

THE BEND BULLETIN

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MEMORIAL DAY

It was in 1868 that John A. Logan, commander-in-chief of the Grand Army of the Republic, designated May 30 as the day for decorating the graves of comrades who had fallen in the civil war.

In the beginning it was only in the northern states that the graves of their fallen comrades were decorated by the Grand Army. Tomorrow, all over the world, there will be Memorial day services and new graves to which will turn the thoughts of every American.

All honor to those whose graves will be decorated whatever war it was in which they served and fell.

"THUNDER BEASTS" IN OREGON

Did titanotheres, awesome creatures of the early tertiary, once live in Oregon? In his "It Seems to Me" column in The Salem Statesman, Charles A. Sprague reports they were associates of giant pigs, primitive horses and rhinos in the John Day country of ancient eras.

Mention of Oregon titanotheres is made in a splendidly written article on the geology of the state appearing in The Statesman, and the authority for the information is evidently Dr. Edwin T. Hodge of Oregon State college.

"Thunder beasts" was the name applied to these massive creatures of old by scientists of 75 years ago. It was to these older scientists that the tertiary beasts, with brains no larger than a man's fist and with the bulk of an elephant, were known as titanotheres.

Brontotheres were among the strangest animals that ever ranged over the earth. Although elephantine in bulk, they were comparatively low of stature, and their horns were knobs, well back of their eyes.

Incidentally, the great "thunder beasts" that lived on earth eons before man appeared cost American taxpayers \$12,830. That was the cost of the O. C. Marsh monograph on the brontotheres. The edition consisted of 4,900 copies.

The communist political association is circulating a pamphlet by Earl Browder carrying on its cover a drawing intended to represent Uncle Sam rolling his sleeves up to engage in the undertaking that the pamphlet has for a title, "America's Decisive Battle."

Bend Boy Writes How Germans Slay Polish Captives

How German soldiers, in an orgy of slaughter, murdered 4,000, 000 Polish people and then forced Polish survivors to parade the corpses through the streets, is graphically told in a letter received here by William Mayer, 352 Federal street. The letter is from Pfc. Francis E. Opdyke, former Bend high school student, and holder of the purple heart, having been wounded three times.

countries. Bill, it was really bad. Well, first of all they killed about 4,000,000 Polish people. The Germans gassed these people and starved them to death. People were stacked four and five high in one little room, about 20 across. They murdered these people and then these Polish people would load them on wagons and parade them through the street.

"Yes, the Germans did all of this and more that can't be told. Some of the men got pictures of the wagon loads of bodies coming by our house. The Germans gassed, starved, and beat these people to death."

Pfc. Opdyke repeated that "this is all the truth," and asked that Mayer refrain from telling his mother the details.



Oregon Must FORGE AHEAD

Immediate steps needed for Oregon's progressive development are improvements in the higher educational facilities which will enable Oregon to keep her promise to returning service men.

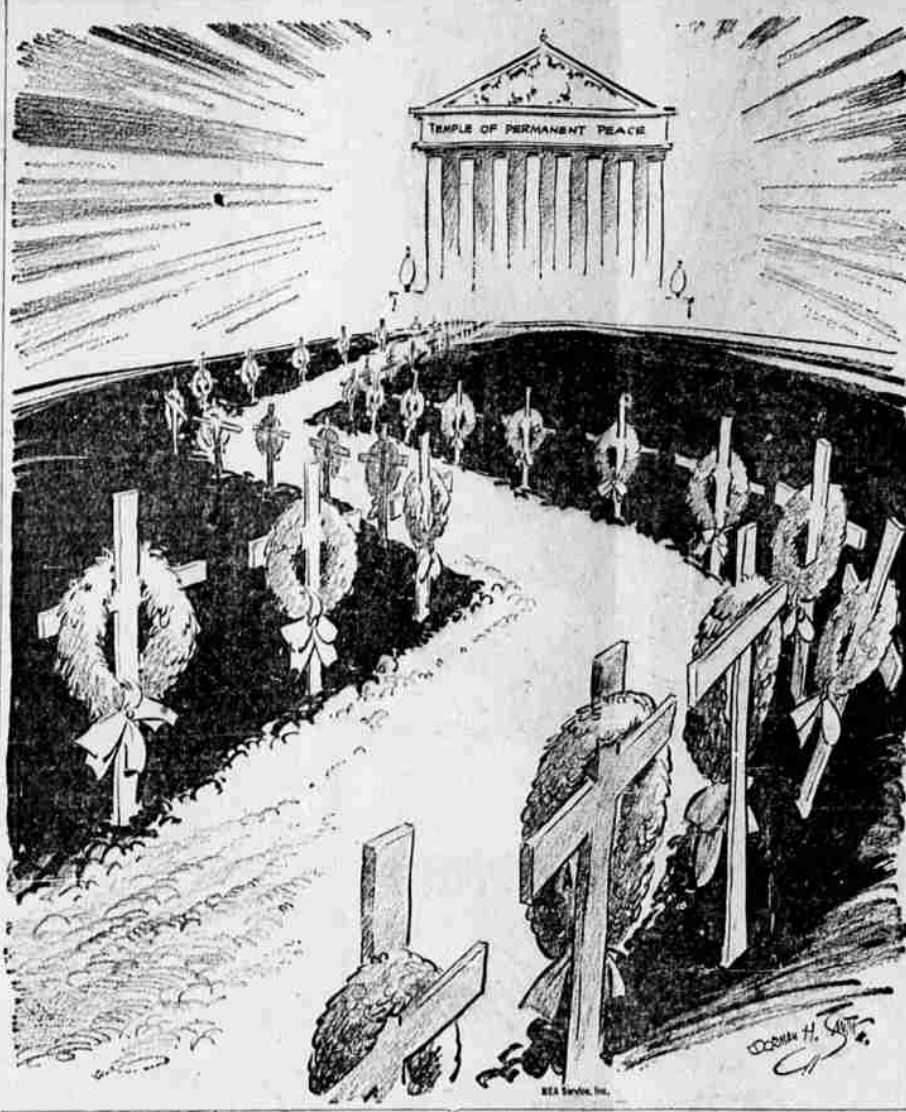
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Paid ad., United Citizens Committee, Inc., Ralph D. Moore, Manager, 233 S. W. Sixth Avenue, Portland

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Memorial Day --- 1945



AMERICAN ADVENTURE

THE STORY OF THE LEWIS AND CLARK EXPEDITION

By R. H. Fletcher Copyrighted 1945

CHAPTER II

There were hardly silyvertips among the frontiersmen but America was vibrant with youth. What they lacked in scholastic opportunities was offset by natural acumen and good horse sense whetted to a razor edge by practical experience.

The men who made up the party were handpicked for their special qualities. Twenty-eight-year-old Meriwether Lewis was to head the expedition. Born and reared near Monticello, the President's Virginia home, Jefferson had known and observed him from childhood.

Captain Clark was four years older than Meriwether Lewis and they had served together in the

army. Clark, too, was a Virginian by birth. When a boy, he moved with his family to Kentucky. His oldest brother, General George Rogers Clark, had given the family name military prominence through his exploits in the Northwest Territory during the Revolution.

The party, as it finally left the vicinity of St. Louis, comprised forty-five men. Besides the two leaders, there were twenty-one soldiers recruited at frontier army posts from men who had volunteered for the expedition.

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FRECKLES AND HIS FRIENDS



traits and training which made the men acceptable recruits were evidenced in their later careers. Young Shannon returned to become a college graduate, then a circuit judge in Kentucky and finally United States attorney for Missouri. The light-hearted Pat Gass was the last survivor. He died in West Virginia, 1870, when almost 99 years old.

Corporal Warrington and six of the soldiers were attached to the party for the first stage of the journey only, as were the nine voyageurs. The extra military detail was taken to serve as a reinforcement through the lower country, dominated by Indian tribes. The voyageurs were to help get the heavily laden boats through the lower river to the first winter's camp and were then to bring the corporal and six privates back to St. Louis.

The original plan was to start in the fall of 1803. They were disappointed as the Spanish com-

Bend's Yesterdays

FIFTEEN YEARS AGO

(May 29, 1930) Less than 1700 voters, of a third of those registered for the primary election, go to the polls, election officials reveal.

Bend Lions down the Kiwanis in an exciting baseball game, 6 to 5.

Mrs. Bertha Patjens presents two large huckleberry pies to the county road crew when they complete the road past her place near Sisters.

Mr. and Mrs. Jess Harter of Tumalo visit in Bend.

Mr. and Mrs. A. E. Stevens leave for Vancouver, B. C. to visit friends.

TWENTY-FIVE YEARS AGO

(May 29, 1920) Announcement is made that a Seattle firm buys the holdings of the Lapine & Southern Telephone company.

Before 600 parents, teachers and friends, 23 graduates of the Bend high school receive diplomas.

The Bend Commercial club receives a number of telegrams commending its stand against the importation of Japanese laborers in the Terrebonne district.

Mrs. J. W. Morrison on West Third street, has as a guest Miss Flora Fay Carr, librarian at The Dalles.

Mrs. Fred A. Woelfen goes to San Francisco to visit her mother.

Washington Column

By Peter Edson (NEA Staff Correspondent)

San Francisco, Calif. — An international shipping war to capture the Pacific ocean trade formerly carried by the Japanese merchant marine is now being planned in west coast ports.

Best estimates are that of the prewar Pacific tonnage in and out of American ports, U. S. ships carried 25 per cent, the Japs 40 to 45 per cent, British, Dutch, Norwegian and other European flag ships dividing the remaining 30 to 35 per cent.

When the war is over, Japan isn't going to have any merchant marine left, thanks to American submarines and bombers. And if West Coast shipping men have anything to say in the matter, the Japs won't ever again be allowed to build up their fleet to become a maritime power.

This offers U. S. shipping a golden opportunity. European countries have their home trade routes to re-establish and their fleets to build up.

China and Soviet Russia may have some ambitions to build ocean-going fleets. But whether any of these nations will be interested or able to take care of anything beyond their own immediate and most pressing domestic needs is a great question.

Japan's labor, cheap ship construction and operating costs, plus ample government subsidies for all merchant marine sailings under the Japanese flag, resulted in freight and passenger rates so low that no other nation could compete in the prewar Pacific. But with the Japs now out of the competitive picture, the hopes that American ship operators can capture a large part of this Pacific trade are definitely bright, according to such men as Hugh Gallagher of the Matson Lines, Russel Lutz of the American President Lines, John E. Cushing of the War Shipping Administration.

To keep the American flag on the Pacific will take some form of subsidy, they and all other shipping men seem to agree, but they emphasize that this question

of shipping subsidies is pretty generally misunderstood, and in any case the amount of subsidies paid out will always be less than the cost of having to build up a new merchant marine from scratch, as this country has had to do in two world wars.

Subsidies to keep U. S. ships afloat after the war can be applied in several ways. First is a ship construction subsidy, which is really a subsidy to U. S. shipbuilding labor. U. S. law does not permit any U. S. shipping line to operate a vessel built in a foreign country, where costs of construction are much lower.

This being the situation, it is argued that American-built ships should be sold to private operators at costs equivalent to foreign construction costs, the government paying the subsidy. U. S. and foreign shipping lines would then have an even start and could compete on more equal terms through shipping conference agreements on equal rates.

It is on this basis that U. S. shipping interests must embark to capture postwar Pacific trade.

HORACE RAND DEAD Los Angeles, May 28 (UP)—Horace S. Rand, 57, millionaire lumberman of Yakima, Wash., died last night of high blood pressure and a cerebral hemorrhage.

EGGS GRILL IN WINDOW Portland, Me. (UP)—Sun shining through a plate glass display window in a downtown store set fire to a carton of eggs.



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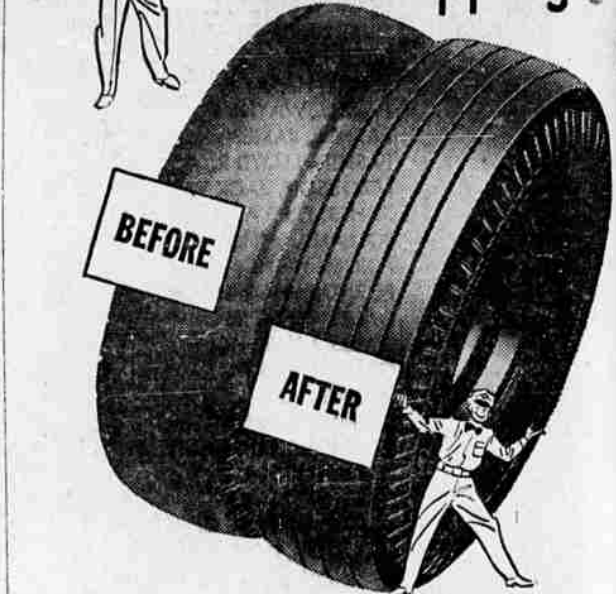
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By MERRILL BLOSSER