

The Bend Bulletin
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THURSDAY, JULY 29, 1920.

BONDS AND SINKING FUNDS

Wholly aside from the question of whether the old high school building was unsafe for school purposes, its coming elimination from our school system raises some interesting questions of finance that the voters and officers of the district ought to ponder carefully before deciding on the terms of another bond issue.

The bonds for the construction of the building were issued in 1906. The issue was for \$6500, and bore interest at 5 per cent, or \$325 a year. In the 14 years that have elapsed \$4550 has been paid in interest. The bonds are due in 1926 and no part of the \$6500 has yet been paid. Before another month has passed the building will have ceased to exist, so far as the district is concerned, but interest will still be running, and all there will be left of the investment will be the debt and the few hundred dollars' salvage which may possibly be received for the building.

This is not written in criticism of the school board that planned and erected the building, nor of the decision of the present board to dispose of it. We do criticize, however, the method of financing and paying for school buildings and other public improvements, of which this is an example. The practice of bonding; and then deferring for many years the creation of a sinking fund with which to retire the bonds, means almost — and sometimes actually — doubling the cost of the improvement. In the case of this school building the investment will run well over \$11,000.

It is undoubtedly necessary frequently to vote bonds for school buildings, but whenever bonds are voted proper business management, as well as fair treatment of future taxpayers, demands that a sinking fund should be immediately created and added to yearly. This should be the dictate of economy, as well, and in order to alleviate a tax situation that will be coming on the city in a few years unless something is done, we earnestly recommend that in the coming city budget an ample amount be provided for sinking fund purposes. Fortunately, the school district has already made such provision in its own budget for next year.

THE HIGHWAY DECISION

The recent decision of the Oregon supreme court reversing Judge Skipworth of Douglas county in the case relating to the location of the Pacific highway through the town of Riddle, seems to be little more than a legislative act, broadening the powers of the commission. "Judicial legislation" is the name given that sort of decision by the law books, which, for the most part, disapprove

because it is not the function of the courts to make laws.

Nevertheless, the result reached in this Douglas county case seems desirable if the highway commission is to be permitted to perform its duties with the interests of the whole state, and not of any particular section, uppermost. The legislative act that started the state on its present road program provided for highways in every section. Legislative influence undoubtedly had much to do with certain locations, which were made, not with reference to the facts on the ground, but only as certain towns were affected—that is, the only consideration was the town.

When the commission took charge and had time to go into details it found changes and additions desirable. In this way it has added to the program in this county the road from Sisters to Redmond, not provided in the highway act. Before this decision it might have been possible for some disgruntled tax payer to enjoin the expenditure of money on this road, although there can be no doubt that it properly fits into a program for this county. The decision removes any such possibility. It gives the commission practically a free hand and, so long as its members are men to be depended on, as they now are, permits them to use their best discretion in the development of a state road system. This is as it should be.

UP TO THE NORTH UNIT.

It is not enough that the people of this country interested in its agricultural future take steps to prevent the exclusive appropriation of the waters of the Deschutes by the North Unit irrigation district. That would be merely a dog-in-the-manger attitude and wholly out of keeping with the policy of cooperation which has been adhered to in this county down to the present. We must stop the rape of the river that is now planned and, at the same time, work out some idea that will insure equal and proper treatment, according to the interests involved, to all.

The North Unit is going ahead now to grab everything and some will say that the other units ought to combine and try to grab everything away from it. That would be a great mistake. In spite of its selfish attitude there is still the need and the opportunity for cooperation in some general plan.

In many ways the North Unit is in the most favorable legal position to proceed with the project. Its lands are all privately owned, its district organization is perfected and its bonds voted. These facts give its excuse for hastening forward and leaving its former associates in cooperation in the lurch. In the loosely organized cooperative activity of the past year the North Unit has been the only party directly interested until the Tumalodistrict was formed. Its interest entitles it to a continued share in the cooperative effort and cooperation will be as badly needed hereafter as it was a year ago, if the whole project is not to get into a wilderness of agitation and controversy that will keep outside investment and Federal aid away.

Of course, if the North Unit is to fight for its selfishly conceived plan, there will be nothing to do but fight against it. On the other hand, if it will see that to proceed on the present selfish lines means injury to the whole project and delay in securing results, it will abandon the program and renew the cooperative activity.

SOME OF THE REASONS

At the convention of the Cattle and Horse Breeders' association in Burns last spring F. R. Hedrick of Salt Lake City stated "Some of the Reasons for Federal Taxes." His speech is now published in the proceedings of the convention, just issued. While explaining taxes, it seems to us to furnish a good many reasons for a change in the national administration as soon as possible. Some of Mr. Hedrick's reasons are as follows:

"The government spent, from 1917 to 1920, \$36,818,000,000.

"The total appropriations from 1789 to 1917 were only \$40,000,000,000.

From 1917 to 1920, the government collected in taxes \$13,099,000,000 and borrowed \$24,000,000,000.

"The government spent \$150,000,000 building port terminals at Charleston, Norfolk and other places from which not a single ship sailed during the war.

"The government spent \$20,000,000 building a terminal up the river from Charleston, which ships could not reach because the river was too shallow to float them.

"The government spent \$120,000,000 building nitrate plants, but did not produce a pound of nitrate for use in the war.

"The government spent \$160,000,000 building powder plants, none of which produced a pound of powder used in the war.

"The government spent \$100,000,000 on tanks, but the first American tank reached Europe after the armistice.

"The government spent \$1,000,000,000 on shells, but only 17,000 American-made shells reached our forces in France—about a 10 minutes' supply.

"The government spent \$117,000,000 on gas, but not a single American-made gas shell was fired by the American forces in France.

"The government spent \$478,000,000 on guns, but only 72 American-made guns reached our forces at the front.

"The government spent \$7,000,000 on a naval training camp in Virginia, after the armistice was signed.

"The government spent \$70,000,000 on a powder plant at Nitro, W. Va., and sold it for \$8,000,000.

"The government spent \$100,000,000 for a nitrate plant at Mussel Shoals, Ala., and congress has been asked for additional appropriations to make this plant capable of producing fertilizers."

THE NEW FOREST ROAD

Six years ago it was possible to get to Broken Top only by a long, hard walk. To make the round trip in one day was an impossibility, unless one started early, hurried in, and at once started back on the return journey. Lack of a good road, or even a road of any sort, made inaccessible one of the most beautiful spots any city or town could have the fortune to be near. Then the forest service completed a new road, made it possible to get over the grades, and opened up to the automobile a wonderful playground section. Last year probably more people visited Broken Top than in all the years preceding and every one of them came back enthusiastic over what he had seen. To be able to drive in a few hours to the foot of a mountain where wild flowers grew in abundance, where rugged cliffs roused curiosity and extended panoramas delighted the eye was a

recreative experience that could not be valued.

Now the forest service has repeated. By the new road, which has just reached Lost lake, the mountain is made accessible from another side, and, as the road goes on, more new country will be opened up. Devil's lake, Sparks lake, Elk lake will be placed on a direct auto road from Bend. In two or three hours we can get into the heart of the mountains. The climb up Bachelor can be begun from the road as it passes at the very base of the ascent.

The county has very properly cooperated in paying for the road, but to the forest service is due all the credit for the conception of the idea and its execution in a most economical and efficient manner. While only a few weeks old, the road is in remarkably fine shape; it is on good lines and easy grades. Another season will see it one of the best roads in the forest and more used than any other. Bend is lucky in its local forest office.

In the meantime, it may be noted, the survey of the Skyline highway is under way and the road now under construction will be one of its feeders. Isn't it about time for the Commercial club to give some recognition to the project that, last year, it buried in committee?

HARNEY AND RABBITS

According to the Times-Herald, the leading newspaper of Burns, rabbits are again becoming thick in Harney county, so thick "that farmers threaten to quit trying to raise crops unless something is done to give them relief." The county agent suggests poisoning, but this is not effective in the summer months, when green feed is available, and, says the Times-Herald, the proposition of a bounty is being discussed all over the county and, if placed on the ballot, will carry by a big majority.

One would suppose that Harney county's latest experience in jack rabbit bounties would have been enough to prevent any such suggestion from being made seriously, but apparently this is not the case. In 1914, if we remember correctly, the county voted a bounty and in the succeeding years paid out thousands of dollars on rabbits. We do not know how the bounty law came to an end, but apparently it did, and it now seems plain that it could have done very little good, else it would not be necessary to be considering again so soon how to get rid of rabbits.

Undoubtedly, one reason for the recent rapid increase of the jack rabbit has been the high price of furs. Coyote skins have become really valuable and have been eagerly sought for. With the decrease in the number of coyotes there has been an increase in the number of rabbits, and it occurs to us that better results might be secured in Harney by protecting the coyote for a time. They would be less expensively obtained also.

Another good way is suggested by an advertisement appearing in the same paper, in which a rancher offers pay for all rabbits killed on his place within the next 30 days. If his crop is worth anything, he will save it. This is better than holding indignation meetings in the grocery store or planning the easy graft of a bounty.

The Redmond Spokesman reports a statement from Guy E. Dobson to the effect that The Bulletin is "not fully advised" concerning the plans of the North unit to take all the surplus flow of the Deschutes for irrigation in Jefferson county. If Mr. Dobson has any information on this subject which has not been disclosed now is the time for him to give it out.

The industrial committee of the Portland Press club has sent out a news item under a Bend date line announcing resumption of operations by the Booth-Kelly Lumber Co. Of course this is a valley company but it is proper enough to have the news come from Bend, the lumber center of the state.

Ex-President Taft is another prominent American who put on a front porch campaign. His came after, rather than before, the presidency, however. Local men who have no thought for the presidency are urged to try the gymnasium for the same result.

The Grants Pass slogan is, "It's the Climate." We suppose this will not be given as a reason for the decrease in population, shown by the recent census returns.

Whistling has been forbidden by the American officer in charge of Guam. Next thing he'll put a ban on smiles, and then there will be a revolution.

"Til" Taylor was one of the best sheriffs in the state of Oregon, act-

U. S. GOVERNMENT

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 New full rigged stock saddles with horn; western style; weight 40 pounds each. New and perfect. \$52.50 each.
- Genuine McClellan Saddles** as used by U. S. Cavalry; guaranteed in serviceable condition. \$19.50 each.
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ive and fearless. It will go hard with his murderers, when they are caught.

Congratulations to the Bend Elks on their success in Salem. Bend People Owe Elks a lot for the publicity they are getting for the town.

It is reported that Uncle Sam intends to bear the meat market. The rest of us have been bearing with it for some time.

One thought will help the whole country to bear the hot days of summer—it's a dry heat.

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 --O. S. Marden.

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Get the children some of these warranted Stockings today and see what it means to them in genuine foot comfort.

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