

INVESTIGATE MOTOR BUSES

WASHINGTON, May 25. (AP)—The interstate commerce commission has ordered an investigation into the operation of motor buses and trucks by or in connection with common carriers subject to the interstate commerce act.

Calling attention that motor bus and truck operation has been steadily increasing and that questions have arisen concerning the legality and propriety of arrangements under which they are operated, the commission said it would investigate on its own motion in order that it may intelligently make recommendations regarding regulation of such carriers. The inquiry will go into all rates, the extent to which the traffic and revenue railroads are affected by operation of buses and trucks. All common carriers are made respondents to the proceeding.

Elgin's Yesterdays, Historical Essay

(Continued From Page 1.)

men left as they were not expected to return alive.

When the men reached the top of the hill and were beginning to descend the steep incline which was a little trail that wound down the hill to the river, they spied an Indian ascending the hill with a halter in his hand. So at once the white men hid and then jumped on the Indian. They fired and never killed him. They took him and his squaw prisoners and returned to Elgin. These Indians didn't know anything about the Indians being on the war path, so it was believed that this man, who had reported the news, had only seen the one Indian and had used his imagination to such an extent as to create the Indian scare.

There were a great many Indians buried near Elgin. There was at one time an Indian buried in a tree on Hog's Back Hill, south of Indian. It used to be the custom to wrap the bodies and lay them in a tree as a place of burial.

When the excavating for the K. P. hall was made there was found several bones and small trinkets including beads now owned by Mrs. Arthur Hallgarth.

The last Indian to be buried in or near Elgin was buried just below the section house across the small draw on the point of the hill that the railroad cut through when built, but the Indian body had been moved shortly after burial by John White, who got fifty dollars for it when sold to Dr. Rinehart of Sumnerville, who wanted a skeleton. The flesh was cooked from the bones by White and the doctor in a scalding vat.

The city of Elgin was begun in about the year of 1884, the entire business being one block down west to the river where the Primitive Baptist church now stands. At first it consisted of only a store and a couple of dwelling houses.

At one time anyone who lived as far away as the fish trap bridge lived in the country, no there was a man by the name of Stevenson who lived in a log house situated where the Julius Hug residence now stands. Mr. Stevenson had a wheat ranch in that neighborhood. At the present time still remain three poplar trees in the Hug yard that were planted by the three daughters of Stevenson.

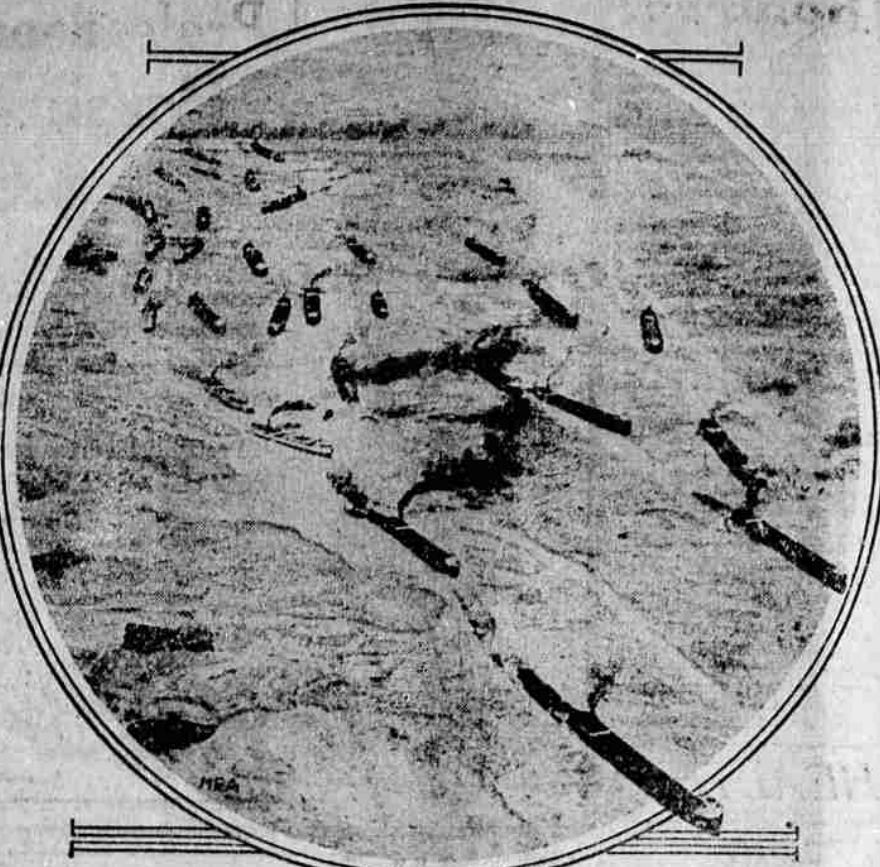
The first fruit tree planted in Elgin was an apple tree that still remains in Rev. White's yard.

The first baby girl born in here was Mary Elgin McNaughton; the first boy was a son of Dan Graham, who died in infancy.

The first church was the Baptist, in which Mrs. James Elliott played the organ and Arthur Hallgarth says they sang "Sweet Heavenly Land" every Sunday. Second church was the Methodist built by a Dr. Thompson, and the money to buy the bell that rings every Sunday was secured by a benefit dance given by Arthur Hallgarth in which they raised about twenty-two dollars.

The first barber shop was run by William Snyder; first hardware by H. H. Starr, and the first hotel was run by J. H. Johnson, whose

Ice Pack Delays Fleet of Great Lakes Steamers



Nearly forty huge Great Lakes steamers, bound for the head of the lakes for ore and grain, were held for several days in a great ice jam at the foot of Lake Erie, just outside Buffalo harbor. Wedged in the ice, it was many hours before the boats could break through and get out to open water. This picture was taken from an airplane shortly before the boats got out.

daughter is Mrs. William Hazelwood. Now about this time came a Weiss man from the east who taught a singing school, and all the young people became great singers. He is still a resident of Elgin and goes by the name of U. P. Weiss. About this time arrived a good bass singer by the name of William Hazelwood, and was the star boarder at the Johnson hotel, and Arthur Hallgarth also states they soon lost their head waitress. The first school was built near Elgin, west of the gate leading to Al McIntyre's house. The first teacher was J. D. Guild who boarded around with the scholars. J. H. Swinehart was one of the first teachers who taught in Elgin after the school was built in town where it stands. He also was one of the first owners of the Elgin Recorder, being a partner with A. R. Tattle.

The first cemetery laid by the city of Elgin was one-half mile north of Elgin on the river bank. Four people were buried there, but afterward moved to the cemetery which the city now uses. The four bodies that were moved were those of Phil Beeman, George Ross, Mr. Laughary and Mr. Harrison.

The first sawmill near Elgin was a water power mill on Indian creek on the Spiker place, built by George Wagner, the father of Fred Wagner. The mill was afterward run by Laven Galloway. There was a steam mill put up a little later on George creek by John McKinnis near where the schoolhouse now stands. Later a steam mill was built by J. P. Galloway and Charley Moore's father just this side of



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the Maxwell place on Dry creek and was afterward moved to Gordon creek.

The first train with run into Elgin in the fall of 1890. The city charter was issued to Elgin in February, 1891. Henry Proctor was the first city mayor; W. S. Beam was elected city recorder; J. E. Coffee, city marshal. R. J. Johnson was first justice of peace. Afterward J. F. White was elected city recorder and also served as justice of peace and was all the law and order we had for some time and was looked to for authority on everything, even to fiddling for all the dances.

I received all my information from Arthur Hallgarth.

HELIUM FOR DIVERS

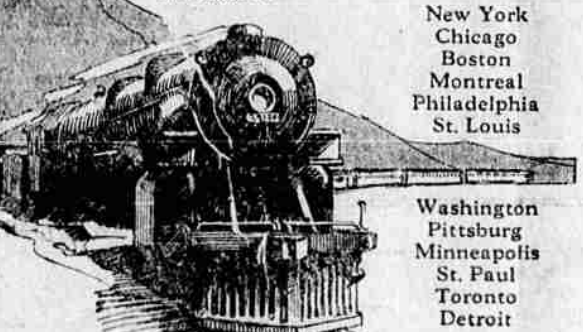
WASHINGTON—The substance that makes it safe to go up is being tried as a help to those who go down. Navy experts think that helium, non-inflammable gas used in airships, will prevent divers from having the bends if they breathe it mixed with oxygen.

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ARRESTED IN PORTLAND

PORTLAND, Ore., May 25. (AP)—On charge of using mails to defraud, William G. McCullum is under arrest here. The government charges that McCullum sent a letter to Houston, Texas to a woman who had advertised for a missing brother, stating he was the brother of a woman who had been killed in a plane crash. McCullum is charged with using the mails to defraud the woman of \$100 for traveling expenses. The woman, Mrs. Hazel Blair, located her brother, Clyde Blair, in Boise, Idaho.



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Answering Some Questions About LATEX—The New Word in Tire Building

Question—What is Latex?

A—Latex is the milky-white watery liquid that flows from the bark of a rubber tree when it is tapped. It is the source of all rubber.

Q—Why then is "Latex" a new word in tire building?

A—Because it was only when the United States Rubber Company began producing Latex-treated Web Cord that Latex was used in tire building.

Q—How is Latex used in building United States tires?

A—Every cord in a tire must be impregnated with rubber before it is built into the structure. In United States Tires this is done by soaking the cords in Latex. By this method, the cords are impregnated with pure natural rubber, giving the cords exceptional flexibility and strength.

Q—If only United States Tires use Latex to impregnate the cords, how are other tires built?

A—The cords are "solutioned" in a bath of dissolved rubber; or they are "frictioned"—rubber squeezed into the cords by roller pressure.

Q—Where does the United States Rubber Company get its Latex?

A—A large part of it comes from the rubber trees on its own plantations in Sumatra and Malaya; and the balance from neighboring plantations where the United States Rubber Company Plantation Experts know the proper quality can be secured.

Q—Is there then a difference in Latex?

A—Yes. Just as there is a difference in maple sugar, apples, peaches or pears, or the product of any tree.

Q—Why don't other tire builders use Latex?

A—The processes for using Latex were discovered, patented and are owned by the United States Rubber Company.

United States Rubber Company

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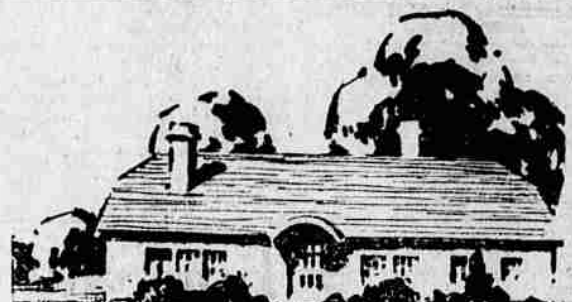
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