

THE BEND BULLETIN

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Robert W. Chandler, Editor and Publisher

Phil F. Brogan, Associate Editor

Member, Audit Bureau of Circulations

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A Pioneer's Dreams

A Central Oregon town that shared pioneer history with Prineville will have its first surfaced road before the month ends.

That town is Antelope, in southern Wasco county. Antelope was a busy frontier town long before Madras or Redmond took shape on the map of Oregon. It was the jumpoff point as early as 50 years ago for families moving into the isolated upper Deschutes country to found the town of Bend.

In earlier decades, Antelope, a village on a creek of the same name, was the point where freighters, miners, stockmen and others stopped before moving into the Mitchell, John Day and Canyon City areas.

Antelope became a bustling town shortly after the turn of the century when the OWR & N extended its rails south from Biggs to Shaniko, on the high flats just to the north.

Through the dusty streets of Antelope rolled freight wagons, some of them piled high with wool en route to the world's largest wool-shipping point, Shaniko.

Cowmen rode the rutted streets of Antelope, and so did posses, such as the one following the slayer of Roderick Grant. That slayer, incidentally, was found at his campfire on a frosty morning, and died under blazing guns.

Antelope, it would seem in those days, faced a great future, as the center of a rangeland empire, the trading point for homesteaders who had filed on a million acres of land and the second largest town in interior Oregon.

But fate ruled otherwise. When Oregon started its highways, it was the Cow Canyon route, not the Antelope road, that it selected for improvement. The Cow Canyon road became a part of U.S. Highway 97. Antelope was by-passed.

Through the years, Antelope's population dwindled. It has been called a ghost town.

And through the years, dust continued to swirl through the main street—a road that had carried the wealth of a growing inland empire. The road to Shaniko was improved a bit, but not surfaced.

Antelope, the rangeland outpost of early days, remained in the dust.

Now the eight-mile stretch of road up the hill and across the flats to a junction with U.S. 97 at Shaniko is to be surfaced. Oiling work started today.

From Antelope, the surfacing eventually will be extended over the new grade to Clarno, and on to the John Day highway at Fossil.

Possibly Wasco county some day will see fit to surface the road down Antelope Creek to a junction with U.S. 97 at the foot of Cow Canyon.

Then Antelope, the pioneer town bypassed by progress, will see a half century dream come true.

Sharing those dreams through the years was John Silvertooth, mid-Oregon pioneer.

He will watch with interest the paving crews moving in from the north.

Our 'Atomic' Cloud

Central Oregonians earlier this week spotted on the southwest horizon a spectacular cloud, with a billowing, atomic top.

From 'this cloud, the observers said, "fallout" appeared to be dripping. They wondered if one of the atomic clouds from the Nevada testing grounds had reversed its field and was heading into the north.

The lone, spectacular cloud, it developed, was a thunderhead, which developed as cool, moist air from the Pacific moved inland to collide with an existing warm front that had boosted temperatures into the high 'eighties.

But what about the "fallout"?

Weatherman have a name for this. They call it virga—precipitation that starts falling from a cloud, but never reaches the earth. Virga appears as streamers of rain, hail or snow. It evaporates before reaching the earth.

It would have been great if some of this "fallout" had reached the earth, to dampen arid rangelands and moisten the deer country.

In the past four months Bend has measured only 0.40 hundred of an inch of moisture.

Most parts of the Mojave desert receive more than this in a similar period.

Lousing Up Litter

We've praised the State Highway Department's litter barrel program a couple of times without knowing what a struggle it has been.

Keeping 630 litter barrels along the state's principal highways emptied was something of a routine chore, we assumed. We were praising an agency for accepting the routine with less boring chores like clearing slides, battling snowdrifts and the like.

But now we learn that it costs \$32,000 a year to empty them, partly because of some more-than-routine reasons.

For example, barrel custodians have found lawn clippings in barrels miles from habitations and there are many other indications that litter has been interpreted to mean a lot of things besides normal items used by a traveler or camper.

The Highway Department has also discovered—we presume by finding one in a litter barrel—that a motel at the beach has notices posted in its cabins which read "Collect all your garbage when you vacate cabin and deposit in litter barrels along highway."

But things aren't so bad. Down in California the Highway Department has to chain its barrels to trees. (Salem Capital Journal.)

Quotable Quotes

"Every American is profoundly concerned with the present situation which has assumed international proportions."—Massachusetts Gov. Foster Furcolo, on a proposal to submit Little Rock's integration controversy to a bi-partisan group of governors.

A Class in Lawlessness



Washington Merry-Go-Round

By DREW PEARSON

WASHINGTON — Governor Orval Faubus, who blew up the segregation storm in Arkansas, was helped into office by Negroes who sold their vote.

An overwhelming majority of the 65,000 Negroes, who voted in the 1954 Arkansas primary, cast their ballots for Faubus. This gave him more than the 5,000-vote margin by which he defeated ex-Governor Francis Cherry.

Evidence has now come to light that the Faubus forces paid cash on the barrelhead for Negro votes. This has stirred Mrs. L. C. Bates, who heads the national association for the advancement of colored people in Arkansas, to preach repentance to her people.

"It is unfortunate that Negroes put Faubus in office," she told this column. "We hope the Negro won't be so quick to sell his vote in the future. We believe the Neg-

ro has been convinced his constitutional rights are more valuable than a few tainted dollars. It is time for Negro voters to stop being misled by professional exploiters. The day of vote selling has passed."

She knew several Negroes who were paid to vote for Faubus and Negro leaders who took money to campaign for him, Mrs. Bates said. This was confirmed by I. S. McClinton, president of the Arkansas Democratic voters association, and other responsible Negro leaders. This column also talked to Negroes who acknowledged they had accepted "expense money" from the Faubus forces.

The Rev. W. H. Hall, who directed Faubus' campaign among the colored people, denied receiving more than a "nominal sum." "No more than \$500 passed through my hands, counting what

I got," he told this column. Most of the money went to car-owners to haul voters to the polls," he said.

Queen Needn't Stretch

On secret state department orders, Chrysler engineers are altering the limousines Queen Elizabeth will use in America. The problem is to jack up the back seats without hoisting her feet off the floor.

It will take two parade limousines to keep up with the queen. These will be identical, fawn-colored Chryslers. While one is delivering her to her plane, the other will be waiting at the next airport for her arrival.

So that the queen and public can get a better view of each other, the state department ordered the back seats raised four inches. This caused consternation, however, over whether her royal highness' legs might be left dangling. Chrysler engineers, who are working on such precision projects as the Jupiter guided missile, got out their slide rules and calculated Queen Elizabeth's measurements from her pictures. Then they hunt-

ed up a girl with the same specifications.

The model tried out the accentuated seats, couldn't touch the floor. Result: engineers are now elevating the floor.

Note: Every move the queen is expected to make in America has been carefully rehearse with stop-watches. Her cavalcade will slow down for crowds, speed up as the spectators thin out. This should take her through cities, the time-keepers figure, at about the same rate as the average driver who obeys the traffic laws.

Wary But Wise

Dress-shop diplomat Max Gluck, new ambassador to Ceylon who couldn't name that country's prime minister, took such a cram course on Ceylon that he left for his post last week in a state of "extreme exhaustion."

He even carried a doctor's certificate to prove it. However, its purpose wasn't to impress the Ceylonese with how hard he'd studied but to ward off attorneys who wanted his deposition in a \$185,000 lawsuit.

The suit was filed by M. J. Spiegel, Chicago businessman, who charged that Gluck had neglected to make the final payment on a chain-store purchase.

The doctor declared Gluck was so worn out from state department briefings that it would be "dangerous" for him to testify. Spiegel's attorneys offered to postpone the deposition and keep Gluck in this country by court order until his health improved. Thereupon the harassed ambassador decided he felt well enough to answer a few questions.

He spent the morning under cross-examination, but failed to show up for the afternoon session. He sent word to Judge Saul Street of the New York county supreme court that he was too ill to continue.

The judge finally let Gluck, presumably still exhausted, take off for Ceylon without completing his deposition.

Hoffa Polls Teamsters

Jimmy Hoffa, embattled crown prince of the Teamsters Union, made 60 long-distance phone calls last week to teamster leaders around the country.

In the words of the marriage covenant, he asked whether they would take him for better or worse. Would they stand by him, he asked, no matter what congress or the AFL-CIO said about him? Could he count on their support, he demanded, even if the AFL-CIO should expel the teamsters Union?

Every last one took a loyalty oath to support Hoffa down to the last ballot at the forthcoming teamsters convention. Insiders claim the 60 leaders control enough delegates to sew up the presidency for him.

Note: No matter what the newspapers say about him, Hoffa is a hero to a little band of Cheyenne Indians at Lane Deer, Mont. He contributes quietly, but regularly to a small factory that provides jobs for the Cheyennes.

All Right, Now, To Call it Persia

TEHRAN, Iran, (UP)—It's all right to call it Persia again. The Iranian cabinet said it had decided the word Persia could be used interchangeably with Iran to end confusion among foreigners who sometimes confuse Iran with Iraq. Iran remains the official name, however, and Iranians will continue to call it that. But the cabinet said it was hopeless to expect foreigners to stop calling the country by its old name, Persia.

LEATHER ENSEMBLES

Leather wallets, pocket cases and key cases are ensembled with belt leathers and colorings, this fall, to make a wardrobe of leather accessories for the fastidious man.

Loewe Charged With Non-Support

LOS ANGELES (UP)—Composer Frederick Loewe, 56, who wrote the music for "My Fair Lady," today faced a separate maintenance suit brought by his "fair lady" of 26 years. Mrs. Ernestine Loewe, 49, one-time manager for Hattie Carnegie, Tuesday charged the song writer with non-support in the suit. She asked the \$7,500 a month alimony. The suit claimed that Loewe was "enjoying" a \$450,000 income a year from royalties on the Broadway hit. Mrs. Loewe said she was destitute now and living on borrowed money. The couple was married in New York June 13, 1931, and separated in April, 1950.

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