

THE BEND BULLETIN

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Proposed U. S. 197 Work

A Wasco county delegation has appealed to the state highway commission for construction of a new cutoff south from The Dalles a distance of 11 miles to a junction with U. S. Highway 197.

Central Oregonians will watch the result of that appeal with interest, inasmuch as U. S. 197 is an important feeder of traffic to the interior country.

The work proposed by the Wasco delegation would shorten the present winding route five miles and eliminate an antiquated and dangerous section. The northern terminus of the road would be in the vicinity of the approach to the new bridge at The Dalles.

From Central Oregon north to the Columbia, motorists now have two arterial routes which branch in the Shaniko flats area north of Cow canyon.

One route, U. S. 97, ends at a ferry near Biggs. The other swings into The Dalles near the new bridge approach. Improvement of either will be welcomed.

Incidentally, the highway department is nearing completion of a section of U. S. 97, in Cow Canyon, that serves both of the routes that branch north to the Columbia.

The completion of this section, along the historic trail of freighters, and the improvement of the U. S. 97 and U. S. 197, will increase the importance of The Dalles-California highway as one of the major routes of the region.

Those Faint, Green Trails

Oregon's revised Outdoor Guide is just off the press with a listing of new park facilities for the coming season.

Included in the folder, published by the Oregon State Highway Department's travel information division, are a large map and facility list showing locations of the principal state parks, state roadside rest areas and U. S. Forest camps.

Also listed are historic markers erected by the highway department in cooperation with the state historical society. As in past years, the folder is impressively illustrated.

Major changes in facilities in the park listing are of interest to Central Oregonians. There is a new camping area listed at Ochoco Lake State park. Tumalo State park on the Deschutes near Bend has 18 camping areas. Camping areas at Cove Palisades state park have been increased to 36.

The folder is designed as a reference for motorists driving Oregon highways, seeking recreation in parks and forests. For this purpose, we fear the folder fails its mission.

The legend to the park map, keyed on numbers, letters and symbols, is a bit too complicated for the hurried tourist.

Picture the southbound tourist moving over U. S. Highway 97 in the vicinity of Madras, at a 50-mile clip. He wants to get to a park considered by some Oregonians to be the most spectacular in the entire state — the Cove Palisades deep in the twin gorges of the Deschutes and Crooked rivers west of Culver.

Possibly the tourist will hand the guide map to his wife, ask her to give him the sign at the turnoff point, then hurry into the south at half a hundred miles per hour.

If the wife is a Phi Beta Kappa, a skilled map reader and a patient woman she will solve the map legend and its cross references in five minutes. Then having placed her pencil at an uncertain point south of Madras, where Culver should be listed but isn't, she will determine that the Cove park is to the west.

And, if her vision is real good, she will determine from the very faint green overprint that in the Crooked river gorge is a state park, with overnight camping facilities. But the camp is not named.

Time has passed swiftly as the car sweeps into the south. And if the good wife will take time out and look at the region she may recognize the deep gorge of Crooked river.

The Cove park turnoff was passed many miles, and many minutes back.

Future issues of the folder, we hope, will adopt a better system of designating the Oregon state parks. The U. S. Forest camps in Oregon and roadside rest areas.

Major complaint with the new map is the delicate, faded green used in designating the parks and camps. This, possibly, is carrying just a bit too far the move to keep Oregon green.

Quotable Quotes

The trouble with secrecy is that it denies to the government itself the wisdom and the resources of the whole community, and the only way you can have this is to let almost anyone say what he thinks. — Physicist Dr. J. Robert Oppenheimer.

Business activity now surges with new strength. Production is rising. Employment is high. — President Eisenhower.

The knee is the ugliest spot on a woman's anatomy. — Designer Christian Dior.

Two things kept me going—my confidence in God and determination to return to the free world to tell my story. — John Noble, on his imprisonment in Siberia.

No man runs for nomination as vice president. — Sen. John Sparkman, former candidate for V. P.

Maybe, This Time?



Budget is Story in Figures Of Eisenhower's Philosophy

By PETER EDISON

NEA Washington Correspondent

WASHINGTON — (NEA)—Brushing aside all the detailed figures accounting for the hundreds of millions of dollars in President Eisenhower's new \$62.4 billion budget message, it can be looked at as a document expounding the Republican administration's philosophy of government.

It is, from many angles, what the President calls "moderately progressive." It strives for "a liberal attitude toward the welfare of the people and a conservative approach to the use of their money."

In this latter respect, the new budget message might be classified "moderately reactionary."

For the first time, requested appropriations for health, education and welfare are greater than requested appropriations for agriculture, foreign aid or the development of natural resources.

The differences are not much—measured in millions of dollars—but they are significant. For here is an admission of how far the country has come along the road towards the much-damned welfare state of the 1930's.

Only the proposed expenditures for national defense—two thirds of the total for veterans' benefits and for interest on the public debt are now greater than for welfare.

Just what the total outlay for these welfare services will be is left rather vague. Special messages are still to come on a new health plan and aids to education.

Also, Congress will have something to say on this.

While the Republican administration has generally been considered favorable to business, the proposed budget reductions for development of commerce are perfectly consistent and understandable.

In several places, President Eisenhower emphasizes his previous expressed desire to take the federal government out of private processes which compete with private industry.

This is perhaps best illustrated by what the President proposes by cutting his expenditures 50 per cent for the Tennessee Valley authority.

In effect, frozen TVA at its present size. The cut is \$214 million to \$2 million.

No allowance is made for future expansion of TVA except by some plan, still in development stage or financing "by means other than federal appropriations."

This proposal seems certain to excite charges that the administration is determined to kill off TVA. It is bound to create a storm in the new Democratic Congress, or worse, perhaps, than the one brewed up by the Dixon Yates contract with the Atomic Energy Commission.

The budget message also proposes to take the federal government out of other river system development plans, except for the proposed starts in the President's set Upper Colorado River project and the Frypan-Arkansas River development which is also in Colorado.

The new system, to be emphasized in the Columbia River basin development, is to have the federal government develop resources in partnership with local government or private utilities.

The budget message proposes to cut the \$30 billion defense budget by \$1.75 billion in unspecified ways, merely by practicing economy. No one can quarrel with any general intent to reduce government expenses. But with some elements of Congress feeling that U. S. defenses have already been cut back too much, this proposal may run into an argument.

The foreign aid program is equally vague, with the much-talked-of aid for Asia and German rearmament figures still to come. Also, there is no breakdown on technical assistance.

All in all, on the expenditures side, the new budget has more gaps in it than any submitted in recent years. Some of these gaps are blanketed in a \$200 million item for contingencies—nowhere explained.

On the revenue or taxation side, there is also some indefiniteness. Treasury studies on new tax legislation are not completed, but further tax cuts this year are ruled out. The possibility of tax increases in some fields is not ruled out.

The budget will remain unbalanced by an estimated \$2.4 billion. The national debt limit will again have to be upped.

Further tax cuts are said to be possible next year. But how big these will be, and where they will be, is not revealed.

In general, the philosophy of the Administration is to place tax cuts ahead of budget balancing. The purpose is to provide incentives for business to expand further and so increase national income—to yield more taxes—to permit further tax cuts.

Hardier Variety Of Worms Found

DAVENPORT, Ia. — (UP)—Willbur Eppard, the Luther Burbank of the worm world, has come up with an Iowa-California hybrid that resists cold but still has that "taste appeal" so attractive to fish.

Eppard got into this strange worm breeding occupation last year after doctors told him he'd have to give up carpentry for less strenuous work.

He bought 15,000 California red worms and set up his business. But low Midwestern temperatures killed many of his wrigglers. So he dumped some local brown-head worms in with the remainder.

Now he has about 250,000 worms in a backyard bed and 72 trays in his basement. As the worms grow to four inches long, Eppard handles bunches of 30 of them, grabs a handful of "special formula" and dumps the mixture in to a plastic bag. He says the worms will stay fresh and alive for about two months.

Mrs. Eppard didn't go for the worms-growing at first. But now she helps her husband with the crop. But she says that "spogher" is seldom on the menu around her house.

Fence Posts Not What They Were

CUYAHOGA FALLS, O. — (UP)—Rubber fence posts for motorists with wooden heads have given an experimental point here for the past year.

Goodyear Tire and Rubber Co. made hollow rubber posts for the beginning of a traffic island where Broad Boulevard becomes a divided highway. The old-type steel posts had taken a heavy toll of drivers who couldn't get out of the center of the street last enough.

Now the errant autos just bang into the rubber posts, bend them over and come to a rough stop. The biggest damage bill recorded during the year was \$10.

Of course it plays hob with statistics. No one knows how many wobbly drivers smack into the posts and then back off, full of admiration for the strength of their bumpers. It used to be easy to keep track of them. The police toy truck had to tear them loose.

Merchant Helps Couples to Wed

McALEETER, Okla. — (UP)—

A local hardware store owner, Harrace Collier, is fast becoming popular in launching marriages.

Collier has twice turned his store into a wedding chapel, complete with altar and potted plants. He has encouraged local merchants to join him in showering the couples with household gifts, including kitchen equipment, linens and groceries.

The 36-year-old merchant said he started his novel practice one day when an engaged couple were in his store discussing their coming marriage.

Collier asked where they were going to get married, and the young man replied that they were undecided. They couldn't afford a big wedding.

"Why not have the ceremony here?" the businessman said.

Collier said now they have a baby and a happy home, and he feels that the sense of security given them by the help from the merchants has been an important factor in putting the marriage on a firm foundation.

Collier believes struggling young couples faced with modest salaries and spiraling living costs need some help in setting up housekeeping.

He said he has drawn no criticism from local churches. Collier's main problem is finding room for the crowds that attend the weddings.

"Anybody who wants to come is welcome," he said, "as long as they bring a household gift of some kind."



Ila S. Grant's

Sage Brushings

I understand that Lucille Ball and Desi Arnaz, our near-favorite TV characters (and I do mean characters) are up against tough competition in the Portland area. Their "I Love Lucy Show" is having trouble holding its own against "Medic," on the rival Portland TV station at the same hour Monday night.

We've never seen "Medic," but this is no great cause for grief. I've never liked to sit around and listen to people tell about their operations. "Lucy" seems to be the choice of most Central Oregon TV fans on Monday night, in preference to "This is Your Music," at the same hour on the Eugene station. Most folks watch "This is Your Music" Sunday afternoon from KOIN.

Yesterday William Moyes, the "real" B-Mike, devoted considerable space in his Oregon Journal column to nipping comments on the Monday night "Lucy" show. I wonder how he caught so much of it. Wasn't he watching "Medic"?

Personally, I thought the "Lucy" show was pretty hilarious (Lucy and Ricky and their apartment house pals have just started an automobile trip from New York, to seek their fortunes in Hollywood).

The Monday night sequence—the eternal battle between the mired driver and his hungry passengers—brought back memories of our own jaunt across the country several years ago. The broken-down auto court, the broken-down beds and the poor food were exaggerated a little, of course. But judicious use of exaggeration is the mainstay of most side-splitting comedy.

ADD BRIGHT SAVINGS OF CHILDREN DEPARTMENT: Mary Damon was talking the other day in the office about buying ice skates for her young son. She thought she'd pick up a pair at the skaters' exchange, then get bigger ones

next year. The young man in question was horrified at the thought of having second-hand skates. Rather than old ones, he'd have none at all!

"That's ridiculous!" his mother snorted. "You can have new skates when you're older."

"No, sir," the kid said, standing pat. "If I wear old skates, I'm liable to get asphalt foot."

Dior has done it again. While the furor was still raging about the changes in the bustline, and critics were choosing up sides to decide whether the Dior decree meant "flat" or "high," the designer came out with the startling declaration that the feminine elbow is ugly and should be de-emphasized. Likewise the feminine knee.

Naturally, this amounted to a declaration of war. Males who frequent swank beaches were quick to point out that they found no bones to pick with the revelations of the modern bathing suit. The gals fumed that maybe feminine knees and elbows aren't so beautiful—but the average man doesn't look so hot in short-sleeved T-shirts and Bermuda shorts.

"You can just tell Mr. Dior for me that I'll put my knees up against his any time!" stormed one model.

What Mr. Dior meant, I think, is that sleeves that just graze the elbow and skirts that barely cover the kneecap are unbecoming, to say the least. To be graceful and beautiful, sleeves should end about half-way between the elbow and the shoulder, or half-way between the elbow and wrist. Hemlines should be several inches below the knee, or if you please, several inches above.

Just like I told the Chief, I can't see that it makes very much difference. I've always said, if you don't like a joint, you can take it or leave it alone.

THIS ONE IS FOR THE BIRDS: These bleak winter days, don't forget the feathered friends. It is not expensive to stock a feeder with grain and water. In fact, you can do it for a song. Mrs. Ray Cooper told me so. She's bird chairman for the Cascade district, Oregon Federation of Garden clubs.

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PINE Tavern

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Rubber Ears

For Atom Sub

AKRON, O. — (U)—The world's first atom-powered submarine has rubber ears.

The rubber was specially developed by (B. F. Goodrich) here to permit sound waves to pass through it in about the same manner as sound travels through the sea itself. It's used as a part of the hull of the U. S. Navy submarine, Nautilus, to house sonar gear that depends on sound waves to detect other surface or undersea craft.

The company's engineers say the use of any material that does not share the characteristics of seawater would cause the sonar signals to blank out or distort so that a target could not be located accurately.

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