

Spray Courier

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NEWS NOTES OF CURRENT WEEK

Resume of World's Important Events Told in Brief.

Lord Kitchener, of England, has prohibited the use of liquor in his household during the war.

Secretary Bryan has ordered a case of Oregon loganberry juice for table use instead of grape juice.

Villa and Zapata have agreed to the neutrality of Mexico City, but the consent of Carranza is lacking.

A rate expert declares some of the railroads asking for rate increases are already accumulating a surplus.

The United States begins an investigation into the death of an American on a torpedoed British liner.

Ten thousand men returned to work in the steel mills and factories of Chicago Heights, a suburb of Chicago.

An anarchist on trial for placing bombs in a New York church declared that a detective forced him to do the work and directed it.

A man arrested for vagrancy in San Francisco had \$5000 in bills in his pocket and proved himself to be the owner of buildings worth \$200,000.

Coast artillery companies at Fort Winfield Scott, San Francisco, made from 90 to 100 per cent at ranges of 7000 yards, approximately four miles.

A writer in the London Daily Mail declares that dogs of the German dachshund variety are being treated shamefully in England, out of pure prejudice.

The British steamship Seven Seas and the French steamship Emma were torpedoed by German submarines off Beachy Head, in the English Channel, Thursday.

A commander of a German submarine says the service is improving rapidly with experience and practice, and the ring around England is becoming tighter every day.

Warships of the allies keep up an incessant bombardment of the Dardanelles, to prevent the Turks from repairing their damaged forts and to protect minesweepers.

The Russian Slovoe, of Petrograd, prints a note intimating that the Russian government has been approached through neutral channels with overtures from Austria for a separate peace without Germany's knowledge.

An Austrian steamer loaded with arms and ammunition, on its way from Semlin to Panosova, both ports on the Danube river, struck a mine in the river and was blown up. Serbian artillery completed the destruction of the ship and cargo.

German prisoners of war in French camps receive the same rations as their French guards, with the exception of a little less meat, and are in good spirits and well satisfied with their treatment. They all believe Germany is bound to win.

The French government is still buying horses in Eastern Oregon.

All efforts to raise the submarine F-4, in the Honolulu harbor have failed.

Salem, Ore., has a \$40,000 fire which destroys a large fruit plant and its contents.

Four persons drown at Seattle when an automobile skids and runs into the Duwamish river.

It is rumored that the Germans entrenched near Brussels will abandon their lines on account of the fall of Przemysl.

Part of the U. S. fleet that will pass through the Panama canal at its formal dedication, will visit Portland as well as other Pacific Coast harbors.

Governor Hunt, of Arizona, has decided that he was becoming too stout and forthwith decided on outdoor exercise—mowing the lawns of the capitol grounds every day. The chosen hour is noon, indicating that luncheon has been taken off the governor's schedule of meals.

A. L. Flynn, of Cottage Grove, Ore., is a puzzle to medical science. He has lived for months with a pulse beat of 30 a minute, that would mean certain death to normal persons. During Mr. Flynn's illness his pulse beat was as low as 13 a minute, remaining that way for several days and missing often.

At a British cabinet meeting recently there was every reason to believe that it considered the liquor question, and the stamping out of the evil, which is now one of the greatest problems of the nation. There still is much talk of prohibition, but it is not generally believed that this course will be adopted, although it is conceded that some step of a drastic and universal character will soon be taken.

Seattle Car Men Strike; Riots and Disorder Ensnare

Seattle, Wash.—A strike of street railway employees working on the Seattle lines of the Puget Sound Traction, Light and Power company was called by a mass meeting of all labor unions held by the Central labor council Wednesday. The vote to call out the carmen was taken at 9 o'clock, and within a few minutes committees were out appealing to the motormen and conductors to leave their posts and join the union. The strike was called to compel recognition of the union.

Service on lines operated by the company was seriously interrupted, and during the first two hours was completely disorganized. On several downtown streets deserted cars blocked traffic until inspectors and shop employees appeared to remove them to the barns.

Except for these delays no line was completely tied up, although blockades occurred frequently when crowds which filled the streets at the principal junction points cut trolley ropes, broke windows and endeavored to take off crews who refused to strike. In a few instances trolley wires were broken and fell spluttering to the street but no one was injured, and the company quickly repaired the damage.

Sam Atkinson, international organizer of the Amalgamated association of Street & Electric Railway Employees of America, and W. B. Fitzgerald, chairman of the executive board of that organization, directed the movement. They said that 100 carmen had left their posts in response to the call and that they had 800 members who have applications on file as a result of their campaign. They said this demonstration was only the beginning of the strike and that within a few days the tie-up would be complete. They said the only question at issue was the right to organize.

A. L. Kempster, general manager of the company, disputed the union officials concerning the result of the strike call.

During the night the police were kept busy preventing attacks on the cars, which soon were without passengers. Many arrests were made on charges of disorderly conduct. None were streetcar men. Although several men were bruised or slightly cut during fights around the cars, no one was reported seriously injured.

Supporters of the strike movement advanced the argument that with jitneys available to handle traffic the public would not be inconvenienced.

Four Prominent Pioneers of Seattle Die in River

Seattle, Wash.—Four persons, members of prominent Seattle families, were drowned in the Duwamish river late Tuesday when an automobile belonging to Mrs. Morgan J. Carkeek ran off the bridge at Allentown, on the Tacoma road, 10 miles south of Seattle.

Mr. and Mrs. Thomas W. Prosch, Miss Margaret Lenora Denny and Mrs. Harriet Foster Beecher, an artist, were killed. All were members of prominent pioneer families.

The party, a delegation from the Seattle Historical society, was going to Tacoma to inspect the exhibit of the State Historical society there.

The chauffeur jumped clear as the automobile fell and swam safely to shore. Mrs. Carkeek also succeeded in getting clear of the wreckage and took refuge on top of the car, where she stood waist deep in the water until rescued.

Thomas W. Prosch was 65 years old, son of Charles Prosch, who founded the Puget Sound Herald at Stellacoom in 1858. He bought the Seattle Intelligencer in 1879, the paper being merged two years later with the Seattle Post. Mr. Prosch was editor of the Post-Intelligencer for some years and was the principal authority on Washington pioneer. He was postmaster of Seattle under President Grant.

Mrs. Virginia McCarver Prosch was a daughter of General Morton M. McCarver, founder of the city of Tacoma. She was 64 years old.

Margaret Lenora Denny was the daughter of Arthur A. Denny, who founded Seattle in 1851. Miss Denny was one of the last survivors of the schoonerload of people that landed at Seattle in November of that year. She inherited a great fortune from her father. She was 70 years old.

Mrs. Harriet Foster Beecher was the wife of Captain Herbert R. Beecher, son of the late Henry Ward Beecher, the famous Brooklyn clergyman. Mrs. Beecher was well known as a portrait painter and musician. She was 55 years old.

French Buy Union Horses.
Union, Or.—A buyer for the French army has been here for several days contracting for all available heavy horses. The prices ranged from \$125 to \$175 a head. Some farmers are selling their older work teams and breaking in colts to finish seeding and do their summer's work. The supply of available animals is diminishing notably.

Test Cooking Qualities of Various Kinds of Apples

Oregon Agricultural College, Corvallis—Knowledge of the cooking value of standard varieties of apples on the part of housewives and other persons that prepare this fruit for table use has long been considered by Professor C. I. Lewis, chief of the division of horticulture at the college, as one of the steps to a more satisfactory market system. "Buyers of apples for home use should learn the qualities of the leading Oregon varieties and then call by name for the variety they want," Professor Lewis said several years ago. And he has kept on saying it until the truth of the proposition has been generally recognized and is now beginning to be acted upon in a systematic attempt to cultivate a more intelligent and stable demand for good apples.

In carrying out this policy of learning the fruit and its qualities, a series of experiments to determine the cooking qualities of 71 varieties of apples grown in Oregon the Home economics department of the college has made and reported an exhaustive test. The test includes the cooking qualities of these varieties used as sauce, pies, dumplings, marmalade and jelly. The fruit was judged on the basis of color, flavor and texture of sauce, flavor, way cooked, and tenderness of pies and dumplings, and flavor, texture, color, clearness and surface of jells. In sauce and marmalade 50 points were allowed

for flavor and 25 each for texture and color. For pies and dumplings, 65 points were given for perfect flavor, 20 for way cooked and 15 for tenderness. In jells texture and flavor were given 35 points each for perfect score with 15 for color, 10 for clearness and 5 for surface.

Judging was done by a number of college experts who were unaware of the varieties as they judged them, so that no prejudice entered into their verdict.

By this means satisfactory knowledge of the qualities of all varieties tested was reached, and this information is now offered the people of Oregon who are interested in this subject in a bulletin just prepared. The bulletin should not only prove to be a reliable guide in the purchase of apples for home cooking, but it will also have considerable value for the dealers and growers. Copies may be had on application to the college.

In addition to the score awarded to each variety in the uses heretofore mentioned, the bulletin furnishes information on the seasonal value of the varieties, on the relative value of some of the varieties for each of the purposes named, and the correlation of values for sauce and for jelly purposes. Much other useful information is also contained in the bulletin, such as giving recipes for crusts, cooking directions, amount of sweetening and suitable utensils.

Flax-Growing Industry to Be Aided by State Board

Salem—Definite action was taken by the State board of control in starting the flax industry in Oregon in compliance with an act passed at the recent session of the legislature by a decision to offer growers in this county \$15 a ton for straw delivered at the State penitentiary.

This is from \$3 to \$4 a ton more than the market price in other states, and was offered as an inducement to farmers to grow flax.

Governor Withycombe said he was confident that three tons could be grown to the acre and he believed the price offered would make it one of the state's most profitable crops. The board will furnish the seed to the farmers for \$2.50 a bushel, the money to be paid to the state when the straw is delivered.

It was virtually decided to employ an expert in the manufacture of flax to install the retting machinery at the prison and superintend the construction of the buildings necessary. Governor Withycombe said he believed John C. Cady, of Albany, would be a good man for the place. Mr. Cady recently came to Oregon from Minnesota, where he was engaged in the flax business. It was decided to defer the appointment until all the members of the board could confer with him. It was decided virtually to employ Emil

Selling Oregon Made Clay Wares Advised

Oregon Agricultural College, Corvallis—There are thirty manufacturers of brick and other clay wares in Oregon at the present time, according to Dean J. A. Bexell, of the Oregon Agricultural College School of Commerce, who advocates an organization of the manufacturers for the purpose of getting their Oregon-made wares more prominently before the public and into the markets by means of advertising and co-operative effort. The combined output of the industries is about \$730,000 annually, and the expenditures average about \$1500 for each \$50,000 of output. A part of this sum will be expended in promoting a demand for the clay goods, especially drainage tiles.

In the clay industries as in most others the attention given to production is disproportionate to that given to creating and enlarging the demand. Right quality of product that will maintain a permanent demand together with due advertising and publicity, will, thinks Mr. Bexell, bring success in this business.

Hard-surfacing of County Highway Is Planned

Forest Grove—The Forest Grove commercial club held another luncheon Thursday, at which there were present 100 business men of the community and farmers living in the vicinity. The subject for discussion was "Better Roads for Washington County." D. B. Reasoner, judge of the county court, and Rodell Matteson, county commissioner, were guests.

The project which is being pushed by the Commercial club of Forest Grove and the farmers of Gales Creek and Thatcher vicinity is hard-surfacing of the main thoroughfare leading from Gales Creek and Thatcher neighborhoods into Forest Grove, and the county court is co-operating to obtain

some state aid. A committee of five was appointed to co-operate with the Commercial club and the county court in an effort to procure assistance from the State highway commission, and subscriptions to the funds available for the improvement.

Incidentally the membership of the Commercial club was increased 100.

Snow in Cascades Is Low.
Albany—That there is little danger of floods in the Willamette valley this year is indicated by the fact that there is less snow in the Cascade mountains now than at this season for many years. What snow fell last winter has been going out early and also gradually. Unless there should come an unusually cold period before summer, in which snow should fall in the mountains, there is no likelihood whatever of high water in the Willamette and its tributaries this spring. A heavy warm rain this time of the year usually makes a flood probable, but there is said to be no danger this year.

Need Not Take Husband's Name.
Salem—Miss Marian Sheldon of The Dalles need not take her husband's name if she decides to marry, is the opinion of the attorney general given in response to the question of the perplexed woman, asking if there was any law against a woman retaining her maiden name after marriage. The attorney general has notified Miss Sheldon that there is nothing to hinder her from retaining her name instead of taking that of her husband in case of her marriage if she so desires.

Grain Fields In Good Condition.
Union—Heavy rains in the valley and snow in the nearby mountains have brought the moisture to about the usual condition for this season of the year. Cloudy skies and south winds promise more rain. The ground has been too wet for cultivating and seeding is delayed. Most of the spring seeding is in and grain is in good condition.

Two Ships Torpedoed; 150 Lives Are Lost

London—About 150 lives were lost in the sinking by German submarines of the African liner Falaba and the British steamer Agulla, bound from Liverpool for Lisbon.

The Falaba was torpedoed in St. George's Channel Sunday afternoon. The vessel carried a crew of 90 and about 160 passengers, and of this total only 140 were rescued. Of those rescued eight died later from exposure.

The Agulla had a crew of 42 and three passengers, and of these 23 of the crew and all the passengers were lost.

In both cases, on sighting the submarine, the captain tried to escape by putting on all speed possible, but the under-water craft overtook the steamers, showing that Germany now has some of her most modern submarines engaged in the blockade operations against England.

The captain of the Falaba, who was one of those lost, was given five minutes to get his passengers and crew into the boats, but, according to the survivors, before this was possible a torpedo was fired, striking the engine-room and causing a terrible explosion. Many persons were killed and the steamer sank in ten minutes.

Trawlers which happened to be in the vicinity rescued most of those who were saved; others got away in the boats, which were ready for launching and which were quickly lowered when the order was given to abandon the ship.

Those who were still on board the steamer when the explosion occurred were thrown into the sea and it took the fishermen an hour or more to pick up the persons in the water who managed to keep themselves afloat.

The Agulla was attacked off the Pembrokehead coast. The submarine, which in this case was the U-23, opened fire with her guns, shells from which killed a woman passenger, the chief engineer and two of the crew. Even after the crew had commenced to lower the boats, according to the story of the survivors, the Germans kept up their fire, and some of the boats were riddled with bullets.

The captain of the trawler Otilie, whom the commander of the submarine told of the sinking of the Agulla, went to the rescue and picked up the three boats containing 19 of the crew. The fourth boat, which contained the other members of the crew, could not be found, and it is believed that it had foundered. On their arrival at Fishguard, several of the crew wore bandages, having been wounded by the fire from the submarine.

Another Dutch steamer, the Amstel, of 495 tons, has been blown up by a mine off Flamborough Head, but her crew was rescued.

Special Train Carries U. S. Troops to Border

San Antonio, Texas—Three batteries of the Third Field Artillery, including 450 men and 12 guns, in command of Colonel George W. Vandusen, at Fort Sam Houston, were entrained Tuesday for Brownsville and were ordered rushed to the border by a special train.

Major General Frederick Funston departed also upon receipt of advices from Brownsville after ordering out of the artillery. He said that the infantry at Texas City would not be sent to the border by the present, but would be held in readiness.

General Funston, commanding the department of the South, will take charge of the situation at Brownsville and he has discretionary powers to act in the event firing into Brownsville by either Mexican force continues. He served formal notice on the commanders of the two forces that they would be held personally responsible for shots fired into the Texas town, and that American troops would be prepared to enforce the order.

An attempt is being made to surround and attack the Villa forces under General Jose Rodriguez, in camp at Las Ruas, by Carranza troops approaching in two columns from different directions, according to a message from Matamoros, Mexico.

One body of about 800 troops with 15 cannon was said to be moving from the south and another column under General Idefonso Castro, with 1700 men, was reported approaching from Nuevo Laredo and expecting to reach Las Ruas before daybreak Wednesday.

Shot "Stray," Says Britain.

Washington, D. C.—American Consul Green at Hamilton, Bermuda, cabled the State department that the British authorities had informed him, "it was a stray shot," that hit George B. Montgomery, of Buffalo, N. Y., who recently was shot in the foot and seriously wounded while sailing near a camp of German prisoners of war in the Bermudas. The consul said a full report was being forwarded by mail.

Italy and Germany Trade.

London—A dispatch to the Morning Post from Berne says Germany has agreed to send coal to Italy. Foodstuffs and certain other products are to be received in return, says the dispatch.

ALLOTS BIG SUM FOR NORTHWEST

\$2,926,175 for Improvement of Oregon and Washington.

Other Projects Are Designated, but Finishing Touches on Cello Canal Deferred.

Washington, D. C.—One million five hundred thousand dollars has been allotted by the secretary of war to continue work on the north jetty at the mouth of the Columbia river during the 15 months' ending June 30, 1916.

This is within \$250,000 of the amount that would have been appropriated had the rivers and harbors bill been passed as it was reported to the senate and \$250,000 greater than the amount proposed to be appropriated by the house. Furthermore, this allotment is the largest made out of the \$30,000,000 lump appropriation, except the allotments for the Mississippi and Ohio rivers.

The total amount allotted by Secretary Garrison for Oregon and Washington is \$2,926,175, or within \$645,500 of the amount carried by the rivers and harbors bill when it failed. Some Oregon projects will receive the same amount provided by the bill, and in all instances the amount allotted to these projects is higher proportionately than the average for the entire country.

The only important project for which no allotment was made and for which an appropriation was proposed is the Cello canal, and this was left out because the \$80,000 first recommended was for finishing touches, which can be put on later.

Other allotments for Northwest waterways are as follows: Columbia and Willamette, below Portland, \$450,000; Coquille river, \$76,000; Coos bay, \$70,000; Coos river, \$3000; Siuslaw river, \$117,500; Yaquina river, \$3000; Nehalem bay, \$116,175; Snake river, \$20,000; Upper Columbia river, Cello Falls to mouth of Snake river, \$37,000; Willamette and Yamhill rivers, above Portland, \$25,000; Cowlitz and Lewis rivers, \$15,000; Clatskanie river, \$1000; Gray's harbor and bar, \$460,000; waterway connecting Port Townsend Bay and Oak bay, \$15,000; waterway connecting Puget Sound and Lakes Union and Washington, \$17,000.

For other work on the Pacific Coast, allotments were made as follows: Los Angeles, \$75,000; San Francisco, \$12,000; Oakland, Cal., \$30,000; San Pablo bay, \$15,000; Humboldt bar and bay, \$300,000; Petaluma creek and Napa river, \$150,000.

The Mississippi river and its tributaries receive the largest allotment of all. The Hudson receives \$1,500,000 in all. General allotments for the country at large include:

Hudson river, \$377,780, in addition to which there was appropriated by separate acts \$622,220, making the total for the Hudson \$1,500,000; Delaware river from Philadelphia to the sea, \$1,000,000; Savannah, Ga., \$233,000; Jacksonville, Fla., to the ocean, \$350,000; Southwest Pass, Mississippi river, \$400,000; channel work at Galveston, Port Bolivar and Texas City, \$190,000; Houston ship channel, \$200,000; inland waterway on coast of Texas, \$625,000; Mississippi river between mouths of Ohio and Missouri rivers, \$300,000; mouth of Missouri to Minneapolis, \$1,065,000; Missouri river, Kansas City to mouth, \$1,000,000; Ohio river, open channel work, \$310,000; locks and dams, \$3,000,000; Chicago harbor and rivers, \$560,000; St. Mary's river, Mich., \$1,006,000.

Threat Stirrs British.

London—In an editorial on Germany's threat of reprisal against British officers held prisoners in Germany if the prisoners of submarine boats held in England receive treatment different from other war prisoners, the Daily Chronicle says: "It is time to realize the pass to which things are leading. At the end of the war, the allies will have two alternatives: They can allow the practice of submarines sinking merchantmen to become usage recognized by international law, or they can, after trial, hang the German officers responsible for initiating it, including, if his responsibility is shown, Admiral von Tirpitz (the German minister of Marine). We do not at present see any third alternative."

Vessel Dives 200 Feet.

Quincy, Mass.—The new submarine L-1, built here for the United States navy, returned Monday after a successful trial trip to Cape Cod bay. The boat, one of a group of four required by contract to submerge to a depth of 200 feet, and remain under water at rest for 48 hours, settled to the required depth, and, according to those aboard, showed no effects from the strain of water pressure. The 48 hours' test will be made later.