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GRESHAM GIANTS TO BE CHAMPIONS

Last Sunday's baseball games placed the Gresham Giants so close to the Willamette Valley amateur Championship that it is almost a certainty that the pennant will be their's although the Columbia Grays are disputing the claim with a good record for ball playing during the entire season. Two more games must be played by the teams for the honor and the Grays management claims that the Giants cannot claim the title, even though it wins both games for the Giants haven't played a game outside of Gresham and Portland. However this may be they are both contesting mightily hard for the championship, and, of course, our local pride would like to see the home team the winners.

The Giants won two games last Sunday, first defeating the Columbia team by a score of 18 to 9. Two close decisions by Umpire Ed. Rankin caused a rumpus during which he retired from the game, although his decision had no effect on the result as the scores were so wide apart that they had no bearing on the game.

The second game was for 5 innings with the Wabash club, the score standing 5 to 4 in the Giants favor.

Features of the games were a home run by Bateman of the Giants and two three-baggers each by Arch Parrott and Luckey. All of these were in the game with the Wabash boys. The Wabash team held the Giants down closer than did the Grays but the Giants scored in the final inning. There are no games scheduled for next Sunday.

It is more than probable that the Giants will be called upon to go to Pendleton for the inter-state games to decide the state championship.

R. R. CARLSON SUFFERS ACCIDENT

R. R. Carlson came nearly having a dangerous accident on Tuesday on the way from town. At east 30th and Belmont a five ton Cadillac of the Covey Motor Car Co., on the way into town from Sandy, running at high speed, came around the corner in such a position as to catch the rear of Mr. Carlson's car. The result was the destruction of that part of the car, the breaking of the steering gear and the throwing of Mr. Carlson out and undergoing his life. On investigation it was found that the Covey driver was drunk, and that he was wholly to blame. Mr. Covey promised to repair the machine and sent another to convey Mr. Carlson home.

THE RURAL SCHOOL HOUSE

Every rural school is closed for the summer season, consequently it is a good time to make improvements to the school houses and place them in better condition for the new term which opens during the late fall and following the harvest time.

It is the duty of every country school district to make its school house attractive and inviting to the children that will frequent it the most; paint and a few repairs will do a great deal along this line and the change will be pleasing as well as noticeable.

In commenting on such a matter a writer says there is no reason why the rural school house should not by ex-

ample, instill a regard for order and teach the value of neatness. It occasionally happens that some pupils do not attend the district school as long as they should, because they can not but because they do not like to. In at least some cases a more attractive school house might make something of a change in this regard.

But there is another reason why these buildings should be made to appear as well as possible. Strangers visiting rural sections often judge the spirit of the people toward public improvements by them. They invariably place a high rating upon the district that shows that it has enough pride and public spirit to keep its school house in repair, and is not sparing of paint. Some may reason that this is not a matter of particular importance, but it assumes considerable importance when among these strangers are those who may be prospective buyers of farms in that section, and who are attracted or repelled by this very matter.

It is far from creditable to any district to have an unkempt, unpainted school house. The cost of repairing such buildings is not great and does not inflict much of a burden upon the individual taxpayer.

AVIATION IN WAR

Both the Army and Navy are taking great interest in aviation. The Army has an aviation school at College Park, near the Capital, and it is intended to have about twenty aeroplanes there. The Navy is making very interesting experiments with a hydroplane which can arise from and alight on the water. The first feat of this sort was performed at San Diego, where there is a well equipped and up-to-date aviation club, of which Col. D. C. Collier is president. Col. Collier being also Director-General of the Panama-California Exposition, to be held in San Diego in 1915, it is a foregone conclusion that there will be some doings in the way of aerial stunts at the Exposition. As a matter of fact, the Colonel last week offered a prize of \$10,000 for the first aviator who should take from Panama to San Diego news of the opening of the canal. This has aroused general interest among the air men, and it is likely that other cities will add to the sum of the prize, making it one well worthy to be fought for.

ELECTRIC EMPLOYEES PICNIC

Preparations are under way for the holding of the annual picnic of the Brotherhood of Electric Railway Employees of the P. R. L. & P., which will take place at "The Oaks," in Portland, on the tenth day of August.

This annual picnic is by far the largest of any of the picnics of the season, and the attendance will run from 10,000 to 20,000.

There are in the city of Portland between 6,000 and 7,000 employees engaged in electrical work, and it is their custom to join in this picnic of the Brotherhood of Electric Railway Employees.

The plans provide for a balloon ascension, with the wedding of some local couple while the balloon is in the air, and in addition to this startling feature, Governor West has been invited to address the multitude on some of the matters pertaining to his administration.

"The Oaks" is turned over to the Brotherhood, and the receipts of that day become part of the sick benefit fund of the Association.

SAMMIE HARLOW NEARLY DROWNED

Sammie, the six year old son of L. A. Harlow of Troutdale is reported to have been the victim of an insane woman on Thursday, who attempted to drown him. Mrs. Harlow and family are at North Beach and in company with Mrs. Young of Portland were on the beach yesterday morning, when Sammie, being somewhat separated from the group, was seized and an attempt was made to hold him down in the water and drown him. Mrs. Young came to the rescue and with the assistance of a young man, Roy Straub, saved the life of the child. Mrs. Harlow was too overcome to make resistance. The crazy woman was a Miss Harding of Portland and has been returned to a sanitarium in that city. She seemed to think she had had a message from heaven to drown all the children on the beach.

GYPSY MOTH PLAGUE THREATENED

"The worst devastating insect in the world is said to be gaining a foothold in Oregon. The damage that they accomplish runs into many millions of dollars. These are the gypsy and brown tail moths. These, with white butterflies and pine beetles would soon destroy the largest forests in the state. The destruction by fire in our forests would be less, in dollars and cents, than the destruction that can be wrought in a short time by an attack of the gypsy moths."

This statement by William L. Finley President of the Oregon Audubon Society, is based upon two newspaper reports, one from Tacoma and one from Portland. The former states that the brown tail moth has infested the Rainier Valley, near Seattle, and that the state commissioner of horticulture has ordered the district affected under quarantine. The latter is in the form of a communication stating that what appears to be the gypsy moth has made its appearance in Southwest Portland.

When it is realized that entire forests are stripped of their foliage and left as barren as telegraph poles within a few days, that vast areas of timber country are actually destroyed by the attacks of the gypsy and brown tail moths, it is time that a thorough investigation were made to ascertain whether there be any truth in these rumors.

The gypsy moth was imported into this country for scientific purposes in 1868. While they were carefully kept in captivity for some time, they finally broke away and within 20 years, New England was attacked by them in such numbers that entire forests were stripped in a short time. The legislature of Massachusetts appropriated \$50,000 for their extermination, but to little avail. Within ten years, over \$1,000 was spent in the work, followed by an appropriation \$300,000 in one year, yet the gypsy moth was unconquered. The state finally gave up the work and one property owner spent over \$75,000 on his own estate in an effort to stem the fearful slaughter of the trees.

It will not take long for the Oregon farmer, fruit grower or timber owner to appreciate the enormity of the fearful destruction, after investigating the failure of the state of Massachusetts. What would happen to these magnificent Oregon forests, should the gypsy moth once gain a foothold? No one can tell, for the financial loss would be greater than could ever result from fire.

It is the experience of the Biological Survey of the Department of Agriculture that once these frightful enemies of the tree invade a timber country, they cannot be destroyed. It is urged that the best that can be done is to check them. If 75 per cent of the total is destroyed, a good work has been done. The scientific checking of this pest is outlined in several bulletins that have been issued by the Bureau of Biological Survey and great emphasis is laid upon the natural check provided by bird life.

The chickadee, nuthatch, bushit, warbler, sparrow and woodpecker, of the Oregon birds, are known to be the worst enemies to gypsy moths that we have. Many sections of the country have been watched by scientists with the idea of ascertaining to what extent these birds actually feed upon moths.

The result has been astonishing. These investigations have demonstrated that these birds have an economical value in the destruction of insect pests in our forests that no one can approximate. Upon opening the stomachs of the birds, it has been found that the principal diet was insects and moths that are detrimental to forest growth. It is a popular belief that birds of certain kinds are destructive to fruit trees, while an analysis of bird stomachs shows conclusively that insect life is their chief food. As a matter of fact, the harm that they do, which is slight, is greatly exceeded by the good.

It is estimated by the Department of Agriculture that the damage sustained by insect infestation, to the American tree is \$62,500,000 annually. Does any one dare estimate how much this damage would be increased, were the forest enemies to make Oregon their battle ground? The time to check their inroads is now, when it is suspected they are making this way. The bird life of the state should be loyally protected. These little policemen of the air should be encouraged, safe guarded and petted, for upon them, to a very large extent, rests the burden of the salvation of the forests of this great state.

FACTS ABOUT THE TARIFF

The report the Tariff Commission ought to make, but won't, is something like this:

"We find that all duties on imports should be abolished at once. In the first place, the government has no moral right to levy them for any purpose. Imported goods sold by foreigners, who justly owned them, are the rightful property of the persons who have paid for them. The laying of a duty robs the owners of imported property. It is just as morally wrong for the government to steal as it is for individuals.

"If the second place, the government not only robs importers in levying import duties, but it helps American manufacturers of articles similar to those imported, to rob the rest of the people.

"We find that the claim is made that the tariff increase wages. We find this claim usually put forward by manufacturers who pay no more wages than they can help, and do nothing in the interest of their employees that stringent factory laws do not compel them to do. The insincerity of the claim is evident.

"The claim is furthermore made that American manufacturers can not afford to pay the wages they now do and compete with foreign manufacturers. Since it has been shown time and again that American products are sold in foreign countries in free competition with foreign products the most fitting comment to make on the claim is a short and unparliamentary word, which has made a certain living expresident famous.

"It is unnecessary to present statistics or other figures. No amount of figuring can prove a wrong to be right or beneficial. It is well understood and universally conceded that honesty is the best policy. This applies to nations, as well as to individuals. The nation can not be honest and levy a tariff at one and the same time. The necessity of speedily abolishing that method of raising revenue is obvious.

AFTER A WEEK OR TWO

(Continued from last issue.)
Oh! Dear, somehow things ain't just right,

I come home so darn tired at night—
And everything is upside down,
And not a darn thing can be found,
The range is there without a fire,
The stack of dishes growing higher
The bread's all gone, the doughnuts too,
Ain't grub enough to make a stew.
I say if she don't come home soon,
I'll be singing songs without a tune.
This darn old world ain't worth a cuss
If she ain't here to make a fuss.
When I track mud across the floor,
And let the flies in at the door,
And when I drop the dish rag "kerslosh"
I wish she was here, I do "by-gosh,"
I tell you living single's all a sham,
And batchin now ain't worth a—
—Los Angeles Evening News.

DR. WILEY'S OFFENSE

Doctor Wiley took one-third of the time of a first class man instead of all the time of a third class man. That is the actual "offense" for which the great friend of the people, is being harried by the Taft administration.

IS MAN OF ALIASES LEGALLY DIVORCED

An interesting story has just been made public concerning M. F. Oeschle, formerly a resident of this vicinity. It was known that he went by the name of Fred Exley and Michael Oxley but the first name is said to be his true one.

His wife, Caroline Exley, as she styles herself, has applied for a divorce, alleging that her husband has another wife in Ohio, although she and Exley were married at Oregon City in 1897. She knew that he had been married before and in 1894 he secured a divorce under the name of Michael Oxley, which was said to be fictitious, hence the decree is worthless.

The question now arising is, whether or not Oeschle or Oxley is legally divorced from his wife. There is a legal opinion to the effect that, if service was actually had on her, the fictitious name would not invalidate the decree, but if service was held by publication, the fictitious name may have been used for the purpose of avoiding a contest.

If it is found that the divorce was not legal, the only necessity will be a court order declaring the marriage annulled.

THE ALASKA COAL CLAIMS

The invalidation of the Cunningham coal claims in Alaska is a popular victory for which the greatest thanks are due Gifford Pinchot and L. R. Glavis. It is by no means certain that the plans of the Morgan-Guggenheim interests are permanently blocked. Until the law has been so made that the rental value of the land must go into the treasury private monopoly of natural resources will not only be possible but unavoidable.

Gifford Pinchot has always contended that the coal lands should be leased, not sold or given away. He is right. That is the only proper way to deal with them. But to make monopoly impossible the leases must be so drawn that the rent must be paid whether the land is used or not. There should be no fine on production in the shape of a royalty or tax. Provison should be made for periodical reevaluation in order to prevent any private appropriation of increased social value.

INCRIMINATING EVIDENCE DISAPPEARS.

Following the mysterious disappearance of the "Dick to Dick" letter from the files of the Interior department comes the discovery that a full set of Controller bay maps have also disappeared from the files of the War department.

The maps in question were seen not only by M. F. Abbot, but by Delegate Wickersham of Alaska, Gifford Pinchot and by Secretary of War, Henry L. Stimson. Yet Major J. B. Cavanaugh of the War department testified before the Graham committee that the maps are not in the files now.

It is believed by members of the committee that the Ryan conspirators as soon as the present exposure was threatened took means to have moved from the government files all incriminating evidence.

"The files have been tampered with. This is obvious, and in fact, the only conclusion this committee can reach in the face of the evidence at hand," said Chairman Graham. "It would seem that the files are not to be relied upon to give us the truth. "Altering records is a serious offense and this committee will go to the bottom of it."

MODERN TRAFFIC PLANS NEAR PERFECTION

In these days of modern railroad equipment, where the traveler is protected at almost every turn of the track by some new device, it is apparent that the Transportation Companies of the country have come to recognize the truthfulness of the maxim that it is better to avoid losses than to incur the expensive luxury of law suits. These may not mean any eventual loss in the way of damages, but they do mean publicity, in which the traveling public takes an abiding interest.

One of the best testimonials of the efficient equipment of the Southern Pacific Company is found in the report of an accident that occurred on the night of June 24, 1911, in the vicinity of Sparks, Nevada. The affair was one of

those events which cannot be safeguarded against when a broken rail snapped with the impact of the train as it passed over the weak spot. Just think! Nine coaches left the track and not a single soul was injured. Such an accident three years ago would have meant a catastrophe of sufficient magnitude to arouse the entire world with another recital of horrors.

The accident at Sparks is one that has not been duplicated in the United States, and the freedom from fatalities is due to the excessive care exercised by the operating and all other departments which have to do with the handling of passenger business. This vigilance explains the immunity of the Southern Pacific and its allied lines from serious accidents. Steel trains coupled up on the vestibule plan form aerolites that penetrate space without regard to obstacles. In addition, when these meteors of the railroad world are further secured by the block signal system and countless other checks against the forgetfulness of human nature, the traveler may rely upon that particular system as the one best bet of his life.

EASY MONEY FOR STEEL TRUST

That the United States Steel Corporation forces independent steel concerns to pay exorbitant prices for hauling ore over its roads is a point that the Steel Trust Committee of Inquiry will investigate. The committee is informed that the trust roads charge enough for hauling one load of ore for an independent company to pay for transporting two loads of its own.

Unclaimed Letters

The following letters remain unclaimed for at the Gresham postoffice for the week ending July 22, 1911:

Gentlemen: George S. Dutrich, J. Bery, John Halluran. Miss Ruth Dickinson.

Foreign: John Rasmussen, Jens Frederiksen.

Cards: A. Cook, Mr. Varn, John Rasmussen, J. E. Hamilton, Miss M. Fredericks.

These letters will be sent to the Dead Letter Office on Aug. 5, 1911, if not delivered before. In calling for the above, please say "advertised," giving date of list.
I. McCOLL, P. M.

SPECIAL MEETING

Members of the Pleasant Home Baptist church are urged to be in attendance at the church at Cottrell on the third Sunday of the month if possible. Ordination services will be held during the week and other matters of church interest will be considered.

J. R. Logan, Pastor.

BASKET SOCIAL AT ORIENT

Multnomah Grange will give an entertainment and Basket Social at their hall at Orient Saturday evening, Aug. 5. Everybody invited.

NOTICE FOR PUBLICATION

(Publisher) 02683

Department of the Interior, U. S. Land Office at Portland, Oregon, June 24, 1911.

Notice is hereby given that John Roylance West, whose post-office address is 530 Davis St., Portland, Oregon, did, on the 1st day of July, 1910, file in this office Sworn Statement and Application, No. 02683, to purchase the s½ s½ of Section 2 and s½ s½ of Section 3, Township 1 North, Range 6 East, Willamette Meridian, and the timber thereon, under the provisions of the act of June 3, 1878, and acts amendatory, known as the "Timber and Stone Law," at such value as might be fixed by appraisal, and that, pursuant to such application, the land and timber thereon have been appraised, the timber estimated 760,000 board feet at 50 cents per M, and the land \$80.00; that said applicant will offer final proof in support of his application and sworn statement on the 12th day of September, 1911, before the Register and Receiver of the United States Land office, at Portland, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest at any time before patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.
H. F. Higby,
Register.

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