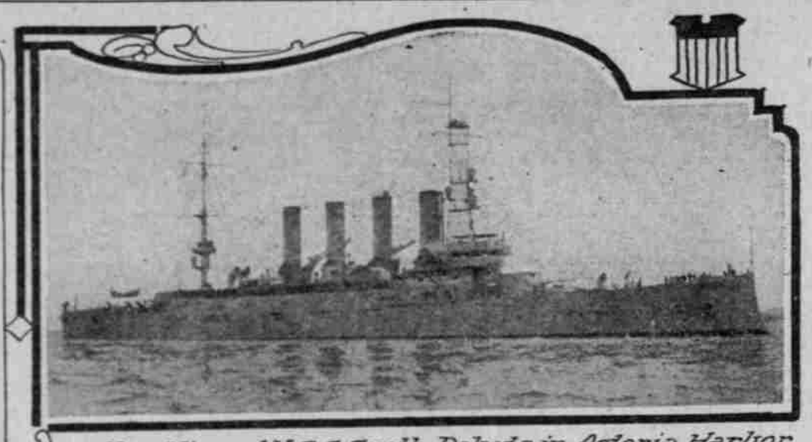
MOUTH OF COLUMBIA RIVER ADEQUATELY FILLS ALL REQUIREMENTS FOR MODERN NAVAL BASE

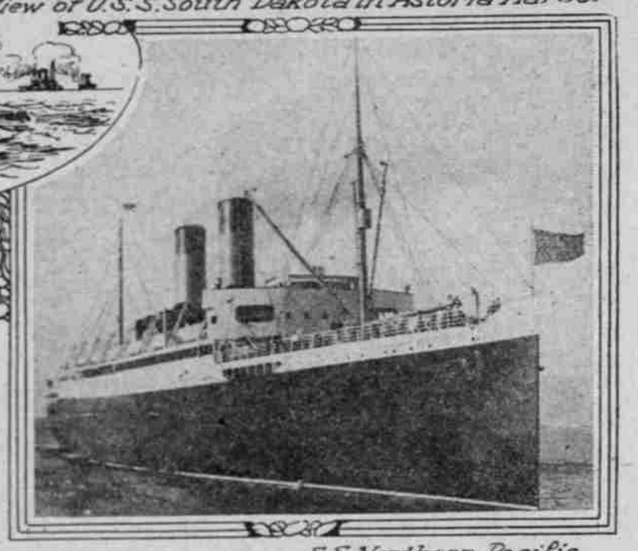
Report Shows Harbor Is at Important Strategic Point, Is Always Accessible, Has Protected Anchorage, Is Safe From Attack and Is Near Commercial Center—Channel Depth Already Enough and Jetty Makes It Deeper.

Royal British Mail Steam Packet Cardiganshire in Astoria Harbor.

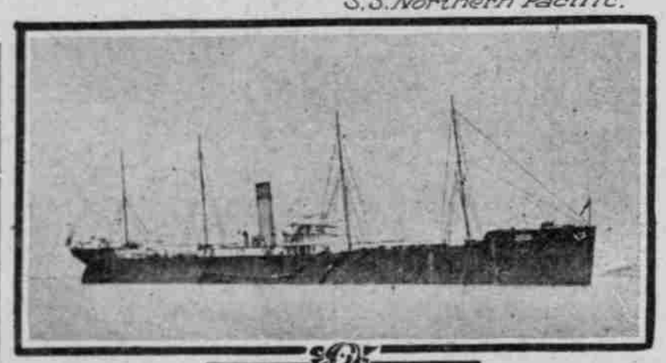


Near View of U.S.S. South Dakota in Astoria Harbor

U.S.S. Cheyenne and Submarines at Astoria



S.S. Northern Pacific.



U.S. Dredger Chinook Operating on Channel Entrance Columbia River.

ASTORIA, Or., Feb. 12.—(Special.)—The Astoria naval base committee contends that the harbor of the Columbia River, at or near its mouth, meets the five essential requirements of the Joint Army and Navy Board, which, under the direction of Secretary Meyer, in 1911 investigated the Navy-yard situation in the United States. Prominent members of this board were Admiral George Dewey, Rear-Admiral Wainwright and Rear-Admiral Bradley A. Fiske, whom Secretary Daniels has dubbed our "naval statesmen."

The report of this board was indorsed by the General Board of the Navy. It outlined a comprehensive Navy-yard policy and recited the following qualifications as "absolutely indispensable" to a naval base:

First—It must be located at an important strategic point.

Permanent Accessibility Required.

Second—It must be accessible from the sea under all conditions.

Third—It must have near by a protected anchorage sufficient for a fleet.

Fourth—It must be safe from attack.

Fifth—It should be placed near a commercial center with plentiful labor and supply facilities.

First—The "strategic" importance of the Columbia River is indicated by the fact that it is the key to a tributary territory greater in area than Germany, equal in extent to the 12 original colonies, with the exception of Georgia—a region advancing in population so rapidly that it registers 100 per cent increase every decade, according to census figures; that more transcontinental railroads converge on the Columbia Basin to approach the Pacific Coast than can be found on any other part of the Western slope; that it offers the only natural ingress and egress from the interior of the United States; that it is the nearest port to Yokohama, having a sailing distance advantage over Seattle of 294 miles and over San Francisco of 423 miles for the round trip; that it has in its tributary territory every resource necessary for maintenance of a Navy or an Army, easily assembled on a down grade, by river, rail and highway.

No Reefs to Be Encountered.

Second—The "accessibility from the sea" of the Columbia harbor is indicated by the fact that the coast line of Oregon and a part of Washington form a straight north-and-south line and there are no islands or reefs in the open roadstead of the ocean; that it is only one-half hour's sailing time from this open roadstead to reach the inside harbor.

Third—The "protected anchorage" of the Columbia harbor is proved as follows: The presence of long lines of outside jetties oblige an attacking fleet to steam directly in from the west, thus enabling the coast defense guns to converge their fire on a definite space; the channel has an even flow and regular depth which greatly facilitates the planting of a veritable network of submarine mines; the great depths that exist within the harbor would make the operations of submarines an assured success; the promontories in the inside harbor which project from the shores afford safe refuge for vessels and ideal bases for harbor defense guns and mortars.

Fourth—The entrance to the Columbia River can be made as impregnable as Gibraltar or the Dardanelles. Its land defenses can be cheaply developed and made highly effective. One of the small forts located there now has an advanced position on a headland projecting into the Pacific which gives it an advantage in gun range of nearly 5000 yards. This fort is impervious to attack except from one side and is well protected from naval shell damage on account of its height above sea level. The hills at the mouth of the Columbia are well screened by forests which afford a splendid mask for batteries.

Large Cities Nearby.

Fifth—The mouth of the Columbia is "near a commercial center (or centers), with plentiful labor and supply facilities," namely, Astoria and Portland, and several other towns of the Columbia Valley.

On January 27, 1914, Secretary Daniels gave Congress official information concerning the depth of channel demanded by our fighting ships. "Such a channel," said Mr. Daniels, "should have 35 feet at mean low water. The modern dreadnought demands this depth under the most favorable conditions. In case of an unsuccessful naval engagement, however, the ships, in flooded condition, would naturally be lower in the water. The General Board had, therefore, decided that the approaches to the Navy-yards should have a channel of at least 40 feet—preferably more."

The channel entrance to the Columbia River shows a mean low-water depth of 35 feet as per last report of United States engineers for this district, with constant tendency through jetty action to increase. The committee reports that continued dredging operations will undoubtedly secure a channel 40 feet in depth before the end of the current year and in time this depth will be increased to 50 feet. Continued dredging, with the operation of the currents by jetty action, will maintain this depth permanently.

MR. GREGORY INTERPRETS DECISION ON LAND GRANT

Attorney-General Discusses Limitations Placed on Congress and Says if Railroad Would Agree to Adjustment, Some Concessions Might Be Wise.

OREGONIAN NEWS BUREAU, Washington, Feb. 12.—The first authentic interpretation of the decision of the United States Supreme Court in the Oregon & California land grant case was contained in the letter of Attorney-General Gregory, sent to the Senate committee on public lands and to Secretaries Lane and Houston. The Attorney-General does not deal with the question of policy of disposing of the lands, but rather with the limitations within which Congress may act.

After reviewing the history of the granting acts, he cites the provision in the act of 1866, which provided that Congress might at any time, "having due regard for the rights" of the railroad company, "add to, alter, amend or repeal" the granting act. No like provision appears in the act of 1870, but the act of 1866 embraces nearly all the lands dealt with in the Chamberlain bill. He says the lands patented to the railroad company amount to 2,908,000 acres, leaving unpatented 200,000 acres.

Interest Valued at $29,250,000.

In the trial of the land grant suit, the value of the lands involved was set at $70,000,000, but the Attorney-General recites that some place the value as high as $90,000,000. "The timber thereon," he says, "constitutes the chief value. The railroad company's interest in the 2,300,000 acres unsold, at $2.50 an acre, is $5,750,000. Deduct this from the total value of the land, $25,000,000 (which is the compromise value adopted by the Attorney-General), and we have a balance of $19,250,000, the Government's present interest under the decision of the Supreme Court."

The Attorney-General then shows how the land grant terms were violated and reviews the history of the Government's suit. He recites the fact that 656 persons, who settled on the land without the consent of the railroad and claimed the right to buy 160 acres at $2.50 an acre, became crosscomplainants, and some 6000 other applicants, who never settled on the land, were permitted to intervene, contending they were entitled to conveyance. Both contended the railroad held the lands in trust for their use and benefit.

Coming down to the Supreme Court decision, the Attorney-General says:

"With respect to the cross-petitioners and intervenors, the Supreme Court held that they had no right whatever to the lands; that 'the accomplishment of the purpose of the grants determine against the creation of a trust.'

"The court, in disposing of the Government's claims, held that the restrictive provisions were not conditions subsequent, but enforceable convenants, and reversed generally the lower court's decree, with directions that the District Court enter a decree providing that the railroad company be enjoined from sales in violation of the restrictive convenants and from any disposition of the lands or of the timber, until Congress has a reasonable opportunity to provide legislation for their disposition, etc." He shows that the court then provided a course which the railroad company might pursue if Congress should fail to act within a reasonable time.

The lower court, he says, has entered a decree in accordance with the decision of the Supreme Court, and the judgment against the cross-petitioners and intervenors, notwithstanding the order of general reversal, was affirmed. "It also follows," he says, "that by virtue of the general reversal, the part of the first decree denying an accounting to the Government is eliminated. The railroad company, contending that this last decree is not in harmony with the mandate of the Supreme Court, has appealed, but no action which Congress might take concerning the disposition of the lands can be affected thereby."

Railroad's Rights Defined.

The Attorney-General cites that part of the Supreme Court opinion which holds that "the grants must be taken as they were given. Assent to them was required and made, and we cannot impart a different measure of the requirements and the assent than the language of the act expresses. It is to be remembered that acts are laws as well as grants and must be given the exactness of laws." He also cites other paragraphs of the decision, and says:

"These excerpts clearly establish two things:

"(a) That the restrictive provisions must be taken as they read—that they mean what they say; and

"(b) That $2.50 per acre in the aggregate is the sole measure of 'all the value conferred by the granting acts upon the railroad.'

"Whatever other rights were given to the railroads by the granting acts, such as right of way over the public domain, etc., have all been satisfied," he says.

"Therefore $2.50 per acre is the maximum amount which the railroad company is, or was at any time, entitled to receive. By the decision of the Supreme Court the rights of the railroad company are fixed at a sum not to exceed $2.50 per acre. Therefore, Congress has the power to amend this act, provided it secures to the railroad company $2.50 per acre, that being the measure of its rights in the land.

Congress' Power Implied.

"But apart from this, the fact that the Supreme Court has referred the subject to Congress necessarily implies the power of Congress to deal with it along the lines of the court's opinion."

He cites the record of the Government's suit showing that the railroad company, prior to the institution of the suit, had received on account of the lands a total of $5,506,870, of which $4,238,822 came from sales of lands and $1,023,922 from interest on contracts, the remainder from timber sales, leases, etc. "Perhaps the interest item should be reduced," says the Attorney-General, "because some of it undoubtedly came from the railroad company's share in the proceeds of the sales. The time may come when an exact adjustment of this item may be pertinent, but it is not now." He also shows that about $200,000 additional has been received from sales made by order of the court, which amount is now held back. He gives the following table showing what the railroad company claims to have disbursed on account of the lands:

Advertising	$ 24,781
Law expenses	218,413
Grading lands	142,657
United States surveys	145,977
Salaries and office expenses	624,344
Stationery and printing	18,269
Taxes on lands	1,827,776
Total	$3,012,219

Allowance in Excess Opposed.

"I do not believe," says the Attorney-General, "that the railroad company is entitled, in strictness, to credit for any of the items shown in this table. The $2.50 per acre is the maximum amount given to it by the grants. If the credits which it asserts are recognized it would receive not only $2.50 per acre, but a sum in excess equal to the amount of the credits allowed. This is not warranted by the terms of the grants, as interpreted by the Supreme Court. Perhaps generosity might allow the company credit for taxes paid on a valuation above $2.50 per acre. In later years, I am informed, it has paid on such a valuation, and since, according to the decision of the Supreme Court, it had no interest in the excess value, possibly it would be inequitable to refuse it credit for the taxes paid thereon.

"Still it must not be forgotten that the railroad company invited this higher valuation by the prices at which it held the land and the insistent claim made that it owned the full value, notwithstanding the restrictive provisions. What the amount of the taxes paid on the excess value is I do not know, but whatever it may be, it is the only item which, in my judgment, should have any consideration as a credit. By this I do not mean to say that the claim for such a credit has any basis in law or equity.

"In this connection it should also be remembered that I proceed on the theory that $2.50 per acre should be allowed to the railroad company. It is more than probable that there are thousands of acres which are not worth 50 cents each. Therefore the allowance to the company of an average of $2.50 per acre is exceedingly generous.

"Should the amount already received by the railroad be considered in connection with pending legislation?" asks the Attorney General. By way of answer, he says: "Undoubtedly the greater part, although not all, of the receipts of the company came from the sold lands, and the question is whether those receipts should be considered in making the present adjustment, since the Government's suit involves only the unsold lands.

"The Supreme Court says that in disposing of the last-named lands, Congress should secure to the railroad company 'all the value' the granting act conferred. In ascertaining what this is, should we not consider how much of that value the railroad has already received? I think so. To settle with the company by paying $2.50 per acre for the unsold 2,300,000 acres, without taking into account what it has already received from the lands sold in excess of what it should have received, would be open to two objections, (a) paying it more than it is entitled to on full consideration of the whole subject, and (b) endangering possibly the right of the Government to recover in a new suit the excess over $2.50 per acre, viz., $2,500,000. Of course this last consequence might be avoided by express provision in the act of settlement, but why not dispose of the entire subject at once? Why pay the company $5,750,000 when it is indebted to the Government in the sum of $5,500,000?

Excess Already Received.

"The Supreme Court has made it clear that at no time was the railroad company entitled to more than $2.50 an acre. It has received from the sold lands, as we have shown, more than twice that. If the Government has the right to recover the excess of value of the unsold lands, why has it not, by a parity of reasoning, the right to recover the excess received for the sold lands? Is it not money had and received by the railroad company for the use and benefit of the Government of the United States?

"The fact that the trial court when rendering the first judgment, denied the Government an accounting, is immaterial, because that judgment has been completely reversed. In the opinion of the Supreme Court, the right of the Government to proceed against the railroad on account of the sold lands is specifically reserved.

"There is a trust deep upon the railroad company property, including the grant lands, for a balance of $17,745,000. This debt is guaranteed by the Southern Pacific Company. According to the records in the Government's suit there are about 660 miles of road belonging to the company. A former general manager of the road testified that it cost $50,000 a mile to build and equip it. This is low, but, assuming it to be correct the road and its equipment, apart from the lands, are worth at least $33,000,000. Consequently the bondholders are amply secured without reference to the grant lands. Still they have a lien upon them to the extent of the railroad's interest therein, which, of course, must be taken care of in any disposition made of the lands by Congress.

Stockholders Well Provided For.

"According to the records in the suit mentioned, the stockholders did not invest over $1,000,000. The rest was borrowed, partly upon the security of the grant lands. It has all been paid now except as above stated. Deducting this balance, $17,745,000 from the total cost, $33,000,000, there remains a balance in favor of the stockholders of $15,250,000, as the result of the investment of $1,000,000."

The question of those who purchased from the railroad company and paid more than $2.50 per acre is held to be material only as it bears on the question whether or not the excess belongs to the United States. "These purchasers," it is held, "entered freely into their contracts to pay what must be presumed was only the value of the land at the time they bought it. According to the Supreme Court's holding with respect to the cross petitioners and intervenors no one had the right to compel the railroad company to sell. It said the company 'might choose the actual settler,' etc. Consequently whatever right these purchasers acquired was purely contractural and for the consideration which they agreed to pay. Upon what principle, therefore, could they ask for the return of the money?"

The Attorney-General then reviews at length the innocent purchaser suits, under which about $900,000 has been collected by the Government, and then takes up outstanding contracts, saying:

"There are a number of contracts outstanding for the purchase of lands upon which a part only of the purchase price has been paid. The lands covered by these contracts, amounting to 80,000 acres, were omitted from the Government suits.

Relief Offered Purchasers.

"Respecting these lands I would observe, first, that it would be fair to allow the purchasers and their assigns the same measure of relief as was offered in the cases governed by the act of 1912. Whether any of these executory transactions is protected by the statute of limitations prescribed in the act I will not undertake to say. Some of them, I am persuaded, were not within the limitation of the compromise. Equality between these cases and the cases settled by that act will be brought about if those who claim under the executory contracts are permitted to gain good title by paying to the Government what they agreed to pay the company, where the contracts call for less than 1000 acres, and making an additional payment of $2.50 an acre where the contracts call for 1000 acres or more.

"In rough figures the account between the United States and the railroad company may be stated thus:

Total amount of the two grants, 3,200,000 acres at $2.50 per acre	$8,000,000
Amount received on their account	5,506,870
Balance due railroad company	$2,493,129

"An early settlement of the controversy is much to be desired. If, therefore, the railroad company should be induced to agree to an adjustment of the whole matter, it might be wise for the Government to yield on a few points, especially with respect to some of the charges made and credits claimed in the statements given above.

Settlement Is Invited.

"But if the company is going to contest any legislation that Congress may pass upon the subject, and the indications now are that it will, then the Government should claim all that it is entitled to by strict rule of the law. In this connection I would respectfully suggest the wisdom of inviting the representatives of the railroad company to indicate what, if anything, they would agree to as a settlement of the entire controversy.

"From the foregoing discussion it will be seen that, in harmony with the Supreme Court's definition of the railroad company's rights, Congress may buy back the unsold land immediately, or within a reasonable time, by appropriation from the public fisc, or provide new methods of disposing of the lands for money, and satisfying the just claims of the railroad company out of the proceeds of sale. I am also of the opinion that in all cases not settled by and under the act of 1912, where lands have been sold in violation of the granting acts, Congress, if it chooses, may deal with the lands, as though the sales had never occurred; for, legally speaking, such sales, having been made in contravention of express statutory prohibitions, are absolutely void.

Law Should Be Made Clear.

"Postponing the case of the purchasers for separate consideration, and confining attention now upon the problem presented by the claims of the railroad company and its lienors, I would first of all lay emphasis upon the desirability of a law so clear and so elastic in its adaptation to the possible results of further litigation that no doubt need be entertained as to its validity. As already indicated, I hold to the view that the amount of moneys which the company has collected in excess of its rights should be deducted from the payments to be made, unless the company and its lienors shall justify a more liberal adjustment by consenting to the act and thus precluding the possibility of any further controversy and litigation. That amount the act itself should not attempt to fix either by figure or rigid definition. On the contrary, the act, in fairness as well as for its own sure protection, should provide for the ascertainment of the amount through judicial proceedings, wherein all questions of fact and law involved may be conclusively determined. Payments to the company and the lienors, whether from the treasury or the proceeds resulting from disposals of the remaining lands under the act may properly be deferred until the amount of the deduction has thus been established.

If Congress regains the lands through a payment made or guaranteed from the Treasury, they may be, of course, retained or disposed of as Congress sees fit. It has been suggested that, in some part at least, they should be added to existing forest reserves.

Speedy Settlement Desirable.

"Whether, and to what extent, this suggestion should be adopted is a matter which, from the executive standpoint, should be of interest to the Secretary of Agriculture. On the other hand, it has been urged that in justice to the State of Oregon, and especially to the counties of that state in which the bulk of the lands is situate, the lands and the timber should be opened as speedily as possible to private acquisition, in order that settlement and industry may be promoted and that the local taxing power may not be unduly restrained. In the hands of the railroad company the lands were taxable to the extent of the company's interest ($2.50 an acre), according to my belief, but to their full value, according to the claims of the counties. My information is that these counties were largely dependent on such taxation for their revenue and that since the entry of the decree in 1913 they have suffered greatly because of their inability to collect the taxes assessed and levied.

"These accumulated taxes, whether technically valid or not, should, in my judgment, be paid immediately when Congress resumes the title. I suggest this not only in fairness to the counties, but because the taxes would be a cloud upon the Government's title and would embarrass any attempt to dispose of the lands to settlers.

"Generally speaking, if Congress decides to gain the money for satisfying the company by disposing of the lands themselves, the law should be such as to guarantee the payment within a reasonable time. This certainly should, I think, be made to appear upon the face of the act and not left to presumptions or deductions from facts and conditions not there discernible.

Income Should Be Assured.

"The law should definitely assure an income of at least $2.50 per acre from all the lands now unsold, devotable, so far as may be necessary, to the railroad's claim, when the just and proper amount of the Government's set-off has been judicially determined."

Taking up the Chamberlain bill, the Attorney-General says:

"This bill undertakes to deal only with the unsold lands. Except in a few points of detail the changes which occur to me are merely such as will be desirable if Congress shares my opinion that the matters of the excess collections, the outstanding executory contracts, and the existing taxes should also be included in the legislation."

He then formulates various amendments to carry out his views. Among other things, he suggests that bids for timber be accepted by the Commissioner of the General Land Office rather than by local land officers. He would also add a provision to the timber-sale section of the bill providing "that where the timber is offered for sale hereunder and no bid is made therefor, or if made, is rejected, then the timber shall become subject to private entry at prices to be fixed by the Commissioner of the General Land Office, after appraisement, but in no case to be less than $2.50 per acre. All timber sold under this act shall be subject to the taxing power of the states apart from the land."

Suits Are Authorized.

The suggested amendment as to a civil suit reads as follows:

"That the Attorney-General of the United States be and he is hereby authorized and directed to institute and prosecute any and all suits in equity and actions at law against the Oregon & California Railroad Company and any other proper party which he may deem appropriate to have determined the amount of moneys which have been received by the said railroad company or its predecessors from or on account of any of said granted lands, whether sold or unsold, patented or unpatented, and which should be charged against it as a part of the 'full value' secured to the grantees under said granting acts as heretofore interpreted by the Supreme Court. In making this determination the court shall take into consideration and give due and proper legal effect to all receipts of money, from sales of land or timber, from forfeited contracts, rent, use of timber by the railroad company, timber depredations and interest on contracts, as well as from any other source relating to said lands."

Another proposed amendment vests in the United States title to all money arising from grant lands and now on deposit to await the final outcome of the pending action.

The proposed provisions as to taxes reads:

"The taxes accrued on the lands revested in the United States, whether situate in Oregon or Washington, shall be paid by the Treasurer of the United States, upon the order of the Commissioner of the General Land Office, as soon as may be after the approval of this act, and a sum sufficient to make such payment is hereby appropriated out of any money in the Treasury not otherwise appropriated."

Taxes Should Be Paid.

The accrued taxes amount to $1,300,000. The counties, says the Attorney-General, need the money badly. No land or timber should be sold by the Government, he says, before the taxes are discharged.

Another section provides for the deduction from amounts still due the railroad company, whatever amounts may be judicially determined should be deducted, as outlined in the foregoing opinion.

The Attorney-General would also rewrite the section of the Chamberlain bill which gives the counties 40 per cent of the receipts, the state 40 per cent, and the Government the remainder. As rewritten this section does not affect the state or counties, but it does direct the court should charge the railroad company with the amount already received by it over and above $2.50 an acre for the lands heretofore disposed of by the Government's receipts would be increased to that extent. The states, in other words, get their money only from the sale of unsold lands; the Government may get something on account of recovery on past sales. About 200 acres of the unsold land are in the state of Washington.

The Raker bill, as heretofore explained, is not approved. It proposes to appropriate and pay the railroad company $5,750,000 for all the remaining land, which, the Attorney-General says, is $2,493,000 more than it is entitled to, and may be in addition, $1,300,000 more if the accrued taxes are to be discharged.

The McCumber bill, which gives preference rights to certain applicants, not settlers, would enable applicants to get quarter sections worth from $5000 to $20,000 for $400, says the Attorney-General. "Among those who would benefit by this measure," says the Attorney-General, "are the cross-petitioners and intervenors, who, according to the Supreme Court, have no rights in the land, and of course the other applicants have no better standing. True, some of them, but not all, were duped by locators, many of whom have been prosecuted by this department and are now being punished. However, neither the Government nor the railroad company is responsible for the deceit practiced upon them, and in consequence they have no claim for special consideration on that or any other score.

"I shall take the liberty of submitting copies of this communication to the Secretaries of Interior and Agriculture. It is possible that they may favor me with their criticisms and suggestions, in which event I may take occasion to communicate with you again."

FIVE GENERATIONS LIVING

Mrs. Mary Venable, of Idaho, Has One-Hundredth Descendant.

BOISE, Idaho, Feb. 12.—(Special.)—The mother of 15 children, 13 of whom are living, Mrs. Mary Venable stands at the head of a family of five generations, at the age of 76 years, a distinction believed unique. The pride of her heart, however, is her 100th direct descendant and great-great-grandson, James Morrison, 7 months old.

Mrs. Venable is probably the youngest great, great-grandmother in the Western country. She is hale and hearty, and surrounded by her many relatives at her home at Eagle, 19 miles west of Boise, is happy indeed.

Mrs. Venable has no less than 99 grand and great-grandchildren, and one great-great-grandchild. She is a native of Texas, and came to Idaho 25 years ago. The Boise Valley was selected as her future home and there she reared her large family.

Of the 13 living children, six of them reside in Western Idaho and Eastern Oregon: John W. Venable, of Eagle; Thomas B. Venable, Ontario; Marion and Minor Venable, of Nampa; Mrs. Rosa Post, of Nampa, and Mrs. Mattie Armitage, of Nampa.

WOMEN STUDENTS EXCEL

University of California Scholarship Statistics Are Interesting.

UNIVERSITY OF CALIFORNIA, Berkeley, Feb. 12.—(Special.)—The semi-annual report of the registrar's office at the University of California contains some interesting statistics on scholarship ratings. The figures show that women are better students than the men, and that students belonging to organizations have received better grades than those who do not.

The organizations on the campus, such as fraternities, sororities and house clubs, whose scholarship is above the average, are published in alphabetical order in the Daily Californian, the student organ. Fourteen fraternities and three house clubs received places on the coveted list. All of the averages are lower than those of last year, and the fall is attributed to the exposition influence.

Infected Hogs Killed.

DAVENPORT, Wash., Feb. 12.—(Special.)—Lincoln County health officers quickly dispatched five hogs which had been bitten by a mad dog, and burned the barn in which the swine had been confined since they were bitten a few days before. The owner of the property, John Zeimantz, called the officials on the case and readily consented to the destruction of his property as a safeguard against an epidemic of rabies. The dog had already been shot and his body burned.

Evangelist and Bride Coming West.

ROSEBURG, Or., Feb. 12.—(Special.)—Bruce Evans, evangelist, who has held meetings in various Southern Oregon towns during the past year, was married recently at Buffington, Ind. The bride was Miss Helen Cash, a church worker of that place. Mr. and Mrs. Evans are now en route to Oregon, where they will make their home.