

### LOCAL PARTY MAKES TRIP OF NINETY MILES THROUGH YUMA DESERT

#### Thirty-six Hour Run Over Hot Sand Without Rest Made to Los Angeles.

By Willard P. Hawley, Jr.

LOS ANGELES, Cal., July 10. — Knowing you will be interested in our trip across the desert, I will relate our thrilling experience. Everything went well until our departure from Yuma, Arizona, having made several trips previously over the desert, I knew how to prepare. We carried three days' supply of food for the party, six gallons of drinking water, in canteens and for the Packard we carried ten gallons of water, five gallons of gasoline and one gallon of lubricating oil extra, in addition to leaving Yuma with full tanks.

Leaving Yuma for Phoenix we took the road leading by the Castle-Dome mine, which road it is claimed is ninety miles of desert without water. The Automobile club posted warnings at the entrance of these vast stretches of desert wilderness warning motorists to carry ample supplies. We saw a half breed Indian and only one white man across this desert, as the heat was so intense, being 118 in the shade, and it was necessary to draw often on our ten gallons of water to keep the machine cool enough to run as the car ran continuously at the boiling point.

**Sand Is Deep.**  
Except to stop and eat, we drove continuously without sleep or rest for about 36 hours. The sand was so deep that we were stuck many times. Twice we were pulled out with mules and once we were dug out. The stubbed brush is ruinous to tires and would not take a hole right through the tire. We vulcanized six patches on our tubes in less than 24 hours. The light was so intense it was necessary for everyone to wear dark glasses. I feel our successful crossing of this vast Sahara was due first to the staunchness of our car, which came through the entire trip without raising the hood or touching a nut, screw or bolt and second to the driving of George E. Pusey, Jr., who was almost prostrated twice by the heat. At one time Mr. Pusey's tongue grew so swollen from the terrific heat that he could scarcely keep it in his mouth.

**Heat Is Intense.**  
He quickly grabbed the water canteen and took a few swallows of water which alleviated greatly his suffering and pain. Another instance: George got out of the car going over the Sandhill route, leaving Yuma, and could hardly walk, and was reeling like a drunken sailor. Another time it was necessary to relieve George from the strain he was undergoing while driving inch by inch through this hell hole, as everything on the dash board was moving before his eyes. George is now recuperating from this terrible ordeal and is resting in Los Angeles and we are sure he will not suffer any bad after-effects from his harrowing experiences.

We are all thankful to be back to civilization again and will stay in Los Angeles until we have all fully recovered before starting northward. He hope to be home the last of July as we expect to stop in Oakland and visit Mr. and Mrs. Barlow on our return. The party all join me in sending our best wishes to the Enterprise.

### Standardization Is Chevrolet Policy

The establishment of the present reduced price of Chevrolet cars as a standard in order to aid the stabilization of the auto market at a lower price level has been announced as the Chevrolet policy, according to Lee Hall, of Hall and Sons, local Chevrolet dealers.

The Chevrolet "Four-Ninety" Model has been in existence for the past six years. During that period more than half a million "Four-Nineties" of both open and closed types have been sold. "Their reputation for dependable and economical performance," said Mr. Hall, "is an insurance of quality to the purchaser. The manufacture of this model has been thoroughly standardized."

"Model 'Four-Ninety' has been steadily improved ever since the beginning. The low purchase price includes electric lights and starter, demountable rims and other essentials of complete equipment. In addition 'Four-Nineties' average consistently better than twenty miles to the gallon of gasoline. Their tire mileage is correspondingly high."

### Moonshiners Jailed; One Gets Big Fine

Sheriff Wilson's war on Clackamas county bootleggers and moonshiners has brought five more men to face to face with the law.

Anton Roope, arrested Wednesday afternoon in a raid of his premises at Clackamas Heights, was given 30 days or \$200 fine by Justice Noble late Wednesday evening. Roope started to serve the sentence. On his place the officers found 50 gallons of mash and a small quantity of the finished product.

George Brown, August Olsen, Dave Hoffmeister and Fred Molt were arrested on various specific charges generally accusing them of making moonshine. Hoffmeister's place at Eagle Creek was raided last week and part of a still found but he was not arrested at the time.

Brown, also of Clackamas Heights, was found to have fig mash in process of distillation. Similar charges will be placed against Olsen, of Oregon City and Molt of Oakland.

Molt was arraigned in the justice court today and pleaded not guilty.

### at the wheel



A Arrighi has purchased a new seven-passenger Buick. He resides in Milwaukie.

A Dodge Brothers touring car has been sold to F. J. Meyer, of Oregon City.

Anton Heinrich, of Gladstone is driving a new Scripps Booth.

Mrs. John Hughes, of Hoff, now resides at the wheel of an Overland touring car.

A. McVeigh is going to make use of the new Oswego-Portland pavement. He has purchased a five-passenger Buick.

West Linn has another Chevrolet. It was purchased by Frank Doty.

Homer Fisher, of Oregon City, is now driving an Overland Roadster.

G. R. Edwards, of this city has joined the family of Ford drivers. He has purchased a touring car.

A "490" Chevrolet was bought this week by George Kelley, of Milwaukie.

Peter Laurs, Oregon City, is driving a new Chevrolet "490" touring car.

O Toedtemier of Willamette is a new Ford owner. It's a touring car.

A Chevrolet touring car has been purchased by George Dodge, of Colton.

C. I. Fesler bought a Ford touring car. He lives in Gladstone.

### Portland To Retaliate

Because Oregon City has enacted an ordinance providing for a monthly license of \$10 on trucks that bring merchandise here for the purpose of re-sale, some of the manufacturers and merchants of Portland are threatening reprisals, the nature of which has not been indicated. Information has reached this city that a meeting is to be held at Portland next Wednesday night, when ways and means will be considered.

Several conferences have been held here at the instance of the Portland Chamber of Commerce and the delegations from Portland have failed to convince members of the city council or of the Commercial club that the regulation is unfair. Local students of the situation believe that \$10 a month is a reasonable sum to exact from operatives of trucks that use our streets for the purpose of selling products to our business men, and thus avoid rentals, taxes and other expenses that they are compelled to pay in more remote cities where they maintain supply depots. As a matter of fact the license is a mere trifle as compared with the amount of merchandise sold and is an overhead charge that inflicts no real burden upon the manufacturers and jobbers affected.

One member of a Portland delegation stated recently that the price of merchandise carried by the trucks would be increased by a sum in excess of the license fee, but this threat frightened nobody, for competition would probably prove an effective bar to such a method. It has been suggested that Portland "devise some way to retaliate against citizens of Clackamas county who bring their wares to the Portland market," but it is apparent that whatever plan is concocted will have to be applied to everyone and that discrimination against "citizens of Clackamas county" will be lacking in legality. This question confronted the city council when the ordinance was framed and it was necessary to apply it to local trucks offered merchandise for the purpose of re-sale, as well as to outside vehicles.

Some of the Portland dealers are taking a mighty small attitude over this matter. If the business sought after in Oregon City is not worth \$10 a month, then the trucks of Portland had better be withdrawn. The charge per truck, as compared with the volume of business, does not amount to a row of pins.

### Mountain Scenery of Oregon to Lure Tourists West in 1925

The Pacific Coast is rapidly becoming the mecca of the travelers of America. This notwithstanding the lure of Europe and the desire of students of history and geology to scale the Alps.

Americans have yet to learn the wonders of the Cascade Range, the Switzerland of the West, and the fascination of the great New Empires which lies beyond it.

The completion of hard surfaced highways across the American continent will make it possible for all tourists to "See America First."

When the Atlantic-Pacific Highways and Electrical Exposition opens in Portland in 1925, tourists from a part of the country will be able to traverse the broad expanse of North America by a choice of one of four routes: through the northern states by the Evergreen Way, through the middle states over the Lincoln Highway, by the southern route over the Santa Fe trail, and through our neighboring country Canada, on a high way reaching from Montreal to Vancouver, B. C.

And what marvelous scenery will unfold to those who answer the call of the roads.

**Hills Are Green Glad**  
The Alps are a sea of ice. Not so the Cascade Range, out where the West begins. Clothed in dense green forests, the greatest forests of the temperate zone, surmounted by isolated summits of snow volcanoes, with their great glaciers, gorges and ice streams, the Cascades are a veritable paradise for mountaineers and naturalists.

Along the Pacific Highway, from British Columbia to California, one passes the great snow peaks: Mt. Baker, Mt. Hood, Mt. Adams, Mt. Jefferson, Three Sisters, Crater Lake, Mt. Rainier, Mt. St. Helens, Mt. Shasta, each with a distinctive interest, a heart appeal, all its own, for "mountain like men wear their history on their faces."

All year long, year in, year out, their snow-capped heads tower above the sun kissed valleys, tempting the lovers of the open to explore their hiding secrets.

All year long, too, their snow-fed streams rush down their craggy sides with that tremendous unharmed white power which is soon to revolutionize our modern industries.

**Rich in Indian Lore**  
Mt. Rainier is the sacred god-mountain "Tahoma" of the Indians. It is the Mt. Ararat of the western continent, for the Indians like the Hebrews had also their tales of the Great Flood, when O-lagun, the Indian Noah, led by the "Great Spirit" took his family and whatsoever animals he was commanded up to the summit of the fire-mountain for safety! Volcanic in character, comparatively easy of ascent, Mt. Rainier, is an attractive object for all who love nature.

Then Mt. Hood in Oregon, one of the most beautiful peaks in all the world, lifting its sharp scarred pyramidal 11,300 feet toward heavens whose warm evening glow it never fails to reflect.

Yearly it draws an ever-increasing number of pilgrims to its shrine. Called by some Indians "Patto" or snow clad, by others "Wlye-ast, this mysterious mountain of hidden fires is the inspiration of many an Indian legend, the scene of many an adventure and romance of pioneer Oregon, and the motive of song, story and painting of today. Mt. Hood is one of five wonderful peaks seen from the city of Portland.

### BATTLESHIP OREGON TO BE SENT HERE IF FUNDS ARE AVAILABLE

#### Sentiment in Washington to Station Old Ship in West Favorable

The proposition to station the Battleship Oregon in the Willamette river near Portland, is receiving favorable consideration in Washington, according to word received by City Recorder Charles Keley, from Oregon senators and representatives.

The Oregon City council recently passed a resolution, seconding Portland's request that the battleship be stationed there. Mr. Kelley Saturday received a letter from Senator Robert Stanfield to the effect that the navy department was willing to make the change, but that at present no funds are available to provide for the upkeep of any vessel stationed outside of a navy base. The limited personal, according to Senator Stanfield, would make it difficult to provide for the ship outside of an organized base.

Secretary of the Navy Denby, when interviewed upon the subject, stated that it was under consideration by the department and suggested that figures on the amount the city and state would contribute toward the upkeep of the vessel be ascertained, together with the accommodations for her wharfage, and submitted by the governor of the state to the department in a formal request.

Congressmen W. C. Hawley and C. N. McArthur have written here stating that they favored the assignment of the Oregon to the Willamette river and that they were bending their efforts toward securing of an official order to that effect.

### BAD CASE OF CRUELTY WILL BE INVESTIGATED

The worse case of cruelty to animals on record of the Clackamas County Humane society was reported Wednesday afternoon. A little Airedale dog was found tied in a gunny sack and thrown near the bluff on Fourth and High streets, where it was left to die of starvation.

As little Hazel Jean Woodward, daughter of Mr. and Mrs. Roy Woodward, was passing along the walk on Tuesday evening she heard a groaning and making investigation in a clump of bushes found a sack containing the animal. It was securely tied. Four lads close by were called by the little girl, who opened the sack and found the half-starved pup.

The boys were Donald Bryant, Stearns Cushing, Jr. Edward Lattour and Joe Schultz. Donald produced fifty cents and Joe added to the contribution in order to purchase some food for the pup. A veterinarian was summoned, who said that the dog was afflicted with a disease, which would have been easily curable had the proper methods been resorted to. In spite of aid, the dog died.

The matter is to be investigated by the humane society, which will make every effort to prosecute those persons responsible for the act. It is believed that the animal had been in the sack for several days.

Miss Anita McCarver, who has been president of the society since it was organized 21 years ago, says although many cases of cruelty to dumb animals have been attended by the Clackamas County society, this is the worst that has ever occurred here.

### Centralized Sales Fruit Men's Goal

PORTLAND, July 12.—Centralized marketing will be the millennium for the fruit industry of the West in the belief of the growers and marketers of six western states who gathered for the second day of the Western Fruit Growers' conference in the Oregon building this morning.

To most of the delegates to the conference, however, the establishment of a central distribution organization seems too much like a dream. The visitors hope for a central system but while they are looking to this ultimate objective they are actively at work on a plan to perfect a central marketing system for the West.

A keynote of this desire which every individual grower and marketer of fruit has, was expressed this morning when Charles E. Bussett, field manager for the North American Fruit Exchange, told the delegates that any marketing system based on a guess will go wrong more often than it will go right.

Bussett, who comes from Michigan, said that he was not willing to concede that the Northwest grower is a better grower than the Michigan grower, for any other reason than that he has to be if he wants to market his product.

### Mt. Hood Loop Road Work to Be Rushed

HOOD RIVER, Or., July 12.—While no formal word has been received from the state highway commission, county authorities expressed the hope that work on units of the Hood River valley trunk line of the Mount Hood loop highway would be under way by this fall.

The 21-mile trunk will be built jointly by the county and state on a 50-50 basis, the county at a recent election having made available bonds of \$350,000.

W. A. Langille, county right of way agent, said that formalities of getting rights of way deeds were being rapidly facilitated.

### New City Hall Will Be 60 by 65 Feet; Plans to Be Made

The new city hall will be 60 by 65 feet. This floor space measurement was decided upon at a meeting last night of the city hall committee of the city council.

Plans will be advertised for immediately, and an effort made to have them at hand in time to submit them to the next regular meeting of the council, if not before.

The decision as to the size of the new hall was necessary in order to form a basis for the plans. The size established was decided upon as the best secureable under the funds available.

The city has \$35,000 in the city hall fund. Of this amount \$30,000 is to be spent for the actual construction of the building, and the remaining \$5,000 is to be used toward furnishing the building.

The structure, under the present plans, is to be built at McLoughlin park.

The committee in charge of the details is composed of F. E. Albright, chairman, I. C. Bridges and Fred Metzner.

### SOLDIER'S AID SPELLS RUIN, SAYS PRESIDENT

WASHINGTON, July 12.—President Harding conveyed a solemn warning to congress today that the condition of the nation will not permit the passage, at this time, of legislation granting the adjustment of compensation to soldiers who served in the World war.

For congress to pass the contemplated legislation now, the president warned, "would hinder every effort of restoration and greatly imperil the financial stability of our country."

The president took his appeal personally to the senate and delivered a brief message in which he painted in anything but glowing colors the economic and financial condition of the country today. He pointed out that the nation now is engaged in a mighty struggle toward restoration, and he emphasized that this restoration can only be brought about by careful financing and reduced expenditures.

The president's message dealt chiefly with the bonus question and the nation's finances, but the president took occasion to warn congress that there "is much confessed disappointment that so little progress has been made in the readjustment and reduction of war-time taxes" and urged early accomplishment of this.

The president also urged quick action on legislation for reorganization of the war risk and vocational training.

"I want to emphasize the suggestion that the accomplishment of the major tasks for which you were asked to sit in extraordinary session will have a reassuring effect on the entire country," the president said.

The president cited figures showing in detail the amount expended to date and what has been done for the soldiers in the way of equipping them vocationally to resume their places in civil life.

### OREGON CITY GOB TELLS OF TRIP TO IRISH COAST

A letter has been received from John Lewis, an Oregon City young man, writing at sea and off the coast of Ireland, saying that he was in the best of health. Lewis is in the navy, and on the U. S. S. Connecticut.

A portion of his letter reads as follows:

"This is Saturday, and is June 18, just one year ago today since I left Oregon City for the second time. We are now off the coast of Ireland, and three years ago at this time I was on the old torpedo boat 'Read' in these waters looking for German submarines. There is no excitement over these waters now, only when we see a school of porpoises or sharks. In this 19-day run we arrived in Krestonia June 23, and will remain there until July 7, and then leave anchor and go to Portugal for 10 days, and then to Gibraltar, and then to Guantama for target practice, and back to Annapolis, Md. From there we go to Philadelphia, Pa., again for a month and then into the Asiatic waters."

"On July Fourth we will have a big time in Krestonia, Norway, and also when we arrive there, as we have received the word that we will be given a big reception upon our arrival. I thought of the Rose Festival in Portland, and would have liked to have been there. Suppose it was a big affair."

"On June 14 we passed the Azore islands, and it is certainly a beautiful island. The people have some very fine farms. When my time is up in the navy I think I will start into farming."

"We certainly had some stormy weather on our way. Most all of the fellows were seasick. We have quite a few on board that were never on the sea before, and are having their first experience on the deep waters."

"We have been experiencing some cold weather as well as rough sea."

"Our time aboard ship is 5 p. m. and your time now is 2:13 a. m. Some difference in time, isn't there?"

"JOHN J. LEWIS, (Shipfitter)"

"U. S. S. Connecticut, No. 5." "New York City, N. Y., care postmaster."

### MAN WHO TRANSLATES LANGUAGE OF SCIENCE VISITS IN OREGON CITY

#### C. J. McIntosh Puts Results of Deep Research Into Popular Terms.

Grey-bearded professors of past decades have worked in their dusty dens to translate the codified notes of the experiment, of Rodger Bacon; students have labored for weary years to interpret the meaning of strange idiographs; but to C. J. McIntosh goes the distinction of being an interpreter of one of the most unique tongues of the present day—the language of the scientist.

Mr. McIntosh is the agricultural editor of the Oregon Agricultural college. A deviation from his beaten line of travel brought him to Oregon City Wednesday.

Mr. McIntosh's work is to put the results of scientific experiments into "human tongue." The results of learned investigation he robs of the mystery of technical terms and of lengthy formula. And the result is a simple, plain description of a great truth, newly discovered or newly applied, written so that all who run may read.

**Popular Terms Used**  
For a number of years Mr. McIntosh has been engaged in this work for the college. The average farmer is unable to understand the technical treatise on a new treatment for a plant or animal disease. But Mr. McIntosh takes the work of these scientists and converts it into the popular terms in which they are found in the bulletins and scientific literature published by the college.

For this work Mr. McIntosh requires an astounding technical knowledge of every subject from horticulture to geology. Words starting with "x" and continuing for five and six syllables have no terrors for him, and with ease he translates them into terms of every-day usage. And indeed, for this work Mr. McIntosh has to be a veritable Jack of all trades. He is—and his middle name is Jack. He is christened that way. And since, he has earned the title.

**Plant Nutrition Studied.**  
Mr. McIntosh is particularly interested at present in the experiments of the college scientists in plant nutrition. It was recently found that the nutrition of plants was very bit as important as feeding stock or fowls. Along this line the investigations were conducted further by the college than ever before.

They discovered, according to Mr. McIntosh, that the ratio of carbohydrates and proteins in the growth of the plant was more important than was generally believed. The ratio of these two substances must necessarily differ, according to the season of the year. By proper control trees are made to bear earlier, and are kept bearing longer. Cultivation, he says, tends to disturb the natural conditions, and by scientific methods the natural condition can be returned and improved so that earlier bearing and a longer period of bearing are possible.

**Farming Has Future.**  
Mr. McIntosh has just returned from Newport where he watched with interest the work on the farms and on the new harbor. "They are building a wonderful harbor," he said, "but have neither tonnage nor bottoms. The only salvation for tonnage is in their agriculture. It is a wonderful country for seed potatoes—and if this crop is developed and certified, that county can supply the seed for the greater part of the California acreage."

Possibilities of this sort exist the count over, he says. The development of agricultural resources of the nation must take on wider scope, as must become more scientific, insuring greater and surer production.

Mr. McIntosh has just been visiting the country weekies throughout the state in the interest of a large and better country news service, which he holds is the best circulation and advertising builder. This has been proven through a survey and contest just close throughout the state.

### MYSTERIOUS SHIP THOUGHT TO BE PIRATE

WASHINGTON, D. C., July 7.—Theories that piratical marauders are at work in the traffic lanes off the Atlantic ocean reached a new high level today.

Government wireless stations were sending broadcast to vessels at sea a warning to be on the lookout for a "low, rakish, suspicious-looking craft" sighted by Captain Giles of the Munson liner Munalbro Thursday night.

Coincident with the sending out of this warning, governmental agencies worked with renewed vigor on their investigations into the mysterious disappearance within the last few months of more than a score of merchant vessels along the coast.

The vessel, according to Captain Giles, refused to answer any signals and, after almost completely circling the Munalbro, sped away into the darkness. The location of the Munalbro at the time the strange craft was sighted was given at 39 degrees 55 minutes north and 70 degrees 35 minutes west. On leaving the Munalbro the "phantom ship" steered a course almost due east.

It became known the department, despite the ridicule of other governmental agencies, has never let up in the investigation that other than natural hazards were responsible and that every claw was being run down.

**ADMINISTRATOR APPOINTED**  
B. F. Glessey was yesterday appointed administrator of the estate of Kenneth Phillip, who died at Aurora last March. The estate is valued at \$100.

### "In Every Respect" says the Good Judge

You get more genuine chewing satisfaction from the Real Tobacco Chew than you ever got from the ordinary kind. The good tobacco taste lasts so long—a small chew of this class of tobacco lasts much longer than a big chew of the old kind. That's why it costs less to use.

Any man who has used both kinds will tell you that.

Put up in two styles

W-B CUT is a long fine-cut tobacco  
RIGHT CUT is a short-cut tobacco

Weyman-Brother Company, 1107 Broadway, New York City

### Clackamas Tax Levy 5th Highest in State

The tax levy in Clackamas county is the fifth heaviest in the state, with a total of \$1,510,399, an increase of \$314,055 over 1920.

These figures are contained in a survey made by Henry M. Hazen, for the Portland Telegram. The tax levy for the entire state has increased \$22,802,399 since 1913 and in Clackamas county for the same period it increased \$851,629.

These figures include state, county, school, and miscellaneous taxes that are levied.

**MARRIAGE LICENSE ISSUED.**  
Marriage license was issued here Monday night to Jack F. Langman and Emma Habor, both of Clackamas.