

Bulletin Straw Vote Shows Strahorn Bonds are Favored

One negative vote is the total so far registered at The Bulletin office against the proposed \$100,000 bond issue to insure construction of the Strahorn road out of Bend this summer. In favor of the bond issue 25 of the coupons printed in recent issues of the paper have been received, some coming from out of town property owners and tax payers and the rest from residents of the city.

Further comment on the bonding is sent with some of the coupons, one man writing, "Even should it raise my tax \$10.00 per year (which it won't) I would still be glad to vote yes." Another writes, "I am a property holder in Bend and will help all I can in this bond." Another property holder, but not a voter, writes, "The finest little city will be made the finest big city by just such bonds with proper safeguards."

One Bend resident, who marks his coupon in favor of the issue, says, "First let Mr. Strahorn put up a bond guarantee that he will build the shops and R. house first. Word of mouth is not business."

Only a few questions concerning the matter have been asked. These are listed below and answered to the best of the ability of The Bulletin.

Question.—If bonds are voted, what assurance or guarantee, other than word of mouth will the people of Bend have that construction will commence here as soon as bond money is available and that a minimum of 20 miles will be completed during 1917 and 20 miles additional in 1918.

Answer.—If bonds are voted, presumably the city council, before selling them and receiving the money, would satisfy itself by guarantee from Mr. Strahorn, that he would proceed with the work as orally agreed. Just what form this guarantee would take would be a matter to be settled between the council and Mr. Strahorn.

Question.—When will Bend and Klamath Falls be connected by rail if the bond is issued.

Answer.—We do not know. The \$100,000 from Bend would assure construction, according to Mr. Strahorn, of 40 miles of road. It is understood that after the construction of the first 20 miles out of Bend, the direction of the next 20 miles, whether toward Burns or toward Klamath, would be decided upon. Mr. Strahorn has said that Bend and Klamath would not be connected for three years after the work was begun. If the line to Burns was started first it might be longer than three years before Bend was connected with Klamath; if the line to Klamath, it would be at least three years.

Question.—Assuming that the Strahorn line south and east are constructed substantially upon the routes now decided upon, which give

an approximate length of 93 miles in Deschutes county, what return may the county reasonably expect in the way of taxes therefrom and approximately how much added assessed valuation will accrue to Deschutes county.

Answer.—The amount to be expected in the way of taxes from any property depends on two factors, (1) the assessed valuation, and (2) the tax rate. Until the Strahorn line are built and their valuation for taxation purposes fixed, a definite answer to this question is impossible. However, the following may give a general idea on the subject.

Valuations are placed on railroad property by the State Tax commission. When the valuation is given, a certain portion thereof is fixed as the amount on which the district and county taxes shall be levied. What this portion is depends on the county ratio or the ratio the assessed valuations of the county bear to the actual values.

As an example, consider the following. The Oregon Trunk was assessed in Crook county, before the formation of Deschutes, at \$20,000 per mile, by the State Tax commission. The county ratio is .53. That is, the commission estimates that the property in the county valued by the county assessor is assessed at only 53 per cent of its true value. As the railroad valuation is considered to be 100 per cent and as it would be unfair to make it pay taxes on a 100 per cent valuation when the rest of the county property paid on only 53 per cent, a 53 per cent portion, or \$10,600 per mile, is taken as the amount on which taxes shall be paid.

Sidings are assessed at 50 per cent of the main line value, before the ratio is applied.

The valuation fixed by the commission does not pretend to be cost, but merely a valuation fixed for taxation purposes and depending on the earning power of the line. The Oregon Trunk has been assessed for less than \$20,000 per mile. The new road at Grants Pass is now assessed at \$5000 per mile.

The Strahorn line valuation would probably be at least \$5000 per mile for main line, and \$2500 for sidings. The amount on which taxes would be paid would depend on the ratio fixed for Deschutes county, and the amount of taxes, as indicated above, on the levy in the different districts.

Question.—Based upon railway valuations as fixed by the Tax Commission, how much added assessable property will result to Bend School District No. 12, by the construction of the Strahorn railroad?

Answer.—See last answer above. The amount coming to School District 12 would depend on length of line in the district.

KNOW THE CAR'S LOAD.

Method by Which a Motorist Can Get the Best Tire Service.

"Perhaps the greatest and most important thing a motorist should know about a car is its weight with the average load carried," says an expert. "By knowing the weight of his car when loaded ready to run the motorist is in a position to regulate his tires so that they not only act as the best shock absorber obtainable, but are fit to offset any injuries which may come from over or under inflation."

"With the weight of the car known when preparing for a trip which includes passengers it is very easy for the motorist to regulate his air pressure in the tires so that they will run with the least injury to themselves. This foresight will also prevent a break in the side walls caused by an overload."

"With the weight of your car, plus the weight of gasoline, water and extra tires, with the weight of the passengers added, you have the total running weight of your car."

"For a quick way of determining what air pressure you will carry in your tires if you have no regular table of inflation the following table is suggested:

"For three-inch tires divide the weight of the load by thirty-two."

"For three and one-half-inch tires divide the weight by forty."

"For four-inch tires divide the weight of the load by forty-eight."

"For four and one-half-inch tires divide the weight of the load by fifty-six."

"For five-inch tires divide the weight of the load by sixty-four."

"For five and one-half-inch tires divide the weight of the load by seventy-two."

"To further illustrate the working out of the above table suppose your car weighed 2880 pounds and you are using four-inch tires. From the above we find that for four-inch tires the weight of the load should be divided by forty-eight. This will give you sixty pounds air pressure, which should be carried in your tires. The tire mileage will be greatly increased if the motorist will regulate his air pressure by the load he carries."—New York Sun.

CHARM OF FLOWERS.

Gardening is a Hobby That Becomes Akin to a Passion.

Barring the equally ancient and alluring pastime of going a-fishing, no hobby has a stronger grip on its devotees than gardening. At 4 o'clock of a summer morning Celia Thaxter could be found at work in her radiant little island plot, a sister in spirit to old Chaucer when on his knees in the grass at dawn to watch a daisy open. And these were not exceptional, nor extraordinary, cases of devotion. They were merely typical exponents of the true gardener's passion.

Nor is this intense enthusiasm fleeting. Not in the least. It is not more transient than the bibliomaniac's passion, no more evanescent than the collector's zeal, which only death can quench. It is no sudden, youthful fervor. Indeed, it is rarely found in youth at the storm and stress period, while it may be observed to be strongest in those for whom the days of wild enthusiasm are over. The bachelor clergyman or the quietest of spinsters, for whom other passion is nonexistent, will yet lavish on their gardens enough devotion to have won the heart of the most obdurate of persons, enough tenderness to have sufficed for the mothering of a dozen little ones. A garden is the world of the recluse, the passion of the lone man or woman, the diversion of statesmen, the recreation of poets and artists of all ages, except perhaps musicians, who may be over-careful of their hands.—Frances Duncan in Scribner's.

Plan of the Ball Field.

In the Woman's Home Companion C. H. Claudy says:

"Whoever did the calculating for a baseball field made a fine job of it. It takes just so long to run from plate to first, and it takes just about that long, less a tiny fraction of a second, for the average ball to be fielded by the average shortstop and hurried down to the big mitt waiting for it. The least slip, hesitation, fumble or wait, and the umpire is going to spread his hands palm down for a 'safe.'"

Drained Soils.

Heat is the chief essential for plant growth, and one of the principal factors in making soil warm is good drainage. The surface soils of well drained lands are almost invariably several degrees warmer than those of poorly drained lands. Drained soils also warm up faster after cold spells and much earlier in spring. It is certain that dynamiting heavy soils will pay.

Moss Bread.

A kind of bread is made along the Columbia river by the Indians from a moss that grows on the spruce fir trees. This moss is prepared by placing it in heaps, sprinkling it with water and permitting it to ferment. Then it is rolled into balls as big as a man's head, and these are baked in pits.

Doesn't He, Though?

Bach—Confess, now, Henry, you don't pay as much attention to your wife as you did before you were married? H. Peck—Lord, yes! I mind twice as quick now.

Not Necessarily.

"The face is the index of the mind, it is said."
"Oh, I don't know. Because a woman's face is made up is no sign that her mind is."

GUARDS WATCH FOR PLOTTERS

ARMED MEN PROTECT RAILROAD BRIDGES AND TUNNELS ON WAY TO BEND—MILL APPROACH IS GUARDED.

(From Monday's Daily.)

That the utmost care is being taken to prevent the destruction of public utilities by anti-American plotters was evidenced today when new arrivals in Bend told of seeing armed guards at all the bridges and tunnels from Portland to Bend. At the Crooked River bridge on the S. P. & S., four guards are camped, watching the structure in alternate shifts.

To prevent possible destruction, such as has occurred in other sections of the country where large industrial establishments are located, armed men are stationed on the bridge spanning the Deschutes at the approach to The Shevlin-Hixon Company mill. Rigid examination of all passing over the river at this point, is made.

O. O. CARLSON WEDS MISS FERNE COLVER

(From Monday's Daily.)

Oliver O. Carlson and Miss Ferne E. Colver, both of Bend, were married quietly yesterday afternoon at the home of the bride's parents, Mr. and Mrs. W. T. Colver, Rev. J. L. Peringer, of the Baptist church, officiating. The ring service was used, a wedding dinner preceding the ceremony. Only immediate friends and relatives were present.

Mr. and Mrs. Carlson will leave Wednesday for a wedding trip lasting over a week or 10 days, and will return to make their home in Bend.

LIVESTOCK MEN PICK OFFICERS FOR YEAR

(From Monday's Daily.)

R. E. Grimes was elected president, J. H. Stanley, secretary-treasurer, and W. H. McCain, M. S. Mayfield, S. S. Sterns, Mr. Grimes and Mr. Stanley members of the directorate, when the Upper Deschutes Livestock association held its annual meeting in the office of the forest supervisor Saturday. An assessment of not more than \$1 a head on cattle owned was levied.

Glad to Learn of It.

Coughs that follow a grippé, or any deep-seated hacking cough, will wear down the strongest man or woman if allowed to continue. C. Smith, 1421 12th St., Augusta, Ga., writes: "I got one 25c bottle of Foley's Honey and Tar and my cough and cold is about well. I was glad to learn of a great medicine like that." Sold everywhere.—Adv.

Shearings

IMPROVE LAKE-SINK ROAD

Work has already commenced on the roads in northern Lake county, teams being engaged in dragging near here all day yesterday. Road Supervisor G. W. Bentz, who with his brother, F. C., reached Silver Lake the first of the week, said last night that work on the Lake-Sink road would start at once. Workmen also are to commence soon erecting the new bridge across Silver Creek. It will span the stream immediately above the old bridge. The trusses are to rest on concrete foundations.—Silver Lake Leader.

Dogs Immune From Rabies.

P. T. Monroe, of lower Trout creek, who had two dogs bitten about a month ago by a rabid coyote, which ran amuck on his place and which was killed by his dogs, was in Madras Wednesday. Mr. Monroe sent the head of the coyote to State Health Officer Roberg who reported the case one of rabies, without any doubt, and instructed that the dogs be tied for two or three weeks. Wednesday made three weeks that the dogs had been tied and closely watched, and no symptoms of the disease appeared. This will call attention of the ranchers owning valuable dogs to the fact that not always, when a dog is bitten, do the germs of the disease take effect.—Madras Pioneer.

Rural Credits Benefit.

Already the beneficial effects of the rural credits acts, both federal and state, are beginning to be noted in reduced rates of interest on farm loans. Money is being offered to farmers for mortgage loans at 5 1/2 to 6 per cent, which could be secured a short time ago at not less than 7 or 8 per cent. Agencies are being put in the Oregon field by financial interests which formerly did no business here directly, with the object of securing farm loan business.—Oregon Spokesman.

Boost Lumber Trade.

District Manager John Odell, of the Tum-a-Lum Lumber Company, was a business visitor Tuesday. Mr. Odell states that the local yards will be stocked up and a vigorous campaign made for business at this point. The local yards will be in charge of Charles P. Randall, who recently came from Walla Walla, Washington.—Jefferson County Record.

Calver Shows Patriotism.

On Friday evening at the Calver Opera House there was held a patriotic meeting of the citizens of this part of the county and a large number of people were in attendance. A number of patriotic songs were rendered, Mr. Ober leading the singing. After the singing, short addresses were made by O. C. Young, Rev. N. H. Payne, Prof. Overhulse, Prof. Burgess, R. C. Hillman, W. P. Myers and Walter M. Eaton.—Deschutes Valley Tribune.

Road Bonds Favored.

Throughout the meeting at the court house Tuesday evening there was a tense feeling pervading the air, but one thing was apparent from all directions, and that is that the Crook county people, regardless of their location, are favorable to a bond issue for the building of permanent roads, but under certain conditions. Every speaker that had the proviso in his talk was not slow in speaking up and speaking plainly. There is much interest in the subject of good roads throughout the county.—Central Oregon Enterprise.

Seek Bounty Aid.

A meeting of the committees having the rabbit bounty defense matter in charge was held at the Connelly store Sunday afternoon. The fee to be paid an attorney was the main subject under discussion. Attorney Gibbs was forwarded a check in the sum of \$50 and all attorneys let go for the time being and the matter taken up with the county court, Attorney Geo. Brown, W. S. U'ren and various persons in Harney and Crook counties. The idea is to see what outside help can be obtained.—Fort Rock Times.

Had Trouble for Four or Five Years.

Many people suffer from bladder trouble when they can be quickly relieved. W. J. Furry, R. F. D. 2, Salem, Mo., writes: "I was bothered with bladder trouble four or five years. It gave me a great deal of pain. I took different medicines, but nothing did me any good until I got Foley Kidney Pills." Sold everywhere.—Adv.

OREGON TRUNK TRAIN	
Arrives	7:20 a. m.
Leaves	9 p. m.

O-W-R. & N. TRAIN.	
Arrives	7:35 p. m.
Leaves	7:25 a. m.
AUTO STAGE LINE SOUTH.	
Leaves	8:45 a. m.
Arrives	5 p. m.

AUTO LINES.	
Cars to Burns, Fort Klamath	
Fort Rock, Silver Lake and	
other points south and south	
east.	

POST OFFICE HOURS.	
General delivery open daily	
8:30 a. m. to 6 p. m.	
No mail distributed on Sunday.	
Night train mail closes 8:15	
Day train mail closes 6:30 a. m.	

TELEGRAPH HOURS.	
Western Union, 8 a. m. to 9	
p. m. Sunday and holidays	
9 a. m. to 10 a. m., 5 p. m.	
to 6 p. m.	

TELEPHONE HOURS.	
Pacific Tel. & Tel. Co. 24 hour	
service, including Sunday.	

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Army and Navy Recruiting Officers Working Together

(From Tuesday's Daily)

Success greeted Corporal Charles Davis, recruiting officer for the U. S. army, on his first day in Bend, and no less than three local young men enlisted yesterday to serve in the aviation corps. C. L. Wright, George A. Smith and Thomas L. Firestone are the men who volunteered for the aerial branch of the service. They left this morning for San Diego, at which place they will enter the aviation training camp. In addition to other instruction, applicants for the Aviation corps will be equipped with a rather thorough knowledge of gas engines and motors.

Another branch of the service was explained this morning by the recruiting officer, when he mentioned the need for musicians in the army bands.

Due to the increase in the strength of the regular army authorized by Congress last year, several hundred musicians are needed to supply the requirement of the additional army bands authorized. The pay per

month for musicians in army bands ranges from \$24 to \$75 during the first enlistment, to this being added the value of rations, clothing, quarters, light, heat, medical attendance, etc., which is estimated to be equivalent to an increase in the monthly payment from \$30 to \$40 or more.

In spite of the number of Central Oregon men and boys who enlisted for the United States navy last week, recruiting is still progressing most encouragingly, according to T. L. Carriger, in charge of the work here. E. McFarland, W. F. McMullen and E. L. Church, of Prineville, and Harry Davis, of Redmond, will go out tomorrow evening for Portland. Mr. Carriger planning to go to their homes to accompany them into Bend. Corporal Davis will go with him, as several in the neighboring towns have signified their intention of enlisting in the army.

The army and navy representatives are co-operating as closely as possible in the work.

COURT GRANTS TWO DIVORCE DECREES

Mrs. Lena McPherson and Mrs. Beatrice Jones Freed From Bonds On Charges of Cruelty.

(From Thursday's Daily.)
Decrees of divorce handed down by Circuit Judge T. E. J. Duffy, of Prineville, in the cases of Mrs. Lena McPherson vs. Logan McPherson, and Mrs. Beatrice Jones vs. W. J. Jones, were filed Saturday.

Both divorces were granted on the grounds of cruel and inhuman treatment. Mrs. McPherson being allowed the custody of her two minor children, and \$25 a month from their father to provide for them, while Mrs. Jones was given the right to use her maiden name, Miss Beatrice Bertrand.

"MILLIONS IN IT."

(From Monday's Daily.)

A modest proposition, calling for a loan of \$40,000 by the people of Bend has just been made by the gentlemen promoting the development

of the black sand deposits on the Deschutes river.

According to a letter from C. W. Clapp, one of the promoters, if the loan is made he will build a \$100,000 court house here within five years and repay the loan with "a fair interest." The purpose to which the money is to be put is the building of a plant on the river near Lower Bridge for the treatment of the sands and the collection of the mineral values contained in them.

In the words of the late Colonel Mulberry Sellers, "There's Millions in It."

HOME WEDDING HELD FOR BEND COUPLE

(From Monday's Daily.)

Oscar O. Andrews and Miss Stella M. Pattison, both of Bend, were united in marriage last night by Rev. H. C. Hartranft, of the Presbyterian church, at the home of the bride's brother, William Pattison. The ring ceremony was used, in the presence of the immediate relatives.

Mr. and Mrs. Andrews will make their home in Bend.