Baltimore Divides Attention Between Curious Blockade Runner and Her Crew.

LATTER ARE ALL YOUNG

Vessel Is 315 Feet Long and Draws 17 Feet of Water She Carries Crew of 29 Men, 1000 Tons Cargo.

Baltimore, Md., July 10 .- Interest in Baltimore today divided itself between the big super-submarine Deutsch fend and the men who brought The latter, all young, frolicked like kids when they first got their feet back to earth, some of them throwing themselves on the ground despite the mud and rain.

The Deutschland impresses one most by her appearance of compactness and solidity, and there will be bigger ones like her, Captain Koenig said today, Almost as long as the average tramp freighter but ciding low in the water, as though only barely affoat, her sides round amouthly up with no evidence of seams or joints, giving the impression that the great hull has been pressed out of one great sheet of steel,

Largest Submarine Afloat.

The Deutschland is the largest submarine affoat. The largest German war models are less than 300 feet long, But this submarine of commerce is 315 feet long, exactly one third the length of the largest merchant vessels affoat -the Vaterland and the Imperator. The boat carries no passengers. Her

cargo consists entirely of dyestuffs-1000 tons of them. This keeps her very low in the water when riding on because of her depth that she did not paired." try to come nearer land when sub-

Has Crew of 29 Men.

She is commanded by Captain Koenig and has a crew of 29 men. Both cap-German merchant fleet and not from is being treated by the United States officials like any other merchant ship.

that it might be a warship. The Eng-bonus for his good eyesight, lish government was not among those. Fesmire is a young fellow regarded the Transatlantic submersible as a joke and the report is skin. that the Deutschland was chased for "We were lying in Lynn maven bay duck under water that the Deutschland was chased for "We were lying in Lynn maven bay duck under water that the Deutschland was chased for "We were lying in Lynn maven bay duck under water that the Deutschland was chased for last night," he said. "My friend, Fred-without going totally blind. She submerged and cluded crick Hayes and I were keeping watch them by traveling out of her course on the Timmons.

Dodges Enemy Boats.

stantinople, made by the U-boat that to Hayes, 'What's that?' sank the British battleship Majestic.

time when she got two-thirds of the for fear of being wrong. way across, when she sighted a Dutch

merchant vessel in her path, Tug Meets Diver.

And some 500 miles off the Virginia Hinsch. coast she was frightened out to sea again for a distance of some 200 miles by enemy war ships. But on her return she was able to come to the surface a hundred miles from land and was not forced to submerge again.

The Deutschland was met off Cape Henry by the tug Thomas F. Timmons of the Eastern Forwarding company. She had been waiting at the capes for the past 12 days. A couple of days ago Captain F. Hinsch, the marine superintendent of the "Ocean Transportamarine line is called, went on board the Timmons. He is now directing the rest. photing of the Deutschland up the bay.

May Have Regular Bun. 'We have proved." he told members of the Virginia Pilots' association, that the English blockade amounts York and other American ports.

She had only two mishaps and these ported that all on board were well and delayed her but slightly. She had trou- everything was in the best condition. ble with her motors and her under-

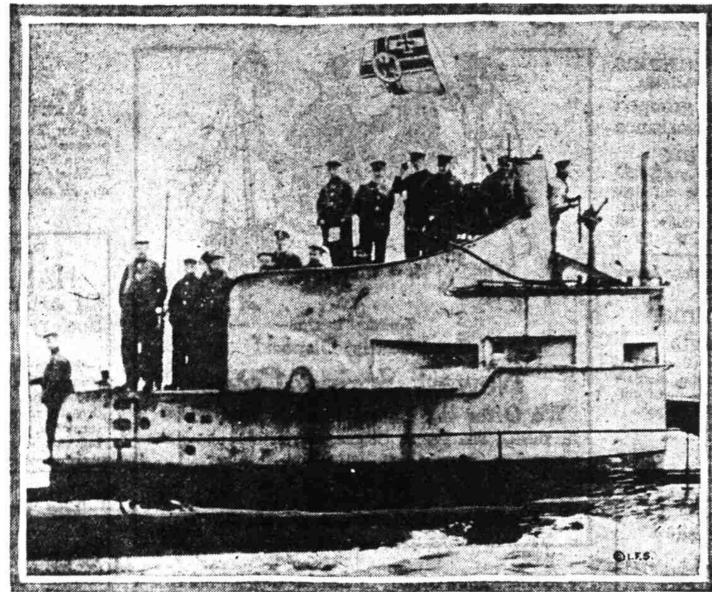


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HUGE GERMAN SUBMARINE BRINGS CARGO OF DYESTUFF TO THIS COUNTRY



The Submarine Deutschland, 315 feet long, which traveled from Bremen, Germany, to Baltimore, Md., carrying 1000 tons of valuable cargo, in 14 days. She carries a crew of 29 men and draws 17 feet loaded

sighted was 17 feet and it was largely plies and the trouble was quickly re-

Gets Bonus for Eyesight.

Deutschland on her arrival in this itself is very sharp, off the capes 15 days ago, picked Fes- left her German port on June 23. It is said that she submerged when- mire and today he has shown that he ever she saw any vessel on the chance does not regret it by giving Fesmire a Fesmire is a young fellow 28 years

Sees Diver's Lights.

It is said that the Deutschland trav- other, first very bright and then the it is heavy enough and tightly fastened eled 4180 miles, 1800 of this being next minute they would be dimmed. so as to look unflinchingly in the deseamen to break that blockade in this They are arranged to fool enemy war-sired direction. She ran through the North sea sub- ships and they certainly do it. They was forced to submerge again for a not dare report her to Captain Hinsch

"I though she might be a big liner

happiest man in the world. 'Full steam errand. ahead,' he shouted. And John Selig. our engineer, certainly did steam up. She made straight for us too-recognizing our lights, and in two hours she

"There were six men I could see, two forward, two aft and two on the They were dressed in the regbridge. ular dark blue of the German merchant tion company," as the merchant sub- ships and the officers had white caps. just as on the Eitel Friederich and the

'Is Captain Hinsch there?' shouted commander, Captain Koenig.

through the megaphone. Everything in Good Condition.

"Koenig is a small stocky man. to nothing. There will be more sub- Hinsch-he's a glant, you know-came tubes. The modern type of armed Ger-mand. marines from Germany. They will be to the rail and they talked in German. making regular trips just like the big All of us in the crew hung over the liners from England in a few weeks, rail and cheered and clapped our hands. We will have them coming in at New Some more of the crew of the subma-They all looked "This boat is in excellent condition. fine and the submarine captain re-"Close on to 2 o'clock the Virginia pilot, Captain Frederick D. Cocke, came on board. But he had no business on board as we were making for Maryland and we got rid of him and took on Captain Coleman, a Baltimore pilot. He will bring her up to Baltimore, but the man who is really bringing her in

is Captain Hinsch.

Captain Hinsch in Charge. 'No, he hasn't got off the Timmons. And the Timmons is not towing the Deutschland in, either, but Captain destroyers use, and these are kept Hinsch is sort of in charge. You know he has a 500 punch." Here Fesmire smiled. "And he knows the bay per- has no such gun, nor any ram on feetly and he's a perfect seaman. He'll see to it that no craft that hasn't any business near the Deutschland gets could do the work of raising. anywhere in her neighborhood." When asked about the story that United States revenue cutters had hurried out to meet the Deutschland with ing torpedoes, the breech blocks for

said the report was absolutely false. Name in Big Gold Letters.

"I'll tell you how that story arose." Fronteria was hanging around the pedoes. The most recent type of subcapes, acting suspiciously. The United marine they had in Germany a few States revenue cutter Apache came out months ago was able to carry 20 reof the present state of affairs between ficulty. But here the spaces that outside the three mile limit. They with their deadly cargo of tri-nitro'pussed close to us, and after they had toluene — affectionately known as got three miles out, the Apache hung "T. N T."—are filled with dyes to there, watching the Fronteria out of gladden the hearts of those who prom-

about the Deutschland is her name | war has robbed it. painted in big gold letters about a foot high, in the form of an arc around the

Periscope Drawn Inside. Her periscope was drawn well inside, long before she sighted land. But her mast for nights, which she carries

up some 15 feet above the level of the Diesel engines were invented. She has a handrall some two and

bridge of an ocean liner

Diver's Speed 12 Enots. From the superstructure to the bow The man who first sighted the deck slopes down sharply. The bow venience the lungs or heart of the and Turkey, finer than in a century.

The slope of the deck toward the tain and crew were drawn from the runs the motor tug Efco, of the North stern is much more gentle. She has a German Lloyd, Captain Hinsch, want- speed of 12 knots and, heavily laden this war-from supplying substitutes the navy. The craft is unarmed and ing a particularly efficient crew for the as she is with her 1000-ton cargo. mons when she started on her vigil she made the trip in 16 days, having The most interesting part of the boat

is the periscope. When it is raised air. And they supplied it-that is to from its top down to the top of the say, they showed how the used up conning tower is a distance of some oxygen in the air can be restored by old, with keen brown eyes and a tanned 20 feet. That is the distance this new means of chemicals. and defenseless type of submarine can "We were lying in Lynn Haven bay duck under water to avoid its enemies

The receiving end of the periscope is n the conning tower, which looks very "We were standing together aft, to hold five men. The eyepieces them- and led back again "as good as new." Because she was forced to make this looking out to sea when I saw some selves, projecting dark and gleaming detour she has the record for sub- lights. I thought I did, anyway, but from the spotlessly white cylinder, look less worry than the matter of air. Bemarine distance travel. The longest the next minute I wasn't sure. I had like guns trained on you to keep you cause of the British blockade, all Gertrip previously made by any submarine made them out through my glasses out of this holy of holies of the subwas the 3500 miles from Kiel to Con- which are especially good and I said marine. Close to each of them is the comes out of tubes and cans, and electric motor used to revolve it-for which is nearly the real thing, but not "Her lights rose up one above the flimsy as a periscope seems to the eye, quite,

The room below the conning towerthe navigating room-is quite as full of a wilderness of complicated apparatus I first got sight of her at 1:20, but it as that in the ordinary German U-boat. was half an hour later before I told except for one thing. The "nest" is lacking. The "nest" is the cradle in which the torpedoes sweetly repose, while waiting to be rudely awakened When he heard about it he was the and sent spinning on their deadly

This room is where the steering is done when the submarine is running The room back of the en- SUBMARINES submerged. gine room is larger and more complicated. Here are two rows of the famous Diesel engines which run the

submarine on the surface. Engines Are Economical

It is due to these engines that there so much profit in each trip of nerchant submarine, for the only fuel necessary for these motors is the heavy oil which is a by-product of the works, trips before on the Deutschland. There where Germany manufactures coal gas, was no fear in the experience and it and of the oil refineries.

the boat is the absence of torpedo German Lloyd ships I used to comman submarine has torpedo tubes, not only near the bow, but also, in the more recent models, at the stern and at the bridge. These are completely absent from this merchant submarine, making clear its owner's contention that it is a bona fide merchant ship and not merely a warship temporarily

converted to use as a carrier. No Guns to Be Found.

Nor do you stub your toe on the ugly little hummock on deck which marks the place where the disappearing gun of the old fashioned type of German naval submarine is concealed or, to be accurate, protected, for the hummock prevented any real conceai-

The more modern German submahalf inch guns such as the German \$1,000,000." well under cover below hatches that are flush with the deck. But this boat which it could be raised to position nor any compressed air apparatus that

Dyes Supplant Trap Doors. In the interior you also miss all the mechanism and tackle used for fir-

sendoff and the valves and wheels which control them. You also look in vain for the mag-

"The Mexican ship azines with reserve supplies of torto see what she was doing. In view serve torpedoes without too much dif- everything just like in America." Mexico and the United States, the would have been occupied by those Apache decided to convey the Fronteria swift and fatal mechanical fishes asked. known as enade Fifth avenue and put back into message from the kaiser to President One of the most conspicuous things American life the color of which the

Space Limited.

The men who serve under this modern discoverer of America, Captain Koenig, did not mutiny as those others ways they had a more trying time than giant submarine Deutschland, declared Captain Koenig. just behind the superstructure, sticks their forerunners of the days before

today will be followed soon by others Lack of space was the chief inconvenience. Every available nook and the Bremen. one half to three feet high above the corner had to be used for the cargo. deck for the protection of the crew. But this was largely offset by the rail, the like of which was fact that the boat ran above water friends." never seen on a war submarine, runs much of the way. And even under clear around her. Her deckhouse, too, water they did not suffer from that does not remind you so much of the worst inconvenience of a submarine deckhouse of the Monitor of Civil war crew—bad air.

The statement follows:

the surface. Her draft when she was water lights, but she carried extra sup- war submarines. It is more like the project, particular efforts were made acres will be serving for the next in the construction of these merchant winter's supply of foodstuffs. Rains boats to insure the very best possible and warm weather in April and May air supply.

> crew in the slightest. Germany's chemists have been called spon to do anything and everything in for dynamite to supplying substitutes for bread

The builders of the trans-Atlantic submarine asked for a substitute for oxygen in the air can be restored by

Had Plenty of Food. And as to the hot, fetid air which

the engine room carries down with it when the boat dives below the sursmall from the outside, but once you face, this is led out through pipes put are inside it seems to be large enough through a cooling, purifying process The food question gave the men even

And these men, the first merchant new way, were quite willing to live

on the same sort of thing. Water Not Wasted.

Water had to be drunk a little sparingly since there was no apparatus on board for distilling fresh water from salt water, but there was plenty of hot food. And the men's minds were set at rest by the knowledge that there was enough food to last them some three months-and then enough more among the "emergency rations" to last them a good while longer.

CONNECT U. S. TO GERMANY

(Continued From Page One.)

"It was my first long voyage in a submarine, though I had taken trial seemed no more than taking a trip on

Left Germany June 22. "We started from Germany June 23,

rough weather, but it was all right and America. when the hatches were off. Deutschland can go down 300 feet and mander, was but we didn't have to do that.

stration of the ability of a submarine epochal to pass the British blockade. "We expect financial success

1000 tons, though this time we had

Can Get Out Easily.

The captain smiled when asked if here would be any trouble in getting out of the Patapaco river. "No, there won't be any difficulty in getting out, if the English do not violate the law concerning the three mile zone.

"No doubt there will be 10 cruisers off this port waiting for us, but I could submerge before leaving the Feverish newspaper men sought the hostile or suspicious intent. Fesmire loading, the reservoirs of compressed river. Our ability to escape ought to story of the remarkable journey past said the report was absolutely false. be demonstrated by the fact that we lurking allied ships across the Atlantic were not seen at any time on our voyage here

The talk turned to life on a sub-Had Champagne to Drink,

"Well, what else, captain?" he was white-capped submariners. "Well, we played the gramophone

while under water and we had some the Deutschland, now flanked by scows champagne too. Koenig said his vessel carried no Wilson nor any securities to be deposited. He would take back, he said. 'almost any kind of a cargo." though e didn't want to announce just when he would start. Other Ships to Pollow.

the vessel which arrived in Baltimore

The first of these, he said, will be dreamed the Ocean Navigation com-He brought a valuable cargo of dyehe said, for "our American

"The submarine Deutschland, which They must consider what would be the lacks. Though temporarily forced that the honor to command, is the reception and the procedure with this tacks. Though temporarily forced first of several submarines built to the giant stranger in a strange harbor, yield ground, they promptly county fume as is the case with the German According to those interested in the order of the Deutsche Ozean Rhederel, What should they do about her stay attacked, ejecting the enemy.

G. M. B. H., Bremen, which wil followed by the Bremen shortly.

Bremen Man Originator. "The idea of the building of this submarine emanated from Alfred Loh-mann, president of the Bremen Chamber of Commerce. He brought his idea in the fall of last year confidentially before a small circle of friends, and the idea was taken up at once. A company was formed under the name of Deutsche Ozean Rhederei, G. M. B. H., and the Germaniowerft, Kiel, was intrusted with the building of the sub-

marines. The board of directors is composed of Alfred Lohmann, president of the board; Philip Heineken, general manager of the North German Lloyd; Mr. Kommersienrat, P. M. Hermann, manager of the Deutsch bank; Carl Stapelfeldt, manager of the North German Lloyd, has taken over the management

To Break English Buls.

We have brought a most valuable cargo of dvestuffs to our American friends, dye stuffs which have been had very little trouble. Once we had s) much needed for months in Amer- trouble with our underwater lights and ica and which the ruler of the seas has | Air tanks, but they delayed us only a not allowed the great American repub- few hours. We were over 800 miles off While England will not the short course, which made us be allow anybody the same right on the hind the time we could make under ocean because she rules the waves we more favorable conditions. have by means of the submarine commenced to break this rule.

"Great Britain cannot, however, hin- to submerge on these occasions to esas we please. Our trip passing over under water when the sea is rough. the ocean was an uneventful one. When being approached we went below surface and the cargo began to shift. the surface and here we are safely in an American port ready to return in due course

Vessel Is Unarmed.

"I am not in a position to give you Our vessel was not under water more ull details regarding our trip across than two hours Saturday. the ocean in view of our enemies. Our boat has a displacement of about 2000 knew it was not safe to be submerged marmed and only a peaceful merchantman

"Regarding things in Germany, I altogether. We changed the color of may mention that everybody is con- our vessel so that she would be hard inced of the full, final victory of the to sight even at a few miles. German arms and those of our allies. All facts of the last 22 months go to prove that there is no doubt of this of Saturday and by night we were All Poland and Kurland, a country of very well up. We were delayed at the size of two thirds of Germany, are since 12 months under peaceful rule and the entire country has been put light from pussing that A stay of two full days have brought a crop in view all over -a distance of about 150 feet-the beneath the surface does not incon- Germany, Austria-Hungary, Bulgaria

> also proceeding without lights. Starvation Plan Will Pail. "All Serbia, Montenegro and a great other way so as to get home quicker part of Albania are in the same tostand avoid danger of encountering tion. Besides Belgium, one seventh of storms. France is in German possession, and all in a flourishing agricultural state. So there is, really, not the slightest anxiety over the British attempt of storm than in meeting an enemy.

> trying to kill by starvation 100,000,000 the enemy, but the storms drive you German and Austrian children and below the surface when you could women noncombatants, the most devilish plan ever tried by any nation in make so much time. our food supply was good and plent "Our boats will carry across the

> ful. We still have some left, Atlantic the mails and save them from British interruption. made the voyage in good time, con-"We trust the old friendly relationship with the United States, going back sidering the difficulties we encountered and probably will do better going to the days of Washington, when it was Prussia which was the first to help America in its fight for freedom from British rule, will awake afresh in and was she entitled to the haven

> your beautiful and powerful country. and protection of the United States as a peaceful merchantman. They Gates to Remain Open. thought so. When should she return? They did

> > telling.

warding company.

"The house flag of the Deutsche Ozean Rhederei is the old Bremen flag. red and white stripes, with the coat of arms of the town, the key in the corner. This key is the sign that we Patapsco river, the Deutschland pulled Britain tried to shut on us and the trade of the world. The gates which we opened with this key will not be shut again. Open door to the trade of the world and freedom of the oceans aboard the submarine smiled a hard and equal rights to all nations on the smile. oceans will be guaranteed by Ger- England. many's victory in this struggle for our existence."

Baltimore, Md., July 10 .- (U. P.)-Deutschland," giant cargo - laden from 500 to 1000 tons, started early. ended her daredevil Sturdy Germans with close-cropped Von journey from Germany here early this Hindenburg hair went about their tasks morning. Sliding her snout through joyfully. the drizzly night up the Patapsco river behind a puffing tug, she put into should be no spies. A veritable acreen quarantine after journeying safely of barbed wire flanked the structure, through Chesapeake bay and docked and the curious were kept at a disat the specially prepared and guarded tance. dock of the Commercial Shipping concern which ostensibly sponsored her

When customs men and doctors laxed later, scrambled aboard the submarine, they wrote finis to the first chapter of one The most distinctive feature about the Schleswig or Princess Irene, the of the biggest and most dramatic ma-

rine gambles of all time. Captain Koenig on Deck.

It was the first-time-in-history trip of the world's largest submarine. She came in laden with a cargo for which had bad weather only one day, and America has been clamoring for many traveled a total distance of about 3800 months. Today her backers talked of a regular line of ocean-going cargo "It got rather close inside during the submarines between the fatherland

The Captain Paul Koenig, German comon deck when the stay there for four days, if necessary; strange craft dropped anchor off Somme to squeeze the Germans out of quarantine. He bore the air of a all their positions west of the river "This trip was a practical demon- man who realized his venture was in the bend of the Somme. The Ger-

As she moved up the river to quarantine, puffing a little and spreading river. our venture, and in fact, the boat was an oily smoke behind, the Deutschpaid for by this cargo. We can carry land was spoken by newspaper men. It was a cold reception. Only mono rines are provided with three and a only 750 tons, chiefly dyestuffs, worth syllables and terse replies were forthcoming. There had been no trouble. they were told, no allied ships sighted, nor was there any chasing by warships.

Left Heligoland June 23. Heligoland was named as the print of departure, and June 23 as the date

She was a strange craft, silhouetted by searchlights against the dark Small craft plied near at hand. -the running of a blockade that England had claimed could not be pierced, Not until hours after she arrived at marine "Oh, yes," he said, "we had quarantine did American officials take plenty to eat. We could cook every- any action. Then Customs Collector thing and we had tinned meats, tin- Kyan, with doctors and other officials, advanced the French front nearly six ned fruits and tinned bread-tinnel boarded the Deutschland, examined her crew of 29, viewed her manifest and talked a time with the blue-coated,

Went to Her Wharf. When the examination was complete, a German trench.

and tugs, continued on her way to the and Lausee were under bombardment gun-protected wharf of her consignee, and strong German patrols were dis-Eastern Forwarding company. Henry G. Hilken, senior member of the A. Schumaker company, interested in the North German Lloyd and the forwarding concern, boarded her, with his son, Paul G. Hilken, Swedish vice-consul and member of the North German In a formal statement at noon today Lloyd agency. Tears were in the eyes did four centuries ago. Yet in some Captain Paul Koenig, commander of the of the men as they embraced the stolid "Ach, Gott, es ist schoen?" said the der one of the dreamers, who

> pany, limited, and its progeny, the undersea cargo carrier. Secret Session Held. Then they went into secret session

Loggers Form Band for Coos. Pythians UNEVENTFUL, ASSERTS

VOYAGE ACROSS WAS

By Captain Koenig.

Shoal lightship we were partly sub-

Ran Close to Shore Line.

flashes of light from passing ships.

Some were merchantmen and some

When we go back we may go an-

Storm Peared More Than Enemy.

There is much more danger in

There is always a chance to avoid

Our ship is as good as new. W

not know-or at least they weren't

alongside the pier of the Eastern For-

Cargo Being Discharged.

Orders went out that no one was to

oard the submarine, though there was

TO PERONNE IN

(Continued From Page One.)

than a mile northwest of Peronne on the Somme.

ured in yesterday's fighting, lies less

The French now threaten in their

next attack on the south bank of the

mans already have withdrawn their

heavy guns to the east bank of the

Peronne at Mercy of French.

t the mercy of French guns. French

lines are drawn so close that not only

long range pieces but small field guns

are placed within easy range of the Peronne railway station. From a rise

of ground near Barleux, French forces

can look down upon the town from

In the fighting near Barleaux last

night the French took 950 unwounded

prisoners. In yesterday's fighting at

During the first eight days of the

great alied offensive the French have

advanced on a front of 15 kilometers

(about 10 miles) to a depth of from

three to five miles, it was stated semi-

officially today. The greatest advance

was made along the south bank of the

Somme, where the capture of Biachez

The war office today reported

French reconnaisance cleaned up

North of Verdun

minor activities in several other places on the front. In the Argonne

the sectors of Chattancourt, Fleury

In the Vosges German detachments

unsuccessfully attacked French posi-

tions at Lachapellotte five times dur-

Germans Admit Reverses.

Berlin, July 10 .- (U. P.)-British

woods and the French villages of La

Maisonette, Barleux and Rocogquerez,

Hand to hand fighting is going on

"On both sides of the Somme the

without cessation in the village of

fighting continues," said the war of-

"Our brave troops repulsed the at-

yield ground, they promptly counter

it was officially admitted today.

Ovillers, north of the Somme.

have penetrated the Trones

miles from its former position.

persed

ing the night.

fice statement.

Blachez 300 Germans were captured.

across the river and watch the move-

ments of German troops

The historic city of Peronne is now

SOMME BATTLE

prospect that this order would be re-

Armed guards stood watch.

FRENCH CLOSE

the weather was so rough.

the Merchant Submarine Deutschland

Unique Organisation Uniformed in Outfits of Calling Will Be Brought to State Convention of Order.

SUBMARINE'S CAPTAIN Marshfield, Or., July 10 .- When the Coos county members of the Knights of Pythias go to Portland, August 1, to attend the state convention, they will take with them a band which Lights and Air Tanks Dewill be different from any other is the state. The band consists of 22 musicians, and was organized at Powlayed Diver a Few Hours. ers, the logging town in the southern part of the county. The members have for uniforms logging costumes to represent the industry of their locality A special excursion rate on the railroad will be secured for the Knights of Norfolk, Va., July 10 .- (I. N. S.) -I Pythias and their friends, and the deleconsider our voyage uneventful. We gation from Coos county to Portland will be a large one.

Strangers Test Minerals.

Marshfield, Or., July 10.—Tests for minerals in Coos county are being made by men named Harris and Wallace, sald to be from New York city We ran into rough weather almost Their movements have been kept quiet every day for a week. We were forced but it is said that they have been in der boats such as ours to go and come cape high seas. It is more comfortable between Coos Bay and Bandon, and are taking out samples of the black We could not stand on our feet on the sands at points where it is being mined Mr. Harris is said to be an industrial Passes Lightship Partly Submerged. When we passed near the Diamond

Receiver Appointed for Mill. Marshfield, Or., July 10 .- On petition of creditors, Herbert Armstrong

of North Bend has been appointed re-When we got our bearings good and ceiver of the Oregon Wood Products tons and a speed of more than 16 while trying to get to port we made a making boxes and other wood products. knots. Needless to say we are quite run for it Saturday afternoon. We pro- and operated a mill between Marshceeded cautiously. Sometimes we were field and North Bend. The mill has deing our best and then we would stop been closed, but the receiver may or erate the plant again. The liabilities of the company are about \$6000, and the property is estimated to be worth We ran close to the shore line all

Farmers Hauling Hay While Sun Is Shining

farmers of this vicinity, Pioneer and

Sara are taking advantage of the good

weather and are busy hauling in the

might have been warships. We could Crop About Ridgefield, Wash., Meavynot tell at night without a close view, Recent Rains Aided Grain and Potato and we could see only the search-Crops-Latter Still Being Planted. lights at intervals. We judged the ships, if they were war vessels, were Ridgefield, Wash., July 10 .- The

hay out before the recent rains. rain materially benefited the other rops, while it damaged the hav. A Man's Meal for Five Cents. Living We had little sickness en route and on mush makes a mushy man. A man who works with hand or brain must

have a man's food. Two Shredded Wheat Biscuits with milk or cream will supply all the strength - giving nutriment needed for a half day's work or play at a cost of not over five cents. An Arrived in the middle branch of the ideal Summer food. Serve



with sliced bananas, berries

should be no spies. A veritable acreen Made at Niagara Falls, N. Y.

hay crop will be heavy. The grain and potato fields are much better as the result of the rain, and these crops will also be heavy. Late potatoes are yet

> Creamery to Be Rebuilt. Oakville, Wash, July 10.—Oakville's creamery, owned by Mr. Jorgensen, which was burned Wednesday night,

will be rebuilt at once.



For your vacation all the desirable necessities in the line of dress

Kuppenheimer Palm Beach suits \$10.

Blue serge, \$11-\$20. And gray suits in various

patterns.

You'll find these three suits will put you easy on the question of looks,

In furnishings, white silk shirts, also white shoes and white socks.

South American Panamas -just in by express—the last word in shapesmany not any better are sold at \$7.50, our special price, while they last,

Athletic underwear and bathing suits also waiting for you.



Morrison at Fourth. S. & H. Stamps Given.

FACTS

strate the wearing quality has passed since Holladay avenue from East Sixth to East Twellth street was East Sixth street was paved in 1906; I nion hve-nue from East Burnside to East Ankeny street paved in 1906; Union avenue from East Ankeny to East Cak street paved in 1906; and these highways are a con-stant reminder that the



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