

CROWN-WILLAMETTE'S CINCH ON LEAGUE PENNANT IS WEAKENED

(By Pete Laurs)

Sherwood clouded the hopes of the Crown-Willamette Sunday when they defeated the papermakers 2-to-1 in a ten inning game of errorless ball played on the Sherwood field.

A victory would have clinched the pennant for the C-Ws, and they still have two games to play, either of which will decide the championship.

"Chick" Baker was the star for the "Onion City" lads for it was his "joe drive" in the 10th inning with the bases full that won the game. Judd, heavy-hitting shortstop of the papermakers, brought himself in the limelight by tying the score in the eighth

with a homer.

Lorene Stone, the Crown-Willamette twirler pitched fair ball, allowing 11 hits and sending 3 men to the bench.

"Soldier" Myers of Sherwood allowed only 5 hits and fanned 11 men.

The victory for Sherwood puts a different angle on the pennant race in the Willamette Valley League. Crown-Willamette has two more games to play, and will have to win one of them to capture the flag.

The score: R. H. E.
 Sherwood 2 11 0
 Crown-Willamette 1 5 0
 Batteries—Myers and Baker; Stone and Krache.

Gladstone News

Mrs. Pearl Nelson of Newburg was the guest of friends in West Gladstone during the week.

Contractor J. N. Wallace and son Denny are in Mulino this week doing some road work.

Mrs. Andrus is visiting her son and family who recently bought the Hugh Platt place.

Mrs. Will Fromeyer is very ill at her home with rheumatism. Dr. A. O. Alexander is in attendance.

Mr. and Mrs. Joseph Brunner of Clackamas Heights have as their house guests this week Worth Hamilton of Grants Pass Thursday a motor party composed of Mr. and Mrs. Brunner, Miss Katherine Brunner and Worth Hamilton spent the day on the Columbia Highway.

Mr. Hamilton is a former resident of Clackamas County, his father was the first storekeeper in Parkplace many years ago.

Mr. and Mrs. Blake Bowland of Gladstone, Mr. and Mrs. Glen Mills and daughter, Betty are spending the week end on the upper Willamette river camping.

Mr. and Mrs. Bert Tabor and Acle Tabor who is identified with the Standard Oil Company are enjoying a two weeks' vacation.

Clarence Dallas who had the misfortune to break his shoulder bones while scuffling with Charles Rankins a few days ago is getting along nicely.

Mrs. William Hammond, Miss Dorothy Garlough, Miss Eugene Noon and son, Eugene Jr. and their grandmother, Mrs. Julia Tingle, moved to Wilhoit Springs Thursday and spent the day with their mother Mrs. H. E. Cross and sister Mrs. Francis. Mrs. Cross is much improved since camping at Wilhoit.

Mr. and Mrs. B. A. Anderson spent one day this week with Mr. and Mrs. Nels Johnson of Outlook.

Mr. and Mrs. Frank Wheeler spent Sunday with the former's father who is camping at Wilhoit Springs and is much benefited by the baths.

Miss Mildred Sladen is preparing to leave for Monmouth where she and Miss Aletha Kiddy of Oregon City will attend the Normal school. These young women will occupy a cottage and continue their music during the winter.

The Watts family reunion picnic is being held in Chautauqua park today (Sunday). A basket luncheon will be served at noon and various amusements enjoyed in the afternoon. The eight brothers and sisters attending with their families and grand-children number nearly 150, these are Thomas Watts and family of Carver, Oregon; Dan Watts and family of Stone; Fred Watts and Will Watts and families of Molalla; Mrs. Nellie Watts Sladen of Glen Echo; Mrs. L. D. Mumpower of Gladstone; Mrs. James Lytle of Oregon City and Mrs. Susie Porter of Portland.

Mr. and Mrs. J. R. Dallas and children, Mildred and Billie, and Mr. and Mrs. Deater of Carver spent Thursday with friends in Gladstone.

Mr. and Mrs. Claud Bruder and little son Gordon are spending the week end with the former's parents, Mr. and Mrs. William Bruder of Salem. This is Master Gordon's first trip to his grandparents and they have been looking forward to it with much pleasure.

Elvin Weddle, brother of Mrs. Bruder, accompanied them to Salem where he will visit his sister, Mrs. Otto Scheman and later go to Mill City to visit another sister, Mrs. C. M. Kline a few days.

Harve Wilson, who has been in the Oregon City hospital for the past month following a surgical operation for appendicitis is much improved and was brought to his home in East Gladstone Saturday. Mr. Wilson is identified with the Crown-Willamette at the Inn.

Miss Silie Amen expects to enter the nurses training course at the Good Samaritan hospital in Portland about September 15th. Miss Amen is a graduate of the Oregon City high school of 1921.

Mr. and Mrs. L. M. Purcell of West Gladstone are spending their vacation at Mt. Hood. They will return about

The South End Road

A chain as gauged by its weakest link. A highway is judged by the worst spot in its surface. The tourist remembers not the mile upon mile of paved road, but rather the three block detour over a mud-splashed corduroy.

Clackamas county and the state of Oregon are spending tremendous sums for the improvement of the main trunk lines. In this work the one thing that localities have paramount consideration is the vision of the road as a unit, rather than as a connected series of individual district improvements.

When this is done it will be seen that one small portion of unimproved road means the destruction of much of the tourist favor which is to be gained from completely paved highways.

Traffic has come to the point where continuous pavement is demanded. The allowing of small portions of unimproved road to hold up the completion of a project as broad in scope as the Pacific Highway is short sighted, and a policy that spells neither civic nor industrial progress.

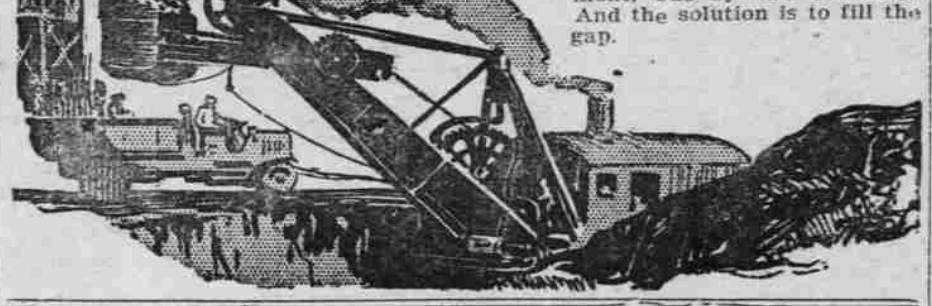
The south end road, from Oregon City to Canemah is just such a spot. It is exactly the kind of gap that should be closed. When the West Linn-Oregon City bridge is completed, there will be practically an unbroken road from Puget Sound to the Mexican line—and all paved.

The curse of such improvement is the 1000 feet here, and the half mile there that is in bad condition.

Detours while roads are in course of construction spell progress. No one condemns a community for the hardships of travel which are necessitated by the building of more highways. But the highway with the holes in the middle is like a bridge which has a bad bump at each approach. It ruins the effect of the entire improvement and gives rise to profane condemnation rather than enthusiastic approval.

Clackamas county has already spent so much, and gone so far in the improvement of its roads that it can well afford to complete the job.

A community's highways are not judged by the pavement, but by the corduroy. And the solution is to fill the gap.



bany and Eugene and her old home on the McKenzie river.

Mr. and Mrs. Lee Shearer and daughter Miss Dorothy and Miss Emma Roche have returned from Seaside, where they occupied one of the Sladen cottages for two weeks.

Mr. and Mrs. Richard Freytag, Mr. and Mrs. F. A. Burdon, Mrs. Leo Burdon, Misses Alice Freytag, Fayna Burdon and Arabel Burdon returned Sunday evening from Seaside where they have spent a most enjoyable two weeks.

Mr. and Mrs. John McGetchie left Sunday for Seaside where they will spend a two weeks outing.

Meldrum Notes

MELDRUM, Aug. 12.—Miss Edith Styles, a nurse of Portland, is a week and guest of her aunt, Mrs. J. L. McCulloch.

Mrs. A. A. Hopson of Portland spent several days visiting old time Meldrum friends.

W. A. Henderson and wife left Wednesday for a three day motor trip to Seaside.

Miss Pearl Hopkins is recovering from an attack of throat trouble.

E. E. Hammond and wife were Sunday guests of their friends Mr. and Mrs. F. B. Merry of Portland.

Mrs. Hilda Turner and three children of Puyallup, Washington, are guests of her parents Mr. and Mrs. Victor Erickson.

Geo. Gardner and family returned Thursday from Seaside where they had spent a two weeks' vacation visiting the beaches.

Wm. T. Wright, president of the Bank of Oregon City, accompanied by Mrs. Wright are visiting friends at Union, Oregon.

Clarence Dallas and family left Thursday to visit Mr. Dallas' brother of Beaver Creek for a few days.

Miss Margaret and Raymond Seely returned to their home in Portland after a week's visit at the G. M. Caldwell home.

Harry Bond and family are enjoying a few days at the beach.

Mrs. Margaret Rossos and baby Edna are stopping at the M. E. Walker home during the absence of Mr. and Mrs. Walker, who are visiting at White Salmon, Wash., guests of Mr. and Mrs. J. W. Gray, former residents of Glen Echo.

Mr. and Mrs. G. E. Tabor, accompanied by Mr. and Mrs. Frank Cross of Oregon City returned Friday from a weeks outing at Newport.

Miss Wing book keeper for the Stearns company, Portland has commenced the excavation of a basement for a modern bungalow on her acreage on the River road near Meldrum Ave.

Mrs. Moritz of Minneapolis, Minn., is guest of her son Wm. Moritz and family. They motored to the Columbia highway Thursday.

Mr. Boetger has purchased a new Ford sedan and with Mrs. Boetger and the two younger children, expect to make a trip to Seaside in a few days.

Mrs. Esther McCracken entertained Portland friends at a lawn party Friday evening at the home of her parents Mr. and Mrs. Geo. Healthman

CONTRACT FOR NEW COLTON DORMITORY AWARDED BY BOARD

A. Wall Bid Lowest; Project Is First of its Kind Ever Proposed in County

The contract for the partial construction of the dormitory at Colton was awarded Monday night at a meeting of the school directors, to A. Wall of Colton.

The contract price is \$7,900, for the construction of the building which is to be partially unfinished. The frame of the structure is erected and the first floor and basement completed. The upper floor and the half-floor constituting the attic of the building will be completed at a later date.

The dormitory, which is to be used for both teachers and out of town students, is the first of its kind attempted by any school district in this county. It is computed that the probable cost of the completed building will be somewhere double the cost of the first section.

Construction of the building is to be started as soon as possible.

Although plans for the financing of the project have not been decided upon, it is believed that warrants will be issued in payment, although bonds may later be found necessary. The assessed valuation of the district is large enough to make the cost of the building comparatively a slight burden.

WONDERS OF AMERICA

By T. T. MAXEY

OUR LARGEST MUNICIPAL PIER

CHICAGO'S municipal pier, one of the largest and most useful public structures, is likewise one of the stupendous engineering feats of the times. It not only provides 8,500 feet of dockage space and more than 450,000 square feet of freight storage space, but is also a magnet of enormous proportions for recreational purposes.

This great structure juts out into Lake Michigan for 3,000 feet and is 292 feet wide. In its construction there were used 20,000 piling, 1,500,000 cubic yards of sand and clay and 50,000 cubic feet of reinforced concrete; 80 cars of steel sash and doors and 80,000 window panes. Although sub-divided into a headhouse (the shore end), a freight-and-passenger section, a terminal building and a recreational section, it is all under one roof.

Street cars ascend an incline to the second floor and run out to the terminal building. Foot traffic is accommodated by 16-foot-wide board walks, 2,340 feet long, reaching out to the recreation end of the building.

In addition to spacious waiting and rest rooms, there is a hospital, restaurant, art room, auditorium—used for dancing, concerts and banquets,—and a roof garden.

Town's Natural Advantages. The little river Arrow—no bigger than a good-sized brook—runs past the outskirts of the town of Redditch, England, on its way to John Shakespeare's Avon near Bidford, a few miles above Stratford-on-Avon. Along the bed of the Arrow you can find smooth pebbles of a peculiarly hard crystalline nature; they are known locally as "emery stones," and were invaluable for polishing needles not only when the simple hand-processes were in vogue, but also for a considerable time later.

The makers gave a few pence to children for picking a dozen or two out of the shallows of the brook. Thus Redditch could polish its needles more cheaply than those towns which had to pay carriage for emery stones, and upon this tiny detail hinges the development of an important British industry.—*Christian Science Monitor*

THIRTY YEARS AGO TODAY

Taken from the Oregon City Enterprise of August 14, 1891.

Mr. H. M. Flanagan, chief engineer of the Oregon City Fire department, has presented each of the companies of the department with a photograph of the members as they appeared in the procession on the occasion of the decoration services on the 30th of last May, as follows: Fountain Hose No. 1, Columbia hook and Ladder No. 1 and Cataract No. 2. The photograph is framed and is a fair representation of the members who could be present at that time.

An ordinance has been introduced before the city. It is very likely this ordinance will pass now and become a law. Besides the annoyance to people living in the city of having cows break into their flower and vegetable gardens, farmers who come to the city are seriously troubled by the same cattle who get very familiar with their wagons. While it will be an inconvenience to a few who have been accustomed to pasture their cows on the streets, there will be much benefit to the many.

Bert Greenman, H. C. Salisbury, H. E. Straigh and Meldrum McCown had a very enjoyable trip to Willhoit Springs this week. They left here Saturday evening and returned here Wednesday.

Grading on Seventh Street commenced Tuesday. Contractor Peters has some forty men and teams at work and proposes to push the work to an early finish. The improving of this street will cause it soon to be one of the principle business streets of the city. Mr. Shively who now has a store on Seventh Street has plans drawn for a large frame block, to take the place of his present building, to contain five stories below and a time hall above. Seventh Street by another year will be one of the City's streets that can be shown with pride to strangers and on that will reflect credit on the city.

Messrs. Harding and Lattourette have let the contract of the big brick block which they will erect on Main Street adjoining the Commercial bank, to Welch & Hamilton, of Portland. The block will contain five large stores and will be finished in a style that will be an ornament and credit to Oregon City.

There is an old proverb to the effect that a good boss makes a good workman. There must be something in it. The most successful employers are those who have the most worthwhile employees. Part of the success, no doubt, is in picking the employee. Another part, perhaps, is in letting him alone. If he is worth keeping he is worth trusting.

"Joseph Pulitzer never dictated to me," said Samuel G. Blythe, according to an exchange. "He never told me what to write or what not to. Only once in my life did he even make a request of me."

Blythe was for years the star man in the great blind editor's Washington bureau. Now and then, as Blythe explained, Mr. Pulitzer went to some trouble to prove in the editorial column that Blythe was suffering from a prolapsus of the intellect. Sometimes the masked facts to show that his opinion differed monumentally from that of his Washington luminary. But he never dictated, said Blythe. Or almost never. But once he did ask a favor.

"I had been sharpshooting at the manner in which a great firm of architects was abusing the exterior of the White House," said Blythe, "when one day I got a wire from the old man. It ran something like this:

"Unless you have a deep personal feeling in the matter I wish you would cease further reference to the rebuilding of the White House. Please understand this is not a criticism of what you have written. But the same firm of architects is building a house for me, and if you don't lay off I'll not get into it for two years."

Blythe's conclusion was that an employer of that sort is fairly sure to have employees who will rob graves, sit up all night, or tear a thesaurus to tatters for him.

Everything a Congo native does is done at the dictation of superstition. Witch doctors and their strange and somewhat horrible "medicines" are in demand for all sorts of curious things. Their charms are "worked" for everything from curing sickness to bringing bad fortune upon an enemy. There may be a demand that a curse be removed from a whole town, or perhaps a curse is to be laid upon a single enemy.

One of the least unpleasant and most innocent of charms is that which is "worked" to invoke good luck in hunting. It has a certain picturesque quality that is engaging.

The Lower Congo is not a sportsman's paradise, says a writer. Game is not always to be easily found. Therefore, when a hunter whose prowess is admired and envied is about to die a curious thing happens. Just before he expires a few threads are drawn from his loth cloth. These threads are tied about the arms of a young man. This young man then has a specific duty in life and certain very definite obligations.

He superintends the burial of the mighty hunter. Then, whenever the hunters of his neighborhood are about to set out on the young man goes with them to the mighty hunter's grave. He kneels with his face toward the hunters and his back to the grave. The hunters approach on hands and knees until close, then they dance about the young man and the grave to the rub-a-dub-a "charmed" drum. Palm wine is poured over the grave, while each hunter drinks to the departed.

A bit of the mud formed of the wine and the earth on the grave is rubbed on the forehead, the arms and the steps of each hunter. This is supposed to give the hunters keenness, sureness of aim and swiftness in the chase.

Local Boy Tells Story of Alaska Wreck; Charge of Inefficient Crew Denied

"The reports that there was a panic upon the ill-fated Alaska, and that the crew was inefficient, are erroneous, and gross exaggerations."

This is the statement made by Ralph Armstrong, of this city, a member of the crew of the Alaska, in writing to his mother of his experiences during the wreck off Cape Mendocino on the night of August 6.

Armstrong, who was a student at the O. A. C. last year, was spending the summer months in the employ of the steamship company. Armstrong had been a waiter on the Alaska only a short time when the vessel made its last fatal trip.

"We hit at 9:15" he writes, "and the ship immediately listed to starboard at an angle of about 25 degrees. This sharp list made it extremely difficult to launch the boats on the port side.

"I was in the 'glory hole' playing cards when she hit. Four lugs whistles were blown and everyone went to their respective stations on the boat deck.

"The passengers were ordered to don life preservers, which they proceeded to do. People put the preservers on in every conceivable manner except the proper way; inside out, upside down, backwards and crosswise. I changed and lashed preservers on at least a dozen women and children before we got our boat over the side.

"When the falls were released, the heavy starboard list would not allow the blocks to function properly. This resulted in the forward end of the boat striking the water before the aft

end. The ground swell first swamped the boat and the next wave dashed it against the shell of the Alaska. Several people were crushed and killed. One girl about 18 years old had her chest crushed but was later picked up.

"The boat in which I left the ship capsized when being launched, so I got a trifle damp. I had a life preserver on which is the only reason that I am able to write about it. After hitting the 'drink' I swam for a half hour and then climbed into a life boat.

"We got aboard the S. S. Anxoy about 2 a. m. Sunday morning. We were on the life boat about five hours but by pulling an oar I kept reasonably warm.

"We were landed in Eureka about 2:15 Sunday. The people there treated us wonderfully. The Elks and the Chamber of Commerce gave us new clothes from the skin out. I had lost my overcoat, hat, suitcase, glasses, and everything except what I actually had on.

"I don't know yet just when or how I will get back. The company will decide tomorrow what they will do. I am well and have suffered no ill effects from any of my experiences."

Armstrong was among those who were early found to be among the list of the saved. A telegram received from him Sunday bore nothing more than the intelligence that he was well and uninjured. He is expected to return to Oregon City soon, where his family own a ranch in the vicinity of West Linn.

CARS NEED MORE CARE DURING THE SUMMER

With the summer motoring season here and the call of the open road at hand the time of year when owners use their cars more than at any other season they are naturally more eager than usual to so operate their cars that they will get the maximum efficiency.

As an aid in this direction, timely advice is given to owners by Jake S. Risley, manager of the Clackamas County Auto Co., local distributor of Studebaker cars. In an interview on service, he says:

"In general, motor car owners should bear in mind that the heat of summer, combined with the harder and more consistent use to which they put their cars at this season of the year, causes more evaporation than at other times. This applies not only to water in the radiator but also to oil.

"During the hot weather months attention should be frequently given to the radiator; the owner should see that it is kept filled, and at intervals it should be flushed out and filled with clean water. In connection with efficient operation of the cooling system, fan belt adjustment should be made, for the fan is adjusted in summer. The position of the spark lever should be watched to see that it is kept in an advanced position, thus assuring better cooling of the motor.

"Minor parts, such as spring shackles, wheel bearings, steering connections and universal joints require oiling more often in summer. It is well that a heavier grade of lubricating oil be used in the motor, than in colder weather, and oil should be drained from the motor at intervals not to exceed every 1,000. Better performance will result when this is done.

"Careful attention should be directed to the brakes to see that they are kept in as nearly perfect condition as possible, for during the summer months they get greater usage, with more traffic to contend with and more cars on the road.

"Tires Need Watching

"Tire pressure should be watched more closely on tires that have been in use for a long period, because tires expand more in hot weather. The owner should have a tire gauge and use it in inflating. In taking long trips the owner should be provided with a good spare tire, and should go over a first during the trip to see that they have no defects.

"Every owner wants to have his car in the best possible condition during the summer months, for it is then he uses his automobile most. To get this maximum efficiency, he must exercise greater care in going over the car."

ESTATE IS PROBATED

M. J. Walsh was Saturday appointed administrator of the estate of Antonette Walsh, deceased. The estate, valued at \$7,500, was admitted to probate, and Philip Stiel, W. H. Counsell and Charles Counsell appointed appraisers.

There is more Catarrh in this section of the country than all other diseases put together, and for years it was supposed to be incurable. Doctors prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Catarrh is a local disease, greatly influenced by constitutional conditions and therefore requires constitutional treatment. Hall's Catarrh Medicine, manufactured by F. J. Cheney & Co., Toledo, Ohio, is a constitutional remedy. It is taken internally and acts through the blood on the Mucous Surfaces of the system. One Hundred Dollars reward is offered for any case that Hall's Catarrh Medicine fails to cure. Send for circulars and testimonials.

F. J. CHENEY & CO., Toledo, Ohio. Sold by Druggists 75c. Hall's Family Pills for constipation. Adv.

Section of Highway At Bolton Finished

The paving on the Pacific Highway near Bolton was completed Saturday, and work has been started on the remaining gap between Bolton and Oswego, on the Oswego end. Pouring of the concrete there is to commence on Monday.

Immediately following the completion of this work, Engineer F. T. Young will move the crews to the last end of the pavement on this stretch which is between Bolton, to within 3,000 feet of the West Linn Bridge.

Bagby Funeral Held in Molalla

The funeral of Mrs. Harriet Bagby of Molalla, Oregon was held Thursday noon, from the family residence in Molalla, the Rev. Trullinger of Portland officiating. Interment was made in the family lot of the Molalla cemetery.

Mrs. Bagby was born in Belfast, Ireland, August 10, 1830. While still a child her parents moved to Glasgow, Scotland. Her maiden name was Harriet Macaulay, her father being a silk weaver. At the age of 13, together with her parents she came to America, at first living in New Orleans and later moving to Illinois.

On April 13, 1848, she was married to William R. Bagby and crossed the plains in 1852, making their home in Molalla, where they have lived continuously since that time. Sixteen children, ten of whom are living were born in Molalla. At the present time there are twenty-five grandchildren, thirty-seven great grandchildren and one great-great-grand child.

Mr. and Mrs. Bagby celebrated their Golden Wedding anniversary in 1892. Mr. Bagby dying in 1902.

Mrs. Bagby has always been a true old fashioned neighbor and the funeral was attended by a large number of friends and relatives.

The living children are, John Bagby of Rockaway, Robert Bagby of Molalla, Chas. W. Bagby of Oregon City, Henry and Edward Bagby of Klamath Falls, Jessie Bagby of Molalla, Mrs. Mary Walling of Rockaway Beach, Oregon, Flora Garrish of Oswego, Eliza Hamilton of Wheeler, Oregon.

Man Wanted in 3 Cities Jailed Here

Wanted in three cities on the coast, a man giving his name as Jack Walton, but believed to be Mier Silvester was arrested by Officer H. E. Meads at Oak Grove Sunday night.

Silvester, who is being held here pending the receipt of papers for his extradition or officers to take him into custody elsewhere, is wanted in Portland and Seattle on charges of forgery. He is also wanted in Astoria for the theft of an automobile taken July 4.

Silvester was identified by H. Edison of Astoria. He was put in custody here by Sheriff Wilson.

15,000 Trout Fry Put in Milk Creek

To keep the streams of Clackamas filled with fish, W. T. Schwoch of the Oregon City Automobile company has made arrangements to place a large amount of fry in the rivers in this vicinity. He has just put 15,000 trout fry in Milk Creek.

The expense of planting the fish has been borne by Mr. Schwoch, a number of local sportsmen have made voluntary contributions to aid him in defraying the costs. The donors are Babe Elliott, John Clark, Dr. Nash, M. Sturgeon, L. Jones, J. Jones, S. Nobel, J. Busch, J. Weber, H. Brandt, G. Hinkins, H. Ekerson, B. Straight, C. Winkler, Dr. Eaton and Bob Mattoon.

"Yours for Real Tobacco" says the Good Judge



Men are getting away from the big chew idea. They find more satisfaction in a little of the Real Tobacco Chew than they ever got from a big chew of the ordinary kind.

Costs you less, too—the full, rich tobacco taste lasts so much longer.

Any man who uses the Real Tobacco Chew will tell you that.

Put up in two styles

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

Weyman-Britton Company, 107 Broadway, New York City