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SEA RISK FOR ARMY IS SMALL

Infinite Care and Secrecy Attend Transport of Troops to France.

MOST TRIPS ARE UNEVENTFUL

Elements of Danger Are Anticipated and Reduced to Minimum—No Uniform on Deck Seen When Ship Leaves Harbor.

London.—No greater care and secrecy could attend the shipment of royal jewels than is observed in shipping American troops to France. To safeguard his boys Uncle Sam takes every possible precaution, from the time they embark until the transport has reached its destination. He leaves no loophole for the machinations of enemy agents.

Usually, as a result of this elaborate protective system, the trip from an Atlantic port to the French or English port, as the case may be, is remarkably uneventful. All elements of danger have been so carefully anticipated that the risk is reduced to the lowest minimum.

Until the troops and civilian passengers have reached the pier they do not know the name of their ship. It is only a number to them. On the regular troopships it is difficult for a civilian, unless he is engaged in war work, to secure a passage. Those who manage to do so are subjected to close scrutiny, and their credentials and luggage are thoroughly examined.

Embarkation Begins Early. Embarkation often begins several days before the transport sails. All good-byes have been said before the troops start for the ship. No relative or friend may accompany them to the pier. This rule applies to the officers as well as to the men.

Once aboard, there they remain, no shore communication being permitted. This regulation imposes no hardship other than inactivity. Until all troops have been assigned to quarters and organization has been effected, the men are left pretty much to their own devices.

No restriction is placed on writing, and bags are kept open for soldiers' mail up to almost the hour of sailing. This privilege gives many a chance to get off neglected letters and postcards, although these, as a matter of precaution, are not put into the mails until the ship has passed through the submarine zone.

The troops also take advantage of an arrangement devised by the government for the sending of "safe-arrival" messages. Telegrams or postcards advising family and friends that the writer had made the trip in safety may be prepared in advance and left in charge of the authorities at the port of sailing. As soon as word is received by cable of the ship's arrival on the other side, the telegrams and cards are released to the wives and mails. Not only is much time saved by this plan, but the soldiers are spared the high cost of cabling from Europe.

With the exception of the ship's executives and the officers in military command, no one aboard knows the hour fixed for sailing, and this becomes a favorite topic for speculation among the men. But finally the last soldier has come up the gang plank and the last piece of freight has been stowed away. A busy little tug appears alongside and begins to nose the vessel like a terrier investigating a greyhound.

Soldiers Ordered Below. Suddenly there is a blast from the ship's whistle, and then are enacted a few details of the familiar scene which before the war was witnessed whenever a transatlantic liner left its pier. The comparison, however, is extremely limited. The call of "All ashore that are going ashore" affects only a few stevedores and perhaps an official or two, who move leisurely off. What excitement there is is confined to those on the ship. There is none on the pier for the reason that it is now empty and its great doors are closed. Only a blank wall looms there.

On deck the movement, instead of being toward the transport's rails, is away from them. Orders have been given for the troops to go to their quarters, so that when the ship is leaving harbor no uniform may be visible to any prying eyes on shore. Kissing the big vessel is coaxing by the tug into the stream, and majestically she gets under way. A few civilian passengers, to the envy of officers and men, hang over the rails and watch the city's skyline fade away. Soon the port is only a blur in a veil of mist. It is safe now for the troops to appear. They rush out on deck, hoistily eager for the sight—strange to many—of the open sea. A glance is cast toward the vague line on the horizon that is home. Then they turn and peer forward into the mystery of the unknown, toward the scene of the great adventure—over there.

Likes Hotel; Buys It. Hillsboro, Ore.—William McQuillan liked the Tualatin hotel here. He'd boarded there for twenty years. So when the proprietors decided to go out of business McQuillan bought the hotel for \$10,000 so he could keep on living there and enjoy the cuisine.

OREGON NEWS NOTES OF GENERAL INTEREST

Principal Events of the Week Briefly Sketched for Information of Our Readers.

Lebanon has good prospects of having a flouring mill established there. The run of salmon in the Columbia river for the past week has been exceptionally good.

A drastic measure forcing all idlers to go to work has been adopted by the Klamath city council.

The Columbia river highway between Hood River and Cascade Locks was opened to traffic Sunday.

Marion and Polk counties will celebrate the completion of the new inter-county bridge over the Willamette river at Salem on July 30.

According to records, 10,000 more automobiles are in operation in Oregon already this year than were in operation during all of 1917.

Attendance at the summer school of the Oregon Normal at Monmouth has now passed 400 and is a few in advance of the attendance last year.

During the month of August the state supreme court will take the annual summer recess and most of the justices will leave on vacation trips.

Mrs. Mary Elizabeth Bryant, one of the oldest pioneers of Oregon, who crossed the plains in infancy, died at her home in Portland at the age of 87 years.

Fruit growers of the northwest are being urged to place their orders for boxes as early in the season as possible in anticipation of a possible shortage of box shooks.

J. D. McKennon, president of the La Grande city commission, has offered publicly to furnish a suitable site for any reputable dehydrating firm that will install a plant there.

Farmers near Redmond are having difficulty in obtaining help in their hayfields. Practically every boy over 11 years of age is out on the ranches doing the work men usually do.

A deadline on Yaquina bay to protect the oyster industry and conserve the supply is being planned through the co-operation of the oystermen and the state fish and game commission.

The first annual convention of the Oregon State Elks' association will be held in Portland August 26, 27 and 28 when an attendance of 12,000 Elks and their friends will join in a three days' patriotic celebration.

The body of Ralph V. Poindexter, manager of the Owl Pharmacy at Bend, who, with Vernon A. Forbes, was drowned in Crescent Lake, has been recovered. Mr. Forbes' body had been previously recovered.

Captain W. C. McNaught, well known in marine circles in Portland, has been appointed a member of the Oregon state board of pilot commissioners by Governor Withycombe, to succeed Captain J. Speier, resigned.

An investigation of the price of substitutes for wheat flour sold in Oregon has been requested by the national food administration, according to a letter received from Senator Chamberlain by Attorney L. E. Bean.

The high cost of living has invaded the University of Oregon summer camp. As a result men who attend the second summer camp for the 30-day period beginning August 2, will have their expenses increased 25 per cent.

As a result of investigations conducted in the state by George T. Dalton, special representative of the federal trade commission, prices of coal are to be immediately lifted, according to Fred J. Holmes, state fuel administrator.

That some of the Indians on the Klamath reservation will not be able to take stock, available this year under the \$400,000 congressional appropriation, on account of shortage of hay crops, is reported by some of the prominent Indians.

A forest fire which has been burning on the northern boundary of the Klamath Indian reservation in Klamath county, now has entered the southern portion of the Deschutes national forest and threatens great tracts of standing white pine timber.

For the purpose of educating the public to the value of dairy products as a food and stimulating the almost moribund state of dairying in parts of Oregon, Governor Withycombe will be asked to set aside an entire week in August as Dairy Products week.

Threshing outfits have begun work in Linn county threshing fall grain. The fall grain generally is yielding a fair crop and in many cases grain planted on land well drained and properly cultivated is producing a good crop. Due to lack of rain, the spring grain is practically a failure.

The University of Oregon received notice from the war department that it will be permitted to send additional students to the cadet officers' training camp at Presidio up to one-half its present student quota in the camp. There are now 37 students and four faculty members receiving instruction. Eighteen additional students will be appointed to attend.

Appropriations carried in the rivers and harbors bill for maintenance work and improvements in the first district of Oregon consist of \$40,000 for the Coquille, Coos, Siuslaw and Yaquina rivers and Coos, Tillamook and Nehalem bays, and \$250,000 for the Columbia river and lower Willamette.

County Agriculturalist H. R. Glasier, of Klamath county, and J. E. Pittman, of the department of irrigation and drainage, who have been conducting experiments in this county, report

that the application of 100 pounds of sulphur per acre on alfalfa lands has increased the yield about one ton per acre.

Valuable fir timber on an area approximately two miles wide and four miles long, the residence of J. C. Williams, on Rogue river, in the western part of Jackson county, and many buildings owned by farmers in the district badly burned, is the toll of a forest fire one mile south of Rogue river.

At the request of sheepmen in Klamath county, Representative Sinnott has submitted to the wool division of the war industries board petitions for lower freight rates on feed, and that bureau has promised to take the matter up with the railroad administration and secure any relief that is found proper.

The Pendleton water commission has installed a chlorine plant at the intake of the city water system to guard against any possible infection from river water which was turned into the system some weeks ago to avoid a shortage during the spring the new extension to Chaplin springs is being completed.

Prices for the fall run of salmon on Oregon coast streams were announced by W. B. Ayer, federal food administrator, following several conferences and approval of the prices by the food administration heads at Washington. The approved price for chinooks is placed at 8 cents. That for silversides is set at 6 1/2 cents, and that for chums at 3 1/2 cents.

Secretary Lane has approved Congressman Sinnott's bill granting the citizens of Malheur county the right to cut timber in Idaho for agricultural, mining or other domestic purposes. The passage of the bill will be of great assistance to citizens of Malheur county in Gordon valley, and Mr. Sinnott will endeavor to have the same enacted on the reconvening of congress.

Principals and superintendents of Oregon schools in attendance at the University of Oregon summer school are sending out letters to the school boards of the state, urging that the districts send some man of their faculty to the second summer camp at the university, which opens on August 3, that they may be trained in military work and be able to teach the boys in the schools.

A reduction is shown this week in the number of accidents reported to the state industrial accident commission. During the week there were reported 534 accidents, of which five were fatal, as follows: Louis Gjersten, Olney, logging; Lester Vaughn, Springfield, lumbering; S. Mathisen, Portland, shipbuilding; Charles Eckert, Tillamook, logging; William G. Murray, Portland, motorman.

The shortage of harvest hands in the Prineville community is becoming very acute. Many of the farmers are able to obtain only about one-half the number of men required for harvesting their crops. A number of men and boys from the town, including store clerks and professional men, are working in the harvest fields, because of the scarcity of labor. The wages paid average from \$3 to \$4 a day, including board.

A second shipment of foxglove, 850 pounds—enough for nearly 510,000,000 doses of tincture of digitalis—dried and shipped by citizens of Oregon at the request of the United States government, has just been sent by Dean Adolph Ziefle, of the Oregon Agricultural college school of pharmacy, to the federal laboratory at the University of Minnesota, where it will be made into tincture of digitalis for the army and navy.

State Highway Engineer Nunn has submitted to Governor Withycombe a statement showing the total of estimated funds available for highway improvement purposes contemplated by the commission for the five-year period, 1917 to 1921, inclusive. The statement shows that from the several sources a grand total of \$15,068,500.13 will be produced. Up to July 1, this year, \$1,895,525.91 has been expended and the total amount available in the next five years will be \$13,162,974.22.

Probably not since the days when the waters of Jordan rolled back at the command of Moses for the children of Israel to cross dry-shod, has a more wonderful phenomenon of this kind occurred than the drying of the rapids of Link river at the west end of Klamath falls by winds sweeping up the canyon from the south. These updraughts, which have a fall of 63 feet in two miles, and which furnish enough power under ordinary conditions to turn every wheel in Klamath county, were blown back in a few hours, leaving the bed of the river so dry that it could be crossed on foot at almost any point.

Ancients Valued Salt Highly. It is not astonishing that the possession of salt mines or salt deposits was the cause of many disputes and even wars among nations, and Tacitus relates that the Hermundurians waged bloody wars with the Chatti for over fifty years for the possession of salt springs which were situated on the banks of the River Saele in Franconia, and in the neighboring forests, believing that such localities were closer to heaven and that the prayers of the mortals, in these places, were particularly apt to be heard.—Medicine and Surgery.

Dream True. When a girl dreams of what she would like to be, she has seen a vision of what she may be.

Overdoing It. Don't ax de Lawd ter return a lost umbrella; dat's carryin' faith too fur!—Atlanta Constitution.

CUT TIME ON SHIPS

New Record for Rapid Construction Is Set.

Baltimore Shipbuilding Company Reduces the Present Average by Half.

Washington.—In its effort to set a new record for rapid ship construction, the Baltimore Dry Dock and Shipbuilding company has cut in half the present average time for construction of contract steel ships. This average for the 12 contract steel ships built to date is 130 5/8 days.

In previous days a year was regarded as fast time for building a steel vessel of or above 6,000 tons.

The ten fastest built vessels for the shipping board have averaged 90 9/10 days between keel laying and delivery. The 5,500-ton collier Tuckahoe, record holder in this or any other year, was built in 87 days. On the list of the ten fastest built ships the slowest time was 119 days. Here is the list:

Tuckahoe, 5,500 tons, New York Shipbuilding company, 87 days.

West Liana, 8,800 tons, Skinner & Eddy corporation, Seattle, 78 days.

West Alsek, 8,800 tons, Skinner & Eddy corporation, Seattle, 92 days.

Ossineke, 5,571 tons, Skinner & Eddy corporation, Seattle, 108 days.

West Durfee, 8,800 tons, Skinner & Eddy corporation, Seattle, 111 days.

Canga, 8,548 tons, Skinner & Eddy corporation, Seattle, 112 days.

Westgrove, 8,800 tons, Columbia River S. B. Co., Seattle, 112 days.

Western Queen, 8,800 tons, Skinner & Eddy corporation, Seattle, 113 days.

Lake Huron, 3,100 tons, American S. B. Co., Chicago, 117 days.

Lake Forest, 3,100 tons, American S. B. Co., Chicago, 119 days.

On the Pacific coast the five vessels built in the fastest time have averaged 100 1/8 days between keel laying and delivery; on the Great Lakes, 124 2/5 days; on the Atlantic coast, 209 1/5 days.

WEST POINT GRADUATE



Keng Wang, from China, a member of the class of 1918, recently graduated a year ahead of schedule at West Point, stood twelfth in his class.

Petrograd Wine Cellars. The imperial wine cellars underneath the winter palace at Petrograd have been sacked, and nothing remains of what was the largest and finest collection in the world of the best wines of the choicest growth of the most famous years. A great deal had been quietly stolen during the last six months by enterprising patriots, and in the end the soldiers on guard obtained possession of the cellars, and were joined by a huge mob recruited from the dregs of the populace. Tens of thousands of bottles were destroyed, and the floors of the immense cellars were knee-deep in liquor, the end of the orgies being that muddy water from the Nava was pumped into the cellars, after which the mixture of wine and water was pumped back into the river. Thousands of bottles were fired upon to facilitate the destruction. Numbers of the rioters are reported to have been drowned, as they were lying dead drunk on the floors of the cellars in heaps.

Brontides. Mystery still attaches to certain explosive sounds, heard at various parts of the world and known to science as "brontides." On the coast of Belgium these sounds seem to come from the sea, and are called locally "mistpuffers." In the Ganges delta of India, and similar sounds are called "Barisal guns." Brontides are well known in some parts of Italy, where they bear a great variety of names. In Haiti a sound of this character is known as the "gouffre," while in parts of Australia it is called the "desert sound." Brontides mostly take the form of muffled detonations, of indefinite direction. Probably they are of subterranean origin. Studies of eccentricities in the transmission of sound through the atmosphere lead to the conclusion that some of the sounds hitherto reported as brontides were really due to cannonading or blasting.—Popular Science Monthly.

BRIEF NEWS OF THE WAR

The big offensive which the Germans launched early last week along a 65-mile front east and west of Rheims from Chateau-Thierry to eastern Champagne was halted by the allied armies and the whole German line in the great Aisne-Marne-Rheims salient was badly shaken by a powerful counter offensive of the Franco-American troops.

The French and American counter attack, which was started without the usual preliminary artillery bombardment, took the Germans completely by surprise and is regarded as one of the most brilliant pieces of work in the war. Striking over a 30-mile front from Fontenoy just north of the Aisne, to the sector of Chateau-Thierry the Americans and French were able to advance their lines to a depth of 10 miles in some places before the Germans recovered from their surprise and offered effective resistance. So fast did the advance progress that the allied troops were soon astride several of the important roads of supply for the German armies, particularly the line running from Soissons to Chateau-Thierry. The number of prisoners taken is reported to be very large and a great number of guns and a large quantity of war material fell into the hands of the allies.

Over the entire 60-mile front running from Soissons to Rheims the allied troops are fighting with a determination that brooks no denial. Practically all the gains of the German drive south of the Marne have been blotted out.

Chateau-Thierry, which represents the point in the battle line where the Germans had driven their wedge nearest to Paris, has been recaptured by the French.

The entire southern bank of the Marne having been cleared of enemy forces, French, British and Italian troops are now harassing those south-west of Rheims and the latter have been forced to fall back.

Too Much White in Malta. The houses, streets and roads in Malta are built of nearly white stone, and during the summer months these reflect the sun's rays so strongly that colored glasses are largely worn by both the native population and foreigners. Many sizes and forms of frames and many different colors of glass are used.

Beyond Comprehension. Kant, whose searching analysis of the pure reason, probed deeper than any philosopher before him into the mystery of consciousness, confessed that two things filled him with awe, as beyond the faculty of the human mind to grasp—the immensity of the starry heavens, and the moral sense implanted in the soul of man.

SUMMONS. In the Circuit Court of the State of Oregon, for Sherman County. Quincy E. Gwynne, and Lucilla N. Gwynne, husband and wife, Plaintiffs,

vs. J. L. Smith and Willie L. Smith, husband and wife, Defendants. To J. L. Smith and Willie L. Smith, husband and wife, Defendants:

IN THE NAME OF THE STATE OF OREGON you and each of you are hereby commanded and required to appear and answer the complaint of the plaintiffs filed against you in the above entitled suit on or before six weeks from the date of the first publication of this summons; the date of the first publication hereof being the 28th day of June, 1918.

And if you fail to so appear and answer for want thereof the plaintiffs will apply to the Court for the relief prayed for in their complaint filed against you herein, which relief, among other things, is as follows: That the plaintiffs have a judgment and decree that the defendants have not, nor has either of them, any right, title or interest in or to any of the following described property, to-wit:

The Southwest quarter and the East half of section Twenty-five (25) and the West half of the Northeast quarter and the West half of the Southeast quarter of section Twenty-four (24) all in Township Two (2) North Range Eighteen East of the Willamette Meridian.

Also Lot Two (2) and the Southeast quarter of the Northwest quarter and the Northeast quarter of the Southwest quarter of section Thirty (30) and the Southeast quarter of the Southwest quarter and Lots Three (3) and Four (4) of section Thirty (30) all in Township Two (2) North of Range Nineteen (19) East of W. M.

Also the Southeast quarter of section Twenty-six (26) Township Two (2) North of Range Eighteen East of W. M., all being in Sherman County, State of Oregon, and containing 1095 acres more or less.

And for a further decree that the plaintiffs are now the owners in fee simple of the said property holding and owning the same free and clear of any right, title or interest of the defendants or any persons claiming under them, and for a further decree quieting the title to said premises above described and all thereof in the plaintiffs as against the defendants and each of them and all persons claiming by, through or under them, and for such other and further relief as to the Court may seem just in the premises.

This Summons is served upon you by publication thereof once a week for six consecutive and successive weeks in the Sherman County Observer, a newspaper of general circulation in Sherman County and printed and published in the town of Moro, in Sherman County, Oregon, pursuant to an order of the Honorable Fred Krusow, County Judge of said Sherman County, Oregon, which order was made and entered on the 25th day of June, 1918, and which order directed that you by publication as aforesaid. The residence and post office address of the undersigned attorneys for the plaintiff is 1225 Yeon building, Portland, Oregon. The date of the first publication of this summons is the 28th day of June, 1918.

CLARK, MIDDLETON & CLARK, Attorneys for Plaintiffs. Residence and Post Office address, 1225 Yeon Building, Portland, Oregon.

Fresh Beef Travels on a Rapid Schedule

Fresh beef for domestic markets goes from stockyards to retail stores within a period of about two weeks. Although chilled, this meat is not frozen; hence it cannot be stored for a rise in price.

A steer is dressed usually within twenty-four hours after purchase by the packer. The beef is held in a cooler at the packing house, at a temperature a little above freezing, for about three days.

It is then loaded into a refrigerator car where a similar temperature is maintained, and is in transit to market on an average of about six days.

Upon arrival at the branch distributing house, it is unloaded into a "cooler", and placed on sale.

Swift & Company requires all beef to be sold during the week of arrival, and the average of sales is within five days.

Any delay along the above journey means deterioration in the meat and loss to the packer.

Swift & Company, U.S.A.

Independent Warehouse & Milling Co

R. H. McKean, Manager, Wasco, Oregon

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