

OREGON NEWS NOTES OF GENERAL INTEREST

Principal Events of the Week
Briefly Sketched for Infor-
mation of Our Readers.

The Jackson county fair opens Sep-
tember 18, at the natatorium in Med-
ford.

Walter E. Keyes, mayor of Salem,
and Miss Ida Heise, were married at
Salem.

A return of \$115 from an acre of
peppermint is reported by E. F. Martin
of Eugene.

Elevator operators in Portland, of
whom there are about 75, have organiz-
ed a labor union.

Construction work on the Douglas
county unit of the Pacific highway
will begin shortly.

The pioneers of Jackson county
held their annual reunion in Lithia
park in Ashland Thursday.

Beal Gaither, 29, was crushed to
death between two large spruce logs
at the Bado mill at Toledo.

Miss Martha Bechen has been ap-
pointed county agent for Hood River,
Wasco and Sherman counties.

Captain Lenus G. Krook, acting quar-
termaster at Fort Stevens, committed
suicide by cutting his throat with a
razor.

Fire entirely destroyed the Glenada
shingle mill and a large quantity of
shingles that were on hand ready for
shipment.

The southern Pacific company re-
ported to the public service commis-
sion a net shortage on its Oregon lines
of 1921 cars.

During the month of August 4897
warrants were issued by Secretary of
State Olcott, the largest number in
the history of the state.

That the bean crop of Douglas coun-
ty this year will exceed \$100,000 is
the statement made by J. C. Hurd,
county agricultural agent.

Oregon's greatest agricultural and
industrial exposition—the 56th an-
nual state fair—will open at Salem
September 24, for a week.

Secretary Olcott has issued a state-
ment showing that on July 1 there
were \$11,929.63 in unclaimed bank
deposits in the banks of the state.

Between 5,000,000 and 6,000,000
pounds of prunes is the estimate of
Douglas county's present crop as made
by the buyers who are in the field.

Governor Withycombe has lifted the
proclamation issued by him several
weeks ago closing the hunting season
in the timbered area because of forest
fires.

The state highway commission has
now under way 30 projects of con-
struction, the total estimated and con-
tract prices of which approximates
\$2,100,000.

Soldiers who have been guarding
the forests of Oregon with orders to
"shoot to kill" all persons detected
in the act of setting fires, have been
withdrawn.

So great is the scarcity of men in
the John Day valley that nearly all of
the women at Long Creek are now
working with their husbands in the
harvest fields.

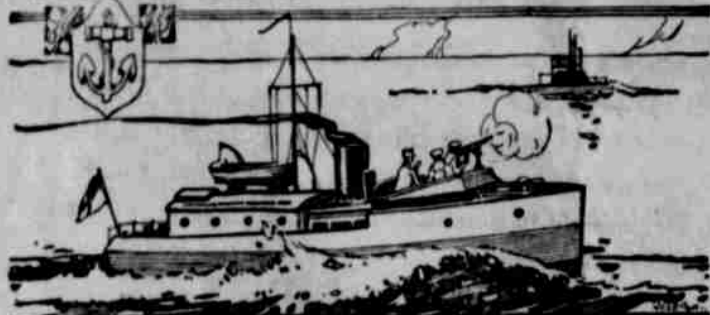
The Oregon Field Trial club has
completed arrangements for the run-
ning of its thirty-second annual trials
September 16-17, using grounds near
Oronco station.

It is obligatory upon school super-
intendents, in counties which are
under the high school tuition law, to
pay the tuition of students from that
county who reside in districts having
no high school and who attend high
school in another district or county,
according to an opinion given by At-
torney General Brown to J. A.
Churchill, superintendent of public
instruction.

Wasco, Moro and Grass Valley, the
three principal cities of Sherman
county, have each granted franchises
to a group of promoters said to be
working in the interests of the Pa-
cific Power & Light company, for a
24-hour electric light and power ser-
vice, to be supplied from the White
river falls. Work is expected to be-
gin within 60 days on the installation
of the new system.

The number of industrial accidents
continues to climb, according to the
weekly reports of the state industrial
accident commission. During the past
week 47 accidents were reported,
this being the largest number for any
week since the workmen's compen-
sation law went into effect. Three of
the accidents were fatal, as follows:
Andrew Benholm, Portland, miller;
Alex Aniska and Stefan Kuleshevich,
Knappa, loggers.

SEA SLUG STORIES



Thrilling Tales of U Boat Hunting, Told by an American Boy
Who Served For Months With the British Patrol and Who Did the
Thrilling and Perilous Work That is Now Being Done by Hundreds
of Other American Boys.

No. 3 A Motor Launch Raid on the Belgian Coast

By
A SEA SLUG,
British Service Name For Crews
of Submarine Classes.
Copyright, 1917, by the Bell Syn-
dicate, Inc.

PROLOGUE.

The author of this series of four arti-
cles is a young American, who has spent
most of his time since the war started
with the British patrol fleet, taking an
important part in helping to organize
that branch of the service known as
the Sea Slugs.

He has accumulated a remarkable
collection of anecdotes incident to this
exciting branch of the service, and
many of these were personal adven-
tures in which he took part and which
make one of the stirring narratives to
come out of the war. He recently re-
turned to the United States to assist
the American navy in organizing the
same branch of the service and should
be of great value because of his experi-
ence abroad. So far as known, he is
the only American to serve with the British
patrol prior to the advent of the United
States destroyer flotilla in British wa-
ters. Of course some of his experiences,
of military value to the enemy, cannot
be related. At the request of the service
publication of his name is withheld.

It is better that I do not mention the
name of the Sea Slug who con-
ceived the idea of a motor launch
raid on the coast of Belgium—that part
of the coast held by Germany, bor-



There is No Moon. We Dash Along
Full Speed Ahead.

dered by a maze of mines, girt by a
moving belt of gunboats and patrol
craft and freckled with a series of
land batteries which make the experts
say it would be mathematically impos-
sible to smash into the naval bases
from the sea side.

The British government prefers to
keep his name secret for the present,
so it would not be policy for me to
divulge it. When he put the idea up
to the commander of the base he said
right away:

"I don't want to lose more than six
boats. If you can get six crews to
volunteer for the service go ahead. I
won't order anybody on a raid like
that."

Six times six crews volunteered, but
only six were allowed to go. We
chug-chugged out of Dover just before
sundown, every man with a lifebelt
strapped under his shoulders, petrol
tanks filled to the last drop, ammuni-
tion in every available space and every
motor thoroughly inspected down to
the last screw.

We were thinking only of what a
time we were going to give the Boches.
The boys that wigwagged "Goodby" to
us believed they had seen us for the
last time, but wished they were with
us just the same. Straight for a cer-
tain selected spot on the Belgian coast
we laid our course, and when night
fell we couldn't even see our own
boats. There wasn't so much as a pin
point of light showing on any of the
craft. Every one wore dark uniforms,

and every once in awhile when we'd
crowd on a little more speed there-
would suddenly loom up right ahead
the dark hull of the boat we were fol-
lowing and we'd almost be aboard her.
The men at the wheels had to have
their nerve with them.

Over the Mine Fields.

The chap who had proposed the raid
—we might as well call him Jones,
which is not his name—had figured out
the tide conditions to a nicety, and on
this particular night we were having
the fullest high water of the autumn.
Just before we ran into the mine fields
we passed a British monitor, about
which I will have more to say later,
and then began the real work of the
expedition.

As every one knows, some mines are
set so that they rise and fall with the
tide and remain always a certain dis-
tance below the surface of the water,
and if we didn't hit one of these it
would be merely a matter of luck.
There were thousands of mines all
around us, and there was no earthly
way of telling where any of them
were.

As for the mines which are anchored
always the same distance above the
bottom of the sea, we were counting
on the extra high tide to take us over
these. At least Jones had figured that
it would.

There is no moon. We dash along
full speed ahead, for we must run in,
accomplish our task and run out again
before that tide ebbs enough to make
it next to impossible for even our



The Gunner Fires into the Source of
the Light.

light draft craft to escape because of
the anchored mines coming to the sur-
face.

The men in each crew, have been
carefully selected. They are all in the
best physical condition, good swim-
mers, and the Brass Hats (officers)
have even made certain that none of
them has a cold. A sneeze or a cough
might betray us. Despite this, the
damp, chilly night air makes one of
the men in our boat sneeze suddenly.
It sounds to us like the crash of a
mine. I don't see why it didn't take
the top of the fellow's head off. Our
finely made motors, of course, were
muffled until you could not distinguish
the r purr ten feet away.

"A thousand yards or so and we'll be
across the fields," says the Brass Hat
in our boat. He has it figured down
pretty fine. Now we are skimming
over a bar, where a heavier boat could
not go.

Discover Enemy Destroyers.

We strain our eyes ahead to catch
the white gleam of the wake of our
leading craft and stare behind to make
out the white bow wave of the one
following us. It is the only way we
can keep ourselves in line.

Presently I pick up out of the black-
ness of the night a patch of something
that is even blacker. A ripple runs
down my spine. The great moment
has arrived. This is not like chasing
a submarine which is trying to hide

First National Bank

Monmouth, Oregon

Paid Capital, \$30,000.00

Surplus & Undivided Profits, \$18,000.00

Established 1889.

IRA C. POWELL, President; J. B. V. BUTLER, Vice Pres.
W. E. SMITH, Cashier.

We offer the best service consistent with
sound banking, and solicit your business.

Interest paid on time deposits.

DIRECTORS:

I. M. SIMPSON, ROBERT STEELE, W. M. RIDDELL,
J. B. V. BUTLER, IRA C. POWELL.



ECONOMIC AND MILITARY PREPAREDNESS

THE UNIVERSITY OF OREGON

In addition to complete courses in general and
scientific education, offers full opportunities in
MILITARY DRILL, DOMESTIC SCIENCE
ARTS AND COMMERCE

Plan for effective future service. Your country
needs it. Send for free illustrated booklets, "Train
the Brain for Peace or War" and "The Woman and
the University." Address Registrar,
UNIVERSITY OF OREGON, Eugene, Oregon

CHRISTIAN SCIENCE SOCIETY
In Odd Fellows Hall
Services, 11.00 a. m.
Subject:
Matter
Sunday School, 10.00 a. m.
Wednesday evening meeting, 8.00 p. m.

DR. J. O. MATTHIS
PHYSICIAN & SURGEON
PHONE NOS.
OFFICE 2303
HOUSE 2304

The Oregon Agricultural College

Where trained specialists with modern labo-
ratories and adequate equipment give in-
struction leading to collegiate degrees in the
following schools:

AGRICULTURE, with 15 departments;

COMMERCE, with 4 departments;

ENGINEERING, with 6 departments, in-
cluding Civil, Electrical, Highway, Industrial
Arts, Irrigation, and Mechanical Engineering;

FORESTRY, including Logging Engineer-
ing;

HOME ECONOMICS, with 4 major depart-
ments, including training in the Practice
House;

MINING, with three departments, in-
cluding Chemical Engineering;

PHARMACY.

THE SCHOOL OF MUSIC, offers instruc-
tion in the principal departments of vocal
and instrumental music.

THE MILITARY DEPARTMENT, enrolled
1085 cadets in 1916-17, and won recom-
mendation for O. A. C. from the Western Depart-
ment of the U. S. War Department as one of
the fifteen "distinguished institutions" of
higher learning. All cadets will be furnished
complete uniforms by the U. S. Government
and the junior and senior cadets, enrolled in
the R. O. T. C., will be given commutation for
subsistence, as well as all transportation and
subsistence at the six weeks' Summer camp.

REGISTRATION BEGINS OCTOBER 8,
1917. Information on request. Address,
Registrar, Oregon Agricultural College,
Corvallis, Oregon.

and which you can almost run circles
around. It is more like six mosquitoes
tackling a band of giants. If ever
they can hit us a slap we will be
crushed to jelly.

I point out the black patch to the
Brass Hat. He strains through his
night glasses, then hands them to me.
"Destroyer!" he says.

The term is well applied, and I real-
ize for the first time what destructive
power one of these slick sea fighters
has. She is running without lights.

We wonder in whispers whether the
other craft have sighted her. There is
no way for us to signal them. The
man standing at the wheel throws her
over a little to starboard, following
the white wake of the boat ahead of
us.

"They see her," says the Brass Hat
next. "They're circling in."

A glance astern shows us that our
followers have observed the change in
our course. I do not know how far
we are from that destroyer. In the
dark she looms so big that it seems we
must be going to graze her.

There is a lurid stab of red in the
darkness ahead—a deafening roar—the
smell of battle is in our nostrils. The
leader's three inchers has barked. Ours
barks at almost the same time. Ours
has bitten, for we can see the flash of
the explosion as the shell falls on
board the destroyer. That is better
luck than we had looked for.

The Searchlights Scour the Sea.

The flashes have shown us other
craft—destroyers, patrol boats and
gunboats. No hope of concealment
now. We wait just long enough be-

L. C. PRICE, M. D.

Office corner Echols and Jack-
son Sts. at Mrs. Poche's

Phone 4302

INSURANCE

Fire and Automobile

A. M. Arant

E. K. PIASECKI

Attorney at Law

620 Mills street

Dallas, Oregon

V. O. BOOTS

Fire, Life and Casualty

INSURANCE

Losses Promptly Paid

Monmouth Grange 476

Meets the Second Saturday in Each
Month at 10:30 A. M.

Public Program at 2:30 p. m. to which
visitors are welcome.

P. O. POWELL, Master.

MISS MAGGIE BUTLER, Sec.

W. F. SCOTT

Contractor and Builder

All kinds of Carpentering and Repair
work neatly done.

Let me figure with you on that new
building you are going to have built.

PATENTS

obtained through the old established
"D. SWIFT & CO." are being quickly
bought by Manufacturers.
Send a model or sketches and description
of your invention for FREE SEARCH
and report on patentability. We get pat-
ents or no fee. Write for our free book
of 300 needed inventions.

D. SWIFT & CO.
Patent Lawyers, Estab. 1889.
307 Seventh St., Washington, D. C.