

Flies are Dangerous

Dangerous because they are disease carriers of the worst type. They should be destroyed as soon as they appear on the premises.

SHERWIN-WILLIAMS

FLY SPRAY

is a liquid preparation for keeping away flies. Can be used anywhere. Sprayed on cattle and horses and other live stock, it keeps the animals in good health—a herd of cows will yield from 10% to 20% more milk when freed from flies.

Use Fly-Spray for stables, stalls, interior of hen houses, outbuildings.

Quarts.....\$.50
1/2-Gallon......90
Gallon.....\$1.50

Huntley-Draper Drug Co. The Rexall Store

LOCALS AND PERSONALS

David Long Busy Man—David Long, school clerk of Hazella for the past 15 years, also secretary of the Clackamas County Fair association, was in Oregon City on business pertaining to the 1922 county fair on Friday. Mr. Long says the cherry crop in that vicinity is somewhat short, and where trees were laden with fruit last year, the crop is scanty. Besides busily engaged in harvesting his cherries he is also setting out cabbage and broccoli plants, having twelve acres in the same.

Member of School Board—Mr. and Mrs. William Heinz and daughter, residing in the South Oak Grove district, near Liberal, were in this city on Friday, where they came on business. Mr. Heinz is one of the prominent residents of that section and member of the school board.

Here on County Business—W. A. Proctor, of Sandy, is in this city, where he is transacting county court matters. William Harris, of Beaver Creek, also county commissioner, is in this city on court business.

Mrs. Nettie Returns—Mrs. Nettie Hall, who has been residing at Molalla for the past year, has returned to Oregon City to resume her residence.

A. J. Cole in City—A. J. Cole, residing near Estacada, was among those coming to Oregon City on business Friday. He is a road supervisor of that section.

Boring Man in Oregon City—Alfred Fryklind, of Boring, was among those to come to Oregon City on Friday.

Molalla Man Comes to City—Among those coming to Oregon City on business Friday was J. C. Fellows, whose home is at Molalla.

Commission Merchant in City—W. H. Blair, a commission merchant of Canby, was in Oregon City on business Friday.

Wilson Evans in City—Wilson Evans, prominent resident of Canby, was among those coming to Oregon City on Friday.

John Blomquist in City—John Blomquist, of Boring, was among those to come to this city on business Friday.

A. E. Palmer in City—A. E. Palmer, a contractor of Sandy, was in this city on business Friday.

Oswego Represented—Frank Davidson, of Oswego, was an Oregon City visitor on Friday.

Canby Represented—T. W. Goldson, of Canby, was an Oregon City visitor on Friday.

'MOTHER' OF MINERS KILLED BY STREETCAR

TACOMA, Wash., July 1.—'Mother' Robinson, 86 years old, a well known figure in many an early mining camp of the West, was killed by a streetcar last evening as she was crossing a busy thoroughfare to sell papers. Although he is said at one time to have had \$100,000, she died virtually penniless. She was killed instantly. For the last decade she has made a living selling papers in this city.

DR. WM. KRASSIG DENTIST Specializes in Extraction of Teeth Crown and Bridge Work 'Plates That Fit' 10-11-12 Andrew Bldg. Oregon City, Ore.

BARLOW'S LIFE TOLD

(Continued from Page one)

mented it by constant reading and investigation in esoteric subjects. He stamped the state for Henry Clay but being disgusted that his efforts did not elect Clay to the presidency, he moved to Indiana to try his fortunes in a free state, as he was very bitterly opposed to slavery. His father offered him a stout healthy slave boy as a parting gift, but Samuel refused to own a slave or receive money made by their labor. His father's will provided for this son's inheritance in real estate instead of human property.

Served in War

In Indiana, he married Susannah Lee of the True Blue Company of Virginia. At the siege of Charleston, South Carolina, a home made battery exploded and Captain Lee was disabled for the rest of the war.

The Oregon City, Oregon, Chapter of the Daughters of the American Revolution was named for Susannah Lee Barlow, who was a "real daughter" of a Revolutionary War officer. She and her sister, Mrs. Sarah Matlock Thompson are buried at the Barlow cemetery, which has been properly dedicated to the State.

In 1836, Samuel K. Barlow was proprietor of Bridgeport, a town ten miles west of Indianapolis, situated in a dense forest of white oak. Prospects for his three sons and two daughters were not pleasing under such circumstances, so the Barlows sold their 12 acres of Indiana for \$2,000 and moved to Illinois where they hoped to secure a farm naturally cleared. Before leaving, Barlow wrote out the following unique notice and posted it in different parts of the county.

"Gentlemen—I will say to you That I will sell at a vendue Horses, hogs, sheep and cattle, Plows, hoes and things that rattle; Also, some fine honey bees; And other things as good as these."

It is needless to say that he sold everything very readily, taking his pay in all kinds of legal tender—state paper money, hides and Mexican gold dollars, which were the best specie in those days. He bought a box of froction matches to take the place of his flint, steel and punk and paid for them with a coin silver.

In Illinois, he reconnoitered for six weeks, looking for a good location. He visited the present site of Chicago and soon discarded the idea of settling there, "where a man could not keep his hat from blowing off," he said. He finally settled near Farmington on a 220 acre farm. The family were quite prosperous there, raising diversified crops in abundance but found there was little demand for grain as their market was mostly local. After nine years, Barlow determined to carry out his original intention made when Henry Clay was defeated and emigrate to Oregon.

Voyage is Begun

On March 3d, 1845, the start was made for the Oregon country. The family had seven wagons and thirteen yoke of oxen and cows, besides several draft and saddle horses. They were well equipped with provisions, camp comforts, even had an iron stove and plenty of ready money. People came from far and near to bid them a last farewell. Independence, Missouri, was the general rendezvous for all western immigrants. Here, the Barlows bought more cows at five dollars a head and several horses at ten dollars each; one of them was sold for \$300.00 cash when they reached Oregon and another was exchanged for a half section of land.

The entire company, recruited from all sections, which left Independence in 1845 was 5000 strong. They had a hundred wagons at least. A head captain and several second captains. Samuel K. Barlow was entrusted with one division which he guided all the way. He was unusually successful in dealing with Indians, so his company were not molested by them in the least. The trip as far as The Dalles was therefore uneventful, as far as danger and exciting incidents were concerned. Their only excitement was a cattle stampede, caused by a wagon tongue breaking and frightening a yoke of oxen. Their fright soon caused a riot among the loose cattle which were about a half mile behind the wagons. They would soon overtake the wagons carrying the women and children and there was danger of the oxen yoked to these wagons, joining the stampede, so the drivers hurriedly unyoked and let their oxen go if they would, but the wagons and occupants were saved by being left far behind. All in the Barlow party testified that with this exception, the trip was like a grand holiday.

The Dalles Reached

When The Dalles was reached, preparations were made to go down the Columbia the usual way, in French bateaux and rafts. There were only two boats at hand, the delay would be long and tedious; the river trip was exceedingly dangerous; the many rapids and cascades did not appeal to Captain, so he began to prepare his party for his long coveted desire of making the entire trip by land. At Fort Hall, he had been told of the impossibility of going over the Cascade mountains. Casse was in the Range, but he replied that "God never made a mountain that had no place for man to go over it or around it and I am going to hunt that place." Nineteen certified their willingness to follow him, but their Captain by way of final warning added: "I want no one to go with me who will be guided by the word 'can't!'"

From a point in the Blue mountains in the eastern part of Oregon, Captain Barlow had discovered a low sink in the Cascades just south of Mt. Hood. He made a preliminary survey into this low land, traveling seventy miles alone and upon his return reported every thing favorable for the advance. Twenty joined his party then, so with thirty-nine men, women and children, with all their household goods, including also, wheat, corn and apple seeds, the company left The Dalles, October 19th, 1845, determined to conquer the impassable mountains.

Trail is Blazed

Captain Barlow and William Rector went ahead of the wagons and blazed

route. Men cut the path into a wider road over which the wagons slowly and laboriously followed.

Two weeks passed and nothing was heard from the intrepid prospectors. At last, a rifle shot was heard and there was great rejoicing at the camps. The scouts reported hardships of big timber, canyons, steep hills, snow, swamps and wild animals. Provisions were getting low and the questions now were "Shall we go forward or return to The Dalles?" William Rector and wife decided to return and Joe Palmer and party concluded to return after the two Barlow boys and others who had gone over the Indian trail with the loose cattle and horses. All the others voted to "go forward!" This confidence made the old Captain's heart glad and happy. He said: "We'll succeed in this undertaking or leave our bones in the mountains. But never fear, we'll succeed."

After due deliberation, it was decided to leave the wagons and heavy plunder in a cache with the Indian and take the women and children in on horses following directly behind the road cutters. All went well till they reached the west side of the Cascades, then unexpected hardships began. The animals mired in the swamps and the women and children had to be carried out and the horses and cows which needed them as well as provisions, bedding, etc., had to be piled out of the mire. Their progress averaged from three to six miles a day; often, the advance was only a half a mile in an hour. Provisions were fast diminishing and rather than eat their faithful dog, the flesh of a horse that had died from eating poison laurel was tested and as it did not kill, they ate and took courage. Indeed, the women were as brave as the men and murmured not. Though all were passive, alarm was yet in the air, and deep down in the hearts of Captain Barlow and of his eldest son, William. The Captain was too weak and ill to go out for assistance but looked with mute appeal into his son's anxious face. With one glance at his mother, father, all William then just twenty-two, determined to go forward, even alone, for the necessary relief.

Aid is Volunteered

John M. Bacon volunteered to accompany him. With a little coffee and four biscuits, they started out to follow the blazed path and to bring back food to the weary, half-starved party. They soon began to have hardships of their own from hunger and cold. When they came to the Big Bend immediately reached the camp freshets, despair nearly overtook them. But with thoughts of mother, father, sisters, friends before them, that river HAD to be crossed. Young Barlow cut a strong pole and finding a place in the turbulent stream where a few boulders would aid him, he placed the pole firmly in the river bed and vaulted from boulder to boulder, and fortunately reached the opposite shore. The victory was won. He shouted "Good-bye" to his companion and was off like a deer to the nearest habitation, which was but a few miles away.

Goal Draws Near

After resting a few days, eating very frugally to prevent foundering, all pushed on to Phillip Foster's farm, where they recruited in strength and cleanliness. Their chests were packed for the last goal of their long journey—Oregon City, Oregon, where the long-looked-for Barlow company was welcomed by the whole town. December the 25th, 1845. The party had left The Dalles, October 10th, 1845, and arrived in Oregon's largest city, a distance of one hundred and fourteen miles, in exactly two months and ten days.

Soon after the completion of this remarkable journey, Samuel K. Barlow addressed the provisional legislative government and was granted a charter to build the first wagon road over the Cascade mountains. A force of forty men was employed and a passable road was built to the cache in the mountains (now Government Camp) early in January, 1846. Later, Mr. Barlow superintended the road construction two months, each wagon toll-gate was established to defray expenses but on account of so many not being able to pay, the road was operated at a financial loss. However, its importance to immigrants made it necessary to keep the road open.

One hundred and forty-five wagons, bringing approximately a thousand people and droves of cattle, sheep and horses arrived by this route in 1846 and increased year by year. In 1848, Mr. Barlow donated his right, title and interest to the government and it was then leased to various parties for several years. It was said that the principal business of many of the lessees was to collect toll and do little besides. The road, being the nearest and shortest route to Eastern Oregon, which was fast coming into importance as a grain producing district, made it doubly imperative to keep the road open and improved.

Scenic Value Great

Utility, however, was not the main incentive for the road coming into its own; its scenic grandeur and beauty became the motive for its improvement. A nature-lover of the picturesque and grand rescued it from the indifferent toll managers, by buying it outright from the state in 1912. To Mr. E. Henry Wemme the state owes a debt of gratitude and a bronze tablet. After spending a small fortune upon it, building bridges, lessening its gradient, improving its conditions generally, very unfortunately, Mr. Wemme died. The road was bequeathed to his attorney, Mr. George W. Joseph, who held it in trust till some commission with a vision for its beauty and utility would take it in hand and bring it to a nearer perfection. In accordance with this trust, Mr. Joseph turned it over to the State Highway Commission in 1919 as a gift from its greatest champion, Mr. E. Henry Wemme, in conformity with Mr. Wemme's long-cherished de-

Oregon, parts of which deed reads: "to have and to hold unto the said State of Oregon with all of its mountains and hills, its forests and vines * * * its gorges and canyons, * * * its glaciers and snow-fields, * * * its lakes and streams, * * * its tempests and storms, its lights and shades, its trails and paths and all the beauties and grandeur of Mt. Hood, for the use, benefit and pleasure of all, forever."

It is now incorporated in the Mt. Hood Loop and will be one of the most beautiful roads in the United States, if not in the whole world. The Loop begins at Government Camp where the Barlow winter cache was made in 1845 and includes ninety miles of the original Barlow road. The Daughters of the American Revolution have placed one marker on this historic route at Rhododendron Inn, bearing the inscription:

The Oregon Trail, 1845 Erected by Multnomah Chapter, Daughters of the American Revolution Portland, Oregon 1919

Wife to be Honored It is expected that a pioneer society will join with the Daughters in memorializing the name of Samuel K. Barlow and his wife, Susannah Lee Barlow, who was the real Madonnina of the Barlow trail, by erecting a monument at Government Camp as soon as a plan can now permit.

From the files of an old "Oregonian" is taken the following: "Quite a remarkable coincidence in name and purpose is evident from the fact that Samuel K. Barlow of Massachusetts was the first to conceive the idea of a trans-continental railroad across the Rocky Mountains and that Samuel K. Barlow of Kentucky, a generation later proposed and executed the first wagon road over the Cascade Mountains—thus completing the circuit of one half of the land of the globe." The life action of the one realized the life thought of the other.

A railroad over the Cascade Range remains to be accomplished. To paraphrase the language of the pioneer road builder of Oregon—"It will be done, for God never made a mountain that man can not master, mechanically, by some day."

Judge Matthew P. Deady of the Supreme court of Oregon wrote: "The construction of the Barlow road contributed more toward the prosperity of the Willamette valley and the future state of Oregon than any other achievement prior to the building of the railway in 1871."

Samuel K. Barlow was an investigator in religion and ethics as well as in road building and frontier movements. Up to within five years of his death, he made annual trips into the forests of Oregon, bring back accounts of their great future advantage to the state.

Barlow is Founded September 17th, 1850 he bought the donation land claim of Thomas McKay, where now the town of Barlow is located. Neither Mr. Barlow nor any of his family ever took up government land. He afterwards sold this place to his son, William Barlow, and located in Canemah, which he and his son laid out as a town.

Though he was not a wealthy man, he always had a competence for his family. He had no patience with dishonesty, especially political dishonesty, and was an ardent advocate of prohibition. He answered every call of conscience and country, enlisting in the Cayuse Indian War, furnishing his own horse and entire equipment and with others, who called themselves "Lord High Privates" held back the Indians until the arrival of the militia.

Dr. E. H. Hempstead has returned from Camp Lewis where he has spent the past ten days. Dr. and Mrs. Hempstead and son, Jack, are spending a few days at their home in Gladstone before returning to their farm near Aurora on Pudding River.

Three of our boys, Prentice Wallace, Guy Adams, and Eugene Vedder have accepted positions at Chautauqua park making up-to-date poet camp confectory. Mrs. Snie Sarver and daughter, Mrs. Alta Starr of Estacada are spending the week with the former's sister, Mrs. C. Strickland.

Mr. and Mrs. J. N. Wallace and family are planning to spend the Fourth of July with the latter's sister, Mr. and Mrs. A. Stone of Woodburn. Mrs. Wallace is very anxious to see her new grand-nephew, Alvie Ernest Stone, son of Mr. and Mrs. John and Mrs. Elvin Catto will return to their home in Gladstone Sunday, after spending the week at Newport. Mr. and Mrs. Catto occupied the C. E. Meyers' cottage while at the beach. Mr. Catto is junior member of the grocery firm, Freytag & Catto of this place.

A motor party of Gladstone and Oregon City people will leave Saturday for Pacific City where they will spend the weekend and remain over to celebrate the Fourth of July. Those making the trip are Mrs. Brendle, Miss Olive Amen, Maynard Brendle, Clay Brendle, George Thompson, Jaunetta Brendle, Rex Brendle, Mrs. Sara McMannus, James and Clarence McMannus, and Florence Randall of Gladstone, Mr. and Mrs. Glenn Moran and family of Oregon City.

The party will enjoy camp life and fishing during their stay. Mrs. Brendle has been helping her sister, Mrs. Emil Scarborough, of Oregon City, who has been ill. Mr. and Mrs. Dave Catto and Mr. and Mrs. W. L. Rowan are family are planning a motoring party to spend July 4th at Molalla.

Rev. and Mrs. G. E. Williams and Mr. and Mrs. Thomas E. Gault, will meet at Turner, Sunday, where they will attend the state convention of the Christian church. There will be no services at the Christian church of Gladstone during Chautauqua. The members will attend the services at the auditorium in the park, Sunday morning communion service will be held at the church at 9:30.

Mrs. Frank Wheeler, of Parkplace, spent one day during the week with her parents, Mr. and Mrs. Rupert Hall and grandparent, Mr. and Mrs. Harrison Nichols, of Mt. View. Mr. Hall recently suffered a broken arm, which is getting along nicely. Mr. Hall was employed on the ferry and in cranking the engine fractured the two bones of his left forearm. Dr. Strickland is in attendance. Leonard Hall, son of Mr. and Mrs. Hall is taking his father's place during his illness. Mrs. Susan Hess has returned to her home in Parkplace after a most enjoyable visit with her brother, George Lee and family at Stephenson, Wash. While at the Lee home, Mrs. Hess was the guest of honor on several occasions. Those coming to visit with Grandma Hess were her son, George

GLADSTONE LOCALS

Mrs. McComment of Grants Pass is the house guest of her parents, Mr. and Mrs. Uren of this city. Mrs. McComment will attend the Chautauqua. Mr. and Mrs. Charles Nash, who have been visiting their daughter, Mrs. John Moore, have located at Palmer, Oregon. Mr. and Mrs. Nash recently sold their farm at Husum, Wash., to Prof. and Mrs. J. W. Gray of that place.

Mr. John McGetchie and daughter, Mrs. Hilda Parker, have returned to their home in Gladstone after a business trip to Altona, Iowa. This is the first visit to Mr. McGetchie's home town since he was a very young lad and the trip was thoroughly enjoyed.

R. M. McGetchie and brother-in-law, J. E. Hammond of Portland, left Friday for a fishing trip on the Deschutes river, they expect to return July 5th.

Mr. and Mrs. Edward Eby had as their guest Thursday and Friday, Miss Evelyn Bridges of Oregon City.

Mrs. Edwin P. Edwards was taken to the Oregon City hospital Friday. Mr. and Mrs. W. L. Wallace, parents of Mrs. Edwards, are at the bedside of their daughter.

Miss Alice Freytag returned to her home Sunday after spending the week with her uncle and aunt, Mr. and Mrs. C. E. McGetchie of St. Johns.

Mr. and Mrs. Edward W. Eby and children, Elmo, Jack and Clarend had spent the week end with Mrs. Eby's father, John Smith and family of Zena, Oregon. Other guests at the Smith home over the week end were, Mrs. W. E. O'Donnell and sons, Percy and Harold of Oregon City, H. D. Marston of Outlook, Mr. and Mrs. Frank Witham and Mrs. Mary Smith of Hood River, and Vernon Mittimmons of Salem.

Mr. Smith who is a talented musician, has organized an orchestra of which three members are his daughters. The guests were entertained with both instrumental and vocal music and refreshments were served by Miss Jessie and Effie Smith.

Mrs. Otto Schemann left this morning for her home in Salem. Mrs. Schemann has been here for the past week taking care of her mother, Mrs. O. Weddle, who is confined to her bed with rheumatism. Dr. McLean is in attendance.

Mr. and Mrs. M. Francis and children, Byron, Alice and Blanche of Seattle, are the house guests of her niece, Mrs. Charles Legler. Mr. Francis is a brother of S. V. Francis of Oregon City.

Mr. and Mrs. Thomas Meeds have had as their house guest, the latter's sister, Carl Walters and daughter, Helen, of Whiteside, Montana. Mrs. Walters left for Spokane, Tuesday, where she was called by the illness of her mother.

Mr. and Mrs. Carl Simmons are planning to spend the week with the latter's brother, Homer Shockley, and family at Silverton, returning to their home, July 5th.

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ington, Mrs. Mary Stuard, of Seaside; Mrs. Alice Russell and daughter, Miss Alta Russell of Portland; Misses Marion and Alta Stuard of Seaside.

Mrs. Thomas Saurber of Portland is spending the week with her mother, Mrs. J. Dawpitt.

The Woman's Union of the Baptist Church met at the home of Mrs. Frank Miranda last Wednesday for an all-day session. Much work was done, doing White Cross work, a pot-luck lunch at noon with an interesting program in the afternoon, in charge of Mrs. Hardie Connor. The program consisted of reading letters from workers in different fields and a discussion of the work in Africa.

July 26 was set for another all-day session. Rev. Hardie Connor, pastor of the Gladstone Baptist church tendered his resignation to his church and congregation last Sunday morning. The resignation has not yet been considered by the church. Rev. Connor has not made public his intentions for the future, but will probably take up work in California where he has served for many years in the past.

Mr. and Mrs. Eliza Guthrie of Athleta and Mr. and Mrs. C. A. Frost of West Gladstone, left for their home July 1st. Mr. and Mrs. Guthrie visited friends in Eugene prior to attending the Rose Show in Portland. During their stay here Mr. and Mrs. Frost entertained their guest on Friday evening with a dinner party. The guests were all old time friends of the Guthries. The Frost home was decorated with cut roses and arranged in baskets, the color scheme being pink and green. Mrs. C. A. Frost was assisted in serving and entertaining by her daughter-in-law, Mrs. Harley Frost. Covers were laid for 15. The out-of-town guests were Mr. and Mrs. Guthrie of Athens, Ohio, and Mr. and Mrs. D. E. Frost and Miss Ethel Frost of Oregon City.

Mrs. C. A. Frost and Mrs. Guthrie are on adjoining farms in Ohio for 30 years and this visit was a most enjoyable one. The members of this party also made many side trips while here enjoying the many beautiful spots in Oregon.

Mr. and Mrs. Joseph Butler, Messrs. Clyde, U'ren and Webster returned from the State C. A. R. encampment Thursday.

Mrs. Curtis Cline arrived in Gladstone Saturday to care for her mother, Mrs. O. L. Weddle, who is confined to her bed with rheumatism.

Mr. and Mrs. Fred Peckover, Mr. and Mrs. Winnifred Knight and Miss Amy Peckover left Saturday afternoon for a motor trip to Rockaway beach where they will enjoy camp life until after July 4th. Mr. and Mrs. Peckover recently purchased a new Ford and Mr. and Mrs. Knight and Miss Amy will make the trip in the Knight machine.

The Gladstone Christian church have put up a rest tent at Chautauqua park, which is very comfortably furnished with couch and rockers. Out of town visitors may leave their lunches and packages free in charge of the matron, Mrs. C. A. Frost.

Mr. and Mrs. Harley Frost will leave Tuesday for their farm near Cornelius, having rented their home on Arlington street to Mr. and Mrs. Albert Surfas, who were recently married.

The tiny baby of Mr. and Mrs. Frost has been quite ill with chicken pox and they have been staying with Mr. Frost's parents, Mr. and Mrs. C. A. Frost for the past few days until the baby was able to move to the farm.

Rev. and Mrs. George Williams and Mr. and Mrs. C. A. Frost motored to St. Johns on evening during the week, where they attended the services being held by Rev. Stivers.

Mr. and Mrs. C. A. Frost have received word from their son, Earl Frost of Kingston, New York, that he had accepted a position with the Tyler Wire Company of Cleveland, Ohio, and will be on the road representing them at the various paper mills as the wire made by this company are used in paper making machinery. Mr. Frost hopes to visit the western coast and stop over with his parents in Gladstone in the future.

HECKER FOUND GUILTY

(Continued from page one.)

shoot in self defense, after Bowker had drawn his own gun.

The taking of the testimony was completed at four o'clock. Hecker, his father and brother, and three other witnesses appeared for the defense. Thirty-two witnesses appeared for the prosecution. Arguments of the attorneys have been limited by Judge Campbell to two hours on each side and the case will go to the jury sometime this afternoon.

Story of Killing Told

Hecker was replaced on the stand at four o'clock this morning, and his testimony, including cross examination, ran for four hours. The story of the killing was told on direct examination shortly after the opening of court.

Leaving Portland, with Bowker, Hecker said the musician to whom he was going to sell the booze was usually on Arlington street to Mr. and Mrs. Gault, the lad said, but he repeatedly stated what "the gun shot" to anyone who tried to double cross him." He then related stories of how men posing as officers had robbed bootleggers of their liquor and indicated that he would like to meet them if he had his gun along.

Later, Hecker said, Bowker proposed that instead of buying the booze Hecker's friend had, they should hold up the man, take the entire 30 cases, and drive away. Hecker said he objected. "I had arranged to sell the whiskey and I didn't think it was right to try and take it."

"It means \$1,200 or \$1,400 to you, and he can't do anything with this gun in his face," said Bowker.

Signal Is Given

"I didn't want to, and after we turned, started back to Portland. Bowker noticed I had turned the light away, which had been intended to signal my friend. "Hecker, what are you doing, trying to double cross me?" Bowker said. "No," I told him. "Hecker, you little —, you are double crossing me," Bowker shouted. "I'll kill you," and he grabbed his gun. "He was bigger than I am. I lung-

pushed him partly away — and shot him."

As he told the story, the lad's voice dropped to almost a whisper. And in the crowded courtroom the only sound was the quick short sigh which escaped the lips of the lad's mother, sitting inside the railing.

Two Shots Fired

Then came the story of the ride to Albany. Hecker said he drove a short way ahead, where he stopped and put the body in the rear seat. There had been two shots fired, he said, one from his own gun, and one from Bowker's 38, which missed his arm.

The gun, recovered from where it had subsequently been thrown away by Hecker, was introduced and identified by Hecker's father and brother, who found it. There were five loaded cartridges in the chambers and one empty shell, they testified.

His first impulse was to start back to Portland, Hecker said, but at Clackamas he swung to the left. Just before reaching the city limits of Oregon City he had stopped to wipe the blood off the top of the lad's head.

"I don't know quite what happened," he said in a low, clear voice. "I was afraid. I had to put the body some place. I couldn't keep it there. I drove through Oregon City as fast as I could. Going down the bridge by the Willamette, the water gave me an idea. I guess I was grasping for anything of an idea then."

Gees Through Victim's Pockets

"At a place just before I got to New Era I stopped. There was blood leaking out of the car. I looked in the back seat to find something to cover him with. Under the cushion I found the hop sack. Then I thought I had better remove everything from him that might identify him if he were found. I took everything I could find out of his pockets and put him in the hop sack."

"Going along the road, I started to throw out some of the papers I found, but I realized that wasn't the thing to do and drove on. I stopped several times. I was all over blood and I wanted to wash my hands. Then I thought I would go home to Albany, so I went on. I needed some gasoline, and I thought I could get some place where they wouldn't know me. I saw a filling station, just what they call Horse-shoe park. I drove in and got the gas and tried to act natural so they wouldn't suspicion me. The man didn't say anything. . . he just looked hard at me."

"I got to Albany and went through the town. I thought of a place where I used to go swimming, and drove across the bridge of the Willamette. I drove in and got the gas there. I drove out onto a dock back at town, but it was torn up. I had to go some place, and