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1 w-7-15-16 to 9-7-16 CORVALLIS, OREGON

COTTRELL

Frank Beers and family visited Sunday with Mr. and Mrs. Dan Robertson near Washougal.

Mr. and Mrs. Elmer Jenkins and children, of Portland, spent the week end with Mr. and Mrs. Charles Hunter.

Max Anderson and family and Alvah Lauderback and family, of Pleasant Home, picnicked at the Sandy river last Sunday.

W. A. Proctor and family were Oregon City visitors Saturday.

The I. B. G. club will meet with Miss Mabel Wagner Thursday afternoon.

Albert Bankus, of San Francisco, visited Sunday with his father-in-law, I. N. L. Shriner and family.

Mr. and Mrs. C. M. Quicksall and children spent the week end at The Dalles visiting her brother, Prof. Pfingston and wife. They made the trip via the Columbia Highway.

Mrs. Shetterly and sons visited friends and relatives in this vicinity Sunday. They have just returned from an auto trip through Eastern Oregon.

The Cottrell Embroidery Club will meet with Mrs. E. E. VanFleet Wednesday afternoon, September 6th.

In the ball game here Sunday, the visiting team won with a score of 2 to 7.

Mrs. I. G. Denny, of Pleasant Home, visited Mrs. E. E. VanFleet Monday afternoon.

KELSO

School will begin Monday, Sept. 11th with Miss Ethal Wilkinson of Gresham, as principal and Miss Evangeline Yerkes of Portland, primary teacher.

Mrs. Sophie Barnum has moved to Mt. Pleasant near Oregon City, where she will be principal of the school for the next year.

John Jonsrud has commenced work on Robert Jonsrud's new barn at the latter's bluff place.

Mr. C. A. Johnson is getting ready

to build a new house.

Ned Nelson is sojourning in San Francisco for the benefit of his health.

Mrs. Myrtle Jonsrud and daughter Melba have returned to Portland after a visit with relatives here the past two weeks.

Henry Eri and family are spending their vacation at the beach.

Joseph Jonsrud and son, Russell, of Portland, spent Sunday at the Robert Jonsrud home.

An enjoyable party was given by Mrs. Max Kligel to a number of the children of the neighborhood, Tuesday August 22. Under the chaperonage of Miss Caroline Varette, the children spent a pleasant afternoon at a nearby creek where wading, crawfishing, games, roasted weenies and a delicious lunch were much enjoyed.

The Neatin camp-fire circle met at the home of Eunice Jonsrud, last Friday. The day was spent in camp, in the fir grove where the meals were cooked and served. The day was profitably spent in the practice of camp-craft, under the direction of their guardian, Mrs. Mack. Camp-fire songs were also practiced.

The writer recently made the trip to Seaside by auto over the Columbia Highway route, the distance being 130 miles from Portland to Seaside, the other route through the Nehalem country is said by some to be the better road, however there seems to be a difference in opinion. The road we traversed was for the greater part, excellent, the stretch between Goble and Clatskanie being quite rough in places. After leaving Portland by the Linton road one passes numerous mills and factories, Gas Co. where the gas trucks that supply the city with gas, and Oliton a town of immense white oil tanks surrounded by well kept lawns. The road is paved to Linton, from there to St. Helens it is macadamized. The latter city which is the county seat of Columbia county, is by far the most attractive of the lower Columbia River cities, being situated on a level elevation overlooking the river. Its streets are clean, lawns well kept, homes attractive, and it can boast of handsome concrete buildings. Quite a change from the little river town where the writer took her first teacher's examination 18 years ago. The large white arches at each entrance to the city bidding the stranger "Welcome to St. Helens" upon entering and "Goodbye, Come Again" upon leaving gives one the right sort of feeling toward this pretty city on the Columbia. From Clatskanie to Astoria is entirely a dirt road with a few short stretches of gravel. The road is excellent in dry weather. It winds up the mountains in an interesting series of loops called the "Bugby" and "Wooby" loops, until Clatsop Point an elevation of 700 feet is reached. From this point is a grand view of Columbia river scenery which reminds strongly of the view from Crown Point. Then the road winds down until Astoria is reached. This road will eventually be paved and will then be a much traveled highway. There was surprisingly little travel on it when we traversed it both going and returning. At Astoria we visited the ship yards, where three vessels were under construction. Electric power was used. Timbers of various shapes and sizes, devices for handling the larger pieces, bolting timbers

with wooden pins, and about 200 employees were some of the impressions from this visit. Ship-building is a growing industry and will no doubt become one of the chief industries on the coast as lumber can be manufactured cheaper here than elsewhere in the U. S., and our red fir is the best material to use. From Astoria to Seaside, a distance of 19 miles is a fine paved road, however the pavement is only 8 feet wide, but as the road is for the most part straight and level and has places for turning out it is quite safe. Seaside, which is without doubt the most popular of the Oregon beach resorts, is a city of 1500 inhabitants while the transient population during the summer season is estimated at 10,000. The main reason for its popularity is perhaps its splendid accommodations. Cottages, rooms or furnished tents may be rented, and supplies of all kinds may be had at the various shops at reasonable prices. There are amusements, many, there's boating and fishing on the Necanicum river which flows through the town, surf bathing, swimming in the natatorium, hot and salt baths, and right here let it be said that among all the people and places in this popular resort not an improper word or action was heard or seen during our stay, due without a doubt to the absence of the saloon, as conditions were quite different we were told before the dry amendment went into effect. Cannon Beach, a distance of nine miles south of Seaside over a road of 100 curves was also visited. Here is an immense beach and very nice for those who wish more seclusion. It looked quite lovely after Seaside. Here also hunting and fishing are within range. Gearhart, three miles north of Seaside has a very nice beach, golf links, a natatorium and quite a number of handsome summer houses, also a large hotel under construction. Only recently the road between Seaside and Tillamook has been opened, so the autoists may visit them all. Altogether it was an interesting trip, but our own section of country seemed more than ever "the cream" after passing through the tough, hilly country of the coast mountains.

Mrs. Robert Jonsrud.

TROPHIES OF WAR

Captured Flags Carefully Preserved by Uncle Sam.

ON VIEW IN NAVAL ACADEMY

Restored by Special Process After Having Been in Tatters For Years, They Are a Living Proof of the Heroism of Our Soldiers and Sailors.

In the auditorium of the academic building at the United States Naval academy at Annapolis are 15,000 square yards of flags, most of them trophy flags.

The capture of these tattered banners helped to make the stars and stripes respected by the nations of the earth and reflect undying glory on the men of the United States navy. They are living proofs of the heroism and courage of the soldiers and sailors who fought to maintain the flag when the nation was struggling for independence and later when it was fighting to establish firmly the foundations of the greatest republic of the world.

From 1847 to 1901 this collection of flags, which should be one of America's most highly prized treasures, was kept at the Naval academy and exhibited in the old naval institute hall.

In 1901, when it was decided to tear down this building, the flags were packed in iron boxes and stored away. Being in a dilapidated condition when they were taken down to be packed, grave fears were entertained that they would be further damaged by moths.

During the ten years they remained in storage repeated efforts were made to have the government take some steps to put them in a permanent state of preservation, but without success. In 1912 congress appropriated \$30,000 for the work of preservation.

About three months later Mrs. Amelia Fowler, an expert on flag preservation, obtained the services of forty needlewomen, who began the arduous task of sewing over by hand every inch of the 15,000 square yards in the flags, as the natural decay of age as well as the almost hopeless ravages of moths made any ordinary method of preservation seem impossible.

FOR THE FARMER

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A special process was originated by Mrs. Fowler, which is described as "spreading the tattered remnants of each flag upon a backing of heavy Irish linen of neutral color."

The delicate work was guided by the original measurement of the flag, by a knowledge of its design and by placing in vertical and horizontal line the warp and woof threads in the fragments of bunting.

What remained of the original flag was then sewed firmly to the linen backing by needlewomen under Mrs. Fowler's instruction and guidance.

Less than a year after the labor of repairing was begun, on May 16, 1913, the flags were completed and put on exhibition at the Naval academy.

In the ceiling of the academic building is one of the most interesting of the trophy flags. It is a British royal standard taken from the parliament house at York, now Toronto, then the capital of upper Canada, when the place was taken by the squadron under Commodore Isaac Chauncey and a land force under General Zebulon Montgomery Pike, April 27, 1813.

The squadron, with about 1,700 soldiers aboard, effected a landing at York under cover of a fire of grape from the ships, cleared a way through the Indians and sharpshooters that the English had formed to oppose them and stormed the batteries. The capture of York resulted in the acquisition of the royal standard, the only British royal standard captured and held by any nation.

The flags captured by Admiral Dewey at Manila bay are in this auditorium, and some of them are exquisite. The one flown at the main of the Spanish cruiser Don Antonio de Ulloa is a reminder of the plucky captain of that cruiser, Enrique Robion, who refused to surrender at the battle of Manila bay on May 1, 1898, so the Ulloa sank with its guns blazing defiance and all flags flying.—Boston Globe.

Finishing Celery.

The time to begin earthing up is at the approach of cool weather, about the 1st of September. The first earthing up is called "handling," the soil being first drawn up against the plant with the hoe and then further drawn closer around each plant with the hand. Handling brings stalks together, keeping them upright. Later more



HANDLING, BANKING AND EARTH STORAGE OF THE CROP.

soil is drawn against the row by the plow hoe or celery tiler. The final earthing is commonly done with a spade, where small lots are grown, but can be done with a celery hiller.

The soil should be carried nearly to the top of the plant, so that only the leaves show, as in the illustration.

The best way to keep celery in the winter is to store it in a deep trench in the same position as when growing, the plants being crowded closely together, the tops above the ground, and covered with litter enough to prevent freezing. The soil where the trench is dug should be dry and dug not more than a foot wide and as deep as the plants require. No earth is put on the roots in the trench and nothing but litter on top.

Natural Curiosity.

"Madam," said the persuasive agent, "I have here an article that no housewife can afford to do without."

"Huh," replied the sallow faced woman at the door, "I've done without so many things since I married Mr. Perkins I'd jest natcherly like to see somethin' I can't afford ter do without!"—Birmingham Age-Herald.

They All Do Then.

"Tell me, is there ever a time when you feel that you really hate your husband?"

"Yes. The times when he telephones me at the last minute that he won't be home to supper."—Detroit Free Press.

SWAT THE HESSIAN FLY.

- Pointers from the Missouri College of Agriculture:
- Plow early.
- Bury the fly.
- Destroy all volunteer wheat.
- Sow on or soon after fly free date.
- Use oats or rye as fall pasture.
- The fly can't eat oats, and it cares little for rye.
- Deep plowing of wheat stubble buries the fly, and a good harrowing makes it harder for him to escape.
- Starve the fly till about the middle of October, then sow and you'll have no Hessian fly next year if all your neighbors do the same. If one of them sows early or lets volunteer wheat stand, his fly crop will probably get your wheat next year.

TO SAVE LATE CORN CROP.

Advice to Farmers From Pennsylvania Department of Agriculture.

Owing to the cold, wet season and the severity of cutworms the corn crop in many places is unusually late and poor at the present time. Farmers are asking if anything can be done to give them help in this regard, and H. A. Surface, zoologist of the Pennsylvania department of agriculture, has replied as follows:

"The cutworm can be killed by the poison bran mash. It is now nearly time for them to quit feeding and transform into moths. This regular habit of the cutworms has given rise to the belief that hot weather kills them or that they burst and die at a certain time of the year. They change to dark colored moths, such as commonly fly at night during the summer, and which lay eggs at the roots of vegetation, where the young worms hatch and commence feeding toward the end of summer, remaining in the soil during the winter to feed again in the spring. This is why the best method of destroying them is to plow the grass ground in the fall.

"Corn will be helped considerably by harrowing it shortly after it is through the ground, then cultivating as frequently as possible by shallow cultivation if the ground is necessarily too wet for deeper cultivation. It is a good plan to stimulate its growth by the use of a quickly acting nitrogen fertilizer, such as nitrate of soda or dried blood, strewn along the rows or sown broadcast over the fields. This invigorated growth enables it to grow away from the pests or become stronger when attacked by them, and it also helps it to mature earlier in the fall. Whatever will add to the vigor of the plant while it is young will tend to increase the earliness of the maturity, and a difference of a week or ten days added to the date of the first killing frost will amount to a great deal in regard to the perfection of the corn crop."

Albinos.

The human species offers frequent examples of individuals attacked by albinism. It is found oftenest among men of the black race. White albinos have skin of a peculiar paleness, blond hair, white or colorless beard, pink iris and red pupils. The negro albino has skin of variable aspect. In some cases it is white as milk and in others it is like wax or, rather, resembles the hue of a corpse.

Long Journeys Made by Whales.

The whales that swim about the islands which lie off the coast of Norway and Finland in March and April travel immense distances. In May they turn up at the Azores or even at the Bermudas and sometimes pay a visit to the Antilles. They swim fast, for in June they are back again off Norway. Some of these whales have been known to bring back evidences of where they have been, for harpoons of the peculiar kind used off the coast of South America have been found stuck in them.—St. James' Gazette.