

FLASHES OF LIVE NEWS

COURT HOUSE ITEMS

MARRIAGE LICENSES
The following marriage licenses were issued last week:
Fred A. Grestinger, Salem, and Florence B. Barker, Forest Grove.
Louis A. Vanderzanden, Banks Route 3, and Gladys Irene Rogers, Forest Grove.
George Erwin Long, Hillsboro, and Doris Vivian Weddle, Sweet Home.
Wm. S. Jeans, Culp Creek, and Mrs. G. M. Sannes, Portland.
Loyal R. Mann, Cornelius, and Anna L. Hoskins, Dilley.
Allen J. Vandehy, Eugene, and Edith Florence Haas, Hillsboro, Rt. 2.
Alvin L. Smith, Banks Rt. 3, and Leona E. Van Domelen, Beaverton, Rt. 1.

SUITS FILED

The following Circuit Court suits have been filed:
Charles H. Leavitt vs. H. M. Whetsel et al; mortgage foreclosure.
Hoard A. Hingley, executor vs. Flora Leedy et al; mortgage foreclosure.
Viola E. Kemp vs. Anna Neas et al; mortgage foreclosure.
Gladys Benson vs. Eric Benson; divorce suit.
Susan Bryan vs. C. E. Bryan; divorce suit.
David Storey et ux vs. W. E. Crosby et al; mortgage foreclosure.
State Highway Commission vs. Viola H. Kirschner; condemnation suit.
State Highway Commission vs. Henry O. and Carrie Kirschner; condemnation suit.
Two suits were filed this week in the Washington County Circuit Court, by Minnie Tupper and Alberta D. Pye against Norman Smith for \$35,000.00 and \$25,000 respectively, for injuries claimed received when the machine in which they were riding was knocked off the Bertha-Beaverton Highway, 3 miles west of Bertha Station. The plaintiffs are residents of Forest Grove.

June fees collected by the County Recorder amount to \$537 while the County Clerk reports \$2333.40 collected in fees and fines for the same period, of which \$1660 were boozie fines.

HITEON NEWS

Miss Ethel North is working at the R. Robinson home.
Hiteon farmers have finished haying and baling hay and are cutting grain this week.
Mr. and Mrs. Chas. VanKleek and Miss Effie VanKleek attended Pomona Grange last Wednesday.
Miss Ruth Frew of Portland was visiting Miss Mildred Schmelzer at the Metzentine home last week.
LaVern Scott, who has been staying at the Struthers home is visiting his sister at Multnomah.
Mr. and Mrs. M. C. Smith of Garden Home and Mr. and Mrs. Martin Kullowata and sons of Multnomah were Sunday visitors at the Struthers home.
The following from Hiteon enjoyed the Odd Fellow's picnic Sunday held in Elsnor's Grove on the Tualatin: Mr. and Mrs. Herman Metzentine and family; Mr. and Mrs. Roy Bacon and family; Mr. and Mrs. Chas. VanKleek, Miss Effie VanKleek; Mr. and Mrs. Robert Holland; and Mr. and Mrs. E. D. Hite and family.

ROUND-UP JUDGES HAVE BEEN CHOSEN


Three Washington men have been chosen as judges for the 1930 Round-Up, August 28, 29, and 30. They are Allen Drumheller of Walla Walla; Ben C. Boone of Seattle; and William Switzer of Plymouth, Washington. Mr. Drumheller, famed as a horseman, has thrice been a Round-Up judge; and Mr. Switzer, also noted for his skill as an equestrian was a judge on one other occasion. Mr. Boone, who is in the bonding business in Seattle, has a large ranch near that city and raises beef cattle. He, too, is familiar with the saddle and has for many years been an ardent Round-Up fan.
As a new feature this year, the Round-Up will hold its historic Westward-Ho parade on Friday morning at 10 o'clock instead of on Saturday morning. This change was made so that the arrangements would not conflict with the "Over the Hill" pageant feature which is held each Saturday at the Round-Up and which this year will be held not only at Saturday afternoon's show but on Thursday afternoon as well, in observance of the hundredth anniversary of the covered wagon, and in honor of the one hundred fifty New Yorkers, who as members of the Oregon Trail Memorial association, will visit the Round-Up on Thursday. The pageant feature shows, in full view of the grandstands, the approach of a cavalcade of Indians and a procession of covered wagons, wending their way over the hill and down to the Round-Up grounds.
Mr. E. Greeley is moving to Reedsport where he will be employed in a lumber camp.
Signs will be erected on the highway entrances to Vale.

KINTON HAPPENINGS

Mrs. W. L. VanHorn were transacting business in Beaverton, Saturday.
Mrs. Everett W. Wright and baby girl arrived home from the hospital last Tuesday.
Mr. and Mrs. T. A. Thomas of Portland were guests last Sunday at the home of Mr. and Mrs. W. C. Hall.
Miss Luella Dallmann who has been visiting her sister, Mrs. August Obriest of Gresham, returned to her home the first of this week.
Mrs. Sarah VanKleek, the master of the Kinton Grange, wishes all members to be present at the regular monthly meeting. All grangers are invited.
Roy Bierly has been painting his barn, during the past week, an ivory shade to match his other buildings. Earl C. Bell has been helping with the job.
Stanley Beck of Portland arrived last Sunday at the home of his aunt, Mrs. Robert Pomeroy, and will spend the rest of his vacation at the Pomeroy home.
Mrs. W. L. Vanhorn and daughter Lucille went to Portland Monday where they were guests at the home of Mrs. VanHorn's parents. Lucille returned home Tuesday.
Mrs. C. W. Young, son Leo, and daughter Evlene spent last week at Woodburn where they were guests of relatives. Jacob Faix spent Sunday with them at Woodburn.
Mr. and Mrs. Robert Pomeroy and their three daughters and S. H. Pomeroy left Friday morning for a trip to the coast where they will visit many of the beaches.
The Misses Justine, Virginia and Eleanor McMinnin of Heppner and Portland have been guests during the past two weeks at the home of Mr. and Mrs. Charles Hemrich.
Much grain has been cut in the fields around here during the past week and the binders will be kept busy for a while yet as quite a lot of grain is raised by the farmers in this vicinity.
Mr. and Mrs. Everett Wright are having a fire place built in their new home on Cooper mountain. The work is being done by Mr. Perene of Portland, who is an expert in this line of business.
Mr. and Mrs. E. L. Cox attended the installation of officers of Ruby Rebekah lodge of Scholls last Wednesday evening. Mrs. Cox was installed as Vice Grand of the lodge, and Mr. Cox as left supporter of the Vice Grand.
Mr. and Mrs. Harry A. Richards spent last week at the coast. They were accompanied on the trip with Mrs. Richards' sister, Mrs. Floyd Williams, and family of Clackamas. Mr. Williams joined them the last of the week and they returned home Sunday evening.
The following members of Kinton grange attended the session of Pomona grange held in Dilley last Wednesday in all day session: Mr. and Mrs. Charles VanKleek, Miss Effie VanKleek, Mrs. Harold Cutting and Mrs. E. L. Cox. They report a very pleasant session.
Mr. and Mrs. W. C. Hall and daughter Mary Kathryn and Mrs. E. L. Cox went to Portland Monday and spent the day with friends. Mrs. Cox went to Jennings' Lodge for a couple of days, where she attended some of the sessions of the camp meeting and conference being held there.

Oregon State News

Rock will soon be placed on the Roosevelt Highway between Newport and Waldport.
The construction of a club house for the Country Club at La Grande has been completed.
A contract has been awarded for the erection of the Powell Butte grade school building.
Ashland has painted, remodeled and built during the last six months to the extent of \$47,280.
Construction work on the last section of the Jordan-Lyons market road is progressing rapidly.
The second midget golf course in Klamath Falls has been completed at Altamont camp ground.
A miniature golf course has been established at Third Street and Washington Avenue, Baker, for Hazel Clark.
Roy Davesport has purchased the sheet metal and plumbing department of the John Day Hardware Company.
The State Highway Department is placing a non-skid top on the Tualatin Highway between Cornelius and Hillsboro.
Plans are being considered for the construction of an apartment building at Albany at Eighth and Washington Streets.
Medford Water Power & Development Co. plan extensive development work on the Squaw Lake mining and irrigation project at the cost of about \$600,000.
Bids have been opened by Lincoln County for the surfacing of the Spout Creek market road between Burnt Woods and Harlan, a distance of about seven and one-half miles.



How to Raise Poultry
By Dr. L. D. LeGear, V. S.
St. Louis, Mo.
Dr. LeGear is a graduate of the Ontario Veterinary College, 1892. Thirty-six years of veterinary practice on diseases of live stock and poultry. Extensive experience in poultry and stock raising. Nationally known poultry breeder. Noted author and lecturer.

The thought has often occurred to me that civilization has compelled both man and fowl to do a great many things that nature never intended to do. Civilization and evolution combined have also changed many of their natural bodily functions. Yet, with incomprehensible stubbornness they still retain organs and habits for which the need has long since disappeared. A man's appendix, for instance, is his souvenir of some long forgotten physical function, while the fowl's habit of molting is a reminder of the time when a vital need existed for the periodical removal of her feathers.
A hen in the wild state frequently had to depend on her wings for flight from birds and beasts of prey. Her feathers, moreover, were her only protection from the elements. In the wild life she led they were undoubtedly in need of repair and renewal at the end of a strenuous season in brush and briar. It was to be expected, therefore, that wise Mother Nature would provide some regular, automatic method to supply the needed renewal at the proper time.
Now, the wild hen had only to lay enough eggs to hatch out a small brood. When the chicks were old enough to shift for themselves, she was as free from duties or responsibilities of any kind as a modern flapper is free from hosiery in the summer time. She was then at liberty to renew her coat and she could take the rest of the year for the job. Now, civilization has changed all that. Whereas, the wild hen might lay a dozen eggs or less and started hatching at once, the

civilized descendant is expected to lay ten times that much and gets no chance to exercise mother instinct. Instead her eggs are hatched by a machine, and her chicks foster-mothered by a capon or brooder.
Although man now provides shelter and protection from wild beasts, the hen takes no chances; she continues to molt. This would be of no great consequence were it not that egg laying and molting do not often go on together. A hen can neither eat and digest enough food nor supply enough energy to produce both new feathers and a regular supply of eggs. Consequently, the longer a hen takes for the molt, the less time she has for laying and the less profitable it will be to feed and care for her. The big problem, therefore, is to make it as short as possible.
Careful breeding offers one solution. Good layers will not stop laying until late August, early September or later and are through in about six weeks. Eggs for hatching should always be from such hens. Hens that molt early and take two or three months for it should be watched carefully. The chances are they do not lay enough to pay for their feed and keep, but would be more profitable if marketed for the table.
By constantly culling out the loafers and breeding only from the best layers, a flock will eventually be built up which will require only a very short vacation period for the molt with a corresponding increase in time devoted to laying. Very careful handling and feeding is desirable at all times, however, to keep the vacation at a minimum and the production period at a maximum. Avoid anything that hinders laying, like sudden changes of feed. It may bring on the unproductive molt sooner than need be. On the other hand, correct feeding and a little extra care may accelerate feather growing so the hen can complete her new winter costume and get back to profitable production in a very little while.
During the molt, fowls should have the very best of care. They should have ample shade, an abundance of green food and plenty of

fresh water. They should be protected from dampness, drafts and exposure of any kind. Very late molting birds should be especially protected against cold. If possible, put molting birds to themselves. They are timid and self-conscious when bare, and the other hens will make life miserable for them. The less hens are disturbed now, the easier it is for them to convert food into feathers.
Proper feeding is of paramount importance. Feathers are derived from the same material as eggs, being about 80 per cent protein. It is wrong, therefore, to take away the mash as many people do when hens are molting. The mash contains the protein concentrates while grains contain very little. To rob molting hens of their protein is simply to prolong the molting period until enough proteins are assimilated to supply the feathers needed.
The regular scratch grains may be fed including oats, wheat and corn, but not too much corn as it is too heating. Feed also some sunflower seed and linseed meal in the mash. Also a little more meat scraps or cut bone that is usually fed and give plenty of milk if possible. A good mineral tonic is also invaluable.
Remember the molting hen is really very much out of condition,

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Advertisements in this column 1 cent a word. Minimum charge 25c.

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Have you seen the beautiful green and ivory enameled gas range at Dewey the Plumber's? adv.
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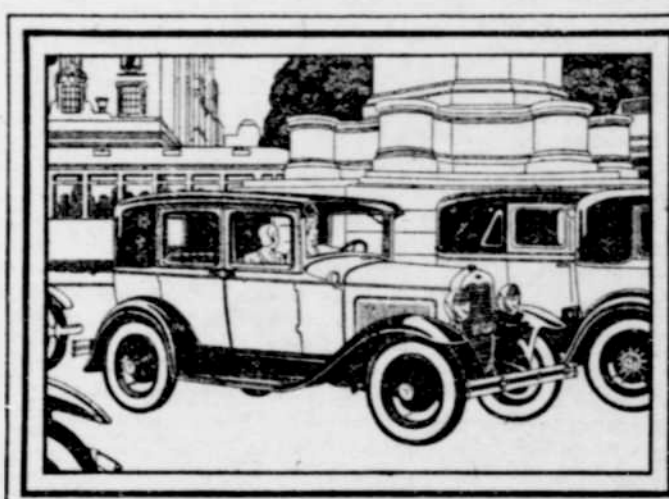
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BECAUSE the automobile is such an important factor in the lives and prosperity of so many people, the purpose of the Ford Motor Company is something more than the mere manufacture of a motor car.

There is no service in simply setting up a machine or a plant and letting it turn out goods. The service extends into every detail of the business—design, production, the wages paid and the selling price. All are a part of the plan.

The Ford Motor Company looks upon itself as charged with making an automobile that will meet the needs of millions of people and to provide it at a low price. That is its mission. That is its duty and its obligation to the public.

The search for better ways of doing things is never-ending. There is ceaseless, untiring effort to find new methods and new machines that will save steps and time in manufacturing. The Ford plants are, in reality, a great mechanical university, dedicated to the advancement of industry. Many manufacturers come to see and share the progress made.

The greatest progress comes by never standing still. Today's methods, however successful, can never be taken as wholly right. They represent simply the best efforts of the moment. Tomorrow must bring an improvement in the methods of the day before. Hard work usually finds the way.

Once it was thought impossible to cast gray iron by the endless chain method. All precedent was against it and every previous experiment had failed. But fair prices to the public demanded that wasteful methods be eliminated. Finally the way was found.

A better way of making axle shafts saved thirty-six million dollars in four years. A new method of cutting crankcases reduced the cost by \$500,000 a year. The perfection of a new machine saved a similar amount on such a little thing as one bolt. Then electric welding was developed to make many bolts unnecessary and to increase structural strength.

Just a little while ago, an endless chain conveyor almost four miles long was installed at the Rouge plant. This conveyor has a daily capacity of 300,000 parts weighing more than 2,000,000 pounds. By substituting the tireless, unvarying machine for tasks formerly done by hand, it has made the day's work easier for thousands of workers and saved time and money in the manufacture of the car.

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