

**Youthful Jockeys Ride To Victory in England**

LONDON, July 20.—The pattern of tiny feet is making its impress on British racing history, just as it has done in American movies and Russian chess. One of the jockeys to be seen flying around the race-tracks near London is only 12 years old. Another after having had to be satisfied with coming in second several times last year, is now reaping the fruits of his long struggle to succeed by riding winners. He is just 14 years old.

His name is Stafford Walter Henry Ingham and he hasn't a whisker on his face, but his master has. For his master is King

George. The King was watching the kid the other day when he achieved the most glorious triumph of his "career" winning the famous Royal Hunt Cup on His Majesty's four-year-old WeWather vane at the Ascot meet. It was the youngster's ninth victory on the turf. Jockey, saddle, harness and all other impediments carried by Weathervane weighed only 96 pounds.

Ingham's father, a chemist at Epsom, reared his boy to be a jockey, even though another son was killed at the age of 13 while riding on the Downs, his horse striking against a post and throwing the youth to his death.

Why not try the new truth serum on the fishermen?

**BERRY JUICE GOING WELL**

**Warren Armington Building Up Thriving Industry in North Salem**

Various statements have been going the rounds as to the loganberry condition. One goes so far as to say that three quarters of this year's crop has not been picked and will not be. This is believed to be far too sweeping a charge. More conservative observers doubt whether more than 30 per cent of the crop will fall to salvage. It is quite certain, however, that some berries will be left unpicked. The total will be hard to estimate.

The newest, and possibly the most promising development of the year, is the juice business. The Commercial Cider works in North Salem has established a custom pressing plant that is doing a rushing business. The berries are pressed on contract, and the juice, pasteurized at 175 degrees and sealed in lacquered five-gallon tin cans, is delivered to the farmer for \$1.25 a can, this price covering all the work and the can itself.

**Quotations Received**  
Quotations have been received asking for the juice in quantities at a price that promises to net the grower better than 5 cents a pound for his berries. Warren Armington, proprietor of the plant, has a quantity of his own berries that he is working up into juice. He is skimming vigorously for eastern buyers, and is uncovering a promising market. With so many anxious buyers, or at least inquirers and with enough actual orders to insure a capacity production for the rest of the loganberry season, this juice business looks like the salvation of the loganberry industry.

**Factory Enlarged**  
The little factory is being enlarged as fast as men and telegraphic orders can do it to care for the promising juice industry. A cold storage plant is to be put

in the coming week, and the firm will have capacity for both the loganberry and all other fruit juices that it can handle. Sweet cider, cold-stored, will be a product later in the year, and jams, jellies and fruit butters, from the loganberry and other fruits, will be all-the-year round products.

A proposal is to be made to the Portland Chamber of Commerce that in raising the \$300,000 fund for boosting Oregon business, that the local juice firm and other loganberry people furnish a quantity of juice, dried logans, and loganberry flour, for an all-fall campaign at the state fairs of at least 15 of the middle and eastern states. They would have enough printed literature to care for the visitors. They would have a manager and two young women to serve juice-drinks to all comers at the fairs, no matter how many thousands there might be of them.

**Plan Being Perfected**  
The plan is being perfected for laying before the authorities of the Portland Chamber of Commerce. Some recent investigations show that this intimate face-to-face campaign has never been made, and that most Americans know no more of the loganberry than they do of the fourth dimension, or Einstein's relativity, or what King Tut ate for breakfast the day he died.

**Air Flivver Does 65 Miles at High Altitude**

LONDON, July 20.—Last year's dream of aerial flivvers has come true. An experimental glider fitted with twin engines of five horse power and two tiny propellers has, in its first test flight, hit up a speed of 65 miles an hour and attained a height of 2,500 feet. The flight was made from the air-drome at Lympne, within two hours after the little plane had been unpacked from a motor lorry.

It seemed easy to assemble the many parts and not at all difficult, from a financial standpoint, to keep it in the air, the gasoline consumption being much less than for a small automobile.

The propellers, each a yard in length, are at the back of the front plane, where a chain connects them with the engine. The pilot sits in front. The span of the front wings measures only 33 feet, and the length from head to tail is 12 feet. There is hardly any undercarriage, the landing wheels being attached to the body itself.

This new glider will be entered in the various European gliding contests this summer. These are sure to produce even greater sensations than those of a year ago, since in the interim the use of small powered engines in air-planes has made distant progress.

**Jerusalem Shrines Occupied By American Relief Units**

JERUSALEM, July 21.—The three most important "holy places" of the Armenian Catholic church are now occupied by American relief units, according to the annual report of the Armenian Patriarch here. They are: The St. James Monastery on Mt. Zion, the official residence of the Armenian Patriarch, and the Convent of the Holy Cross.

St. James monastery, built in the 12th century was formerly used for housing the thousands of Armenian pilgrims who came annually to Jerusalem. The extensive grounds of the monastery are now occupied by an American agricultural school for orphans, and the residence of the patriarch is a trade school supported by the American Near East Relief.

The Convent of the Holy Cross, standing on the traditional site of the tree from which the Cross was made, is an American hotel for girls. The building is more than a thousand years old.

**Scapa Flow Hulks to Be Salvaged and Sold**

LONDON, July 21.—The German fleet scuttled at Scapa Flow in June, 1919, is to be raised, cut up, and sold for junk. The admiralty has signed a contract with a private company which has purchased part of the sunken ships, and will start operations at once to raise them.

The company is said already to have found a market for the hulks. If the operations are successful, a contract will be signed for the remaining section, which includes the largest of the ships.

The vessels sunk comprise 10 battleships, 5 battle cruisers and 29 destroyers, their total tonnage being about 416,000. The contract already agreed to covers 20 destroyers and one of the battle cruisers.

The vessels were sunk by their crews opening all the sea-cocks and flooding the ships. This will, however, make the work of the salvagers much easier, as it is planned to shut the cocks and pump the water out of the holds.

**FORD SERVICE CO. MAKES BIG DEAL**

**Combining of Two Stations Designed to Give Better Service to Fords**

Of interest recently in automobile circles of Salem is the merging of the Ford service station, owned by Harbison & Cleveland, with the new authorized Ford service station of Parker and company.

This represents what is probably one of the largest combines effected in a similar kind of business for some time, and is looked upon as another step toward the "Ford efficiency" plan, as being adopted by dealers and repair men all over the country.

Mr. Harbison is well known in Salem, having been here for nearly 10 years. He was associated formerly with the sporting goods house of Watt-Shipp. Later he was manager for the Valley Motor people, and finally about two years ago opened the Ford service station at 229 State street, and operated under the name of Harbison & Cleveland.

The firm of Parker and company is a new concern here, having opened for business only a few weeks ago at 444 South Commercial street, but enjoy an almost capacity business in their thoroughly modern plant, where re-manufacturing, painting and general Ford repairing is done under the supervision of factory trained experts.

The old place of Harbison's will continue to be open, however, but it is understood that the lighter repair and service work only will be done there, as the new plant is equipped to handle all the larger jobs in a record manner. The entire staff of Harbison employees will be held in service, and will be associated under the direction of Manager C. S. Parker at the new place.

It is authoritatively denied that Jack Dempsey is in the game for the sake of the sport.

**SCOTTS MILLS**

SCOTTS MILLS, Or., July 21.—Mr. and Mrs. H. E. Magee visited in Portland over the week end.  
Mr. and Mrs. I. D. Warden of Silverton visited relatives and friends here Saturday.  
Mr. and Mrs. T. Maplethorpe and daughter, Miss Emma, of Salem, visited their daughter, Mrs. W. T. Hogg and family Saturday.  
Mrs. Maplethorpe and daughter returning home Sunday morning, while Mr. Maplethorpe is staying for a longer visit.  
Miss Gertrude Plas of Portland visited her folks at Crooked Finger the first of the week.  
G. W. Myers made a business

trip to Portland Wednesday.  
J. S. Korb was in Portland one day last week on business.  
Mrs. John Hetterer and daughter, Mrs. Mamie Mull visited Leo Hetterer last Wednesday, who is in St. Vincent's hospital in Portland.  
Mr. and Mrs. F. B. Barton and Mr. and Mrs. Fred Neff of Portland visited Mr. and Mrs. W. T. Hogg and family Tuesday.  
Mrs. Lena Bellinger who has been visiting relatives in Los Angeles since December returned home Wednesday.  
Mr. and Mrs. S. M. Bennett and son Jimmie motored to Cascade Locks Sunday.  
Mrs. Tmelino Seism passed away at the home of her daughter, Mrs. T. M. Dunagan Saturday at the age of 87 years, after a lingering illness. Burial was in the Bethel cemetery Monday afternoon.

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