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ROBERT W. SAWYER, Editor-Manager
HENRY N. FOWLER, Associate Editor
FRED A. WOLFFLEIN, Advertising Manager
C. H. SMITH, Circulation Manager
RALPH SPENCER, Mechanical Supt.

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THURSDAY, OCTOBER 9, 1919.

STOCK SCALES.

Although Bend prides itself on being something of a sheep and live stock center, it lacks one of the most important things that such a center should have—namely, scales at the stockyards with which to weigh shipments.

At the present time, according to our information, shippers can obtain the weights on their stock only through the courtesy of O'Donnell Brothers, who permit the use of the scales at their slaughter house, some distance away from the railroad. If the inconvenience of distance were the only difficulty these scales might serve, but stock are frightened in the vicinity of a slaughter house and the loss of weight and time involved in getting them onto the scales makes shippers dislike to use them.

As matters now stand the shipper must either suffer the loss connected with weighing on the only available scales or ship his stock unweighed. If he has made his sale here but fails to get any weighing until the shipment arrives at its destination he is out the loss of weight which occurs during the railroad journey. It seems clear, therefore, that it is very much to the interest of the stockmen to have scales located at the stockyards here.

In this matter of scales is found another example of the progressive spirit shown by Redmond. There, we understand, scales were purchased and are maintained by the Commercial club, the very nominal fee charged for their use having reimbursed the club for its outlay. Shippers living in the territory between Bend and Redmond, with everything else equal or in favor of Bend, will ship their stock from Redmond rather than Bend because of the scales there.

How about getting stock scales in Bend?

With three pilots already killed, the coast-to-coast airplane flight becomes an elimination contest rather than an ordinary race.

It is a pleasure to observe that the highway commission is paying attention to the needs of The Dalles-California highway.

Sweet news. The sugar shortage will soon be over.

FUNERAL AT SISTERS FOR VETERAN OF 87

CLOVERDALE, Oct. 7.—Mr. John Burr Fryrear of this place, passed away at Mill City on Sept. 27, 1919. He was born in Henderson county, Kentucky in 1833 and crossed the plains in 1853 from Illinois. In 1858 he married Elizabeth Berry and soon after came to the Oregon country where he has lived ever since. Shortly before his death he rode horseback into the Breitenbuch Hot Springs. He was ill but a few days. He leaves a wife Mrs. Elizabeth Fryrear, four sons John, William, Dave and Joe and one daughter Mrs. Richard King, nine grandchildren and nine great grandchildren. He was buried at Sisters, Mr. and Mrs. Frank Arnold and Mr. and Mrs. J. B. Hodson returned home on Wednesday evening. Mr. and Mrs. Ray Abbey, Mrs. Nancy Abbey and Charlie Abbey were visitors at the Parberry ranch on Thursday. Mr. and Mrs. Hodson attended the Prineville fair on Saturday. Mr. Bert Richards of Baltimore, who visited his sisters in California for the past two months is visiting his sister Mrs. Irvin Parberry. He arrived in Redmond Sunday morning. J. L. Parberry is filling his silos this week with sunflowers, corn and oats. Mr. and Mrs. R. Burling shopped in Sisters Saturday. Mrs. Billy Wilson and sons Vanand John attended the Prineville fair on Friday. Mr. and Mrs. Ray Abbey were Cloverdale visitors Monday.

Put it in The Bulletin.

WOULD CONNECT NATURAL PARKS IN A LONG CHAIN

YELLOWSTONE PARTY REACHES BEND.

WONDERLAND IS SEEN

Park Superintendent, Hotel and Newspaper Men Touring Circle of Parks—System of Auto Transportation Is Hope.

To forge a chain linking the national parks of the west with a motor highway, two Yellowstone Park cars reached Bend this morning and left this noon for Crater Lake, Sequoia, U. S. Grant, Yosemite and Grand Canyon National Parks. They have driven from Rocky Mountain Park, near Denver, to Yellowstone and Glacier National Parks and Mountain Rainier. The tour is being made under the auspices of the National Park Service.

The cars have averaged 25.2 miles an hour, running time, from Denver to Bend, by way of the national parks, a distance of 2452 miles.

On May 15 1919, Secretary Franklin E. Lane of the Interior Department announced a plan for tying together the national parks with a well-defined and marked automobile road. It is to carry out his plan and to forward the program of Stephen T. Mather, director of national parks, that the Yellowstone cars are speeding around the park circle to scout the roads and to test the government scheme.

Road Improvement Needed.

The National Park Service hopes some day to have regular automobile transportation around the park circle and this part of its plan was successfully tried during the 1919 season between Yellowstone and Glacier Parks. The Yellowstone, Glacier and Rocky Mountain transportation companies operated passenger cars on schedule time from Yellowstone to Glacier and as soon as road conditions permit the service

will be extended to include the Rocky Mountain national and other parks.

The Yellowstone-Glacier service followed the spectacular Geysers-to-Glacier trail along the main range of the Rockies for a distance of 384 miles. The trip was easily made by the twelve passenger motor coaches in two days. Luncheon stops on this route were made at Bozeman and Choteau, Mont., and the overnight stop at Helena.

H. Child, president of the Yellowstone Park Transportation & Hotel Companies, who is in charge of the touring party which visited Bend today, said he would be interested in establishing an automobile stage line from Yellowstone, via Helena, Missoula, Spokane, Seattle and Tacoma to Mount Rainier.

Auto Transportation Foreseen

"This will not be possible, however, until the roads across Idaho and from Davenport to Ellensburg," he said. "Transportation of tourists over most of the way would be practical as the entire trip from Bend to Helena is a scenic wonderland. The trip over the Columbia River highway is a most beautiful one which every automobile owner in the United States should some day take. The road from Seattle to Portland, however, is terrific, in fact, it is the worst road we have encountered on the entire trip from Denver. I understand that the road improvements now under way will put this highway in pretty good condition next year."

Tour Is Important.

The Yellowstone cars and their occupants aim to stir up greater interest among tourists in California this winter to tour through the Northwest, according to Max Goodsill, secretary of the Helena Commercial club, another member of the party. "Montana has been overwhelmed with visiting automobiles this season," said Mr. Goodsill, "and with our two great national parks we really have something to exchange with such important tourist centers as Seattle and San Francisco. Upwards of 50,000 foreign cars drove through Montana during the summer and we expect twice as many in 1920."

Thomas A. Marlow, president of the National Bank of Montana and Republican state committeeman, explained the purpose of the Yellowstone tour further.

Will Develop Northwest

"Our government has at last come to the point of adding a travel bureau to its service," said Mr. Marlow

"It has been forced to this because of pressure from Europe. The governments of Switzerland, Italy, France, Great Britain and the rest are flooding America with tourist propaganda. They want Americans to spend their vacation dollar overseas. Before the war, Americans did this at the rate of half a billion a year. The West cannot afford to have the tide of tourist travel turned away."

C. S. Jackson, publisher of the Oregon Journal, declared that secretary Lane's scheme is the biggest thing for the development of the Northwest that has ever come to his attention. He is sending two of his personal representatives on the trip to California. He proposes to give as great publicity as possible to the National Park Service problem, particularly from the standpoint of Portland and the entire state of Oregon.

Mr. T. B. Miller, mine owner and capitalist, another member of the touring party, said: "The traveler of the future in the United States is going to be the automobilist. Of course we will travel by train too, particularly on business, but the vacationists will go in their own cars."

Hazen J. Titus, manager of the Chauncey Wright Restaurant Company of Seattle, and Seattle's representative on the park to park trip, declares that Seattle is awake to the possibilities of the National Park Service proposition and the entire State of Washington will co-operate to the limit in developing the scheme.

Horace M. Albright, superintendent of Yellowstone National Park and assistant to the Director of the National Park Service, said: "The government needs the active co-operation of all western communities in order to forward our plan of uniting the parks and in properly advertising the Northwest for tourists. We especially need your co-operation in the upkeep of your highways, so that we can truthfully tell Americans to visit the Northwest and assure them that they will find there not only scenery worth going that far to see, but also comfortable roads over which to travel and comfortable accommodations in the cities where they stop."

TERREBONNE TAKES MANY FAIR PRIZES

TERREBONNE, Oct. 7.—A large number of Terrebonne people attended the Prineville fair Friday and Saturday and as usual captured their

share of the prizes—Harvey Gates took the \$25 prize for the best farm exhibit, John Perry took three firsts on corn while Mrs. Perry took eleven prizes on needle work, one on tomatoes and one on sweet potatoes, Mrs. Galbraith took seven on needlework and crocheting and Mrs. Mitchell and Mrs. Parr each one on needlework.

Mrs. M. A. Pickett left Sunday morning for an extended visit at her old home in Indiana.

Principal Irvin of the Redmond union High School visited Terrebonne High school Wednesday.

Rev. Williams of the Presbyterian church of Redmond was a school visitor Friday.

Mrs. Strand, principal of Culver high school spent the week end with Miss Mina Elliott. A pleasant little party was given in her honor at the Davidson home Friday evening.

A son arrived at the home of Mr. and Mrs. Vernon Hall Saturday. He has been christened, Vincent Vernon. County superintendent J. Alton Thompson visited school Monday.

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