

The Bend Bulletin

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THURSDAY, JULY 6, 1922

STRAHORN ON UN-MERGING

Here is what Robert E. Strahorn, president of the railroad company which has plans for connecting the stub ends of the lines running into Central Oregon, has to say concerning the Southern-Union-Central Pacific question now under consideration by the people of Oregon and California. Mr. Strahorn is reported in the Klamath Herald as follows:

"As to the unmerging of the Central Pacific and Southern Pacific, as I recall, the case has been in the courts about ten years. It is not going to be settled over night by resolutions of commercial bodies or hysterical harangues and petitions to the interstate commerce commission. The question is so big and so serious that it will only be settled after many moons of serious presentation by the highest railway officials and their attorneys on both sides, and equally serious and prolonged consideration by the interstate commerce commission. Possibly it will be preceded by a reopening of the case and a long, hard fight in the courts.

"But the chances are that this will precipitate the re-grouping of the western lines as authorized by the Esch-Cummings act, under which the Union Pacific is just as liable to turn up owner of the Western Pacific, and the Central Pacific be retained by the Southern Pacific.

"Granting the question may be settled by the commission, remember all the time that it is a constructive and not a destructive force bent upon mutilation, as is widely suggested. Therefore, when settled, it will be for the best interests of all concerned, as nearly as possible, especially in the interests of the public, with due regard for vested rights.

"Now, it is plain that this can only be in the spirit of compromise. There will be all sort of fusing of lines and deals and common user privileges of portions of the mileage involved. The supreme court plainly indicated that the Southern Pacific should be accorded rights through to Portland and to the San Francisco terminal. When the smoke clears away, it will be found possessing these rights and others which will in many important details practically preserve its integrity and enable it to function as before, generally.

"As to its effect on railroad construction in Oregon, I wouldn't waste time building air castles of this kind. No responsible executive of the Union Pacific had intimated that a mile of new road would be built in the event of its purchase of the Central Pacific and there will be little if any reason for it than there has been heretofore. It is easy for Union Pacific officials to speculate on what might be done, if it serves to array public opinion on their side of the case, and it fills the newspapers with just the kind of stuff the public wants. We have had a dearth of railroad building on paper for some time.

"But when Lovett and Gray on one side and Kruttschnitt and Sproule on the other, and their able lawyers, gather around the table, they will find other solutions of the problem than spending twenty or thirty million on elaborate railway construction which they have all along voted down.

"What we are chiefly interested in here, and what I have been striving for all these years to create and maintain, is adequate competitive railroad conditions. Everybody knows, or should know by this time, where our interests lie; also that more than ever before we need to get in and paddle our own railroad canoe. Otherwise, in my opinion, it will be many years before there is any change to affect us severely, one way or the other."

MARKET ROAD MONEY

The plan of the highway commission appeal in a friendly suit from Judge Kelly's decision that market road funds may not be used for the construction of a state highway should be welcomed by everyone interested in road progress in Oregon. It is of the utmost importance that the Kelly decision be overruled by the supreme court, or, if that body agrees that he is right, that the law be changed by legislative act.

In saying this, we have in mind just one thing and that is the completion of the road system of the state. Under existing conditions of taxation and the desire to reduce the burden, this result cannot be looked for by the issuance of further bond issues. This seems to be generally agreed. The money raised in the various counties under the market

road act remains, then, as the only money available for use in matching federal road appropriations, and since the federal money must be placed on state highways, our own market road funds must be made available for this purpose or the federal aid will be lost.

This proposition assumes, it is agreed, that the market road law will remain in effect. In all the high tax discussion there has been no suggestion that this law be repealed. It would be most unfortunate if it were repealed. The law has been the first to provide for orderly and planned road development in the counties on common standards. If it had been passed 10 years ago, our road program would be far advanced over its present stage.

It is undoubtedly true that when the market road law was voted, it was not expected to use the funds so produced on state highways. This money was to build feeders to the highways. It was expected, however, that the available funds would finish the state roads. Now it is apparent that they will not do so. It seems to us that there is no good in building feeders to unimproved roads. We say, therefore, to use this money to build the main roads and then go on with the feeder market roads. This plan, consistently followed, will in a remarkably few years begin to show big results.

MOTE AND BEAM

In the development of the argument over the Southern-Central Pacific unmerger matter, all the towns along the Southern Pacific south of Portland that have taken any action have urged that in the grouping of lines by the interstate commerce commission under the transportation act of 1920 the two roads be joined. None see any advantage to be gained by leaving the Central independent, or joined to the Union Pacific. The reason for this seems to be apprehension lest the diversity in ownership of the main line may make through operation difficult and expensive.

In reaching the conclusion, the valley towns are acting on behalf of what they conceive to be their own self interest. We do not blame them for this. It is not only their right but their duty to themselves. The position to be taken by Bend will be the same, that is, the town will favor such action as will be best for it. Down in Klamath Falls, meetings are being held and the subject considered in its relation to the future of that town. In Portland a committee from the chamber of commerce is studying the question, and the Portland newspapers are discussing it, but without as yet making definite recommendations.

Because of this fact, the suspension of judgment in Portland, certain valley newspapers are raising the old cry of "Portland hog." They say that Portland is thinking only of itself. If, finally, Portland decides in favor of the ownership of the Central by the Union, there will be a noise of protest to high heaven.

Now The Bulletin has frequently enough raised this same cry, notably in connection with the first plans for raising revenue for the 1925 fair. We think that in the present case the charge hardly lies. The valley towns are thinking of themselves. The Portland decision will be based on the self interest of Portland, which will include considerations as to the development of the rest of the state and its effect on the metropolis. There will be no more selfishness in it than in what the valley towns are doing.

Let's remember the words about the mote and the beam.

"THE CUT-OUT IDIOT"

The following from the La Grande Observer, with a word changed in one or two places, means just as much in Bend as it does in La Grande.

"Of all the bum idiots of the age, the cut-out idiot is the worst. This imbecile specimen of the human family may have bought or borrowed an automobile; he comes up town and for fear he will be overlooked he kicks open the cut-out and chugs down Adams avenue; before entering the intersection he plunges his No. 10 shoe on the accelerator and then he listens with pride to the shooting exhaust which resembles a China New Year celebration.

"Later he brings his girl to the dance. After the ball is over he lifts his lady love into his bus and then he must make a noise, so open goes the cut-out and he rambles around the city clanging and snapping away.

"Hark—just a moment, read Section 14 of La Grande's traffic ordinance, wherein it says:

"No motor vehicle shall be operated with offensive exhaust or with muffler open."

"Now, you cut-out birds; that's the law, and we have a bunch of policemen who have been kind to you, for they evidently knew you were weak along this line, but in the future, look out. The Evening Observer is offering a box of cigars to the policeman who will enforce the muffler ordinance and the glaring headlight ordinance, getting a clean-cut conviction and collecting the fine from the driver.

"There is a time when things have to come to a showdown. Now is that time for open cut-outs in the city limits and the glaring headlight as well."

CENTRAL OREGON HIGHWAY

(Burns Times-Herald)
A representative of this paper recently made a journey from Burns to Bend over the Central Oregon highway and also had occasion to ride over some of the paved roads of Portland and vicinity and the Pacific highway up the Willamette valley.

It is a pleasure to announce that Central Oregon has just as good roads as other portions of the state, although not so many miles completed, yet the dirt roads are in fine shape. Considerable tourist travel is noted all over the country and the fact the Central Oregon highway is the only one open from the east to west for through travel to connect with the Columbia highway, brings it prominently to the attention of tourists. However, it is unfortunate that it is not better known and advertised.

We do not need any apologies for our Central Oregon roads. This is verified by several who have recently made the journey the entire distance through Portland to Eugene by auto. We can invite the tourists through this part of the state, knowing they will find not only good roads, but also many places of particular interest to see, among them being many trout streams and the numerous lakes surrounding Bend.

Fifteen Years Ago

(From the columns of The Bend Bulletin of July 5, 1907)

Poore Bros., of Santa Barbara, California, were in these parts recently looking over the field with the view of establishing a sawmill on the John Masten place not far from Roseland.

Dr. U. C. Coe has secured an option on the Charles Cottor stock in the Lytle Township, and will exercise the option before its expiration. It is planned to replat this property and convert it into an addition to the Bend townsite.

That Harriman, Gould, or whoever it is that is running the railroad surveys across Central and Southeastern Oregon is not letting up in the work is shown in a dispatch to the Oregonian from Lakeview.

Three thousand trout were served to crowds numbering 1500 as a feature of Bend's big Fourth of July celebration.

Mr. and Mrs. George Millican were in Bend yesterday to attend the celebration. It was Mrs. Millican's first visit to Bend.

The annual meeting of the Deschutes Irrigation & Power Co. will be held in Portland on July 16, when policies of much importance to this section will be passed on by the stockholders. Mrs. Stanley, while here, let it be understood that the action to be taken would be favorable to a rapid development, not only of Bend, but of this whole section.

HOLD SERVICES IN NEW CHURCH SUNDAY

Christian Science Building Is Almost Completed—Dedication Date Not Announced.

First services in the new Christian Science church on West First street were held on Sunday. The building is not quite completed, and therefore will not be dedicated until several weeks later.

The building is of stucco, of an unusual and pleasing design. It is plastered inside. The auditorium will comfortably seat about 150 people. The site is an attractive one, overlooking the river and also affording a good view of the mountains.

MILLER AND DEMENT ARE ON COMMITTEE

H. A. Miller and Floyd Dement were added to the railroad investigating committee of the Bend Commercial club at its meeting last week, completing the personnel except for the men to represent the mills. W. C. Wilkes was unable to serve on account of his direct connection with the railroad companies.

No chairman was elected, it being decided to wait until the next meeting, which will probably be this week, when all members will be present.

FOUR FROM BEND TO ATTEND CAMP

Final acceptance of four Bend boys for the summer training school at Camp Lewis was made known last week. They are Darrel Whitaker, Franklyn Toomey, Frank Haner and Ralph Haner. They will leave for Camp Lewis about July 25.

S. C. Seeds Is Named Acting Postmaster; Takes Office July 1

Effective July 1, S. C. Seeds became acting postmaster of the Bend office. It became known with the receipt of telegraphic instructions from First Assistant Postmaster General Bartlett. "Assume charge of postoffice at close of business June 30," Bartlett wired.

Seeds has been assistant postmaster here for nearly two years and with the resignation of W. H. Hudson has been in charge of office affairs. He will serve as acting postmaster until Hudson's regular successor can be named.

DEPARTMENT OF CITY MAY ASK SEPARATION

Special Meeting of Fire Department to Discuss Question Will Be Held Sunday.

Divorce of the Bend fire and police departments may be strongly urged if a movement within the membership of the fire fighters gains sufficient headway, it was learned yesterday afternoon. A special meeting of the volunteers is to be held Sunday for consideration of this question.

Belief that the two departments can be more efficiently administered if entirely separated has been growing for some time, one of the charter members of the volunteers stated this afternoon, and added that circumstances attending arrests made Monday night had strengthened this belief.

BEND MAN INVENTS PHONOGRAPH DEVICE

A tone amplifier and reducer, the invention of E. F. Dahlheim of the Bend Water, Light & Power Co., is now being considered by a New York firm for manufacture and sale, according to letters received by Dahlheim, seeking outright purchase or royalty terms.

The device, for use on any make of phonograph, increases or reduces volume of sound without muffling the horn, vibration being controlled at the diaphragm instead. The invention is protected against infringement by several patents.

GEORGE CHILD PAYS \$130 TO HELP WIFE

Payment of \$130 for the support of his wife in compliance with a circuit court order, has been made by George Child, brought to Bend by Sheriff S. E. Roberts from Goldendale for failure to obey this order. Child is under bond to continue payment of \$25 a month. Only \$10 had been paid in six months when Child was informed by Judge T. E. J. Duffy that he had one week in which to square up, with the alternative of a penitentiary sentence.

TRIP ACROSS PASS MADE BY 3 CARS

Three cars from Polk county arrived in Bend last Wednesday night, being the first to cross McKenzie pass. The party consisted of Mr. and Mrs. F. E. Lynn, Mr. and Mrs. J. W. Burns and Mr. and Mrs. Claude Housington. They were a day and a half in making the trip, finding it necessary to shovel considerable snow near the summit.

Use Bulletin Want Ads for results, try them.

MICKIE SAYS

WE ENJOY TH' NEWSPAPER BUSINESS, BECAUSE WE KNOW EVERY ISSUE WE GET OUT IS BOOSTIN' TH' TOWN A LITTLE, WHILE TH' ADS ARE HELPIN' MAKE BUSINESS BETTER FER OUR MERCHANTS



HEAT COMBINES WITH RAIN TO AID FARMER

Growing Conditions Greatly Benefited By Unusual Weather During June.

Heavy rains during the early part of the month, preceded and followed by heat of unusual intensity, combined to make the month of June the best from the farmers' standpoint in many years. In May the season was still considered backward; now it is so far advanced that alfalfa growers are confident of three cuttings before fall, instead of the usual two.

Figures from the records of the local United States weather observer show a total precipitation for the month of 2.11 inches, temperature ranging from 97 degrees to 35 degrees, with a mean maximum of 83.3, a mean minimum of 45.43, and a mean for the entire month of 64.57. Sixteen days in June were clear, 11 partly cloudy, and three cloudy.

Date	Max.	Min.	Character of Day
June 1	94	52	Clear
June 2	91	44	Pt. Clidy.
June 3	91	49	Pt. Clidy.
June 4	92	52	Pt. Clidy.
June 5	78	50	Pt. Clidy.
June 6	78	43	Pt. Clidy.
June 7	70	50	Cloudy
June 8	61	42	Cloudy
June 9	69	41	Cloudy
June 10	77	38	Pt. Clidy.
June 11	78	44	Pt. Clidy.
June 12	84	45	Clear
June 13	82	47	Clear
June 14	75	46	Clear
June 15	80	40	Clear
June 16	82	41	Clear
June 17	85	42	Clear
June 18	86	40	Pt. Clidy.
June 19	93	43	Pt. Clidy.
June 20	86	52	Pt. Clidy.
June 21	88	51	Clear
June 22	72	35	Pt. Clidy.
June 23	82	36	Clear
June 24	92	43	Clear
June 25	97	50	Clear
June 26	92	59	Clear
June 27	91	47	Clear
June 28	86	50	Clear
June 29	87	45	Clear
June 30	89	45	Clear

CIGARETTES, MATCHES CAUSE FOREST FIRES

Only four forest fires were reported over the Fourth, but these were all caused by careless tourists and campers, says Supervisor H. L. Plumb, supervisor of the Deschutes national forest. Cigarettes of the "tailor made" variety were the most fruitful sources of trouble, with matches rating second.

Three fires were in the Sisters section, the largest spreading over one-half an acre. One other fire was in the Crescent ranger district. All were quickly controlled.

SWALLEYS PARENTS OF "FOURTH" BABY

A Fourth of July baby girl was born Tuesday morning to Mr. and Mrs. Ed Swalley, of near Deschutes. The baby has been named July Independence Swalley.

DRINKING, FIGHTING ADMITTED; FINES \$50

Although his memory as to the night's occurrences was a blank, Lee Weymouth, arrested by Officer Welch, pleaded guilty Friday morning in city court to a charge of drunkenness and paid a \$25 fine. Martin Halvorsen, charged with disorderly conduct, admitted fighting with Knute Johnson Saturday night, and was fined a like amount.

Bend's One Shop Man Continuing At Work; Strike Not Felt Here

Only one man in Bend would be affected by the railroad shop walkout order, and he has received no official notification that the strike is on. Consequently he is still at work today. A. J. Miller, car repair man, has apparently been overlooked. J. C. Wright, local agent for the Oregon Trunk and the O.-W., R. & N., stated this afternoon. "Bend is experiencing no direct effects of the strike," Wright said.

STATE PHYSICIAN TO COME TO BEND

Will Investigate Pollution of Deschutes—B. W. L. & P. Ready to Press Charges.

That State Physician F. W. Stricker will be in Bend within the next few days to investigate pollution of the Deschutes river as indicated by recent water tests, was the statement Wednesday of T. H. Foley, manager of the Bend Water, Light & Power Co., on his return from a special trip to Portland. The company will push prosecution of state charges against any concerns or individuals causing contamination of Central Oregon's chief water supply, he said.

Foley drove to Portland last week. On his return trip he was accompanied by his aunt, Mrs. E. C. Robbins, Mr. and Mrs. Ralph Lawlor, and Lawlor's sister, Mrs. Tillman.

BENNETT, BARTLETT NAMED DELEGATES

Will Go With DeArmond To K. of P. Grand Lodge—Three Complete Rank Work.

Louis Bennett and Ralph Bartlett were elected last week, as delegates from Deschutes Lodge No. 103, Knights of Pythias, to the Oregon grand lodge, which will be held in October. H. H. DeArmond will be the third delegate, holding over from last year.

L. M. McReynolds, H. J. Fissel and J. S. Innes were elected as alternates. J. B. Sparks, E. J. Catlow and Frank J. Burns were given the final obligation for the third rank, which they received a week ago at the district convention ceremony at the top of Pilot Butte.

TANKS PAINTED AT UNION OIL PLANT

The Union Oil company plant, recently built here, has been completed with the painting of the oil and gasoline tanks. They are being painted white, like the buildings and fixtures about the plant. The plant was inspected last week by R. E. Balliff, general inspector of the company, who was here two days from Los Angeles.

MAN HIT BY LIMB IS OUT OF DANGER

A. L. Waddell, aged forest roads worker, who was considered in critical condition as the result of injuries sustained when a falling tree limb struck him, was reported out of danger this morning. Symptoms of paralysis seen shortly after his removal to La Pine from the scene of the accident have disappeared.

STATEMENT OF CONDITION OF

The Central Oregon Bank

At Close of Business June 30, 1922

ASSETS

Loans and Discounts	\$402,997.35
U. S. Government Bonds	89,500.00
Warrants	30,353.52
Overdrafts	750.56
Furniture and Fixtures	7,000.00
Cash and Due from Banks	149,393.32
Total Resources	\$679,994.75

LIABILITIES

Capital Stock	\$ 50,000.00
Surplus	20,000.00
Undivided Profits	8,612.98
Deposits	561,026.77
War Finance Corporation	40,355.00
Total Liabilities	\$679,994.75