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HUNS PLAN TRAP; KILL EACH OTHER

British Join in Air Battle Between Two Teuton Flying Squadrons.

ENEMY PULLS BAD BONER

English Pilots Joyfully and Impartially Render Assistance First to One Side, Then to the Other.

With the British Army in France.—This is the story of a battle royal waged in the air between two flights of German planes. It was an unintentional but disastrous fight between brother aviators, during which British pilots joyfully and impartially rendered assistance first to the one side, then to the other, until so many of the emperor's flyers had been destroyed or damaged that the conflict could not continue.

This extraordinary engagement began thus:

Two British officers in a fighting machine were leading a patrol along the lines when they sighted a German Halberstadt two-seater, which upon their appearance fired a green signal light. The British leaders expected a trap and waited to see what this unusual performance meant.

Too Many Come to Rescue.

In a short time six German scouts came wheeling out of the blue and joined the Halberstadt. Almost at once six other enemy scouts dived out of the sun onto their comrades, whom they apparently mistook for a British patrol about to attack the Halberstadt.

What had happened was this: The Halberstadt had been acting as a decoy, and the green light had been meant as a signal for assistance. But there had been no expectation that two flights of German planes would respond at the same time.

Not being able to distinguish the markings of their friends—and this has happened not infrequently before—the newcomers immediately began a furious attack upon them. The British leaders then guided their patrol into this mad melee and took a hand.

The Halberstadt was the first victim and this was shot down by the British commanding machine. Another British fighter in the meantime had accounted for two more enemy scouts, which were sent swirling to destruction below.

All this time the German aircraft were continuing their bitter battle among themselves and several of them were seen to go down out of control before the engagement finally ended. The British leaders, by their good judgment, had led the Huns into their own trap.

Fifty Planes in Flight.

This undoubtedly was a unique occurrence, but there are always plenty of thrilling incidents happening in the air these days. Take, for instance, the case of a British patrol of about eight battle planes which fought and vanquished some forty enemy craft a few days ago. This British patrol, under command of a captain, was escorting a bombing squadron when two score enemy machines were encountered. The British fighters and the enemy immediately raced in for the attack.

Within a few seconds a fierce fight was in progress and the great fleet of nearly half a hundred ships were swirling and diving madly against one another, while their machine guns joined in the vicious chorus that swept down to the troops on the ground like the noise from scores of steam trip-hammers.

The British outmaneuvered and outfought the enemy and many of the Germans were sent spinning away. Whether they were merely frightened or were out of control, it was impossible to say, but at the conclusion of the fight four German machines lay in crumpled masses on the earth and another had gone down in flames.

GERMANS FOILED IN SPAIN

Exhibition of French Art Is Expected to Counteract Teutonic Influence.

Paris.—Earnest efforts are being made to counteract the German influence in Spain. One of the latest attempts to build up a cordial feeling with the country south of the Pyrenees is the opening of an exhibition of French art which is being held in Madrid.

Such eminent Frenchmen as Gabriel Hanotaux, Charles Vidor, Imbart de la Tour, Bernier, Lallemand, Teissier, Fourcade and Raphael-Georges Levy are in attendance.

ADOPT ONE ORPHAN A MONTH

Wealthy Couple Will Continue Practice Until France Is Able to Care for Own.

Los Angeles.—An orphan a month until the war is over is the plan recently adopted by Mr. and Mrs. William Dorn of the fashionable Wilshire boulevard here. They have already become godparents to ten tiny babies of French humanity and will continue the habit once a month until France is able to care for its war orphans unaided.

ALL HAD TRAGIC HISTORY

Carolina the Last of a Quartet of Ships That Seemed to Be Doomed to Misfortune.

"The sinking of the Carolina by a German U-boat removed the last of a quartet of ships that have had a tragic history," remarked Brooks Ames of Baltimore, a former resident of Washington, at the Willard, according to the Washington Post. "The Carolina was formerly the Grand Duchess, built for the Plant line in 1896. She made her first trip from Boston to Halifax and two years later she was taken over by the government to be used as a transport in the Spanish-American war. Her maiden voyage in the transport service was from Charleston, S. C., carrying a regiment of Wisconsin troops and high army officers to Porto Rico.

"General Miles a short time before had been placed in command of the American army and he left Washington with members of his staff early in July. At Charleston General Miles went on board the Yale, which had been the City of Paris of the American line. He left Gen. Roy Stone of his staff at Charleston to recruit a gang of laborers for the army in Porto Rico. General Miles proceeded to Cuba on the Yale and after staying there a few days went to Guánica on the southern coast of Porto Rico. It was while he was lying in the wonderful little harbor of Guánica on board the Cherokee, the Yale being too large to enter the harbor, that he was joined by members of his staff who had sailed on the Grand Duchess. The Cherokee, another Plant liner, took the staff to Ponce, and among others on that vessel was the late Richard Harding Davis, who had sailed from Cuba on a dispatch boat. The Cherokee arrived off Ponce the next morning to find that the city had been taken the previous day by an ensign of the navy in a dispatch yacht.

"A few days later the protocol ending the war was declared and most of the members of the Miles party sailed back for the States on the Odbam, a transport that had been purchased from the Holland-American line.

"The curious part of the thing is that the Yale was sunk in some manner; the Odbam ran ashore off the coast of Cuba while in the transport service; the Cherokee foundered somewhere in the Atlantic and now the Grand Duchess, rechristened the Carolina, has been sent to the bottom by a German U-boat."

Diary of a New Yorker.
Rose at 7:30 a. m. Closed folding bed.

Bathed in patent folding tub. Cooked breakfast on collapsible electric stove.

8 a. m.—Left for office with 4,892,968 of my contemporaries.

8:15 to 9 a. m.—Crushed in subway. 9:01—Crushed in elevator.

9:02 to 12 noon—At desk in office. 12 to 1 p. m.—Automatic lunchroom. Crushed in restaurant.

1 to 5 p. m.—At desk in office. 5:30 p. m.—Run over by automobile.

5:45 p. m.—Run over by street car. 6 p. m.—Home. Crushed in subway.

6:30—Dinner at popular table d'hôte. Crushed by waiter.

7 p. m.—To the movies. Crushed in crowd.

9:30 p. m.—To drug store for soda water. Crushed in crowd.

10 p. m.—Run over by automobile. 10:30 p. m.—Run over by street car.

11 p. m.—Saw a parade. Crushed in crowd.

12 midnight—Home to folding bed. Crushed.—New York Sun.

To Save Vessels From Sinking.

Interest has been aroused by an apparatus that has lately been developed to save ocean vessels from sinking after being torpedoed or damaged by collision. The contrivance, which is shown in Popular Mechanics Magazine, comprises a laminated steel disk, to the center of which is attached a series of rubberized canvas cone shaped buckets. In use, the end cone on the chain would be lowered into the water in the vicinity of the hole in a ship's hull. Upon being caught by the inrushing water, it would be pulled through the opening. The whole string of buckets would then be lowered along with the disk so that the latter would be pulled in place over the break. The cones, being of flexible material, would be able to pass through an aperture, regardless of its shape. The disk, once in place, would be held by the pressure of the water against the hull.

Character in Countenance.
A man of integrity, sincerity and good-nature can be concealed, for his character is wrought into his countenance.—Marcus Aurelius.

ICED DRINKS UNDER BAN

State Food Administration of Arkansas Rules Out Cooling Beverages.

Little Rock, Ark.—The girls may continue to wear \$50 gowns, \$25 boots and hose that cost more than a pair of shoes did a generation ago, but in this town they will not flirt among the round tables in the soda joints, sipping soft drinks at the expense of soldier boys or loving heads. The state food administration has knocked these good times on the head. The girls must learn that the country is at war. No more, according to the order of the food administration, shall soft drink stands serve iced tea, sherbet and water ices. An order has also been issued denying manufacturers of soft drinks who have used their 1918 sugar allotment more sugar for the remainder of the year.

Eagle Attacks Woman.

Franklin, W. Va.—A bald eagle that has made frequent excursions into this part of the country made a vicious attack on Mrs. Anna Simmons while she was walking to her home near this city. Three deep wounds were made in her face where the eagle's talons had gouged into the flesh. Will Halterman, who ran to her assistance, was also attacked and forced to seek shelter.

TO BAR FOOD CORNERS

France Plans to Prevent Boost in Prices.

Food Minister Is Inclined Toward Monthly Rationing Scheme—Potatoes Plentiful.

Paris.—M. Victor Boret, the French food minister, it is said will bring before the cabinet important measures for preventing the increase in meat prices and in the cornering of supplies. The commission that he sent to London, it is understood, has reported unfavorably on the introduction, for the present at least, of the English meat card.

The French bread card has given good results and the food minister inclines toward the monthly meat card, which for 19 days will entitle the holder to two and a half ounces of meat, for eight days four and a half ounces of tripe, rabbit or fowl, and for four days six ounces of cold meat.

He points out that the French herds have suffered much more than the English, there being larger supplies of fish and frozen meat in England than in France. M. Boret adds that there are plenty of potatoes, that he is trying to increase the catch of fish, and that larger quantities of macaroni in its various forms will be available.

Parisians who sometimes find that their baker supplies them with bread of a darker flour than usual are advised in a note issued by the food ministry not to make this a reason for buying at another shop. The variation in the color is due to the fact that some of the wheat imported from the United States is for reasons of tonnage economy not refined to the same degree as in France; and transport difficulties sometimes prevent the making of uniform mixtures. As the same variety of flour is rarely delivered twice in succession to the same baker, it is in the customer's interest that he should always make his purchase at the same shop.

FIRST WOMAN ARMY OFFICER



Lieut. Edith Smith, the first woman ever given a bona fide commission in the United States army, has taken up her duties as a contract surgeon at Fort McPherson. Lieutenant Smith is a graduate of the Ohio University School of Medicine and studied for several years abroad, being for a time associated with E. Gustavskis, the world-famous obstetrician and gynecologist.

POETS HONOR WAR HEROES

Names of Four Who Gave Lives Inscribed on Ambulances Donated for Italy.

New York.—The names of four heroes of the war will be inscribed on ambulances donated by the American poets' ambulances in Italy, according to an announcement by Robert Underwood Johnson, chairman of the fund. The honor will be paid to Curtis Seaman Read of New York city, American aviator killed in France; John Kipling, son of Rudyard Kipling, who is presumed to have been killed while in action with the British forces; Antonio Resnati, the Italian aviator, who was killed recently in an accident at Mineola, N. Y., and Commander Rizzo of the Italian navy, hero of the recent sinking of an Austrian dreadnaught off the Dalmatian coast.

These four ambulances are the last of 110 provided by the fund.

WOMEN FORM SECTION GANG

Seven of Them Give Capable Service on Stretch of Track in Washington.

Castle Rock, Wash.—Six married women and one who hopes eventually to be married form a section gang that is caring for a stretch of double-track main line of the Northern Pacific north of this town. The full-sized seven are in charge of a regular section gang foreman, and he reports the women do just as efficient work as the 15 men who formerly made up his crew.

Improved Soldering Process.

A form of the Schoop metal-spraying process is claimed to be effective in soldering. The soldering pistol does not require the compressed air jet, as the fuel-gas used is under pressure and gives the flame sufficient driving force to spread the solder over the surfaces to be soldered. A small driving mechanism feeds the wire solder continuously into the flame. The method is convenient, rapid and inexpensive, and is free from the tedious and disagreeable features of soldering by hand.

THEIR FINAL REST TOGETHER

Soldier's Intensely Pathetic Description of the Burial of Youthful Scottish Officer With His Men.

I stood one night on a certain hill that commands the firing line in an almost soundless panorama. Beside me was an officer of the Second Canadian division, who had just come out. There that night, by its white trail of incandescent light, we could trace the course of the firing line for many miles through France and Flanders.

Just to our left the line of light jutted far out, like a lone cape into the sea. "What is that jutting-out place?" my friend inquired.

"That," I answered, "is the Ypres salient, the Bloody Angle of the British line."

To mention the name of Ypres is to have one's memory awakened with a veritable kaleidoscope of pictures. That trail of light that jutted out into the night looked like a cape, and an iron cape it has been through months and years of war. But the holding of that cape has been at an awful cost, and there was not an inch along that trailing line of light that had not cost its trailing line of blood.

Just after the first gas attack in April, 1915, the whole countryside was in a panic. The roads were filled with civilians in alarm, fleeing from the country, and with timber and marching troops hastening up. I was passing through the town of Vlamertinghe, which is situated two miles beyond Ypres. In a field at the side of the road I saw a funeral party. It consisted of several pioneers, serving as grave diggers, a gray-headed Scottish major, and a corporal's guard to act as firing party.

I learned that this inconspicuous group were burying the last original officer of a battalion of the Cameron Highlanders. The dead officer was a young subaltern, and the gray-haired old major was his father, who had come from another regiment to attend the funeral of his son.

So, over in a great deep trench, where a number of the rank and file of the fallen Camerons were already laid, the body of their dead subaltern was placed. As I saw the officer and his men of the bonnie Highland regiment thus laid to rest together, I thought of the requiem of Saul and Jonathan: "They were beautiful in their lives, and in their deaths they were not divided."—Capt. Arthur Hunt Chute, in the North American Review.

Repair Ship Mysterious.

The manufacture of a large part of machinery to replace anything broken is almost impossible in the limited space of the battleship's machine shops. But wondrous feats are performed in the repair ships that accompany fleets on stations remote from dock facilities, states a British war correspondent.

The repair ship is a huge floating smithy and machine shop packed with everything that the wit of man can concentrate into the space for treating wounded battleships. These ships employ some of the best artificers from our naval dockyards and are scattered in every quarter in which the British fleet is stationed remote from dock facilities. The Boche has nothing like them and it has been stated that no inquisitive Boche has ever been allowed to intrude his nose aboard one to investigate its mysteries and take the information to his employers of how the strange feats performed by the repair ship are effected. The repair ship is the abode of secrets.

Rides Well at Ninety-five.

Jockeys, no matter what their age, are generally referred to by those not closely in touch with racing as "the stiff going well at ninety-five is certainly hard to beat. There is one, as shown by the following clipping from the London Sportsman of recent date: "One of the brightest and most alert of the 'lads' riding horses around the paddock at Windsor prior to their races was old Faulkner, the grandfather of the steeplechase jockey of that name. He is ninety-five years old. His memory is of the best and so is his hearing. He has been connected with horses all his life and many a tale of the turf he can tell."

Sailor Invents Fire Escape.

One of the boys aboard our navy's fleet has invented a fire escape which is similar to the rope ladders used aboard ships. His principal object was to provide a collapsible fire escape which could be compactly and conveniently arranged at the window of a dwelling. It consists of a container hinged to the sill in such a manner that by opening the window and folding the container on its hinges the metal ladder may be unfolded and dropped. When this operation is gone through, a means is automatically provided whereby the ladder is held at a distance from the walls of the building. The advantage of such precaution is obvious.

Journalistic Dilettante.

"What's the matter with the city editor? Two members of the staff are holding him and he looks as if he were about to have a fit."

"It's the fault of that wealthy 'cub' reporter hired last week. The c. e. told him to cover a Red Cross meeting this afternoon and he said it would interfere with his game of golf."—Birmingham Age-Herald.

Extravagance of Economy.

"There's one form of extravagance I'll tolerate."

"What is it?"

"I don't care how much money my wife spends for thrift stamps."

Want Technical Training for Women.

At a joint meeting of the Birmingham and Atlanta sections of the American Society of Mechanical Engineers resolutions were adopted requesting the colleges and technical schools of the country to provide special courses of technical instruction for women and girls in order that they may be able to take the places of men who have been or may be called into the service of the country during the war.—Birmingham Age-Herald.

STICK WITH OFFICER

Men Carry Dead Lieutenant Miles During Fight.

Striking Example of Devotion of Soldiers of French Army to Superiors.

With the French Armies.—One of the most striking examples of the men's devotion to their officers in the records of the French army has just become known, although it occurred on May 28. Among the units of French African fighters are several battalions of "Joy-sult" youths whose records before entering military service were besmirched and who are now given a chance to redeem themselves on the battlefield.

During a recent action the "Joy-sult" fought with remarkable ardor. Their motto is "death is necessary." Assailed by overwhelming numbers, one battalion fought hand to hand with the enemy until forced to retreat to conform their line with the units on the left.

It was here on May 28 that a group of "Joy-sult" saw their lieutenant fall in a ravine. Four of them refused to retreat and fought off the enemy with grenades until one of them could shoulder the dead man. With the body on their shoulders the four retreated twenty kilometers during the night of the 28th though the dead weight was agonizing. Worn and fatigued with lack of sleep, they tenderly carried their officer until they found time in the morning to bury him.

CHAMP CLARK'S GRANDSON



Mrs. James Thomson of New Orleans, formerly Miss Genevieve Clark, daughter of the speaker of the house, and her baby, Champ Clark Thomson. She and the baby are spending the summer in and near Washington.

SUMMONS.

In the Circuit Court of the State of Oregon, by 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 defendants 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 1096 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 service of Summons be made upon 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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