

LURE OF THE PEARL

Long Chances Taken by Fishers
For Fresh Water Gems.

ALL ARE BELIEVERS IN LUCK.

A Mussel That Holds the Coveted Prize
Looks Just the Same as One That
May Be Worthless, and Thousands
May Be Opened in Vain.

The pearl fishermen of the Upper White river in Arkansas are the most hopeful of mortals, ever dreaming of picking from curiously shaped shells big pearls of such value as to sweep them into the realms of prosperity at one grand stroke. They are optimists and true gamblers that worship at the shrine of the goddess of luck. A thousand shells may not contain as much as a worthless slug. The next one they open may contain a rare gem worth thousands of dollars. They are ready and willing to take the chance. They may come out to the good or they may come out mosquito bitten, full of malaria, with trembling knees.

The pearl fisher of the Upper White is a true sport, as are the buyers. They are willing to take long odds in hope of pulling down a big stake. They are of the same disposition as the city man who gambles on the pines or of the miner who follows his pick underground, betting against long odds and fate that he will win.

They are optimistic and hopeful, and it is impossible to discourage them. They are believers in luck and are strong in their faith as a Quaker.

Every pearl fisher has his favorite among the pearl bearing mussels. Some like the washboard, a long rough shell. Others like the niggerhead, a small round shell, black and rough. Others cling with inborn faith to the spectacle, a long shell, shaped much like a spectacle case, while others hold to the fantail and mucket. It is only a matter of fancy, however, all are pearl bearing if they have passed through the right conditions that go to make the pearl.

The chance of finding one of these rests with luck and luck alone, for there are some 500 different kinds of fresh water mussels that bear pearls. A large majority of these are to be found in the White river. A mussel with a pearl in it looks just the same as one that has none, and it is simply a matter of opening them to determine which one carries a valuable gem.

The equipment of a White river pearl fisher ranges in value from several hundred dollars down to nothing. Really one can start in with nothing but an old knife or sharp edged instrument with which to open the shells. If a man can get the opening tool he can always find a partner with a gunny sack and that is all that he needs to woo fortune with. He can use the knife on the bank to open the shells with, his partner gathering them from the bed of the river in shallow places, carrying them to him on the bank. You don't have to get permission, either, to go to work. Uncle Sam doesn't charge a cent. Just find a place and get busy. This applies, however, only to some unoccupied mussel bed. If there is some one else at work on a bed when you arrive and he is larger than you, leave him alone. It is his by right and right of discovery, and these are two of the natural laws governing operations among the pearl fishers of the Upper White.

The pearls found on the White river are of good luster and bring fancy prices when free from flaws. They are of many shapes and sizes. The slugs are the most worthless and seldom bring over \$1. Baroque, which are slugs, but which have a fine luster, bring up as high as \$25 or \$30. True pearls, those of a definite shape—ball, oval, pearl shaped, drop or button—bring prices up to as high as \$3,000 if they possess the size, color and luster.

Besides these there is the peeler. A peeler is a pearl with a rough exterior that may have a smooth interior when the rough outside covering is peeled away. Peeling is the biggest gamble in the industry. A buyer may pick up a gem for a few dollars, risk his judgment on it and peel out a gem worth several hundred. Again he may ruin it and lose all.

For the past four years, which have been extremely dry ones, pearl fishing has been general, and the mussel beds have been greatly depleted.—Washington Post.

Harpers Ferry.

Harpers Ferry was named after Robert Harper, an architect and mill builder, born in 1708 in the town of Oxford, England. He came to America in 1755 with his brother Joseph and located in Philadelphia, where for a time he prospered, but, failing later, concluded to join the Friends of Loudoun county, Va. En route to his new home he came upon the gap in the Blue Ridge mountains, where he made his home.

Really Pleased, Then.

"Mrs. Gadders is a woman who always wears an artificial smile."
"Not always, I'm sure."
"What makes you think so?"
"I've seen her smile quite naturally when her sarcasm made some other woman wilt."—Birmingham Age-Herald.

His Birthright.

"Does young Jiggaby come by his erratic temperament naturally?"
"Yes; his mother was a grand opera singer, and his father was a left handed pitcher."—Puck.

To bear in to conquer our fate.—Campbell

HIGH LIFE IN PERU.

The Pace Has to Be Slow on the "Roof of the Continent."

Professor Alsworth Ross of the University of Wisconsin, in an article in the Century Magazine entitled "Peru, the Roof of the Continent," tells of the difficulty of merely sustaining life in the higher altitudes among the Andes. He says:

Life at Cerro de Pasco, nearly a league up, is as trying as life under a diving bell at the bottom of the ocean. The newcomer gasps for air like a stranded fish and wakes up at night gulping mouthfuls out of the thin atmosphere. Three quick steps put you out of breath, and after climbing a flight of stairs you must sit down for a rest. "I know," panted a "tenderfoot," "how I'll feel when I'm eighty."

No employee is sent up by the company unless he has passed a physician's examination, but occasionally one gets blue in the face and has to be sent down forthwith. Thus the Inca Chronicle often has such items as, "Jake L., who returned here last April, has been sent home with his heart machinery in bad shape."

The young fellows play tennis and ball, and even indulge in track athletics, but the pace must be very slow. Singing is not popular, for you cannot get the breath to hold a note. Pneumonia is sure death here within forty-eight hours, so that the sufferer must be rushed down to the sea level in a special train that costs the company \$500. The typhoid patient, too, must die, and the northern women must descend to Lima to bear their babies.

The mining company's Americans are usually big, athletic, deep chested men, strong of jaw, stoney of grip and masterful of manner. They are well paid and looked after, but too many of them squander money and vitality in fighting off the demon of loneliness.

SLEEP AND SLEEPINESS

What Slumber Does and How Insomnia Should Be Treated.

In his book on "Sleep and Sleeplessness" H. Addington Bruce gives the new theory of sleep as follows: "It is now known that sleep, contrary to the belief formerly so widely entertained, is no mere passive, negative state, the product of toxic or other harmful elements, but is an active, positive function, a protective instinct of gradual evolution and dependent for its operation partly on the will and partly on the environment."

"It is the result of a certain reaction between the central nervous system and the stimuli impinging on it, its object being not so much the recuperation of the organism from the effects of the activities of the intervening period of waking life as to save the organism from the destructive consequences of uninterrupted activity."

He thinks that most people sleep longer than is really necessary. Men of intense mental or physical activity—for instance, Napoleon, Frederick the Great, Schiller, Humboldt, Mirabeau, the English surgeon John Hunter and Thomas A. Edison—get along very well with four or five hours of sleep. Yet he does not advise people to reduce their accustomed hours of sleep suddenly, as that might have disastrous effects.

Mr. Bruce in discussing disorders of sleep, such as nightmares and the night terrors of children, expresses the belief that the proper treatment is not so much along medicinal or dietetic lines as by psychological means.

To similar causes most insomnia is attributed. Worry is likely to form the starting point for an insomnia habit. The remedy therefore is to be found not in drugs, but in psychology. Mr. Bruce believes that nearly all insomnia is curable.

Origin of a Phrase.

The phrase "First in war, first in peace," etc., referring to George Washington, originated with Henry Lee of Virginia. In a resolution introduced in the house of representatives he had recommended that a committee be appointed to consider the most suitable manner of paying honor to the memory of the man "First in war, first in peace and first in the hearts of his fellow citizens." The phrase was again used in a speech in praise of General Washington made by Mr. Lee in 1790, but this time the word "countrymen" was substituted for "fellow citizens."—Philadelphia Press.

Why the Admiral Was Better.

It was of her uncle, Admiral Rous, the famous racing man, of whom Lady Cardigan told the following story. Mrs. Rous, it appears, was very dictatorial. "And I remember," said Lady Cardigan, "one day after her death calling to inquire how my uncle was. 'Indeed, my lady,' said the servant, 'I may say the admiral is a deal better since Mrs. Rous' death.'"—London Globe.

His Handicap.

"One of the penalties of approaching age is clumsiness," confessed Merton Morose, on whose head the frosts of time have been sifting down for quite a spell. "When I move carelessly about a room I knock over five things on an average, and when I am especially careful I knock over ten."—Judge.

Still Cheerful.

"Did you attend Miss Seresum's birthday party?"
"Oh, yes, I was there."
"What kind of time did you have?"
"The best ever."
"What is your impression of her?"
"She's a game loser."—Birmingham Age-Herald.

A little method is worth a great deal of memory.

POSTAGE STAMPS.

All Europe Laughed When Their
Use Was First Suggested.

LOOKED UPON AS A HUGE JOKE

Rowland Hill Was Ridiculed For His
Wild Postal Reform Idea, but He Per-
sisted and Finally Won the Day For
the Little Friend of Humanity.

Not since the days of the discovery of printing had there come to human beings such a boon as was launched in England on May 6, 1840, when the first postage stamps, the little friends of humanity, were used. That date in history marked the beginning of popular communication, placing within the reach of the poorest peasant the means of writing to relatives and friends. It put the people of the world into closer touch. It encouraged the art of writing as no other agency had done. But, greatest of all, it spread civilization.

Millions of people who today open their mail scarcely glance at the little stamp that adorns the wrapper. It but represents to them the cost of transporting and handling by the government.

Few indeed realize that the postage stamp is a modern contrivance, and that its great aid to modern life has played a remarkable part in the world's development during the past three quarters of a century.

It was in 1840 that Rowland Hill, an English schoolmaster, stirred all Europe to laughter by declaring that James Chalmers and himself had devised a system whereby a two sheet letter could be sent from London to Edinburgh for two cents and yet leave the government a fair profit on the transaction. At that time the fee was 54 cents for that distance for a two sheet letter.

Such a radical idea as Hill's seemed ridiculous to the public, which had looked upon the sending of communications as an expensive luxury. And so the joke went around, and the poor laughed with the others at the idea of any means that would place them on a par with the aristocracy.

Hill persisted despite the ridicule. He worked diligently on his schedule, and when the time was ripe he flashed the system on parliament and the public. Hill offered proof that was incontrovertible that the actual cost of the government for carrying each letter averaged only a small fraction of a cent.

He proved that the expense of hiring men to figure out postal rates on the system then existing, based on distance and the number of sheets, was greater than the profit gained, and he urged the adoption of a flat rate for all letters under a certain weight, no matter how short or long a journey they were to make.

He originated the idea of pasting a label on every letter, to show that the cost had been prepaid to the government, and pointed out that this would save the expense and time of collecting at point of delivery, which custom was then in general use.

The idea sprung by Hill and his friend, James Chalmers, gained friends after the first roar of laughter had died away. The government was pressed by not a few thinkers of the time to adopt the system. And so on May 6, 1840, postage stamps, or "stamped labels," as they were called at the time, were inaugurated. On the first stamp was a profile picture of the young Queen Victoria. The effect on the postoffice was instantaneous. Within two years, and they were panic years at that—the business of the post-office nearly trebled.

The postage stamp came into use in the United States in 1847, seven years after Great Britain had adopted it. Five and ten cent stamps were the first American postage stamps, and they carried the heads of Franklin and Washington. Four years later the letter rate was lowered to 3 cents, and in 1883 to 2 cents.

Before the postage stamp was adopted the postal charges were more moderate in the United States than in England. Our rates were 6 cents for thirty miles or less, 12½ cents up to 150 miles, 18½ cents up to 400 miles and 25 cents for every distance over that.

Hill, the discoverer of postage stamps, was knighted and received a gift of \$45,000, raised by public subscription.—Detroit Journal.

How She Looked.

"I lost a dollar at the matinee this afternoon," remarked the fleshy woman to her husband, "and I never was so angry in my life."

"How'd it happen?" asked the man. "I dropped it in the aisle," she answered shortly, "and I looked for it. That's all I could do."

"Did you look good?" persisted the head of the household.

"Did I look good?" shrieked the woman, really angry now. "I looked as good as a fat woman crawling around on all fours ever does."—Collier's Weekly.

Simply Fooled Him.

"I understand he let you in on a get rich quick scheme."

"No. Do you suppose I would be angry at him for that?"

"Then what was it?"

"He made me think it was a get rich quick scheme, but it wasn't."—Houston Post.

Truthfulness consists less in stating true facts than in conveying a true impression.—Stevenson.

AIRSHIPS IN WAR.

In Some Ways They Are More Effective
Than Aeroplanes.

While the airship is clumsier and slower moving than the aeroplane, it has its own special uses in war. In "Air Craft in the Great War," by Claude Grahame-White and Harry Hooper, is this:

"There are three points in favor of the airship, and none should be overlooked. She can remain in the air many hours if required; even, in an emergency, for several days. And in this respect she has the advantage of the aeroplane. She can hover, too, above a given spot, her machines stopped and her car motionless. This is of value in detailed observations, and here again she has the advantage of the aeroplane, which can not hover. "A third merit of the airship, and again a useful one, is that she can fly safely at night. This provides her with many uses in time of war. Aeroplanes can fly at night, too, but only at a grave risk. If a motor fails, and the air man has to descend, darkness prevents him from choosing a landing ground, and he may crash into a wall or hedge, or the side of a house, or find himself in the tree tops of a wood."

"Hovering at the rear of her own lines, and fitted with a powerful wireless plant, the airship can remain aloft from dawn until dusk, her observers watching constantly the enemy's battle front, and signaling, while the news has value, any change they may notice in the position of the troops. For destructive raids, particularly at night, the airship has a grim potentiality."

"The point to be borne in mind, the fact that governs the use of an airship in war, is that in a clear sky during daylight, and away from the protection of her own guns or planes, she is large, slow flying and highly vulnerable. Her hull cannot be armored, fragile though it is; the weight would be prohibitive. So she may be crippled and sent to earth by the accurate placing of a single bomb or shell."

DRIVING THE BALL.

Records Show That Golfers Can Outdo
Baseball Sluggers.

On several occasions debaters imbued with the spirit of argument and research have taken up the question as to how much further a golf ball can be driven beyond a baseball wall-top.

There are at hand no official records of long flights in either game, measured to the ultimate inch and established as the last word in the case.

But there is this to go on—Fred Merkle and Hans Wagner started the populace on two occasions by driving a baseball over the left field fence in Pittsburgh. This fence is 400 feet from the home plate, and each drive landed at least forty feet beyond the fence, making a total carry of 440 feet.

Walter Johnson once smashed a drive over the score board in Cleveland, situated 400 feet from the plate. This smash also carried about 440 feet. So in the way of flight, not including roll, no ball player probably ever drove beyond 450 feet. No man has yet hit the center field fence at the Polo grounds, which is 480 feet from the plate.

A long driver in golf can frequently carry between 225 and 250 yards. And on one occasion Jesse Guilford, the far driving wonder from Intervale, christened the New Hampshire Sledge Gun, smote a golf ball that flew 312 yards from the tee. This totals 936 feet, or about twice as far as any athlete has ever been able to hammer a baseball on its way. There have been golf smashes well above 1,000 feet, but these included the roll, which is too much a matter of baked out turf and wind to be used in any official way.—Grantland Rice in Collier's Weekly.

Air Craft as Storm Refuges.

It might almost be said that one of the safest places to be in during a thunderstorm is an air craft floating free in the air, as the electric fluid will almost assuredly obey the powerful attraction of the earth. Captive balloons, however, are quite another thing, the steel cables by which they are connected to the earth making them exceptionally liable to be struck during an electric storm.—Pall Mall Gazette.

Two Rare Earths.

Gas mantles depend for their brilliancy and durability upon two rare earths, thorium and cerium. These alone made gas mantles possible. They are extracted from certain sands known as monazite, which are found in vast deposits in Brazil, and in large quantities in Canada, India, South Africa and North Carolina.—New York World.

Not Disappointed.

"Do you find," bemoaned the rapturous maiden of the experienced matron, "that marriage has realized all your expectations?"
"Oh, yes," replied the matron, "but you see, I never expected much when I entered the holy estate of matrimony."—Richmond Times-Dispatch.

Reserve His Jokes.

Mr. Jerome K. Jerome, the humorist, we are told, is a somewhat silent man. He will entertain you in his charming country house, let you watch him play tennis, now you in a boat or drive you in a motor, but he will not make jokes for your edification.—Westminster Gazette.

Air of the Desert.

"What is the air of the desert any-bow?"
"I suppose it is 'The Camels Are Coming.'"—Baltimore American.

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Registration of Land Title.

In the Circuit Court of the State of Oregon for Yamhill County.

John C. Lemon and Josephine C. Lemon, Plaintiffs and Applicants,

vs.

Samuel Hobson and Mary A. Hobson, his wife, Jesse Hobson and Mary Hobson, his wife, Anna Blair and A. T. Blair, her husband, Arthur Thibodo, Napoleon Thibodo, Alida Shelton, and John H. Shelton, her husband, Leonie Walcott, Waldo H. Reece, and Inez Reece, his wife, Arthur Austin, Grace Howell, John R. Kelso, and Anna E. Kelso, his wife, and All Whom It May Concern, Defendants.

In the Matter of the Application of John C. Lemon and Josephine C. Lemon, the above named Applicants, to register the title to the following described tract of land, to-wit:

Situate, lying and being in Yamhill County, State of Oregon, and being a part of the Oliver J. Walker Donation Land Claim, Notification No. 1706, Claim No. 53, and school land adjoining said claim on the North, all lying in township 3 South Range 2 West of the Willamette Meridian, in said Yamhill County, State of Oregon, and the part of said claim and of school lands herein to be registered being particularly described as follows, to-wit:

Beginning at a point 36 rods East of the North West corner of section seventeen (17), said township and range; thence running south eighty-four rods to a point in the center of county road ninety-six (96) rods North of the South line of said Donation Land Claim; thence East along the center of county road sixty-eight (68) rods; thence North eighty-four (84) rods to the North line of said section 17; thence West sixty-eight (68) rods to the place of beginning, containing 35 acres, more or less.

To Samuel Hobson, Mary A. Hobson, his wife, Jesse Hobson and Mary Hobson, his wife, Anna Blair and A. T. Blair, her husband, Arthur Thibodo, Napoleon Thibodo, Alida Shelton and John H. Shelton, her husband, Leonie Walcott, Waldo H. Reece and Inez Reece, his wife, Arthur Austin, Grace Howell, John R. Kelso, and Anna E. Kelso, his wife, and All to Whom It May Concern, the above named Defendants.

TAKE NOTICE.

That on the 7th day of July, A. D. 1915, an application was filed by John C. Lemon and Josephine C. Lemon, in the Circuit Court of Yamhill County, State of Oregon, for initial registration of the title of the land above described.

Now, unless you appear on or before the first day of September, A. D. 1915, in the above named court in the above entitled cause, and show cause why such application shall not be granted, the same will be taken as confessed, and a decree will be entered according to the prayer of said Application, and you will be forever barred from disputing the same.

In testimony whereof, the undersigned, as clerk of said Circuit Court, has subscribed his name hereto and affixed the seal of said court hereto, this 7th day of July, A. D. 1915.

C. B. Wilson,
Clerk of said Circuit Court.
Clarence Butt and Ramsey, Lange & Nott, Attorneys,
For said Plaintiffs and Applicants.

First issue, July 15, 1915
Last " Aug. 26, "

In the Circuit Court of the State of Oregon for Yamhill County.

William A. Weidner, Plaintiff } No. 5476
vs. } SUMMONS.
Margaret Weidner, Defendant, }

To Margaret Weidner, the above named defendant:

In the name of the State of Oregon: You are hereby required to appear and answer the complaint filed against you in the above entitled court and suit, on or before Thursday, September 2, 1915, and if you fail so to appear or answer said complaint, for want thereof the plaintiff will apply to the above entitled court for the relief prayed for in his complaint now on file in the above entitled suit, and which relief briefly is for a decree of divorce upon the ground of willful desertion on the part of the defendant continuing for the period of more than one year prior to the commencement of this suit, and that the marriage relation between the plaintiff and the defendant be forever dissolved.

This summons is served upon you by publication in the Newberg Graphic for six consecutive weeks by order of the Honorable J. B. Dodson, County Judge of Yamhill County, Oregon, upon an order dated July 20, 1915.

The first publication of this summons is July 22, 1915.

B. A. Kilks,
Attorney for Plaintiff.

First issue July 22, 1915.
Last " Sept. 2, 1915.

Portland Daily Journal and Graphic, one year, \$5.