath-Willamette route will be

As a matter of fact, the Klaman-willamette folle will be virtually complete to modern standards with the first post-war contracts for the section from Chiloquin to Beaver Marsh and the section from Pleasant Hill to Lowell, whereas it will take much longer to rebuild the many difficult sec-tions of U. S. 99 south of Cottage Grove, even with such priorities as may attack the designation as "interregional." To the eager rivals and to the rest of the state we would like to envey these common some facts. like to convey these common sense facts:

1. BOTH ROUTES are vital to develop maximum traffic interchange between California and the Northwest

2 EVERYBODY benefits if both of these gate EVENTION to be mountains are opened wide (with the scenic Coast highway supplementing).
 TRAFFIC FLOW between the Sacramento and

Williamette valleys should be the common objective, and if we get it there will be plenty of business for U. S. 97, U. S. 99, U. S. 101 from end to end, and for

U. S. 97, U. S. 99, U. S. 101 from end to end, and for all connecting roads.
When, as and it, mammoth super-highways become neces-sary, or economic, it is quite likely they will AVOID popula-tion centers, and how such lines would be laid out is any-body's guess. In the meantime, in Oregon we should have the complete and bring to highest possible standards all major lines of TRAFFIC FLOW. The Willamette valley cannot be hurt by development of Central Oregon's vital U. S. 97, nor can Central Oregon suffer from completion of U. S. 99 or the Coast Highway U. S. 101.
These gateway routes between California and the North-west derive exceptional importance only from the fact that

west derive exceptional importance only from the fact that they are absolutely limited. BOTH are needed. It will not matter much which is labelled "interregional" if we recog-nize the strategic importance of both of them for maximum with balance the other values.



ous **Business**

PROBLEMS OF THE WARTIME MARRIAGE

PROBLEMS OF THE WARTIME MARRIAGE Parents can do a great deal to keep their children from drifting into unhappy marriages, if they will start early enough in the work of making and maintaining a true home. The home is the place of peace and contentment and of preparation for busy, suc-cessful, and happy lives. If chil-dren are brought up to regard their own home as something sac-red, as a place where happiness and sanctuary from the outside world may always be found, red, as a place where happiness and sanctuary from the outside world may always be found, these same children will work to establish new homes of the same

ort. Our great-grandmothers were taught that marriage was the only career for a woman, and they were made to feel that a wedding ceremony was the great goal to ward which every girl was born to move. The modern girl is taught to look upon her individ-ual career and material success in that career as the only goal toward which an intelligent wom-an can move, and on marriage as a side dish at the banquet.

The girl whom you wish to save from a possible heartache and the tragedy of divorce should be brought up to steer a middle course somewhere between the old-fashioned idea and the new one. Marriage, home, and chil-dren still constitute the ideal career for a woman. They always will. Let her have the career and the profession if she wants to-as a side line. Certainly she should know the happiness of work and the pleasures of independence, both for herself and for her chil-dren. But she should be taught that in a home and in children she will find her truest happiness, and the first requirement in that instruction is a belief in the dig-nity of the home.

abroad. The time that is going to count in the war marriage, as in any other, is the long time ahead. You are not going to change the person you marry into someany other, is the long time ahead, If they are to be happy together then, they must stop now to weigh their feeling for each other, their knowledge of each other.

Marriage.

Fort Lewis, Wash., May 25 (IP— Thirty-seven veterans of the south Pacific and one soldier from the Atrican and European zones were among the first patients admit-ted to the new Madigan convales-cent hospital arms officials recent hospital, army officials re-



Washington Column

By Peter Edson (NEA Staff Correspondent) San Francisco, Calif.—The sad

fact is that after nearly three weeks of labor this United Nations conference hasn't done anything more about writing a world charter, which is what it came out here for, than to agree on some

more principles. That isn't quite fair either. The conferees have also isolated a few

conferees have also isolated a few principles on which they have agreed they can't yet agree. Ponderous 49-man committees have actually spent days trying to draft single sentences and all the real news about the charter thus far developed at San Fran-cisco could therefore be put in one eve without causing a south cisco could therefore be put in one eye without causing a squint. There have of course been some nice fights about Poland and the Argentine and a lot of smoke has come out of the pots of freedom for Korea, Yugoslavia, India, Spain and waypoints, but these side issues don't help the charter yet written get written

side issues don't help the charter get written. This being the situation, a good third of the working press corps originally assigned to cover this historic occasion has gone home along with Molotov and Eden, and there are great open spaces in the press headquarters at the Palace hotel where once all was merry din and shop talk. This doesn't mean that the con-ference has bogged down and will fail. The doldrums of actual com-position were predicted way in advance and here they are. To the people at home whose role is merely to pray for peace, and to the outsiders and observ-ers here at San Francisco, it may appear that the business of writ-ing this charter has been made unnecessarily complicated. When it was found that the executive committee, the steering commit-tice. the four principal commis-

committee, the steering commit-tee, the four principal commis-sions and their 12 sub-committees

trying to write the charter in sec tions were not making much prog ress something new was added-

ress something new was added— a co-ordinating committee. This 19th committee, like the 19th hole, is now something to watch. Committees of 49 mem-bers being too unwieldy to get anything done with dispatch or finality, the size of the co-ordinat-ing committee has been kept at 14 members and it is made up of the deputies to the 14 members of the executive committee.

deputies to the 14 members of the executive committee. As Secretary of State Edward R. Stettinius is U. S. member of the executive committee, his dep-uty, Leo Pasvolsky of the state department, is U. S. member and chairman of the co-ordinating committee. Similarly, No. 2 man from each of the 14 delegations on the executive committee, the technical expert who is supposed to know the most about the Dum-barton Oaks proposals as amend-

ed, is the man who will sit on the co-ordinating committee. In short, this co-ordinating comer, if one is issued, will be an-nounced later.

nounced later. Store manager H. M. Thomas appeared in behalf of the owner. Marie A Cashman. He admitted the shortage of 347 shoe stamps but stated that shoe cierks mult have sold shoes with promises of customers to submit stamps later. mittee is apparently going to do the work at San Francisco—the editing and the final drafting to remove the bugs and the incon-sistencies and make the United Nations charter a practical docu-ment.

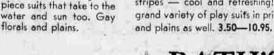
Any negligence in the handling of rationed shoes in the local store might be attributed to the zeal of clerks, working on a con-STAMP SHORTAGE CHARGED Portland, Ore., May 25 (IP)-The

charges of carelessness and neg ligence in handling rationed shoes in the case of Cashman's shoe Hearting and the shore manage store of Bend.

ment.

Hearing commissioner Marvin E. Lewis took the case under advisement and a suspension ord- opens just beneath its mouth.





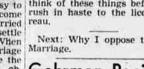
Peppermint and wintergreen candy stripes - cool and refreshing! A grand variety of play suits in prints

Charge it-or use our Lay-Away Plan

-12.95.

RATH'S "For Style and Economy" 831 Wall Phone 282





riage can bring out your best qualities but it will inevitably bring out the worst too. Stop and think of these things before you rush in haste to the license bu-Anowledge of each other. At a time when life is hectic and uncertain, when the future seems problematical, it is easy to forget that the day must come when the couple who has married

Next: Why I oppose the War

Gehrman, Pacific Veteran, Returns

The house of representatives has voted members of con-war marriage raises many probreceived without any deduction on account of income taxes. Already, because of this proposal to supply senators and representatives with a larger income than that for which they offered to work when applying for their jobs a new "Bundles for Congress" movement has been proposed. We think that we have a better idea. Let the expense money be voted but let its recipients prove to the country that for each \$2,500 they get they have made a cut in government expense of, say, \$2,500,000.

sheepman, comes to Eend on business. Reuben A. Long of Silver Lake, **Bend's Yesterdays** c. E. Griffith of Sisters, trans-acts business here. J. W. Eagen of Culver, visits (From The Bulletin Files) TWENTY-FIVE YEARS AGO (May 25, 1920) Bend voters, by two to one, ap-Bend friends.

a park on the east side of the river. Sale of the Swamp ranch, owned by the Wurzweiller inter stat, to Haswell brothers of Mis-soula, Mont., for a consideration of \$50,000, is reported. T. H. Foley is renamed presi-dent of the Bend Industrial Y.M. C. A., with Victor Agren chosen vice-president, and F. L. Minor, Teasurer.

Dan Hourigan, Powell Butte Buy National War Bonds Now!

Memorial Day

Your love for the departed will never fade. Let the memory of the funeral arrangements you plan prove equally fine. We can save you every unnecessary expenditure of time, effort and money.

FOR AMBULANCE SERVICE PHONE 118

Morticians

52 Niswonger Winslow

INTO