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FOR INSURANCE RATE CONTROL

Because most of us these days own some kind of automobile the news that the price of automobile insurance is to be advanced once more is as generally painful as would be an announcement that hamburger had gone up five cents a pound. It is no less painful when we discover that it is only one kind of auto insurance, namely that covering property damage, that is to cost more. We know that, given sound evidence of need, other items in the insurance structure have been advanced heretofore and can be advanced again.

Taking the mere matter of protection against property damage, the charge is to go up one-third. The causes for this are varied and not directly in all cases the result of inflation. When we learn that the dollar cost of the average front end accident has gone up from \$100 to \$290 in the past 11 years and that of the average rear end accident from \$10 to \$90 in the same period, and pause to reflect that these are bills that insurance companies must pay out of insurance premiums and their invested returns, we know that here is inflation at work. The job cost more because it is a car (using a small, popular make as an example) which could be had for \$1,150 in 1941 and costs \$2,600 now. The parts which have to be used have probably gone up correspondingly and the workman who makes the repair is drawing somewhere around 100 per cent more money for putting in an hour of time than he did in 1941.

Indirectly there is the threat of greater expense in the open-handed damage appraisal of the latter day jury. Perhaps the jury is not entirely to blame. If it kept its eye on the legislature, which a few years ago upped the price of a human life from \$10,000 to \$15,000, it may have deduced that this was a trend and should, hence, be followed. More cost for the policy holder to bear.

There is still another factor which, fortunately, has nothing to do, either directly or indirectly, with inflation. It is the driving factor. Cars are better built, more safely built than ever before. They are more easily controlled than ever before. But human beings take advantage of the improvements that have been made to drive with greater speed, to take greater chances. Better automobile engineering has available little in reduction of accidents. Better driving, less speedy driving, more careful driving, can reduce greatly the number of accidents for which every policy holder is paying and for which he pays more whenever their cost increases.

The driver, beyond all others, is the one who can cut the cost of an accident. He can cut it by preventing it. When he does it he is cutting the cost of insurance. A lower rate is the result. The driver has the say.

UNFORTUNATE LOCATION

Whether the men who gave Pilot Butte to the state for a public park would object to the added use to which it is now being put we do not know. The gift was free and clear. There were no strings, no conditions, although there was the definite, if unwritten, understanding that the gift was for park purposes.

Perhaps, since the park's greatest value is as an elevation from which to view the scene to the north, the west and the south, there would be no objection to the structure recently completed at the summit for highway department broadcast purposes. It does not interfere, that is, with any of those outlooks. Having had something to do, however, with the gift of the Butte to the state and knowing the donors as we did we think they would object vigorously to the placement of this disfiguring object where it is.

For radio purposes it would have been equally satisfactory to place this work 50 feet or more around to the left or south. There it would be inconspicuous. Visitors leaving the summit would hardly notice it. As they came around the turn they would still be looking at the distant hills. As it is placed now the structure is, smack, the first thing seen as one levels off from the ascent to take the driveway around the top. It is not a park structure nor a park asset.

A great, great deal of thought was given to the development at the summit of Pilot Butte. It is most unfortunate that this piece of radio business was not placed where its presence—probably a necessary evil—would be least objectionable.

Washington Column

By PETER EDSON
 (NEA Washington Correspondent)

WASHINGTON — For illegally trying to ship strategic materials behind the Iron Curtain, the trading licenses of nearly 400 exporting firms have been suspended during the last four years.

Some suspensions for minor violations have been for only a few months. Others are to run for the duration of the present emergency. In criminal cases involving some of the worst offenders, prison sentences of up to a year and fines of up to \$10,000 have been imposed.

The current list of exporters on the suspended list maintained by the Office of International Trade in Department of Commerce contains nearly 200 firm names. Over three-fourths of them are American exporters. Most have offices in New York, but a few operate out of New Orleans, San Francisco and Miami.

Of the others, 12 are Swiss, eight British, five Dutch, four Belgian, four Italian, two each from Tangier and Trieste, one each in Lichtenstein, Union of South Africa, Singapore, Hong Kong and Denmark.

As far as the American exporting companies under suspension are concerned, one of the more amazing angles is that many of them are run by foreign businessmen and naturalized Americans. At one time or another many of them have been subjected to Communist or Nazi persecution.

Knowing first hand what the spread of totalitarianism means, they nevertheless cannot resist the temptation to profit by trading with what should be their worst enemy.

A few case histories from the

past year's work of investigating and enforcing U. S. export controls indicate the nature and the variety of products handled in this illegal trade:

Anna and William S. Krasnow of Chelsea, Mass., denied export privileges for three months for transshipping 1,000 tons of Canadian wool rags to Poland through the United States without proper license.

Dante Corti of Prato, Italy, denied all U. S. export privileges for the duration of the emergency for submitting a false application for license to import 100,000 bales of U. S. cotton, valued at \$19,500,000.

David Zetland, New York exporter, denied all export license privileges for manipulating transshipment of 82 steel roller bearings valued at \$12,000 from Belgium to Switzerland.

A. E. Ratner Chemical Co. of New York, denied all export privileges for planning to export a large shipment of aluminum oxide to Belgium, for later delivery to Hungary.

In the past year the United States has seized 260 shipments valued at \$415,000 because they were intended for ultimate delivery behind the Iron Curtain. In addition, export of another million dollar's worth of supplies was stopped while still in the paper-work stage.

This is admittedly a small haul, considering that the total volume of U. S. exports in 1951 was about \$15 billion. The amount of contraband intended for shipment behind the Iron Curtain and actually caught is approximately 1/100 of 1 per cent of this total



County Agent NEWS

By GENE LEAR
 Deschutes County Agent

Most of the money the farmers of this county receive for all their crops and livestock marketed is spent right here in the county. Because of this fact it is important to all of us, whether we live on a farm or in town, to do our part to keep all phases of agriculture in the county on a sound basis. As the income of farmers in the county has a chance to increase from new or better farm enterprises the greater the income is likely to be for those living in the towns.

Incidentally the farmers in the trade area of Deschutes county towns have an annual income of about 10 million dollars, according to figures from the last census report.

When we recognize how important agricultural production and income is to our community we all want to cooperate in helping to encourage and improve the lot of our farmers.

This all ties into the dog problem in our county. You may wonder what the agricultural prosperity has to do with dogs? Believe me, it has a lot to do with it. For example, farm flock sheep raising is a profitable farm enterprise but many of our farmers have stayed out of this enterprise because of dogs. They are afraid the dogs will kill their sheep.

Several farmers have raised sheep but have quit because of the dog problem. Two of these I could mention are George Elliott and B. C. Allen of Redmond. Doug Ward of Bend tried raising sheep on his farm but the dogs killed too many. There have been others, too, who have quit; quite a few others who have never started because they know of others' experiences.

Turkey raising is another enterprise that has suffered some from the dog problem. Recently Mrs. E. D. Elrod, a turkey raiser north of Redmond, had a dog in her turkey flock and kill six of them. Her loss was greater than the 6 dead because of damage to many others. She reports as a constant problem to be considered in her turkey raising business. Not too long ago Charles Urban, southwest of Redmond, lost about 50 young turkeys killed by dogs. A year or so ago dogs got into the chickens being raised by L. E. Cabe of Terrebonne and about a thousand were killed in one night. A hundred or so more died later because they had been injured.

Those of you who are not turkey raisers may have wondered why a tent is located near where the turkeys are being raised. I am thinking of Ray Knowles' place south of Redmond. His tent there because he sleeps there every night to protect his turkeys from night prowling dogs. If the turkeys are being raised any distance from the house, a

legal trade. How much got through that wasn't caught, there is no way of knowing. But U. S. officials believe it is a much.

To stop even the trickle that was caught cost a great deal more than the value of the goods themselves. Every U. S. customs official is on the lookout for such shipments. And it takes nearly 1,000 government officials in Washington, in U. S. ports, in Europe and throughout the rest of the world to plan the policy and police the paper-work to get the job done. It costs at least \$5 million and maybe double.

MEETING HELD
 REDMOND, Aug. 21 — Deschutes county PMA office announced a meeting Monday night, August 25, 8 p. m. in Westminster hall Redmond. All county farmers and ranchers are urged to attend the meeting called for the purpose of drawing up the practices that will be used in the 1953 ACP handbook.

night watchman must be nearby. Our sheep and turkey raisers who are located near towns have had this problem for many years now. The farm people have spent a lot of time studying the problem. The laws that have been in effect have required dogs be licensed in order to raise funds to pay for damages caused to poultry and livestock. According to County Judge C. L. Allen, the funds raised have been only enough to pay 35 to 40 per cent of the value of claims submitted for stock and poultry losses.

Generally, it seems, dogs that become the worst problem are those that are raised in town. They are not used to livestock like farm raised dogs and so naturally chase them when they spot run from them in the dark. Any farm dog that kills stock generally does not get a second chance!

In order to try to correct this situation the county court was asked to declare the county a dog control district. A hearing, was held by the court and according to present dog control laws the county was declared a district for dog control. Three farmers were appointed by the court to supervise the district. These farmers are Jim Short, Gene Elliott and L. E. Cabe, all of Redmond.

This board has entered into contracts with Bend and Redmond. Both cities have dog control ordinances and by pooling funds the county district and enforcement official. This official is Walter C. Johnson, Bend. His phone is Bend 415. He and Mrs. Johnson are also operators of the county home, located on highway 20, just east of Pilot Butte.

Mrs. Johnson has been deputized by the county and cities so as to be able to enforce present laws. Under the "Dog Control District" law every dog in the county except seeing-eye dogs and breeders with kennels must be licensed according to Jim Short, a member of the supervisory board. Anyone harboring an unlicensed dog is subject to a \$10 fine plus costs in justice court—more if in police courts.

The board and Johnson all hope it won't be necessary to have anyone fined. They know most people appreciate how serious the problem is for the community and that everyone will want to cooperate.

There have been some "homeless" and unclaimed dogs at large in the county. Sam Shaver, county trapper, has found in some cases these and other dogs have been killing deer this spring and summer in several areas in the south and east parts of the county. L. M. Mathison, head of the Oregon Game Commission office in Bend, says he has seen dogs running and killing deer in the Bend area.

The plan that has been adopted here in the county has been tried and is working in other counties in the state. Livestock and poultry losses have been reduced and the people in those counties are satisfied with the program. We hope it works as well here.

Dog licenses can be purchased in LaPine, Sisters, Bend and Redmond.

If you know of a dog without a home, call Mr. Johnson at Bend and he will try to find a home for it.

Bulletin Classifieds Bring Results.

Others Say

MIKE AND THE OBRUSTICATORS
 (Idaho Statesman)

These will be just a few kind words addressed to that dear old bureaucrat, Michael Ware Straus, commissioner of reclamation and tireless high priest of the federal drive to nationalize the power industry.

Mike was in Boise on Wednesday to put out one of his typical pitches on Hells Canyon and the rascally power interests, and to assure one and all that not only is his own heart pure but so is that of each and every one of his faithful underlings. There wasn't a dry eye in the house, so we understand, after Mike told the reporters of how he wants to bring the blessings of government power to Idaho.

But Mike suspects there is evil opposition ranged against him, and that western concern over water rights is largely hokum. As a matter of fact, he declared, all those who worry about water rights are merely "obfrusticating" the issue.

Now that, we believe, marks a new high even for an old word mangle such as Michael. "Obfrusticating" . . .

We know there is such a word as "obfrusticating," which means to confuse the issue, and there is such a word as "frustrating," but for the life of us we never heard of "obfrusticating."

Maybe Brother Straus has decided to make a name for himself as a coiner of new words. And perhaps he should.

He hasn't convinced anybody of the nobility of his aims thus far by using the ones already in Webster.

Kurt Schumacher Dies in Germany

BONN, Germany, Aug. 21 (AP)—Kurt Schumacher, one-armed, one-legged West German Socialist leader who was considered Germany's greatest enemy of Communism, died at his home late Wednesday night.

The 57-year-old head of Germany's second largest political party, the Social Democrats, died of coronary thrombosis.

Tele-fun



"She says there is no such number. I guess this personal number list of mine is a little old!" . . . Get your free booklet for local and out-of-town numbers at any Pacific Telephone business office.

Speaker Here Says General 'Captive' of Dewey Forces

Although General Eisenhower "is a fine gentleman and a loyal, outstanding American" he is the captive candidate of the ruthless, bone-crushing Dewey machine, whose administration will be full of heartbreaks and handicuffs if he is elected president next November.

This was the prophecy voiced yesterday by Dr. Charles Titus, professor of politics at the University of California at Los Angeles, in a talk before members of the Bend Rotary club.

In a fighting talk that pulled no punches, the speaker tore the hide off both political parties as he related incidents which he said he had observed at the national conventions of both political parties during the past four years.

He expressed grave doubt that Stevenson and Sparkman, should they win in November, could clean up the corruption and crookedness which now permeates the national administration in Washington. It is the history of political parties that they become corrupt and incontinent if they remain in power too long, he told his hearers.

He referred to James Roosevelt, former Democratic state chairman in California, as "that New York carpet-bagger," who tried to set himself up as boss of California four years ago.

Young Franklin D. Roosevelt, Jr., he said, was a "double croaker" who ostensibly worked for the nomination of Averill Harriman at the recent Democratic convention, but who, through devious ways, sought to cross up Harriman and win the nomination for vice-president for himself.

Dr. Titus was particularly critical of the Americans for Democratic Action, whom he referred to as "that bunch of punks," who tried to wreck their party both this year and four years ago over the civil rights controversy.

The speaker expressed the belief that the party which wins in November probably will be in power for the last time. He prophesied that a depression is in the offing, and this, together with the Korean situation, will obliterate the winning party during the coming four years, it was his belief.

Dr. Titus associated William O. Douglas, associate justice of the U. S. supreme court, with the A. D. A., and spoke disparagingly of the jurist's political philosophy.

"Douglas likes to tell people he rode the rails back to New York as a youth and worked his way through college," the speaker said. "But it so happens that I

POP QUELLS FIRE
 ELIZABETHTOWN, Ill. (AP)—A soft drink bottle, Harry Dorris, finds soda pop can squelch a fire as well as quench thirst. A blaze broke out in paper and shingles aboard a truck and Dorris killed the fire by shaking bottle after bottle with his thumb over the uncapped top and squirting pop on the flames.

Fare: one-way, 35c; round-trip, 65c; children, half-fare. AVOID PARKING WORRIES — GO TRAILWAYS

Packing Company Purchase Told

REDMOND, Aug. 21 — Announcement is made of purchase of Redmond Packing company. The business which has for some years been carried on here by J. W. Christensen of Redmond, and C. H. Christensen and A. D. Lloyd of Tillamook, under the name of Redmond Packing company, processors of horse meat, has been purchased by a subsidiary of Albers Bros. Milling company, it was announced today by A. P. Herold, Albers' president.

The company which will carry on this business is the Redmond Packing company, a new Oregon corporation, and J. W. Christensen, former manager of the business here has been made vice president of that company. Redmond Packing company will employ personnel of the former organization.

The success of home vegetable gardens in hot dry weather depends on keeping the soil moist to the depth of plant roots; roughly that is the depth of a shovel blade.

Go to the DESCHUTES COUNTY FAIR in Redmond by



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- JUDGING, Thursday, Friday and Saturday: Leave Bend, 8:00 a. m., 12:45 p. m., 2:00 p. m.
- MEL VENTER SHOW, 8:00 p. m. Friday: Leave Bend 6:30 p. m., return 10:30 p. m.
- CHILDREN'S and STREET PARADES, Sat. afternoon: Leave Bend 12:45 p. m. and 2:00 p. m.
- RODEO Saturday, 7:30 p. m.: Leave Bend 6:30 p. m.
- BUCKAROO BREAKFAST, Sunday 5:30 a. m. Leave Bend 4:00 a. m.
- RODEO, Sunday 1:30 p. m. Leave Bend 1:15 p. m.

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The second day after this car was demolished in a head-on collision, the owner received a check for the value of the auto.

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- ON AUGUST 17 at 2:30 P. M. this car, owned by Mrs. Maude Meecham, Boise, Idaho, was damaged extensively in a head-on collision about 10 miles north of Gilchrist, Oregon.
- ON AUGUST 18 Mrs. Meecham, a Farmer's Insurance policy holder, reported the accident to agent F. Keith Shepard.
- ON AUGUST 19 at NOON an accurate estimate of the damage was determined and Mrs. Meecham received a check for \$1,325.00 from Tom Duffy, local resident Farmer's Insurance adjuster.



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