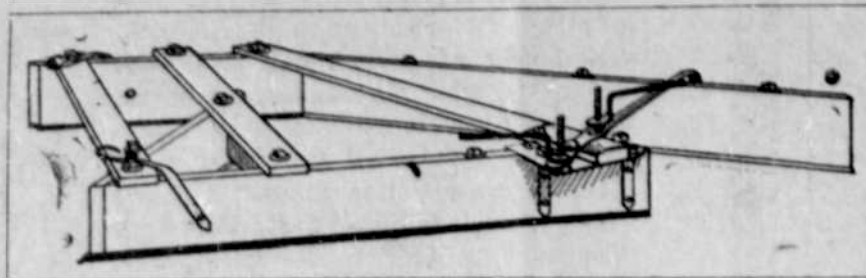


SUBLIMITY CITIZEN SECURES PATENT

A very practical grader and drag combined has been invented by John Kintz of Sublimity, Oregon. It is inexpensive and simple of construction. For drag purposes it can be operated by one man and a team of three horses. When used for grading four horses are generally used.

Mr. Kintz has been road supervisor in his district for a number of years and has tried many devices for grading and leveling roads. The following cut gives a very good idea of the invention.



Practical Grader and Drag
JOHN KINTZ, Inventor

He has used this drag in his district for a considerable period with excellent results. It is perhaps the most practical device ever invented to keep roads in condition. It will also be found invaluable for leveling land for general farm purposes.

It is primarily intended to keep roads in condition for travel although it has been used with good results in the first construction and no doubt will be in general use in the near future. Mr. Kintz secured his patent in last November. He has one of the new model in use at the present time and two others are being constructed.

The construction of the device is simple and strong and will last indefinitely. Any one interested in good roads wishing to look at this grader may do so by calling at the farm of Mr. Kintz near Sublimity, where he has one complete and two more under course of construction. He contemplates manufacturing them for sale to the general public in the near future. However, in order to introduce them in a general way to establish their superiority over other devices in road work he is planning on granting special permits to counties and road districts to make and use them for road purposes. Any one who is interested in road work will do well to inspect this grader. Mr. Kintz states that this grader not only does better work than any other device he has seen, but will do a great deal more work in the same time. During these times of high prices for labor and materials it ought to be a boon to road work.

INTERESTING LETTER FROM H. C. RIGGS

Engers, Germany,
Feb. 4, 1918

Dear Father:

You owe me a letter, but being that I am a little lonley to day I will try and give you a little of my experience in the A. E. F.

Last winter, Dec. 12, we landed in St. Mayaire, Franch. We stayed there three days. Our old company E. of the 116th Engineers was split up. The bunch that I was in went to Longue. That was a two day and two nights ride on the train. When you ride on a train in this country you are riding in box cars and not very good ones at that.

We had just got out of St. Mayaire when we ran into a snow storm. Now believe me it was cold. We were so crowded in those little cars we couldn't lie down, so we had to sit up day and night. We landed in Longue early in the morning. The 2nd Engineers were there. No body knew we were coming, so there was nothing for us to eat.

We were put in some barracks that had just put up on the frozen ground. We were issued two little stoves for each barrack and a little straw for a bunk. That was not bad, but the eats were awful slim. We were issued a little stuff every day. Our chow consisted of slum and four hard tacks to each meal for about a month. We had to drill every day and all day to. It snowed almost every day if it wasn't too cold.

Our Xmas dinner consisted of a pot of beef alum with two turkeys in it for about one hundred and fifty men. Oh, yes, we got two figs and three walnuts also. We moved then to Louville, that was another good old train ride for a day and a night, with about six inches of snow on the ground.

The first day of the year we marched all day with heavy packs from the end of our train ride to Louville. The 2nd Engineers marched there the same day. We met with the same accommodations again. This lasted until Jan. 27th when we were split up again and put in the 2nd Engineers. I landed in A. Bo. We got paid and received some mail the same day. This was

the first mail or money we had had since we landed. Maybe you think we weren't happy, just like a bunch of little kids. The case's done a good business that night. After we were transferred to the 2nd Engineers we had good chow and moved into French houses, so we had a good place to sleep. We were not allowed to have a fire till after 4 o'clock p. m. on account of the scarcity of wood. We didn't mind that so much because we had been living in those refrigerator shacks all winter. We still had to drill every day, rain or shine.

Now with heavy packs—supposed to be. There were all kinds of packs, some with straw in them, and even a blanket wrapped around a stove pipe to make it look like a log, anything to get by. We had about two months of this, then there came another move. Another good old train ride to Menlitour. There was no snow this time but it was pretty cold. When we got there we went to work in an engineers dump. We handled everything there but ammunition and food. Supplies came in on a standard gauge railroad and we would transfer it to the yards. Then when anything was wanted at the front line we would load it on the narrow gauge rail way and send it up. We were about thirty kilometers back of the lines. That was a quiet sector then. We done this till about the middle of May, then the fun started. We had barrack bags and had them full of souvenirs of France and a lot of stuff that didn't amount to much. Here comes an order to turn in all our barrack bags and surplus stuff.

Our clothing consisted of one blouse, one pair of trousers, two suits of underwear, three pair socks, two pair shoes and two blankets. This load was to be carried on your back when we moved.

Another move on train. This was two days and one night. When we moved in those days you could figure on fasting till you reached your destination. Of course they would put out a little hard tack and horse meat. When we stopped we were pretty tired and awful hungry. As soon as possible we lined up and started on the march. It was awful hot. We marched until about seven o'clock that night,

Marched fifty minutes and rested ten. When we stopped that night we had about one third of our company left. I was still with them but that is all I can say for myself. Our kitchen didn't keep up, so we had no supper. Everybody was so tired that they went right to bed. Our kitchen caught up during the night and so did the rest of the stragglers. At four o'clock the next morning we were kicked out of bed. We had a little hard tack, horse meat and coffee and started again. My feet were so sore that I could hardly stand on them, in fact everybody was in the same fix. We marched that day until about one o'clock when we reached Painia. When the captain would give the command half, for a rest, everybody would drop right in the road. The only reason that he was able to give the command was due to the fact that officers don't carry packs in the A. E. F. We stayed in Painia for a couple of weeks, got rested and drilled a little.

We got orders to roll up one evening about four o'clock and had supper. A truck train was supposed to be through there at any minute to take us to the

front. Of course we didn't know where we were going. We sat up all night. About 8 o'clock the next morning it came. We had a little cold breakfast that morning. We mounted those trucks, jammed in like sardines in a box, with Chinese drivers to boot. We rode two days and nights of Paris. The second day we met French civilians coming to Paris with every different kind of vehicle a person could imagine, loaded with household goods. We knew right then where we were bound for. We unloaded the third morning just after daylight.

We marched that day until about the middle of the afternoon, not many miles behind the lines. Now remember, we haven't had a thing to eat since we started. We got orders that we would be there until after dark. We were issued a few raw potatoes, raw bacon and raw beans imagine that, and a box of hard tack for two men. I eat mine just like I got it, for I was almost starved and that is no joke either. The boys that tried to cook their stuff were out of luck. I had just finished when here came the captain and said fall in. We were on our way again. We marched until about three the

next morning, up ravines and through woods. We got short rest pretty often. When we would hear the command to fall out, everybody would drop and half of would be asleep by the (Concluded next week)

MT. PLEASANT ITEMS

Miss Gladys Downing went to Albany Sunday where she will be employed for the next few months.

Frank and Tony Laux spent week end with home folks of Albany. Mr. Laux accompanied them back to the Henry Senz ranch.

Mr. and Mrs. Bert and children returned to their home at Brownville after visiting at the M. F. Ryan home.

Miss Nygren spent the week-end with home folks at Albany.

Mrs. R. H. Lambert called on her daughter, Mrs. Brenner one day last week.

Crystal Shank is visiting with friends and relatives of Salem.

Mr. and Mrs. Harry Shank and son Raymond spent Sunday at the Ed. Smith home.

Ova Shelton and son Lee called at the P. H. Lambert home

Sunday.

Mr. and Mrs. Eberhardt and Agnes called at the Dave Aegerter ranch Sunday evening.

Roxanne Shank spent Sunday with Alice Eberhardt.

Melvin Shank spent Sunday with John and Lyle Lietz.

Josephine and Anna Cornely spent Sunday afternoon at the Ederhardt home.

Raymond Shank spent Saturday with his grandma.

TRIUMPH NOTES

Chas. Staiger made a business trip to Aumsville Saturday.

Lucy Staiger and Agnes Back called at Alfred Fox home Sunday.

Among those who called at the Highbeger home Sunday were Felix and Joe Hafner, Ivan Bennett, Lynn Phillips, Gus Toeffler and Eddie Highbeger and wife.

Byrd Branch visited at Albert Anshurs Tuesday.

Ray Orren is busy seeding with three teams, assisted by Ben Gesher and Herman Soffie.

Carl Downy called on Albert Arthur and Ben Gescher Monday.

George and Henry Tate have a force of men cutting wood.

SPECIALS AT DITTER-BELL & CO.

SUBLIMITY, OREGON

From March 12 to March 31, we will offer to the trade the following high class merchandise At These Extremely Low Prices

Hosiery		Miscellaneous Dry Goods	
	SALE PRICE		SALE PRICE
Ladies Burson.....	50c.....40c	Calico.....	18c.....12c
Ladies Burson.....	40c.....33c	Percale 36-inch.....	35c.....28c
Ladies Beaver Knit.....	35c.....22c	Dress Gingham.....	30c.....25c
Childrens Hose.....	45c.....40c	Apron Gingham.....	30c.....24c
Childrens Hose.....	40c.....33c	Comforter Goods.....	40c.....32c
Childrens Hose.....	35c.....30c	Cretannes.....	30c.....23c
Childrens Hose.....	30c.....25c	Outings.....	30c.....23c
Mens Sammie Socks, in tan, navy and black colors.....	35c.....23c	Coats Crochet Cotton.....	15c.....12c
Mens Knox Knit.....	35c.....30c	Childrens Underwear, two-piece garments, in gray and white, all sizes, at 7c reduction on the garment.	
		Mens Mayo Underwear Shirts.....	\$1.00......72
		Mens Mayo Underwear Drawers.....	1.00......72
		Mens Mayo Underwear Union Suit.....	2.25.....1.68
Shirts and Overalls		Hats	
	SALE PRICE		SALE PRICE
Mens Work Shirts.....	\$1.50.....\$1.15	Mens Hats.....	\$3.50.....\$2.95
Mens Work Shirts.....	1.25......98	Mens Hats.....	3.00.....2.30
Mens Gray part wool.....	2.50.....1.95	Mens Hats.....	2.50.....1.98
Mens Grey Overalls.....	2.50.....2.20	Mens Hats.....	2.00.....1.28
Mens Brown Overalls.....	2.50.....1.98	Childrens Hats at Big Reductions.	
Boys Overalls.....	1.75.....1.50		
Boys Overalls.....	1.40.....1.20		
Boys Overalls.....	1.25.....1.05		
Shoes		Wet Weather Goods	
	SALE PRICE		SALE PRICE
Ladies Shoes.....	\$5.50.....\$4.90	Mens Rubber Boots, Bull's Eye.....	\$5.50.....\$4.90
Ladies Shoes.....	6.50.....5.95	Mens Rubber Boots, Hip Length.....	6.50.....5.95
Ladies Shoes.....	4.50.....3.95	Mens Rubber Boots, Red.....	4.00.....3.20
Ladies Shoes.....	4.00.....3.45	Mens Rubber Shoes, Heavy.....	4.00.....3.45
		Mens Rubber Shoes, Medium.....	3.50.....2.95
		Umbrellas.....	2.50.....1.95
		Umbrellas.....	1.50.....1.20
		Umbrellas.....	1.25......98
		Mens and Boys Raincoats and Slickers to go at 20% discount during this sale.	

We have a good supply of graniteware bought and priced at pre-war prices. If in need of cooking utensils now is the time to obtain a supply. Cut prices on all tin and granite pails.

We carry Zan Brothers Brooms which we are selling from 40 to 50c under the present market prices.

Now is the Time to Buy and Take Advantage of the Liberal Reductions we are Offering.