

The Bend Bulletin

WEEKLY EDITION
Published by The Bend Bulletin (Incorporated)
Established 1902

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.

Subscription Rates
One Year \$2.00
Six Months \$1.00
Three Months \$0.50

THURSDAY, JANUARY 26, 1922

KEEPING THE MCKENZIE OPEN

Today we reprint in another column a letter written by President Ray of the Eugene Chamber of Commerce, to District forester Cecil concerning the proposition to keep the McKenzie highway open during the winter. This letter makes clear the interest taken by Eugene people in this subject, as mentioned here last Saturday, and points the way to local cooperation in securing the desired action.

President Ray's statement concerning east and west roads has special point this year when the Columbia highway is impassible with the promise of remaining so well into the summer unless strenuous measures for clearing it are adopted. The sort of thing that has happened there is not likely to occur on the McKenzie and comparatively small expense can keep this road to Eugene open. With this arrangement made the Central Oregonian can get to Portland with little difficulty whatever the condition of the Columbia highway, or if bound for California, he can shorten his journey by nearly 400 miles.

The idea of making the mountains accessible for winter recreation is also a fine one. In the Cascades we have opportunity for winter resorts equal to any in the United States. They will take time to develop but some day they will come. Making the McKenzie an all the year road will hasten that day. This year the bureau of public roads is keeping the road over the Blue mountains open between Prineville and Mitchell. It would be only a slightly harder thing to give us an open road to Eugene. We trust that any local action needed to secure the result will be taken.

PREHISTORIC DISCOVERIES

Our 1925 friends have given up the idea of an "international hog show somewhere in Central Oregon." Instead they plan an "international stock show" in some unnamed part of the state and for our share in the exposition they suggest the exploitation of "the prehistoric discoveries of Central and Eastern Oregon." All this appears in the latest publicity matter sent out from the Portland headquarters.

We are, of course, deeply chagrined at the thought of losing that hog show on which we had set our hearts. At the same time our bewilderment as to what is meant by "the prehistoric discoveries of Central Oregon" is so great that the sense of loss is somewhat dulled. What are these discoveries? Who made them and when? No one from Portland, we may be sure, and yet— Can it be possible that Portland has discovered something in Central Oregon that Central Oregon itself does not know? Or has it finally discovered Central Oregon? Our mind falters at the thought.

How grievously may we have misunderstood our big brother.

If this is the secret what a joyful occasion 1925 will be.

Think of it, a whole section of the exposition devoted to Portland's discovery of Central Oregon. Possibly it will be done by one of those modern pageants. First there will be shown the vision leading the 1925 committee to wonder if there is not something over back of the mountains, then the resolve to explore at whatever cost to life and limb. The expedition will be shown outfitting at meterfranks (every article reduced), its perilous passage over the glaciers and ice fields of the Columbia highway will follow, then its slow and laborious ascent of the Central Oregon plateau. Smoke of the saw mills will direct the party to Bend and there will be a final tableau with a jullusmeier waving a Portland 1925 banner and crying out to his followers, "Have no fear, my brave ones. These are white men."

Think, then, of our great joy. Discovered at last and the story told the world. How the news will ring.

It is a wonderful prospect but one question still perplexes us. Why wait until 1925 to announce the discovery?

INTERIOR FREIGHT RATES

A few years ago freight charges on commodities from eastern points to inter-mountain cities, such as Spokane and Salt Lake City, were the rate to the coast terminal plus the rate from the terminal back to the inter-mountain point. On a carload of shoes from Boston, for instance, the Spokane merchant paid the rate from Boston to Portland plus the rate from Portland back to Spokane. The same shoes on a freight train taken through Spokane to Portland would pay only the rate to Portland.

The reason back of this situation was the fact of water competition at the coast terminal point. To meet this competition the railroads made low competitive rates to the coast. But since the interior town had no water borne freight service it was given the rate it would pay if its goods came by water to the coast terminal and were then carried by rail to it.

This, we say, was the situation a few years ago. At that time, however, a fight carried on for years by these inter-mountain cities resulted in a change. The discrimination against them was done away with and they received the benefit of lower rates. With the recent development of ocean freight business, however, and high rail tariffs, the railroads have found their traffic greatly reduced. To meet this new condition they have asked the Interstate commerce commission for permission to make lower rates to the coast terminals, as before, but leaving unchanged the interior point rates. In short, they wish to return to the old arrangement.

To oppose this request there was formed some months ago the Interstate rate association with membership composed of men from the inter-mountain states of Idaho, Montana, Nevada, New Mexico, Arizona, eastern Washington, Oregon and California. The association is active. It employs a paid secretary with offices in Spokane and is busily engaged in the fight.

The question now arises as to whether or not Bend has an interest in the matter. If it were now the dis-

tributing center that it some day expects to be it would undoubtedly have an interest. In view of its expectations should it join the opposition to the change—a change which, if made, will injure its future prospects so far as they depend on the distribution of products of eastern manufacture. It seems to us that the question is of sufficient importance to engage the serious attention of all who are interested in the future development of the city.

DIPHTHERIA

A diphtheria epidemic in Silver Lake, deaths reported in Portland from this disease and a family quarantined in Bend because of it—all these facts suggest the need of the utmost care in guarding against the spread of the disease here. Now is the time to give warning; now is the time for parents to keep close watch on their children's health and on their own. If precautions are not taken, if there is any general occurrence of diphtheria in this community lives may be lost or injury done to health of a most serious nature.

Diphtheria is one of the most treacherous diseases to which mankind is subject. To children especially it is a frightful menace, not only in the time of sickness but in the after-effects of paralysis, heart weakness, deafness and other ills that often follow from the effect of the diphtheria poison. Children who, in this winter weather, have the slightest touch of soreness in the throat, should be given immediate attention and kept out of school until absolutely well again. Diphtheria begins with a sore throat. A child may have the disease and in going to school may expose his classmates to it as well as hasten and aggravate his own illness. An ounce of prevention is worth a pound of cure.

Fortunately, in the advance of medical science, there has been developed a specific anti-toxin for diphtheria. Its use has reduced the mortality from the disease to only four per cent of the cases where formerly the mortality was 75 per cent. And even this four per cent could be saved by the timely use of diphtheria anti-toxin. Some persons, prejudiced against anti-toxin, object to its use. Science has demonstrated, however, that the disease and not the remedy is the cause of the ills that follow. In the hands of a competent physician it is safe. If you fall ill of this dread disease let him use anti-toxin to help you cheat death. But best of all cheat him by observing the necessary care and precaution to keep diphtheria away.

JAPS AND THE OCHOCO

Central Oregon will look with considerable misgiving on the plan of certain Ochoco project land owners to colonize their holdings with Japanese farm laborers. While it is true that, so far as reported, there is no intention of selling outright to the Japanese, the five year lease plan will have practically the same effect as a sale. Under it the Japanese will become established on the land, they will farm it in such way that at the end of the lease period the owners will be glad to sell rather than take it back, the project will become definitely orientalized, and it will be difficult to re-colonize it with white settlers.

The course of Japanese land settlement in California and in Oregon, at Hood River, has shown all too clearly that the white and the yellow races will not mix. Lower standards of living and alien customs keep the two apart and slowly the inferior yellow man drives out his neighbor. There can be no doubt that the same thing will happen here if the Japanese are once allowed to gain a foot hold.

The reason back of the proposal is the unfortunate financial plight in which the big Ochoco land owners find themselves. Their land is not settled, much of it is not even cleared of the original sage brush, and yet they have heavy taxes, maintenance and water charges to pay. Without other resources to carry them through they have cast about to make the land itself pay and in their desperation have turned to the Japanese. Their friends regret their financial difficulty but they properly object to having it turned into a community liability. These men plucked on Ochoco land. Now they want to put the burden of their losses on the community by bringing in Japanese. It should not be done.

Several million of our country's youths recently plucked their all in a fight for American ideals and principles. They were ready to lose life itself in the cause. What would have been thought of them if, to save their lives, they had gone over to the other side? How, in principle, are the cases different?

Portland papers are chirping over the coming of the first robin. It surely is an awful climate if the robins have to go away for the season. Now over here in Central Oregon the robins stay all the year round.

HIGHWAY MATTERS

Since the state highways in Deschutes county are main arteries serving primarily the chief transportation needs of the people in travel to and from the farming sections and the towns on the railroad our first interest is in seeing them completed and open for use. Progress toward this end is now very rapid; by next summer completed gravel roads will run from the summit of the Cascades at the Lane county line to Bend and to Cline Falls by way of Sisters, from Redmond to the Crook county line, from near the Jefferson county line through Redmond and Bend to the Allen ranch, and from Bend east to Horse Ridge. The only gaps in the system will be near the Jefferson line where the final location of a bridge over the Crooked river will determine the course of about two miles of road, between Cline Falls and Redmond where there is now a cinder road on a fair location, from Horse Ridge east to Lake county where road conditions are naturally good, and from the Allen ranch to the Klamath line. This last section is now graded in part and funds will be available to finish the grading.

Next to our interest in our county highways we are interested in the development of connecting roads in other counties that make through travel easier for the tourist and for ourselves when we want to go out into the world. Here again we find progress and plans that mean that within a year there will be good roads through to the north, south and west over which the greater part of the tourist travel passes. The highway commission and adjoining counties have indicated their intention of completing The Dalles-California highway next summer; Lane county cooperating with the Forest service and the commission will finish the McKenzie in the coming season. With these roads in shape a great advance will have been made.

Nevertheless much will remain to be done. Hard surfacing of all these main roads is, of course, the ultimate goal. The goal must be sought but it cannot be expected for several years, at least. In the meantime there are development possibilities that can and should be followed to the utmost. West of the mountains leaders in Eugene are endeavoring to obtain the designation of the McKenzie as a primary federal highway entitling it to federal aid. They are also working with the Forest service to have the McKenzie made an all-the-year road by plowing or rolling the snow in the high mountains. In Linn county development of the Santiam pass road leading to Deschutes county is sought. In Lake county an easier winter outlet to the railroad is desired. All these things directly touch and interest this section. Whatever can be done to further the projects should be done.

Fifteen Years Ago

(From the columns of The Bulletin of January 25, 1907.)

A careful canvass of the records discloses the fact that the amount expended in 1905 on roads in the area proposed to be included in Deschutes county was \$495.29, and that in 1906 it was \$296.59. The county judge has stated that the amount expended in this area for road purposes last year was between \$6,000 and \$8,000.

Announcement has been made in Portland that the Northern Pacific has purchased the Astoria and Columbia River railroad. It is now said that it is a part of a Hill plan to build down the west coast of Oregon from Astoria, across the Cascade range and connect with a line to be built up the Deschutes river, the line across the Cascades to be pushed across the state to the eastern boundary.

A number of Bend people have recently made proof on timber claims at Silver Lake, quite a large party returning from that place Thursday morning.

The C. D. Brown Co., real estate dealers of Bend, contemplates establishing an office in Lakeview in the near future.

Mr. and Mrs. John Ryan left for Shaniko last Saturday. Mrs. Ryan will go to Minneapolis for an extended visit, and will also visit in New York and Baltimore before returning.

A week ago Tuesday, the thermometers at Madras registered 25 degrees below zero.

Ralph Spencer, who is now editor of the Central Oregonian at Silver Lake, arrived in Bend Monday night to visit with friends.

Jim Smith of Prineville, passed through Bend on Thursday on the return trip from Silver Lake where he had been making final proof on a timber claim.

MCKENZIE HIGHWAY DESIRABILITY URGED

Would Open Up Vast Country At Present Left Without Modern Roads, Letter Points Out.

Pointing the desirability of keeping the McKenzie highway open as an all year route, a letter written by President L. L. Ray of the Eugene Chamber of Commerce, to District Forester George H. Cecil in Portland, is reprinted here as of especial interest to Central Oregonians. In his letter Ray says:

"One of our local citizens, George Melvin Miller, has for sometime been interesting himself in what he calls the 'Central Oregon Highway' and it has occurred to me that his scheme has more or less of merit in it.

"Sometime ago I took the matter up with the board of directors of the Eugene Chamber of Commerce and they authorized the secretary to write letters in reference to the matter to the State Highway Commission and to people interested along the line of the road, stating that the matter might be considered as to whether or not it would be advisable to make this road a primary road under the recent Federal Highway act. We were informed by Mr. Booth of the State Highway Commission that he would not favor the designation of this primary road as a primary road for the reason that the McKenzie pass was not open for travel for a long enough period during the year. I recently talked this matter over with some of our citizens and they have suggested that I call it to your attention.

"You are of course familiar with the work that has been done and is being done along the McKenzie highway and also on the Eugene-Florence highway. The people in this community are anxious for the completion of both of these projects and we realize that your department has been exceedingly liberal with the expenditure of funds on the McKenzie highway in the past and we are informed that you will be equally glad to complete the same and to open up that part of the Eugene-Florence road which lies within the National Forest reserve.

"We understand that the state highway commission is considering the Roosevelt highway, the Pacific highway, The Dalles-California highway and the Columbia highway as primary roads. The Columbia highway being the only east to west highway and extending along the northern boundary of the state. The three north to south roads extend parallel to each other and but a short distance apart. These roads also run parallel to existing railroad lines throughout practically their entire courses. The proposed Central Oregon highway would pass from east to west approximately through the center of the state and open up a vast country in Eastern Oregon now furnished with modern roads. This road would not be parallel to any great distance to any existing railroad line. If completed through to connect onto the Lincoln highway it would furnish the shortest route from ocean to ocean via the Lincoln highway. It would open up a shorter route between the Yellowstone Park and Crater Lake Park. It would cut the Oregon Skyline Trail near the center. If ways were found for maintaining it open it might lead to the establishment of winter resorts near the summit such as described in Switzerland. If ways were found of keeping it open it would not doubt be found convenient to route a large portion of the coast mail to Eastern Oregon points by stage over this road from Eugene. You will recall that in the early days that the Eastern Oregon mail was carried on horseback over the McKenzie route.

"I am enclosing herewith a map showing the route of the proposed highway. Of course it is true that there would be snow on this road between Alder Springs and some point beyond the summit and Three Sisters for a large portion of the year, but it seems to me that it would be no more difficult to keep this road open than many eastern roads that are now being kept open for winter travel. It is needless to suggest that even the Columbia highway is not always open for winter travel.

"I have heard it suggested that it will eventually probably be necessary to pave a portion of the McKenzie highway from some point above Lost Creek ranch to some point beyond the summit on account of lack of availability of surfacing material and of the damage of macadam road by winter as the snow goes off in the Spring. If this were done no doubt the question of clearance could be met easier. This matter is a subject about which neither our citizens or county court have thought of very much for the reason that it extends in scope beyond our immediate interests but it seems to me that it is of interest not only to ourselves but to Eastern Oregon, Idaho, Western

Montana, Wyoming, and Utah and to the general traveling public, to the forest service and to the national parks.

"I am therefore calling the matter to your attention in order that you may give it such consideration as you may think it warrants."

35 SIGN UP TO GO TO POWELL BUTTE

Large Delegation From Bend To Attend Dinner Given By Cooperative Association.

Assurance that 35 Bend business men will on Thursday night attend the dinner at the Powell Butte community hall, given by the Powell Butte Cooperative association, was given Tuesday by Secretary L. Antles of the Bend Commercial club, when he completed a list of that number who purchased tickets to attend the dinner.

Those signifying their intention to go are: M. P. Cashman, E. Perl, D. G. McPherson, H. J. Overturf, August Anderson, Judge T. E. J. Duffy, J. A. Easton, J. Charles Smith, Frank Inabnit, S. H. Stockman, J. O. Gibson, Claude Metz, W. L. O'Donnell, W. H. Hudson, Clarence Mannheim, A. Whisman, A. J. Goggans, R. M. Smith, J. B. Heyburn, George Childs, R. S. McClure, Claude Smith, A. G. Clark, H. H. De Armond, H. J. Power, Jim Smith, K. B. Weil, R. W. Sawyer, C. S. Hudson, L. M. Foss, D. H. Peoples, E. P. Mahaffey, and H. M. Stephens.

DIVORCED PARENTS TO SHARE CUSTODY

Six Year Old Stanley Hobson Will Spend Half Year With Father, Then With Mother, Ruling.

Six year old Stanley Hobson, of Madras, is to be alternately under the care of his father and mother, divorced a year ago, according to a decree handed down Tuesday by Circuit Judge T. E. J. Duffy. The father, Neil O. Hobson, will have the boy for the six months, then the mother will take the child for a like period, and so it will continue until Stanley becomes of age.

The father was granted a decree of divorce on grounds of desertion. Custody of the child was awarded to Mrs. S. E. Gray, of Madras. After caring for the boy for a year, Mrs. Gray recently asked to be relieved of the responsibility on account of ill health.

Mother and father immediately made application for the child, and the court, unable to rate one claim higher than the other, has granted both. While the boy is in the care of either parent, the other is free to visit him and to aid in providing for him.

BEND MEN ASKED TO RAIL MEETING

An invitation has reached the Bend Commercial club asking that representatives of the organization be sent to a national conference of business men to be held at Washington, D. C., February 8 and 9 for the purpose of considering the railroad situation and what should be done about it from a business standpoint. It is improbable that any from this city will find it possible to attend, says Secretary L. Antles.

PHOTOS ARE SENT TO O. A. C. ANNUAL

Photographs showing Bend timber and mill scenes were sent Tuesday from the Bend Commercial club offices to the Oregon Agricultural college. They will be reproduced in the Beaver, the annual student publication.

The Central Oregon Bank

D. E. HUNTER, President
CARLETON B. SWIFT, Vice President
E. P. MAHAFFEY, Vice Pres. and Manager
H. M. STEPHENS, Cashier

BEND, OREGON

Instinct or Intelligence

To hoard, store, accumulate is a primitive instinct obeyed by the wild creatures.

Nature endowed man—her favorite animal—with so many superior qualities that they sometimes crowd out the THRIFT gift.

The squirrel saves instinctively, involuntarily. Saving, with mankind, becomes an act of WILL.

To cultivate the Saving WILL develop the spending WONT.

Start to lay away a supply for "The Winter of Life."

The Central Oregon Bank

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