

## WOULD PROTECT LAST ANTELOPE

RESERVE IS PROPOSED IN LAKE COUNTY—TENDERFOOT TOURISTS GREATEST DANGER, SAYS U. S. GAME WARDEN.

PORTLAND, Aug. 21.—To protect the last herd of antelope in the United States, the United States biological survey and the American Bison society are proposing the formation of a reserve in Lake county, similar to that for the buffalo and the elk in the Yellowstone National park.

"The greatest menace to the preservation of the last herd of antelope, located in Lake county, Oregon, is the tenderfoot tourist, who things he is doing something big to kill an antelope," says George Tonkin, United States game warden in charge of the migratory bird law in Eastern Oregon and Idaho.

Tonkin has just returned from an investigation of the antelope situation in company with Sheriff Woodson of Lakeview and W. P. Wharton, secretary of the American Bison society, of Gratton, Mass.

"Among the settlers the sentiment is strong toward the protection of the antelope," says Tonkin. "There is some opposition to a reserve among a few of the stockmen because of the restrictions it would place upon grazing, but the fact that the tenderfoot tourist is not sportsman enough to leave the antelope alone will make this necessary if the antelope is not to be exterminated. There are only a few of them left and they are preyed upon by foreign sheep herders, unscrupulous trappers, who use them for bait, and, most of all, the tenderfoot tourist, who says, 'There is an antelope. This is my only chance to kill one,' and he does."

"I cannot see how any man who has a drop of sporting blood in him can shoot one. They are so tame and gentle and, unlike the deer, they are indifferent to the scent of a person. And there are so few of them left."

## NAVAL RESERVISTS TO GO TO TURKEY

May See Service With Supplemental Forces Sent to Protect American Interests in Near East.

(By United Press to The Bend Bulletin)  
NEW YORK, Aug. 21.—Naval reservists in New York, New Jersey, Connecticut and Vermont may see service and possible action in Turkish waters with the supplemental naval forces to be sent to protect American interests in the Near East, sailing about September 8. The cruiser St. Louis and six destroyers, Brooks, Kane, Glimmer, Humphries, Fox and Averton, are being outfitted for this duty.

Captain J. W. Timmons, in charge of the third naval district reserve forces, with headquarters at the fleet supply base in Brooklyn, is authorized by the navy department "to accept reservists and make new enrollments in reserve force, provided applicants agree to serve not less than 12 months nor more than 18 months on this duty," under orders just received.

The six vessels comprising division 27 of the destroyer squadron, for which special efforts are being made to obtain recruits, are the fastest in the world, having attained a speed of 44 miles an hour at sea. The squadron will be under the commands of Captain E. D. Thelen, with the St. Louis as flagship.

Applications for this short term reenlistment from reservists are being received by Captain Timmons and must be made not later than Tuesday, September 7. New enrollments also will be accepted. The men selected will receive transportation and subsistence to and from their homes, as well as active duty pay at the new increased rate.

## U. OF O. GRADUATES TO GO TO FRANCE

American Field Service Fellowships Available For Men Who Desire Foreign Education.

UNIVERSITY OF OREGON, Eugene, Aug. 21.—An opportunity for graduates of the University of Oregon to continue advanced study in the large universities of France will be offered in the future by the Society of American Field Service Fellowships for French Universities. The fellowships for the coming year will be of the value of \$200, payable before the student

## COX IS HONORED BY IROQUOIS CLUB



James M. Cox, Democratic nominee, had an added honor bestowed upon him at the time of his notification at Dayton, Aug. 7. The famous Iroquois Club of Chicago, through Orva G. Williams as spokesman, made him an honorary member—the fifth in the history of the club. The other four to receive such honor are Melvin W. Fuller U. S. Supreme Court; General Nelson A. Miles, U. S. A.; Former President Grover Cleveland, and Woodrow Wilson.

selected leaves plus 10,000 francs payable in France. The fellowships are tenable for one year, but may be renewed upon application providing circumstances warrant it.

Two members of the Pacific states division of the Advisory Board of the society are from the state of Oregon, Mr. Wells Gilbert, of Portland, and Prof. Warren D. Smith, of the University of Oregon.

**Sunday School a Woman's Idea.**  
The credit of organizing the first Sunday school in the United States is claimed for a woman—Miss Sarah Colt, who died at her home in Paterson, N. J., in 1872, at the age of ninety years. Miss Colt's original idea was to teach the mill boys to read and write, and from this the school gradually grew into a means of exclusive religious instruction.

## FRANCE ADOPTS AMERICAN PLAN

TRAIN DISPATCHING SYSTEM BY USE OF TELEPHONE SUPPLANTING FORMER CONTINENTAL SCHEME.

By Henry Wood  
(United Press Staff Correspondent)  
PARIS, Aug. 21.—French railways have just decided to adopt the American telephone train dispatching system.

This constitutes the first and most important contribution to date to French industry resulting from the American intervention in the war and the American army's invasion of France.

There's just one fly in the ointment—at least in the mind of the average Parisian. The latter is fully convinced that if it takes the French train dispatcher as long to get a telephone connection as it does to get one in Paris, no train will ever get outside of the city limits.

Nevertheless, the recognition of

the superiority of the American method is genuine and complimentary to America.

The dispatching of trains by telephone, after being perfected in the United States, was later adopted in Canada, Italy, and on several English lines as well as in some of the English colonies. France still clung to the old time system of train dispatching by telegraph which is slower and less sure.

No small sensation was caused in railway circles in France, when for the first time American army railway engineers and trainmen were seen to dismount from their train, hook up their little portable telephone apparatus at the nearest telephone post and telephone their dispatcher for instructions. What caused still more sensation was to see the American trainmen get them, and that at once.

Owing to the terrific deterioration of French railways and rolling

stock during the war and the difficulties of repairing them in France's present handicapped situation, it is only within the past few months that the French have been able to experiment with some of the newer and more practical methods introduced by the Americans.

The first experiment with telephone train dispatching was made on the line between Paris and Chartres. It proved such a success that the other French companies

immediately gave the system a try-out, the Eastern Company installing it at Nancy and the Paris-Lyon-Mediterranean utilizing it between Lyon and Dijon.

In each case the success has been so great as to insure the eventual permanent use throughout France.

This, however, will be slow as it involves not only a very expensive re-training of the entire railway personnel in France.

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