

**The Bend Bulletin**  
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**THE BEND BULLETIN**  
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ROBERT W. SAWYER, Manager

An independent newspaper standing for the square deal, clean business, clean politics and the best interests of Bend and Central Oregon.  
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THURSDAY, OCTOBER 7, 1920.

**OUR GEOGRAPHIES**

In a way, the treatment of Central Oregon in the geographies now in use in our schools is merely amusing. If another, however, it is really a serious matter. All over Oregon these books are in use. Is it, then, anything to be wondered at if all over Oregon there should be a profound and dense ignorance concerning this section if the youth of the state for the past five years have been getting their information from their pages? How well can we be known in the other states where the book is in use?

Speaking of fire prevention the other day, Chief Carlson said it was necessary to begin the work with the school children, because their minds were the most impressionable, their habits less fixed. What habit of thought, may we suppose, is prevalent in the minds of the children in the rest of the state when they think of us? What information do their parents get when they look in the school geography to find out about Central Oregon? The answer, of course, is that they are getting nothing but erroneous ideas from the school books, and in our fight for publicity and recognition we cannot afford to let any such ideas go forth.

The text books used in in the school outside of Portland are selected by the state board of text book commissioners. According to the Oregon Blue Book, the members are Harrison G. Platt, Chairman, Portland; Margaret J. Cosper, Salem; Mrs. A. E. Ivanhoe, La Grande; Alfred G. Schmitt, Albany; F. A. Tiedgen, Marshfield. The Blue book further says: "All terms expire January 31, 1921," and, concluding: "This commission meets every six years and adopts text books for use in the public schools outside of Portland. At the meeting held June 2, 1919, text books were adopted to be used until June 2, 1925."

What the board did when it met in June, a year ago, was to readopt the geography that had been used in the previous six years. We do not know what other geographies, if any, were offered for its consideration, but if there were any they must have been shot full of faults. Otherwise the board cannot justify its selection of the book now in use. A possible answer is that world geographical changes made it necessary to put off the issue of an edition with necessary revisions. We believe, however, that the board, if interested in a fair deal for the whole state, might have secured a book that treated us intelligently and correctly.

It would be worth while to take this matter up with the State Chamber of Commerce and, through it, insure proper treatment of Central Oregon hereafter.

**HOPE FOR HIGHWAYS**

The report in the Oregonian of the program of the state highway commission, agreed upon at Tuesday's meeting, naturally more complete than that which The Bulletin was able to give yesterday, should give heart to those of us who have waited with varying degrees of patience for action on the highways of Central Oregon. In addition to the promises made for work in Deschutes county, we read that contracts are "lined up" for action at the next meeting in November for grading "from Bartlett Springs, at end of present grading job, north to where the road forks beyond Fort Klamath. This is on The Dalles-California highway," and also that a survey has been ordered "on the Central Oregon highway from Vale to Burrell ranch."

In other words, the work, though at distant points, is toward Bend, and succeeding steps will bring it closer until the job is completed. This will take time and there will be plenty of complaint and criticism as the work goes on, but some day the roads will be built.

Complaint and criticism have done nothing to bring about the new activity on this side of the mountains. The big reason is the practical completion of a hard surface highway from the California line to Portland, and from Astoria to Hood river by way of Portland. Committed to these projects as of first importance, the commission has now practically finished them, and naturally turns to the next work in line. In our opinion Central Oregon has now only to meet the commission half way in a spirit of cooperation and understand-

ing of its problems in order to have its long cherished desires for good roads satisfied.

In crediting the commission as a whole with a new interest in the highways of Eastern Oregon, we think it proper to say a special word for the service rendered by Commissioner Kiddle. On his appointment The Bulletin took Mr. Kiddle on suspended judgment. We preferred to see how he took the job before expressing complete satisfaction with another Northeastern Oregon man. Now we believe we can all say we are glad of the appointment. Since becoming a member of the commission Mr. Kiddle has traveled from one end of the state to the other. He has studied the highways of Oregon as a whole and, we believe, has exerted his influence on behalf of the Central Oregon links which are so important in the chain.

**THE QUIET CAMPAIGN**

It may be that before the next few weeks have passed there will be some enthusiasm aroused over the presidential campaign, but up to the present time there have been just about as many signs of a presidential election as of paved streets. From all reports the condition is not local. The state of Oregon is apathetic, and so is the rest of the country. It is a dead campaign.

Just why this should be is hard to say. We have seen no reason given beyond the suggestion that the country had so long ago made up its mind to rid itself of the democratic party that its only interest now is in the approach of election day. Governor Cox created a little excitement when he began his campaign with republican slush fund charges. The people sat up for a while and wondered if the democratic candidate was really going to start something to bring the campaign out of its rut, but when it appeared that Cox had no proof and could produce none, and that, as a matter of fact, there was nothing to his charges, they sank back into their former lethargy. He has not been successful in starting anything else since this fizzle occurred.

Senator Harding, it must be agreed, has done little himself in the "starting" business. There has been no need. So long as the rut is in the road leading straight to the White House, there has been no reason for his trying to get out of it. At the same time it is the general agreement that Harding has grown—or perhaps it would be better to say, shown his actual self to be something much bigger than the pleasant conservative he was thought to be when nominated. He has so far kept his campaign above personalities and above mud slinging. He has shown himself dignified and yet democratic.

So long as the right man is elected there is no reason for getting worked up over the campaign, anyway, and the straw votes seem to show that the people have their minds well made up as to which is the right man.

**MILL BY-PRODUCTS.**

That the by-products of the sawmill will outvalue in the near future the finished lumber is the prediction of a western timber authority as quoted in a recent issue of the Literary Digest.

"Only 40 per cent of our cut timber is utilized; the rest is thrown away. This means that the unused 60 per cent is in such shape that it would not pay to use it. The problem of utilizing waste material," says this authority, "is that of making its utilization profitable." The enhanced value of timber today is making profitable the conversion of waste into merchantable products. Alcohol, tanning extracts, turpentine, pine oils, fiber for rugs, carpets, bags and all sorts of fabrics, imitation leather, linoleums, insulating materials—these are a few of the products obtainable from sawmill waste which was formerly thrown away.

It has been predicted that the by-product distillates of wood, as wood and grain alcohol, may sometimes equal other sawmill products in value. Grain alcohol may be produced from any wood at relatively low cost and by a process that yields other products of value as well. This may become a substitute for oil and gasoline in the operation of engines for automobiles and automotive machinery.

Tanning extracts are made mostly from the bark of oak and hemlock. Turpentine comes from woods possessing necessary resinous content. In fact, practically every wood possesses important by-product possibilities that may be greatly increased by chemical experts.

As chemical investigations advance and new uses are found for wood waste, the percentage of waste will be steadily cut down. Less of the tree will be left in the woods; less will be discarded at the mill, and eventually the value of the by-products will at least approach the value of the direct products of the sawmill."

**FIRE PREVENTION**

In calling attention to the governor's designation of October 9 as Fire Prevention day Mayor Eastes exactly stated the case when he said that the time to put out fires is before they start. An ounce of prevention is worth more than a pound of cure and the slight effort necessary to guard against a fire's starting is as nothing when compared with the loss that may occur if a fire does start.

When one takes into account the amount of prevention work done daily by the fire department it seems almost superfluous to plan the observance of a special day, as requested by the governor. Other communities may need waking up, one may feel, but not Bend; and yet even here it is worth while bringing into clearer relief the importance and necessity of fire prevention, and especially to educate and develop interest in the work the fire department is doing. We must all become members of a greater fire prevention department.

The present fire department is almost a child of the mayor's. He has taken a deep and active interest in its development and while to Chief Carlson and the loyalty of his department members must be given the credit for the actual work done, Mayor Eastes' cooperation and willing support should be recognized. The rest of us can now do little else than to show our appreciation by joining wholeheartedly in the plans they are making for Fire Prevention day.

**A DESIRABLE CHANGE**

By making provision for the nomi-

nation of candidates for city offices early in the month the council has taken a distinctly forward step in the interests of good government. It now remains to be seen whether the voters will take advantage of the opportunity given them.

It has always been possible, heretofore, for nominations to be made up to within a few days of the election. As a result there has never been any real municipal campaign. Until the last minute it was never known just who the candidates were to be, and in the interval of one or two days before the election it was never possible for anyone to discover what the candidate's platform was, or what particular thing he stood for.

For the most part candidates for city office have been men who were well known. Residence here has given acquaintance and the voters have taken them on that acquaintance. There have been no "issues," and there has been no reason for platforms. The town is growing, however, and the voters are entitled to a longer opportunity to learn where the candidates stand and to make a choice between them. The new ordinance gives that opportunity.

California is also having its troubles with motor trucks, as is seen in the following from the Santa Barbara Press:

"Not alone on the paved state and county highways, but on dirt roads as well, heavy trucks are working immense damage. Without injury to anybody, and greatly to the public advantage, regulations limiting the

weight of trucks and loads and the rate at which they may travel the public highways might be made."

"In this county alone thousands of dollars of injury has been done roads and bridges by overweight trucks, hauling grain and wood and other products and merchandise. In these circumstances it isn't strange that the cost of maintenance of county roads has multiplied."



Mites help to keep cost of eggs high.

There is no room for poor birds on the farm.

Heat is the great enemy of eggs, both fertile and infertile.

Of the infectious diseases of turkeys, blackhead is the most destructive.

Mites multiply more rapidly in warm weather, so that war should be made on them now.

Be sure that the early hatched pullets on which you are depending for winter eggs are making steady growth.

When we consider the fact that the cock is the sire of so many birds we may be impressed with the importance of a good male bird.

Want to buy hay, use Bulletin classified ads.

**Improved Household Bell.**  
Three different signal tones from an electric bell of ordinary appearance, calling the householder to the front, rear, or side door, are now made possible by the ingenious device of an Ohio manufacturer. The two electromagnets of the bell have separate armatures, one of which carries the bell clapper, while the other constitutes a buzzer.—Popular Mechanics Magazine.

**Juvenile Wisdom.**  
The essays of school children frequently impart very curious information. One boy wrote, "Sugar is made from linen rags." Another, "To keep milk from turning sour you should leave it in the cow." A third youngster, "To make butter we must beat up some eggs in some milk and set it in the sun. When the eggs come to the top, scum it off."

**Diamonds Used in Shipbuilding.**  
It is hardly to be imagined that diamonds have anything to do with the building of battleships. Yet this is so, for diamond dust is used for cutting and turning the tremendously hard steel which is used in the manufacture of modern armaments.

# Chevrolet Motor Co. Prices Are Guaranteed to May 1, 1921

The following announcement by the Chevrolet Motor Car Company insures purchasers of Chevrolet Cars against loss through price reduction between October 1, 1920 and May 1, 1921.

The following telegram is a reproduction of a wire received by us this morning from the Chevrolet Motor Car Company.

<b>WESTERN UNION</b>  <b>TELEGRAM</b>		Form 1217 Receiver's No. Check Time Paid
CLASS OF SERVICE DESIRED Telegram Day Letter Night Message Night Letter <small>Please attach such as a message card or coupon when OFFICIALLY THE MESSAGE WILL BE TRANSMITTED BY TELETYPE TELEGRAM</small>	Send the following message, subject to the terms on back hereof, which are hereby agreed to 36Po K 68 3 Extra Blue Sx Portland, Oregon, 10A, Oct. 2, 1920 Bend Garage, Bend, Ore. We have no intention of changing the list prices established for the season of nineteen twenty-one, but in the event of any unexpected reduction in labor and material effecting the cost and justifying a lowering of the list prices of Chevrolet cars prior to May first, nineteen hundred twenty-one, we will refund to every purchaser during that period the amount of such reduction. Chevrolet Motor Car Co. of Oregon, M. D. Douglas, 1029AM.	

By buying now you will be able to enjoy your Chevrolet while waiting for the market to readjust itself.

# BEND GARAGE