

DAYS OF PIONEERS ARE RECALLED AT MARKER UNVEILING

Hardships and Achievements Are Recounted in Song, Story and Address on Fourth.

BARLOW ROAD TABLET PLACED

Granddaughter of Builder of Road Tells of Suffering of Party Crossing Plains.

Oregon's early days and the hardships and achievements of the pioneers were recalled in song, story and address Thursday, July 4, in the impressive program given by the members of Multnomah chapter, Daughters of the American Revolution, incident to the formal unveiling of the bronze marker which the chapter has erected on the Oregon trail near Rhododendron in memory of Oregon pioneers.

One of the interesting features of the occasion was the presence of six of the descendants of Samuel Kimbrough Barlow, the builder of the first wagon road over the Cascade mountains. They were: Mrs. Mary Barlow Wilkins of Portland; Mrs. Jennie Barlow Harding and Nieta Barlow Lawrence of Oregon City; granddaughters: Mrs. Imogene Harding Brodie and Miss Evelyn Harding of Oregon City, great-granddaughters: Miss Madeline Brodie, great-great-granddaughter.

Tablet Set in Huge Boulder Added interest was given by the presence of Mrs. A. H. Breyman, who at the age of four years, came over the Barlow road with her parents, brothers and sisters, who crossed the plain in ox carts. The tablet is set in a huge boulder on the old Barlow road where the present road between the Inn of Government Camp intersects, and bears the inscription: The Oregon Trail 1845 Erected by Multnomah Chapter, Daughters of American Revolution Portland, Oregon 1918

The singing of "America" marked the opening of the exercises followed by the pious to the flag. Rev. E. E. Gilbert of Oregon City gave the invocation. W. H. H. Dufur, former president of the Oregon Pioneers' society, recalled the hardships of the pioneers in crossing the mountains and commended the Daughters in thus fittingly honoring the memory of those who braved the hardships that their children might have the advantages which they are enjoying today.

Mrs. Breyman Tells of Trip A short paper by Leslie M. Scott, commending the Daughters in their good work in erecting markers to the memory of pioneers, was read by Mrs. James N. Davis. George H. Himes, for 33 years secretary of the Oregon Historical society, read a paper, telling of Reuben Gant, the first person to drive a wagon across the Cascade mountains, which Gant did in the summer of 1846. He also gave interesting data on the building of the Barlow road and the difficulties encountered in its construction. The assembly joined in singing, "Hail to Our Noble Fathers," the words of which were written by Mrs. Charlotte B. Parker, a member of Multnomah chapter, and the music was composed by Lindsey West Ross, son of Mr. and Mrs. J. Thornburn Ross. As chairman of the old trails committee, Mrs. O. M. Asta sent a report which was read by her mother, Mrs. A. H. Breyman. In response to a special request from the chairman of the day, Mrs. J. Thornburn Ross, Mrs. Breyman, who was the only person present who passed over the old trail in pioneer days, told of the trip and its many perils and hardships, attacks by the Indians, etc.

Barlow History Is Recalled The principal paper was given by Mrs. Mary Barlow Wilkins, granddaughter of Samuel Kimbrough Barlow, who said in part: "In the fall of 1845 Samuel Kimbrough Barlow and William H. Rector arrived in

DESCENDANTS OF BUILDER OF TRAIL ROAD



Marker erected July 4 on the Barlow road of the Oregon trail by Multnomah Chapter, Daughters of American Revolution, showing the six direct descendants of Samuel Kimbrough Barlow. They are, left to right, Mrs. Imogene Harding Brodie, Miss Evelyn Harding, Mrs. Mary Barlow Wilkins, Madeline Brodie, Mrs. Jennie Barlow Harding, Mrs. Nieta Barlow Lawrence.

The Dalles. Mr. Barlow, being determined to finish the journey by land, gathered around him 13 wagons and as many teams of horses and oxen, and with his family, Susannah Lee Barlow, his wife; James and John, their sons; two daughters, Mrs. Sarah Barlow Gaines and her husband, and two children, and Miss Jane Barlow, afterward wife of Captain A. F. Hedges of Oregon City. There were also the families of William H. Rector, Messrs. Gessner, Caplinger and William G. Burfurn and three young men, Reuben Gant, John M. Bacon and William Berg.

Party Near Starvation "After great hardship the party reached the summit and there endurance failed. Mr. Rector and his wife returned to The Dalles and came down the river in a bateau. It was determined by the rest of the party to cache their wagons and heavy materials and to make the rest of the journey by horse, cow or ox back. The progress through the huckleberry swamps was from three to six miles in 12 hours.

"At the famous Laurel hill an extra foot of snow halted the train and a horse died from eating poison laurel. Rather than eat dog meat, the flesh of the poisoned horse was tested and as the poison had not permeated the flesh, it was used instead. "William Rector and John M. Bacon left for help, taking with them a little coffee and four biscuits. Reaching the big Sandy, the Hudson Bay road from Oregon City was plain and easy. Supplies were secured from Oregon City and dispatched back to the starving party as soon as possible, where small rations were cautiously distributed to prevent foundering. All then pushed on to the Foster farm in Clackamas county and, after resting a while, the whole company arrived in Oregon City on Christmas day, 1845. They had made the trip from The Dalles, a distance of 100 miles, in two months and 14 days.

"Soon after the completion of this trip Samuel Kimbrough Barlow was granted from the provisional legislature a charter to rebuild the road and establish a toll gate. A force of 40 men rebuilt the road to the cache in the mountains. A subscription was started to aid in the

road building expenses, but only \$30 was raised, Mr. Barlow defraying all of the other expense. Inability to collect toll left a deficit on the enterprise of \$600. One hundred and forty-five wagons and 1559 horses and cattle and one drove of sheep passed through the toll gate in 1846.

"From 1848 to 1862 Mr. Barlow leased the road to Philip Foster and Joseph Young, who failed to keep it in repair, and at the expiration of their lease Mr. Barlow turned it back to the state. Some years ago it was purchased by E. Henry Wempe for \$6000 and at his death he willed it to George W. Joseph, who now manages it. Judge Matthew P. Deady, the noted jurist of Oregon, said: "The construction of the Barlow road contributed more towards the prosperity of the Willamette valley and the future of the state than any other achievement prior to the building of the railroad in 1870."

"The builder of the Barlow road was born in Kentucky in 1795 and died in 1867. He left Kentucky because failure to elect Henry Clay disgusted him with politics. He was an investigator in frontier life, religion and ethics. He had no patience with intemperance or dishonesty. Up to within five years of his death he made an annual trip into the forests of Oregon, bringing back accounts of their possibilities to the new state. He bought a donation land claim of the government at what is now the town of Barlow and a monument has been erected there to his memory.

"The marker was presented by Mrs. Madeline Brodie, great-great-granddaughter unveiled the tablet. The exercises closed with the singing of "The Star Spangled Banner." There were eight machines carrying 50 people, who drove from Portland especially for the exercises, which were arranged by Mrs. J. Thornburn Ross, state historian of the Daughters of the American Revolution, to whom much credit is due for the excellence of the program. The Willamette chapter was represented by Mrs. Esther Allen Jones and there were in addition, representatives of five out of town chapters. The Children of the Revolution was represented by four members.

Wanted His Liquor Johnstown, Pa., July 6.—(I. N. S.)—Frank Hood fell down a 100 foot embankment. On recovering consciousness Hood's first request was for a bottle of liquor he lost in the fall.

HOBOS STEAL FEWER RIDES SINCE U. S. TOOK THE RAILROADS

Tampering With Railroad Properties Is Punishable With Fine and Imprisonment.

Heavy penalties, embracing fines and long terms of imprisonment, will follow conviction of theft or tampering with railroad property or freight in custody of the roads while under government control. Officials of Portland terminal lines have been notified by the federal railway administration to give wide publicity to the statutes governing infringements of the government's property rights, recently amended to meet war conditions.

A. J. Davidson, general manager of the Spokane, Portland and Seattle railway, has distributed copies of the following statutes among employees in various departments: "Stealing of freight cars or stealing property from cars (freight or passenger), or from stations or station platform or warehouses, is punishable by a fine of not more than \$5000 or by imprisonment for not more than 10 years, or both.

"Embezzlement of money or property in use by the railway company in railroad operation, or the taking or conversion by anyone to his own use of such railroad property, or impeding or interfering in any way with the possession, use, operation or control of railroad property, is punishable by a fine of not more than \$5000 or imprisonment of not more than two years, or both. "Willful obstructing or retarding, by force or threats, of the movement of freight or passengers, or the orderly making up and handling of trains or cars, is punishable by a fine of not more than \$100 or imprisonment for not more than six months, or both. "Railroad property under federal control constitutes a war utility, and any willful injury to or destruction of such property while the United States is at war is sabotage, punished by a fine of not more than \$10,000 or by imprisonment for not more than 30 years, or by both fine and imprisonment. "Severe penalties are also handed out to hobos and others caught stealing rides on trains. In fact, this practice has ceased almost entirely in the Pacific Coast states since the government took control of the roads.

Anzacs Catch Huns Sleeping in Woods

Boches, Outnumbering Brits 10 to One, Shot 'Down Before They Can Reach Their Guns; Others Flee.

France, July 6.—On a certain recent Monday morning a small detachment of New South Wales men undertook an enterprise against a wood which was believed to be lightly held. Contrary to expectation the enemy had moved in there a great force, probably intending to attack later. The Australians caught them asleep under waterproof sheets and tarpaulins. A party, estimated to number 150 Germans, sleeping along a hedge, was first surprised, and after a hurried effort to resist, the remainder surrendered. Then in the wood beyond the garrison several hundred were encountered, half awake. They probably outnumbered the Australians ten fold, but our men had the advantage of the dark and the surprise and down many while groping for their rifles. A few surrendered, others fled beyond the wood. Simultaneously with the attack on the two other "huns" parties of New South Wales men, skirting the hedge, engaged and routed considerable numbers of Germans who also were caught asleep.

Soldiers Doctor Up Old Battered Piano

London, July 6.—(I. N. S.)—Lieutenant Reginald B. Jones, formerly organist of a Baptist church at Newport, Mon., writing from France, states: "The piano came along on Sunday evening and our battery had a special service while the shells were whistling over and the German planes hovering. "We saved an old piano from a ruined cottage. It had seven notes missing and three holes from shells in it, but we mended the wires with telephone wires and string. I played it for the service, the first time it had been played in spite of the great discords, we had fine hearty singing. "Twas good and very impressive. In spite of the incongruity of the piano, not a smile was to be seen. Life is serious here, and, though a man may have a strong tongue and a strange notion of religion, he knows out here that he is near to his Maker."

PROPER FEEDING OF CHILDREN WILL BE DEMONSTRATED HERE

State Board of Health Will Have Exhibit and Visiting Nurses Association in Charge.

The proper feeding of children will be demonstrated at the food administration war kitchen in Liberty temple during the week of July 15-20. Among the features of the demonstration will be an exhibit by Dr. George H. Parrish of the state board of health, showing the food value of milk. Dr. Parrish will be assisted by Mrs. A. F. Flegel of the Parents Educational bureau.

The Visiting Nurse association will be in charge of the feeding of children up to one year of age. Each day they will have a nurse to show the proper methods of handling milk and containing. Exhibits will be made, showing the proper daily ration for children of 15 months, 2, 5 and 10 years of age. The preparation of these model meals will be in charge of Miss Edna Meals of the domestic science department of the public schools, and of her assistants, who will work out the suggestions of Dr. C. Henri Labbe, Dr. J. B. Hilderback and Dr. James W. Rosenfeld, well known specialists. These physicians will also give lectures and free clinics at which any mother may secure advice in regard to feeding her child. Literature for distribution and suggestions in arranging the week's program will be furnished by the children's bureau at Washington, conducted by Dr. Julia Lathrop. An additional feature of the program will be the weighing and measuring of

New York Pastor Real Sky Pilot

Dallas, Tex., July 6.—(U. P.)—June 20.—Rev. A. J. Osborne, former assistant pastor of Calvary Episcopal church, New York City, has discarded the wings of eloquence and the flights of oratory, and has taken unto himself the wings of observation and attack. He's a real sky pilot now. He didn't have to go to war, but he's still young, and he found a passage in the Book about "putting on the armor of justice," and took it to mean, in the present instance, an aviator's suit. So he joined the aviation corps—not as a chaplain, but as a fighter.

Zoo Animals Don't Take to Substitute

Amsterdam, July 6.—The quarterly report of the Berlin Zoological society shows that the wild animals there have not been able to digest the food substitutes provided by German science. The mortality has been heavy—the giraffes, the mandrill, the chimpanzees which have died this winter—while the general health of the surviving animals is not good. The society expresses some doubt as to the exact cause of death of the chimpanzees. It is admitted that the dates and bananas and other tropical fruits are unobtainable. The apes were fed on a kind of biscuit made of musty flour, but it is said they may have pinned away with grief at the loss of their keeper, who was called up for the army. The carnivores managed to get on fairly well on scraps from the slaughter houses, but the animals requiring grain and seeds have not thrived on the wild roots given them as a substitute.

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