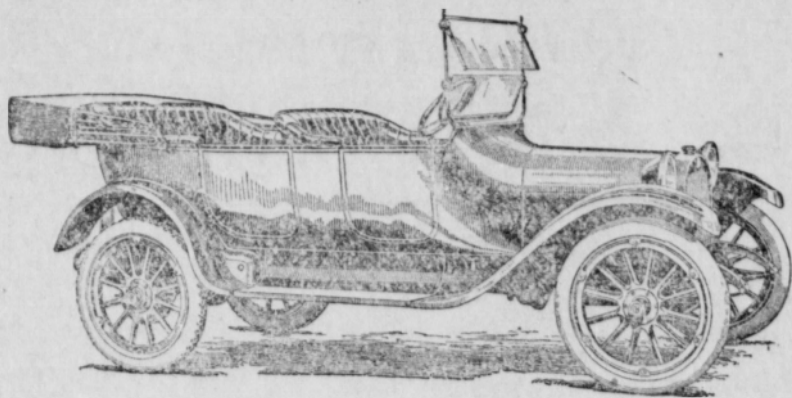


DODGE BROTHERS MOTOR CAR



AUTO REPAIRS

Car expense can be materially reduced by letting us do your repair work without delay. The longer you wait the bigger the bill will get. A slight defect today may develop into a bad break tomorrow if you keep on running. Don't delay, but see at once.

Agents for Dodge Bros. Cars. Accessories, Tires, &c., for all makes of cars. We have a good 2nd hand Dodge for sale at an attractive price.

Deaton & Proctor.

CHERRYVILLE

Summer days are gone. While the fall season has arrived the dry weather still continues.

J. T. Friel Jr. has gone to the hop fields to secure employment through the season, he was accompanied by three of the neighbor boys.

Mr. and Mrs. C. W. Miller will occupy the house across the road from the hotel this fall and winter.

Lillian Averill and friends of Marmot consisting of George, Iva and Rose TenEycke started on a trip up into the mountains at the head waters of Clackamas. They will be gone a week or ten days.

A Mr. Horner of Dodge while visiting across the River near Marmot the first of the week, informed the writer that he uses an auto-truck for all of his heavy road work. He lives seven miles from Estacada on the electric line and makes six and seven trips a day with railroad ties, lumber and freight of various kinds, whereas he could only make two trips with a team and when the team wasn't at work they had to be fed just the same. Good night, for the horse for when our roads become hard surfaced, which is only a matter of time, auto trucks will replace the horse at all kinds of work.

The farewell dance given by Mr. J. J. Steenks at the Dr. Botkins place on Saturday night drew a large crowd and everything passed off pleasantly. The music was furnished by Mr. Morrison of Dover and E. L. Banta. A better behaved crowd or one that enjoyed themselves any more could not be found. Refreshments were served at mid-night and everyone departed, well pleased with the entertainment and wishing Mr. and Mrs. Steenks the best of fortune in their new home on the Colville Reservation in Washington.

The prospect of another hard winter if we have it, which is not probable, has no terror for the TenEyckes, as they have more than 100 tons of hay already mowed and a very fine second crop to cut in a few days. This clear, clean, bright timothy, cut by the boys on their logged off land will be in great demand during the winter.

Cherryville will hold a neighborhood Fair at the schoolhouse on September 7.

Prof. Dearborn of Bozeman, Mont. and connected with the state Agricultural College, visited his former associate Prof. Cooper last week. He traveled his auto with his family a distance of

over 1400 miles, and expects to go to Los Angeles before he turns homeward. He says most people that he met in his travels concede the re-election of Wilson and predict the election of Ford, four years hence. People everywhere admire Ford and his just and human treatment of his people.

GEORGE

The George Social and Commercial Club held their regular meeting at the Club house Saturday night with 68 in attendance. After the meeting the bango picker from Michigan gave an entertainment.

Mrs. A. Kroner and children, of Portland, spent last week at the home of her mother, Mrs. K. Lins. Mr. Kroner came out Sunday morning and the family returned with him in the evening.

Mr. and Mrs. Joel Jarl and children, of Kelso, spent Sunday at the home of Mr. and Mrs. Peter Rath.

Mr. and Mrs. Ross and children, of Portland, were week end visitors at the Henry Johnson home.

The sewing bee met at the home of Mrs. Peter Rath Thursday.

Miss Ahnert is spending a week with the home folks before beginning her duties as teacher in a school near Vancouver, Washington.

Mrs. Fenton, of Garfield is spending a few weeks with her daughter, Mrs. Hardest.

William Afield motored out to Bethany one day recently to visit his sister, making the round trip in a day.

Mr. and Mrs. Peter Rath and Mrs. Scheel went as far as Portland with him and spent the day at Columbia Beech returning with him in the evening.

Everybody is busy either cutting or stacking grain these days and it will not be long before the threshing will begin.

Feminine Diplomacy.

"I spoke a few words with Mrs. Dubwaite this morning," Mrs. Gadder said.

"And what did you say?" Mr. Gadder asked.

"Oh, I raved about her gown and told her how well she was looking."

"My?"

"If I am not invited to the old frump's next reception it won't be my fault."—Birmingham Age-Herald.

Of the good man a good pledge and of the bad neither pledge nor surety.—Portuguese Proverb.

WHAT EDITORS SAY OF RAILWAY ISSUE

Demand Peaceful Settlement of Wage Controversy.

STRIKE MUST BE AVERTED.

Almost Unanimously Newspapers Indorse Proposals of Railway Managers That Wage Question Be Settled by Interstate Commerce Commission or by Arbitration Under the Newlands Law.

Chicago.—The proposed strike by all railway train service employees in order to secure a wage increase of \$100,000,000 a year is condemned by newspaper editors throughout the country. They declare such a strike would be a public calamity and that it must be averted.

Almost unanimously the editors indorse the proposals made by the committee of railway managers to the leaders of the brotherhoods—that the wage question be settled by the interstate commerce commission or by arbitration under the Newlands law.

The following extracts from newspaper editorials fairly reflect public sentiment on this most important issue:

The interstate commerce commission should be empowered to prevent this threatened railroad strike. Write to your congressman about it.—Chicago Tribune.

The great public has more at stake than either the railway stockholders or the railway employees.—Davenport (Ia.) Times.

The interstate commerce commission represents the great public. It was created for the purpose of holding even the scales.—Rocky Mountain News, Denver.

The trainmen should take prudent thought. Arbitration is their wise policy.—Detroit Free Press.

The public will support any finding the interstate commerce commission may make.—Dallas (Tex.) News.

Public opinion ought to have re-enforced the position of the railroads long before now.—Galveston News.

The regulation of wages presents no more difficulties than the regulation of rates.—Holtzke (Mass.) Transcript.

The interstate commerce commission would certainly be responsible if it permitted a strike to come.—Minneapolis Journal.

The train crew unions have no case which they are willing to try in a court of arbitration or in the great court of public opinion.—New York Commercial.

The controversy is not between the railroads and their employees, but between the public and the railway employees.—New York Globe.

The men now seem to show rather a consciousness of the weakness of their position than reliance upon its merits.—New York Times.

The interstate commerce commission cannot avoid regulating wages so long as it regulates rates.—New York Tribune.

The railroad brotherhoods are mistaken. There is something to arbitrate.—New York World.

The railway employees are plainly in the wrong and should sense their mistake before they make a worse blunder.—Oshkosh (Wis.) Northwestern.

Neither side could afford to take the position of demanding more than the interstate commerce commission would approve.—Pittsburgh Dispatch.

The railroad employees are not suffering such intolerable wrongs that they cannot await the result of arbitration.—Portland Oregonian.

The greatness of the power for which the labor leaders are seeking is the very strongest argument why they should not have it.—Railway Age Gazette.

The public is as vitally interested in the situation as the railroads or the employees.—St. Louis Globe-Democrat.

Either the railroads are wrong or their employees are. Any just cause will stand investigation.—Jackson (Miss.) Clarion-Ledger.

This is the time when every American who loves his country should set aside his own schemes of aggrandizement.—Kansas City Journal.

The United States government cannot permit any strike that would tie up all the railroads of the country.—Leslie's Weekly.

It is just as true that organized labor may oppress the public intolerably as that organized capital may do it.—Lowell (Mass.) Citizen.

Those who would suffer most from a tying up of the nation's traffic would get no vote on the question of a strike.

—Lincoln (Neb.) Star.

One thing is certain, the railroads, the railroad employees and the American people cannot afford such a strike.—Memphis Appeal.

We think the brotherhoods are making a mistake in refusing arbitration. Capital must get its living wage as well as labor.—Milwaukee Free Press.

Business can hobble along under high freight rates. Death would follow a general railroad strike.—Baton Rouge (La.) Times.

The American people do not believe there is any difference between the roads and the employees that cannot be adjusted peaceably.—Bloomington (Ill.) Pantagraph.

The railroads have accepted the perfectly reasonable and natural suggestion that the wage question be settled by arbitration.—Boston Journal.

Why should a vote be taken on a strike which the public will never tolerate?—St. Louis Post-Dispatch.

A Habit Stanley Had.

It was remarked of the late Sir H. M. Stanley during his last visit to New York that he stood all the time with his back to the wall during receptions instead of standing out where people would pass behind him.

Lady Stanley laughingly explained that this was an old habit contracted in Africa—that Stanley always stood with his back against a tree or a barricade of some sort when brought in contact with the savages, and it had become such a habit with him that he took that position no matter where he was.

HIS CHILLY RECEPTION.

Mark Twain's Visitor 'When the Humorist Was Absentminded.

Absentmindedness was characteristic of Mark Twain. He lived so much in the world within that to him the material outer world was often vague and shadowy.

Once when he was knocking the balls about in the billiard room George, the colored butler, a favorite and privileged household character, brought up a card. So many canvassers came to sell him one thing and another that Clemens promptly assumed this to be one of them. George insisted mildly, but firmly, that though a stranger the caller was certainly a gentleman, and Clemens grudgingly descended the stairs.

As he entered the parlor the caller rose and extended his hand. Clemens took it rather limply, for he had noticed some water colors and engravings leaning against the furniture as if for exhibition, and he was instantly convinced that the caller was a picture canvasser.

Inquiries by the stranger as to Mrs. Clemens and the children did not change Mark Twain's conclusion. He was polite, but unresponsive, and gradually worked the visitor toward the front door. An inquiry as to the home of Charles Dudley Warner caused the caller to be shown eagerly in that direction.

Clemens, on the way back to the billiard room, heard Mrs. Clemens call him—she was ill that day.

"Youth!"

"Yes, Livy." He went in for a word. "George brought me Mr. B's card. I hope you were nice to him; the B's were so nice to us once in Europe while you were gone."

"The B's? Why, Livy!"

"Yes, of course, and I asked him to be sure to call when he came to Hartford!"—Albert Bigelow Paine in St. Nicholas.

Behind in the News.

Teacher—What do you know about Washington crossing the Delaware? Boy—Nothing, ma'am! The boy skipped us on our paper this morning!—Boston Globe.

Force of Habit.

"See Miss Annie driving that car? She told me she got it at half price." "At her old tricks, I see—still driving a bargain."—Boston American.

Combining Silage.

While silage is an excellent feed for dairy stock, it should be combined with some other leguminous feed, such as clover, cowpeas or alfalfa, owing to its insufficient productive quality.

AT THE CHURCHES

METHODIST

Sunday School 10 A M
Preaching 11 A M
Preaching 8:00 P M
Everybody invited.
Rev. L. W. Chandler, Pastor.

GERMAN LUTHERAN

Services are held every Sunday except the fourth of each month.
Preaching at 10:30.
F. Dobberfuhl, Pastor.

CATHOLIC

Mass is held at 10:30 a m in the Church of Saint Michael, Sandy, the first and third Sundays of each month.
Rev. Fr. Basal.

MONSTER BLUE WHALES.

The Most Gigantic Creatures This World Has Ever Known.

It has been said that the first duty of a whale is to be large. The blue whale is then the most successful whale, for it is the largest creature which has ever existed on the earth or in its waters. Even those extinct giant reptiles, the dinosaurs, which splashed along the borders of the inland seas of Wyoming and Montana 3,000,000 years ago, could not approach a blue whale either in length or weight.

In 1903 a blue whale was weighed in sections at Newfoundland. The animal was seventy-eight feet long, thirty-five feet around the shoulders, the head was nineteen feet in length and the tail sixteen feet from tip to tip. The total weight was sixty-three tons. The flesh weighed forty tons, the blubber eight tons, the blood, viscera and baleen seven tons and the bones eight tons.

Exaggerated accounts of the size of blue whales are current even in reputable books on natural history, but the largest specimen which has yet been actually measured and recorded is 187 feet long, stranded a few years ago upon the coast of New Zealand. It must have weighed at least seventy-five tons.

Whales are able to attain such an enormous size because their bodies are supported by the water in which they live. A bird is limited to the weight which its wings can bear up in the air. A land animal if it becomes too large cannot hold its body off the ground or readily move about and is doomed to certain destruction. But a whale has to face none of these problems and can grow without restraint.

Because whales live in a supporting medium their young are of enormous size at birth, in some instances the calf being almost half the length of its mother. I once took a twenty-five foot baby, which weighed about eight tons, from an eighty-five foot blue whale.—Roy Chapman Andrews in New York Independent.

A Silo Hint.

After much experimenting and sampling the Missouri station says: "No one should be persuaded to base the selection of the silo to be used upon the statement or supposition that one type of silo makes better silage than another. Any silo that has a tight wall that keeps out the air and is strong enough to withstand the pressure will preserve silage."

A Green Manure Crop.

Sweet clover is an excellent green manure crop. It grows rank, and the roots are large and aerate the soil to a great depth. It is claimed that one crop plowed under is equivalent to twenty tons of barnyard manure to the acre. Even if the stock do not like to eat it, sweet clover is a valuable addition to our crops.

USE
Mt. Hood Butter
Always Good
Honest Weight, Tests and Prices to Producers