

The Daily Bulletin

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WEDNESDAY, DEC. 20, 1916

COUNTY SEAT SELECTED.

"All things come to those who wait."

That is a respectable proverb, whose truth, however, is not unassailable.

"The Lord helps those who help themselves."

That isn't dignified enough to qualify as a proverb, but it comes pretty near hitting the nail on the head.

Half a dozen years ago some of us were sitting around stumps wondering if a railroad ever would come to Bend. We bet that it never would be built, and then hoped we'd lose the bets.

But we didn't grumble. We made the most of what we had, and attracted all the attention possible to Central Oregon and to Bend.

After a while the railroad came—two of them. Of course they didn't come just because Bend worked for them, but that had some appreciable effect. Safe to say they'd have been longer coming if this had been a moss-back town.

So we got the railroads.

Then we settled back and talked and dreamed of mills. "Some day they'll come." That was the watch word. It was weary waiting at times, but we kept a stiff upper lip, and continued talking mill until all of a sudden it materialized—two of 'em. Bigger and more important than we'd dared hope.

Two railroads; two mills. Pretty good start, that.

But did Bend go to sleep then? Did it rest content? It did not. We opened up again on the county seat fight. Bend was entitled to a county seat and Bend started out to get it. After losing one fight, we've emerged from a second one victorious.

That is the third big forward step. Bend is a county seat.

Remember, a few years ago any one of those three accomplishments for the community—railroads, mills, county seat—looked a long way off. One of them alone appeared pretty fine. To get all three in five years' time seemed too good to hope for.

Now, let us take another good long breath and get ready for the next thing Bend wants, and should have. We're going to get it just as sure as we got the others. Fact is, Bend can get almost anything in reason she goes after.

Ten years ago railroads and mills and county seats sounded like foolish dreams. Indeed, our neighbors on the east called them worse than that.

Suppose now we suggest street cars within the next ten years—say the next five? Does it sound foolish? Even so, they will come just as sure as paved streets and all the other appurtenances of metropolitan development.

Closer at hand, however, are other prizes for Bend to gain. The Strahorn railroad project is the largest and most important of all. That is coming now, sure. But Bend must keep her shoulder to the wheel and help without loss of interest or courage. And other minor goals to be attained—each of them soon now, if we work properly—is a Federal

building, an Elks lodge and, say, a public park.

Bend is out of the woods of uncertainty. A bright future lies before us, replete with opportunities for putting to work that "Bend spirit" which does things.

THE RIGHTS OF RABBITS.

(Los Angeles Times.)

Opposition is made to the institution of government establishments for the manufacture of potash from seaweed, on the ground that the kelp beds are the home of fish, that, if ejected from their abiding places, they would swim away to more hospitable waters, and those who now feast on fresh mackerel, and smelt and bass, and yellowtails and other ocean-born luxuries, would be reduced to canned salmon from Oregon and salted codfish from Newfoundland and albacore from San Diego.

It is urged that in order to obtain an adequate supply of potash for fertilizer it is not necessary to devastate the homes of the fish, for scientific research has recently demonstrated that there is abundant potash in the sagebrush which covers the big plains of Arizona, Nevada, Utah and Eastern Oregon, and that it can be extracted from the wild Artemisia in immense quantities.

But have not the jack rabbits of our neighboring commonwealths as good a right to the shelter of their sagebrush habitation as the fish have to their ocean homes? Huh!

This, from the pen of George Harvey, in the North American Review, shows that Hiram Johnson's presidential boomlet is not received with enthusiasm: "And here enters California, queen of the Democratic harvest, whose vote would have given the presidency to Mr. Hughes. With column upon column of conflicting affirmations and denials of the two old guard and Progressive committeemen, we need hardly concern ourselves. Nor can we regard as of vital importance, in a great national contest, a point of etiquette as between nominees. Three hundred thousand majority for Hiram Johnson for senator and less than none for Charles E. Hughes, Hiram Johnson's avowed candidate for President. That is the one overpowering fact which dwarfs all explanations, whether of jealous Progressivism or of petty pique, and of which will hardly be forgotten when the triumphant idol of California shall seek in Washington association with honorable men."

Crude oil in the Pennsylvania fields has gone to \$2.75 a barrel, the highest figure ever reached in the history of the oil industry. We wood-burners are fortunate.

SPEED OF THE ZEPPELINS.

In War Trim, Fully Loaded, the Average is Forty Miles an Hour.

Not so many years ago a British engineering expert calculated that the Zeppelin could not attain a speed of thirty miles an hour, as he proved by figures that the ship would collapse under the air pressure. At the time this speed had been actually exceeded by a Zeppelin, says R. P. Hearne in "Zeppelins and Super-Zeppelins."

Today the tendency is to attribute too high a speed to the vessels. In still air it is doubtful if a higher speed than sixty-five miles an hour can be reached, and by the most careful calculation Mr. Hearne has come to the conclusion that the average speed of the modern Zeppelin in war trim is about forty miles an hour, full load.

"Of course," he says, "with a favoring wind the ship may often be running at over sixty miles an hour, and the difficulty of gauging wind speed often causes erroneous estimates of Zeppelin speed by observers on land. In the upper region where an airship is moving there may be a strong current, while near the earth there is a calm."

It is well to note that for a short period a Zeppelin can climb faster than an aeroplane. By throwing out ballast, going full speed ahead, jamming the tail down and shoving the nose up, a Zepp jumps a thousand feet or so in about half a minute. This rate of climb, however, cannot be maintained.

Want Ads only ONE CENT a word.

DUELS IN THE NAVY

They Were Frequent and Deadly From 1799 to 1836.

HONOR WAS THEN A FETISH.

In Those Days a Challenge Was Held to Be a Sort of Diploma For Naval Men, and the Victims of the Field of Combat Were Lauded as Heroes.

The number of United States naval officers killed in duels in the half century from 1798 to 1848 was two-thirds the number of officers who lost their lives in the naval wars of the United States in that same period.

In the eighty-two duels which were fought in that period thirty-six men were killed, of whom thirty-three were naval officers. Of those who were not killed in those naval duels one-half were wounded.

In those days of the old navy the duel was held to be a sort of indispensable diploma for the naval officers. Men were sensitive as to their honor, and very fantastic were their notions as to the necessity of its defense. Duels were fought between officers high in rank and more often between the midshipmen. The commissioned officers dealt with these "affairs of honor" between the youngsters with pompous solemnity.

Verses were printed upon their victims in the literary journals of the day, and their relatives caused epitaphs in the Johnsonian style to be placed upon their tombs. Occasionally duels assumed the character almost of an international incident, and sometimes they became small wars.

Early in the war with Tripoli officers became involved in quarrels among themselves and with the officers of the British navy who were on service in the Mediterranean. In 1819 the Americans and the British officers who were connected with the garrison at Gibraltar fought duels so frequently that the governor prohibited the harbor to American ships.

Those old time middies were exceedingly bellicose. They were very jealous of their rank. They had their own exalted ideas as to the meaning of the terms "gentleman" and "officer"; therefore many a sanguinary duel was precipitated by causes the most trivial. What nowadays would be considered a practical joke then became an affair of ten paces with pistols.

Once a middy amused himself by sprinkling a letter that another middy was writing. Thereupon the letter writer sprinkled the waistcoat of the offender with the contents of the ink bottle. A few days later the two faced each other in a duel.

That the number of deaths and serious wounds in these duels was so great is not surprising in view of the fact that the distance between the combatants measured about thirty feet. A marksman of fair ability could hit his adversary at that distance without much trouble if his nerves were steady. In some cases the distance was much less. In the Bainbridge-Cochran duel it was twelve feet. In another duel the pistols almost touched, and both combatants were killed at the first shot.

The largest number of the duels which were fought in the United States took place in the neighborhood of Norfolk, of New York and of Bladensburg, which is near the city of Washington. But duels were also fought on Castle Island, in Boston harbor; at New Orleans and in various other places. It was at Weehawken that Commodore Oliver H. Perry fought his duel with Captain John Heath. There were grounds abroad also which in the nature of the circumstances saw many of these naval encounters—for instance, Rio Janeiro, Valparaiso, Port Mahon and in various places in the Mediterranean and in the East Indies.

These naval duels were most frequent between the years 1799 and 1836. The best known of them all probably was that between Decatur and Barron in 1820. This year marks the beginning of the slow decline of the practice, and the last of the duels in the old navy of which there is a record took place in 1850.

Pistols were not always used, but the sword was sometimes resorted to—as, for instance, in what was practically the first of the duels in the United States navy. This took place in 1779. The combatants were Captain P. K. Landais and Captain D. N. Cottineau, both Frenchmen, who were in command of vessels under John Paul Jones at the battle with the Serapis. Jones found evidence of insubordination upon the part of Landais in that engagement and accused him of firing intentionally into the Bonhomme Richard. There ensued a bitter quarrel, and in an inquiry made by Benjamin Franklin Cottineau gave testimony that caused Landais to issue a challenge. The duel came off in Holland, and as Landais was a skilled swordsman he wounded Cottineau severely.—Philadelphia Press.

MUSICAL MOUNTAINS.

Singing Cliffs in the Pyrenees and Roaring Sands in Hawaii.

In certain parts of the world are mountains and hills which are said by the natives to sing. In the Pyrenees certain cliffs emit plaintive sounds resembling the strains of a harp. Two other cliffs in the same chain are called the "snorers." When the wind is in the southwest they send forth a peculiar sound not altogether musical. The faces of these cliffs are marked by

SPEEDY "SUBMARINE CHASERS" BUILT HERE FOR FOREIGN GOVERNMENT



TWO VIEWS OF "SUBMARINE CHASER" GOING AT TOP SPEED

Photos by American Press Association. The photographs show a small, speedy vessel known as a "submarine chaser," going at top speed on Long Island sound. It is asserted on good authority that at least 100 of these speedy boats have been built at Sag Harbor, N. Y., for a foreign government. They attain a speed of about thirty knots, which is greater than that of any submarine known to be in the service of any government. Opinions differ on the question of the right of boat builders to sell such vessels to a government at thirty knots, which is greater than that of war. Some authorities hold that it is a violation of neutrality.

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