



The Springbrook Cannery.

It is always a welcome change from close application to office work, driving into the country, especially at this season of the year when the fields present so beautiful a picture of waving grain and the atmosphere is sweetened by the scent of new mown hay, and when the invitation comes to ride in a new turnout with a fine driver at the end of the ribbons—well that is the way J. C. Colcord, cashier of the Bank of Newberg, and the writer went out to Springbrook Wednesday morning, when President McGrew furnished the conveyance and held the strings. Talk about the automobile—the chug chug machine is out of it in comparison with a good horse.

What went we out for to see? Well, we heard the cannery had started up and we wanted to see the wheels go round.

The large cannery building has been freshened up by a liberal application of paint, which adds more than a hundred per cent to the outward appearance of it. Wm. Kincaid, who has managed the business of the cannery company from the time of its organization, met us at the door and turned us loose among the boxes of Royal Anne cherries. The writer supposes the loss sustained was borne by the company instead of the seller of the fruit, but anyway the shrinkage must have been heavy, for how the other fellows did eat.

The cherry crop is short in this community this season but a run is being made, mostly on Royal Annes and the black cap raspberry crop, which Mr. Kincaid says is large, is beginning to come in. Four cents a pound is being paid for the best cherries and the same for black caps.

Just at this time when the newspapers and magazines are telling of investigations of meat canning plants and holding the sensational discoveries up to the public gaze, one's appetite for canned goods is liable to get "timid" to say the least, but a visit to the Springbrook plant will dispel all fears along this line so far as their output figures in the market, for there is an air of cleanliness throughout the entire plant. The floors are washed at the close of each day's work and all the machinery shows that those who have the care of it are enemies to dirt and filth. The fruit is graded before it is put into the cans and pure syrup made from granulated sugar is alone used to add the necessary, sweetened flavor, there being no acids or coloring matter used in the process of preparing the product of the plant for the trade. A ready market has always been found for the output of the plant and this is recommendation enough for any business.

When you want to see how it is done take a little time off and go out and see for yourself. But come to think of it there is a notice placed in a very prominent place at the entrance which says, "No admission except by special permission."

Better Train Service.

Sunday's Oregonian has the following: "Numerous additions to the train service out of Portland will be made by the Southern Pacific about July 1, to points in the Willamette Valley. The exact date the new schedules will go into effect will be announced later, but plans have been matured for improved passenger service that will prove a great convenience to the residents of the territory affected.

A new daily train will be put on over the Yamhill division to Dallas, leaving the Jefferson-

street depot daily at 8:30 a. m., and arriving at Dallas at 11:45 a. m. Returning the new train will leave Dallas at 3:15 p. m., reaching Portland at 6:30 p. m. This train will serve a large stretch of country between the two terminals.

An improvement in train service that the people of Cottage Grove and vicinity are interested in is the extension of the Eugene local to Cottage Grove. At present, this train runs between Portland and Eugene, serving the residents of the country between those two points. After the first of the month this train will arrive in Cottage Grove about 9:40 at night and leave about 5:15 a. m. for Portland. The time of arrival and departure at Eugene or Portland will not be changed. The train will thereafter be known as the Cottage Grove local.

The Forest Grove local passenger will make two round trips between Portland and Forest Grove over the West Side division after the first of the month instead of one round trip daily, as at present. With this improved service, the people of the Forest Grove country will have four trains daily at their disposal, counting the two daily trains to Corvallis and Sheridan."

From this it appears that the long prayed for train service out of Portland in the morning with a train into the city in the evening is about to become a realization. However if the time fixed for leaving Portland over the Yamhill division is as stated, that is 8:30 in the morning, the Graphic would respectfully suggest an earlier hour, for, unless much better time is made than the train we now have is making, passengers leaving here in the morning for Newport will not reach McMinnville in time to catch the Corvallis train, and consequently we will not be benefited in this particular at all. And again, an earlier hour for leaving the city will give us an earlier morning mail and this is a change that we very much desire.

The Graphic hopes that the officials will give this matter due consideration before publishing the schedule.

The Making of Mummies.

In Los Angeles, at the present moment, in Spring street, every one who doubts this statement may convince himself of its truth, and get for ten cents and in fifteen minutes more knowledge and experience in certain matters than he would otherwise have accumulated perhaps in a lifetime. For there he will find a shop wherein he can see mummies made—made to order, in any size and quantity—in all stages of "evolution," and besides get all the explanation he wants concerning the matter.

Mr. Fisher—this is the able craftsman's name—exposes his whole process, from the beginning to the end, without making the least secrecy about it. He shows you anything of his implements and methods you want to see, and answers all your questions. Why? Because he is going to retire from the trade pretty soon, making now his last few "orders," and after having kept his art hidden from the public for more than a quarter of a century, has chosen, with exquisite cynicism, to give a practical lesson to those who have ears and eyes and will hear and see.

The whole factory outfit consists of a great rough table and one or two smaller ones, upon which several mummies are lying in different stages of develop-

ment. You will find one that is quite finished, another only just begun, and a few in an intermediate state.

The first step taken in the manufacture is the preparation of a simple plank, the "vertebral column," which gives a stay to head, body, legs and all, and to the end of which are nailed one or two short boards representing the feet. Then a bag of sacking, corresponding in form to the shape of the body, is produced around the plank and stuffed with excelsior. The ribs are reproduced by bamboo straps, the arms and fingers consist of several big and some small sticks.

All these things are attached to the outside of the bag. The rough body thus produced is covered with a thin coat of plaster to the extent of the chest and abdomen, or wherever else any part of the body is intended to show. On top of this plaster a coating of glue is put, and a fluffy tissue pasted on, which is again covered with glue. The body at this stage is of a yellowish color, and in touch and appearance resembles almost exactly a fresh human carcass.

The head is next placed in position and covered with glue and tissue in the same way as the body. The eyeholes are painted dark-brown inside and covered with a piece or two of the same material, with a small slit in the middle, which gives a marvelously good representation of the sunken, dried-out eyes of the real mummy. A few hairs are pasted on top of the head, the teeth are made out of small bits of horn, and the head and neck, with the exception of the face, are wrapped with several layers of thin, ragged cotton, held together by bands. The whole body is treated likewise, leaving such spots as is desirable to show the skin and bones underneath. Then the form, which has partly been painted before the outer covering was put on, is dyed once more, together with all the rags and bandages, and when perfectly dry, presents the exact appearance of the real old Egyptian mummy. Finally, the body is strewn all over with grey dust, or powder, which partly fills all the holes, and, if there was the slightest ground for scepticism left before, removes that entirely.

—Henry Simon in The Pacific Monthly for June.

Chehalem Center.

David Hayes entertained his friends Tuesday evening at his home.

Misses Mable and Hazel Paulsen went to Portland, Monday to spend some time with their grandparents, Rev. and Mrs. Mulheuron.

Mr. and Mrs. Joe Alger, who have been visiting with Mr. J. C. Wills and family, left Wednesday for Portland. After a visit with C. X. Larabee they will go to Hood River to spend the summer.

Mrs. Etta Shires and children visited with Mr. and Mrs. Jno. Shires the first of the week. Charley was called up to Seattle to attend the Mitchell trial.

Grandma Moore died last Thursday after a lingering illness. Mr. Moore and family have the sympathy of all in their hour of sorrow and bereavement.

West Chehalem.

Miss Emma Nelson visited with Miss Anna Bartholomew Monday.

Frank Roland began his job of shingling and painting the schoolhouse in district No. 10 Monday.

Frank Yergen and family visited over night last Saturday

with his brother B. F. Yergen.

F. H. Vinton made a business trip to McMinnville Friday.

Mrs. Grover has been suffering with a very bad hand caused by cutting it on a tomato can. She is better at this writing.

Misses Evelyn and May Dix spent Saturday and Sunday at A. Bartholomew's.

A Nelson returned Friday from a business trip to Sumpter, Oregon.

Mrs. Jas. Ferguson and Mrs. Fred Kinney visited at Wm. Carter's Saturday.

C. H. Christenson and family spent Sunday in Carlton.

Mrs. J. Smith stepped on a nail last week and was not able to use her foot for a few days.

J. T. Carter and Mr. Wenger are getting along nicely in building their new houses.

Earl Carter, who has been visiting at home went back to work on a boat Saturday.

Vivienne Miller, of Newberg, spent Sunday with his cousin Virgil Fendall.

Clifford Cady's children, of Newberg, were visiting with their grandparents, Mr. and Mrs. Grover, the latter part of last week.

Several from this vicinity attended the school picnic in the lake district last Friday.

Fourth of July Program.

The following exercises will be held in Edwards Park, immediately after the parade, which occurs at ten o'clock.

Invocation	Rev. Lowry
Reading	Miss Edith McCrea
Dut	Mrs. and Miss Edwards
Address	Pres. H. Edwin McGrew

1:30 P. M.

The prizes for the following sports will be given in cash or cash value in merchandise, at the option of the winners.

100 yd dash free for all	1st prize \$2.00	2nd prize \$1.00
50 yd dash, boys under 15 years	3.00	1.50
Egg race	2.00	1.25
Wheelbarrow race	3.00	1.50
Sack race	2.50	1.00
Slow horse race	3.00	2.00
Broad jump	2.50	1.50
Crossed pole	2.00	1.00

3:00 P. M.

Music by Band
Music by Male Octette
Girls' Flag Drill
Chorus by Glee Club
Music by band

EVENING.

Band Concert
Fireworks

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LES, or MONEY BACK.

TO THE VEHICLE USING PUBLIC.

We wish to say that we have the largest and finest assortment of Surreys, Top and Open Buggies and Bike Wagons ever shown in Newberg.

Now, as we cannot meet you all individually, let us tell you in this little letter what we have decided to do with them. In the first place, neither member of the present firm is a believer in high prices. We are here to do business, and we would rather make a larger number of sales at smaller profits on each, than to make one half the number of sales with the profits amounting to the same, for in doing so, we have benefited you, and kept business moving.

They are a part of one of the largest shipments ever made to the Pacific Coast, and were bought at figures that enable us to defy all competitors if they put in competition, vehicles of as high grade as these we are offering you. They are not the low grades of some large manufacturing concern, but are everyone high grade throughout, put out by one of the largest manufacturing concerns with a world-wide reputation for high class goods at reasonable prices, who have entered the Coast Territory to get and hold trade.

And now to reduce the stock on hand to where we can afford to carry it, we offer them to you, NOT at NEWBERG retail prices, NOT at PORTLAND retail prices but at PORTLAND JOBBER'S prices.

Though you may not really be in need of a new buggy before next season you will make no mistake if you buy one of us now while these prices last.

Please do not offer any old rigs in part payment, or ask for time on them as we could not consider either offer, this being a spot cash proposition.

This letter will not appear in our space again, but the offer holds good until the stock is sufficiently reduced. The earlier you call the larger will be the stock from which you may select.

Yours strictly for business,
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