

THE BEND BULLETIN

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RECLAMATION BUREAU CRISIS
For a couple of years the cry has been going up in the west that difficulties met in the effort to secure reclamation appropriations have grown out of eastern penury and political obstruction.

All the charges were groundless. Politics did not enter. The reclamation association was not at fault. The fundamental difficulty was in the bureau of reclamation and the failure of critics to get the facts.

Now the true state of affairs is coming to light. Extravagance, inefficiency, evasion of the truth in appearances before congressional committees—all these have at last been put out where they can be seen and talked about and congress is moving slowly with appropriations until it has full details of the whole mess.

Even before the hearings President Harry E. Polk, of the reclamation association, with disclosures in hand already made, has been able to tell the west something of the situation. It has not been pretty—what he has had to say—but it had to be said because the National Reclamation association is committed to sound and honest and efficient reclamation progress.

Secretary Forrestal's objections to the 70-group plan are first, that the country can't afford it and, second, that if the air forces are enlarged, the army and navy must be enlarged, too.

Service station space, usually held for regular customers, will still be used. So will the lot on Newport reserved for hotel guests. But that is about it. Unless constructive action is taken by the city—and that shortly—parking may be expected to extend progressively farther out residence streets this year and in the years to come.

Washington Column

By Peter Edson
(NEA Washington Correspondent)
Washington (NEA) — There's an awful lot of prop wash coming from the eager beavers who argue this 55- vs. 70-group air force issue.

The idea that the U. S. needs a 70-group peacetime air force is not new. It was planned that way long before the last war was over. The trouble was that the air force couldn't keep a 70-group air force at full strength with the money allowed it by congress.

The heat for a 70-group air force was first turned on by the so-called Finletter report from the president's air policy commission last January. The Brewster-Hinshaw congressional air policy committee seconded the motion in March.

Today congress is rarin' to give the air force 70 groups, in spite of the fact that Defense secretary James V. Forrestal, backed up by President Truman, doesn't seem to want it.

There is a lot of confusion over what the 70-group program calls for. The Finletter report says it means 6800 first-line aircraft. There is some inclination to believe this isn't enough to compete with the 25,000-plane Russian air force.

But that isn't the complete picture. In addition to the 6800 regular U. S. air force planes, there would be 27 national guard groups, with 3200 planes, and a 34-group air reserve with at least 3000. Total, 13,000 planes, plus 8000 planes in storage.

To these must be added 5800 first-line planes and 5100 support planes in naval aviation. The grand total is almost 32,000 planes.

The 70-group active air force plan lines up like this: Heavy and medium bombers—21 groups, 30 to each three-squadron group, 630 planes in all, mostly B-29 and B-50. These two models will be considered medium bombers and will be retired when the air force gets all the new B-36 heavy bombers it wants. The line-up will then be 21 groups, 18 to the group, 368 in all.

Light bombers—Five groups, 48 to group, 240 planes, all jets. Fighters—22 groups, 75 to the group, 1650 planes, mostly jets. All-weather fighters—Three groups, 36 to group, 108 planes. Tactical reconnaissance—Four groups, 54 to group, 216 planes. Long-range reconnaissance—Five groups, 36 to group, 180 planes.

Troop carriers—Ten groups, 36 heavies or 48 mediums to group, approximately 420 planes. This totals a little over 3400 planes. In addition, there would be 22 separate squadrons, for special purposes and trainers.

Secretary Forrestal's objections to the 70-group plan are first, that the country can't afford it and, second, that if the air forces are enlarged, the army and navy must be enlarged, too.

Forrestal estimates that it will mean increasing the defense budget not from \$11,000,000,000 to \$15,000,000,000, as he now plans, but ultimately to \$29,000,000,000.

The congressional air policy committee estimates the cost at from \$18,000,000,000 to \$25,000,000,000 a year by 1953.

Congressional armed services and appropriations committees don't seem to be bothered by any of these figures. Secretary Forrestal has not produced complete justification for his figures. Best information available is that the figures come from a general staff study on what it would cost to mobilize, fully equip and maintain an effective M-day force, ready for war.

Al force experts say these figures are based on world war II strategy and estimates which are now out of date.

Bend's Yesterdays

(From The Bulletin Files)

FIFTEEN YEARS AGO
(April 26, 1933)
Charles Kimzey, sentenced yesterday to life imprisonment for assault and robbery, was taken to the state penitentiary today.

THIRTY YEARS AGO
(April 26, 1918)
Advantage of an improved highway between Bend and Burns was pointed out to O. M. Burnett, assistant state highway engineer, who arrived here last night and will continue on to Harney county.

Others Say
THE CALIFORNIA HOG
(Salem Capitol Journal)
California which proposes to divert Columbia river water from the northwest to the dry areas of the Golden State, and engaged in a campaign in congress for a fabulous sum to carry out the fantastic proposal, now proposes a grab of hydro-electric power of the northwest generated at Bonneville.

Engle said the major Bonneville "waste" occurs at night and during the summer daylight hours. He estimated it at 2 billion kilowatt hours of electricity annually.

Transfer of this power to California through a Bonneville-Central Valley system hookup, Engle said, would allow conservation of water behind the Shasta and Keswick dams for tapping at times when it is needed most urgently, and said the so-called "waste" is greater than the production of the two California dams, adding: "In other words, with transmission lines costing less than \$15,000,000 we can add to the California system the equivalent of another Shasta and another Keswick dam." He suggested that the hookup benefits also might operate in reverse—providing a northward flow of power at times when there was a surplus in the Central Valley system.

These figures on "waste" power are all imaginary. According to the testimony before congress by

Bonneville administrators, army engineers and other authorities, there is an actual shortage of power looming in the northwest and that is the reason advanced for the necessity of building new dams, such as the McNary and other projects on the Columbia, Snake, Willamette and other streams. Moreover, most of our large industries using the power, such as aluminum, paper, lumber and other plants, operate on a 24-hour basis.

The water of the Columbia is needed to irrigate the northwest's own arid areas as well as preserve our salmon industry and our maritime commerce, and all the power that can be generated is needed for our own expanding industries, agriculture and population. But California is evidently no longer content with appropriating the northwest's scenic attractions, but would actually steal our water and power and cripple the northwest's development at the expense of the federal treasury—which means the taxpayers.

COMMITTEE FINISHES JOB

(Coos Bay Times)
The highway interim committee, provided for by the 1947 legislative session and composed of representatives and senators headed by Ralph Moore of this county, has reached the conclusion of its public hearings conducted throughout the state. Now the committee must formulate its findings and submit them to the 1949 legislative session, preferably in time so the public as well as the legislators can have ample time to weigh the proposals of the committee.

Everywhere the committee has urged the need for better roads urged upon it by each locality. There can be no question that modern highways are behind modern needs, a situation occasioned by virtual suspension of construction during the war and the great increase of traffic in peacetime days. The problem before the committee is not the need of roads; it is to find ways and means of financing the many millions of dollars needed to bring highway program fairly up to date.

Tax proposals have centered around boosting the flat license fee from \$5 to \$10 a car and raising the gasoline tax two cents. Proposals of using bonds have been frequently heard and we will not be surprised if the committee ends up with a joint tax-bond proposal. The state highway commission has virtually completed paying off all bonds issued in the 1917-1948 period; its credit is good; with \$50,000,000 state obligations issued the ratio of debt to the value of existing highways would be small.

The committee has heard many demands for better county and city roads. We agree with the Bend Bulletin that the commonwealth has a large enough problem in keeping up the state highway system without taking on additional county and city burdens. The counties are largely free of debt for roads; they get a substantial cut of state highway receipts as do the cities, and we think the legislative committee should confine its recommendations to a continuation of these remittances to the local governmental units, leaving the latter with the power and the responsibility of keeping up their local roads.

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The Washington Scene

By Harman W. Nichols
(United Press Staff Correspondent)
Washington, April 26 (UP)—This is the age, and apparently the season, for odd gadgets which make life easier and at the same time more complicated.

In Schenectady, N. Y., an inventor has come up with an electric eye that can "see" 1,000 feet. Right through the wind and the rain and the snow.

The engineer who thought it up wasn't trying to be cute or to be looked at as a man with three eyes. He was a dead serious General Electric scientist. The eye—which can see farther than previous electric eyes—will be used to count cars on crowded highways or to smoke out rascals. The beam is broken by an object, thus setting off—in the case of the sallyway-enough alarms to bring the gendarmes on the double.

Speaking of inventors, science is going to miss Dr. William Kearsley—the famed gadget man who retired a short time ago. Where would we be were it not for the good doctor and his "cat sorter"? Or his bed cooler for hot nights and his sheet warmer for chilly ones? Not to mention his false face on which razor blades are tested?

The cat sorter, I think, was his greatest contribution to suffering mankind. It was another of those electric eye businesses. His own cat happened to be a black beauty. The puss had his private entrance into the Kearsley cellar. But the inventor got tired of big Tom's habit of bringing a lot of feline friends in with him at all hours to share his fish and milk. So he

vented along that line up to now. Gives a body a free hand to be doing something else at the same time.

Old Tom was an unhappy he-cat for a long time, but he finally solved the riddle. And pretty soon the scientist discovered Tom was cultivating a large circle of black friends.

Dr. Kearsley's only observation was that, by golly, he had a pretty smart cat. Ought to be in pictures, maybe.

On the same subject, but a little more practical: Henry W. Hapman of Detroit has patented a massage apparatus. It's a vibrator with a mechanical, rocking motion. All you have to do is put your mug against a rubber sac. There's a hole for the nose so you can breathe and look like a beacon at the same time. Just turn 'er on, Bub, and get massaged.

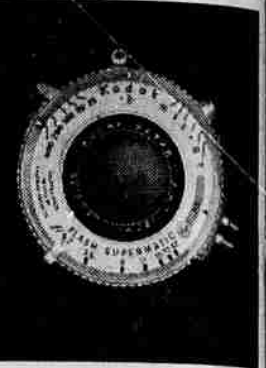
P. J. Gormley of Frankfort, Ky., is a weary stampee of long standing. He got tired of his lot and invented a "sultcase seat." It's a shirt and night-shirt case with a seat built in—kind of tied onto the side of the bag. Gormley says it's for use "when desired," like on crowded trains.

Fred C. Booth of Charlotte, N. C., has a one-handed egg beater which he's about to put on the market. Booth is a little coy about explaining how the thing beats, but he says it beats anything in-

ROLLING PIN STANDS TEST
Watervliet, N.Y. (UP)—A rolling pin, at least 100 years old and possibly nearer to 200, is the prize possession of Mrs. Joseph Case. Fashioned of solid cherry wood, the rolling pin once belonged to Clara Barton, founder of the American Red Cross. Mrs. Case, a great-great niece of Miss Barton, still uses it to roll out pie crusts and cookies.

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Photography

STOP THE PRESSES! IT JUST ARRIVED! We promised to give you the word just as soon as they came in. The Kodak Tourist is here and it really is a beauty. Here are the particulars: a camera for black-and-white and full-color picture making, Kodak Anaflex 105mm f/4.5 color-corrected Luminized lens, Flash Kodamatic Shutter with five speeds from 1/10 to 1/200, shutter release on camera bell, built-in exposure gauge, sturdy die-cast aluminum body, removable back and takes Kodak 620 films. Be on time and be one of the first to see the latest of cameras.

You home movie fans may have been wondering if This Is Photography never intended to say a word about taking pictures with the 8 or 16 mm cameras. Here are a few tips about the use of your movie camera. If you're an exclusive still camera user, don't go away. Some of this is good. The safest, and perhaps the most popular lighting for Kodachrome movies is "full front." This means having the sunlight coming from over your shoulder and usually means midmorning and mid-afternoon filming. And it also means that your human subjects will squint to beat the dickens to keep the sun out of their eyes.

One angle that will help a little on this score is to film your family and friends when the sun is overhead. It won't get in their eyes but your results will be far from flattering. Their eyes will be under-penetrated like two burnt holes in a blanket.

So what's the answer? Try a little side lighting. Have your subjects face away from the sun a bit. Of course you will have to open up the half to a full stop. But your pictures will have a richness and contrast never obtainable otherwise. Try taking your Kodachrome late in the day. Long shadows stream away from your camera subjects. Scenes acquire a heightened third dimension. People face the sun without eyestrain. Everything looks ruddier—warmer—healthier.

The outdoors is calling us and our cameras to take pictures. Sports, there's the softball league which is getting under way. The Bend High School track team is going great guns. Fishing season starts on Saturday. Vacations are just around the corner. Remember that nothing has a memory like your camera and you can prove those stories about the one that didn't get away with movies of the whole episode.

The Camera Dept. at Symons Bros. has a complete array of movie cameras ranging in price from \$57.00 to \$300.00. There's one to fit every need and every pocket book. Come in and look them over. Until next Monday then.

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By Merrill Blosser
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