

TWICE A WEEK

GRESHAM OUTLOOK

TUESDAYS AND FRIDAYS

VOL. 6, NO. 77

GRESHAM, MULTNOMAH COUNTY, OREGON, FRIDAY, NOVEMBER 24, 1916

\$1.50 PER YEAR

HOME AUTOS AND OWNERS

Following is a complete list of all registered automobiles credited to Gresham and nine other localities served by a postoffice within a radius of a dozen miles from here.

- GRESHAM
Bruner, Rev. Henry, 1917 Buick, touring.
Elliot, A.B., 1916 Buick, touring car.
Paris, J.N., 1911 Buick, touring car.
Gholson, C.E., 1915 Buick, touring car.
Gossett, C.H., 1913 Buick, touring.
Jackson, J.M., 1911 Buick, touring.
Nash, Dr. J.G., 1914 Buick, runabout.
Oshorn, C.E., 1914 Buick, roadster.
Rauw, M.H., 1914 Buick, touring.
Beck, P.J., 1913 Cadillac, touring.
Carlson, R.R., 1913 Cadillac, Hearse.
Carlson, R.R., 1913 Cadillac, Casket wagon.
Chimman, C.E., 1910 Cadillac, touring.
Lane, C.H., 1910 Cadillac, delivery.
Cameron, Benj., Chalmers, touring.
Davis, H.E., 1913 Chalmers, touring.
Montiel, Nellie, 1916 Chalmers, touring.
Ruby, A.C., 1915 Chalmers, touring.
Spencer, W. Irving, 1911 Chalmers, delivery.
White, F.M., 1916 Ford, touring.
Altman, B.C., 1915 Dodge, touring.
Carlson, R.R., 1915 Dodge, touring.
Jackson, N.W., 1915 Dodge, touring.
Latourel, H.A., 1917 Dodge, touring.
Madsen, K.P., 1917 Dodge, touring.
Metzger, L.C., 1915 Dodge, touring.
Metzger, L.C., 1915 Dodge, touring.
Metzger, L.C., 1915 Dodge, touring.
Anderson, Thorvald, 1916 Ford, touring.
Andrews, H. Fred, 1915 Ford, touring.
Aylsworth, E.W., 1915 Ford, touring.
Barnes, C.E., 1912 Ford, runabout.
Barrick, A.J., 1917 Ford, touring.
Bennett, J.M., 1915 Ford, touring.
Blackburn, G.H., 1915 Ford, touring.
Brown, A.J.W., 1915 Ford, delivery.
Brugger, Andrew, 1915 Ford, touring.
Brugger, Theo., 1912 Ford, touring.
Carlson, R.R., 1910 Ford, touring.
Childers, Wm., 1915 Ford, touring.
Chimman, Edward, 1915 Ford, touring.
Christensen, P.L., 1915 Ford, touring.
Christensen, P.L., 1916 Ford, touring.
Christensen, H.C., 1915 Ford, touring.
Clawson, A.C., 1913 Ford, touring.
Cleveland, C.E., 1915 Ford, touring.
Covswell, J.V., 1917 Ford, touring.
Dair, R.I., 1916 Ford, touring.
Dammeyer, Hazel, 1916 Ford, runabout.
Davison, E.H., 1915 Ford, touring.
Davis, W., 1915 Ford, touring.
Dowsett, Arthur, 1915 Ford, touring.
Dolovitch, Joseph, 1910 Ford, delivery.
Eder, F.E., 1914 Ford, touring.
Eddy, Floyd, 1915 Ford, touring.
Everhart, Hall, 1910 Ford, delivery.
Gradin, Mrs. Hannah, 1916 Ford, touring.
Gradin, Mrs. E., 1915 Ford, touring.
Hall, S.E., 1915 Ford, runabout.
Hemmers, H.B., 1917 Ford, touring.
Hesseltine, E.J., 1913 Ford, delivery.
Hesseltine, Earnest, R.I., 1915 Ford, touring.
Hillyard, J.B., 1917 Ford, touring.
Hintermann, John, 1916 Ford, touring.
Honey, Geo. F., 1917 Ford, touring.
Honey, W.F., 1916 Ford, touring.
Howitt, T.H., 1915 Ford, touring.
Inches, H.H., 1915 Ford, touring.
Ingalls, Dr. George, 1914 Ford, touring.
Johnson, A.F., 1915 Ford, touring.
Johnson, C.H., 1915 Ford, touring.
Johnson, H.H., 1915 Ford, touring.
Johnson, W.H., 1915 Ford, touring.
Johnson, Geo. A., 1914 Ford, delivery.
Johnston, Geo. A., 1915 Ford, delivery.
Jones, Dimple, 1917 Ford, touring.
Jones, J.E., R.I., 1917 Ford, touring.
Kammes, Geo., 1915 Ford, touring.
Kenner, G.W., 1912 Ford, touring.
Kern, M.D., 1915 Ford, touring.
Lawrence, W.C., 1915 Ford, touring.
Leahy, W.E., 1915 Ford, touring.
Lehman, P.H., 1917 Ford, touring.
Leslie, Mrs. Mary, 1914 Ford, touring.
Lind, Fred, 1915 Ford, touring.
Lindsey, A.E., 1912 Ford, touring.
Lofkin, E., 1916 Ford, touring.
Lusted, George, W., 1915 Ford, touring.
McCreary, Harry, 1912 Ford, touring.
McLennan, Mrs. Lydia, 1914 Ford, runabout.
Manning, Mrs. L.P., 1914 Ford, touring.
Marzett, Alfred, 1917 Ford, touring.
Metzger Bros., 1915 Ford, runabout.
Metzger, J.H., 1915 Ford, touring.
Meyers, A., 1910 Ford, touring.
Mullenhoff, H.G., 1914 Ford, touring.
Page, Geo., 1913 Ford, touring.
Parker, J.W., 1914 Ford, touring.
Parker, J.W., 1915 Ford, touring.
Platt, Leonard, 1914 Ford, touring.
Powell, Fred, 1915 Ford, touring.
Quisenberry, W., 1915 Ford, touring.
Quicksall, Chas., 1913 Ford, touring.
Raney, B.M., 1914 Ford, touring.
Regner, A.V., 1915 Ford, touring.
Roberts, D.M., 1912 Ford, touring.
Roberts, John, 1914 Ford, touring.
Rodgers, Geo., 1910 Ford, touring.
Ruby, A.C., 1915 Ford, touring.
Ruby, A.C., 1915 Ford, touring.
Schant, A.G., 1913 Ford, touring.
Schlip, Albert, 1915 Ford, delivery.
Schneider, Mrs. M., 1910 Ford, Torpedo.
Schwabel, A.L., 1915 Ford, touring.
Schweder, E., 1913 Ford, touring.
Sell, Henry, 1912 Ford, touring.
Sieret, G.W., 1915 Ford, touring.
Sieret, John, 1912 Ford, touring.
Sloan, W.B., R.I., 1917 Ford, touring.
Smith, Arza, 1916 Ford, touring.
Smith, Jennie, 1914 Ford, touring.
Snuffin, F.O., 1914 Ford, delivery.
Sorensen, J.H.C., 1915 Ford, touring.
Spencer, Lulu, 1915 Ford, delivery.
Squire, M.M., 1914 Ford, touring.
Stafanson, Walfrid, 1917 Ford, touring.
Steel, W.G., 1916 Ford, touring.
Stone, Mrs. Sophia, 1916 Ford, touring.

SPECIAL TRAINS FOR OVERLAND DEALERS

A remarkable excursion will start from every Overland center in the United States beginning next Saturday. The objective point is Toledo, Ohio, where the Overland dealers with other invited business men will be the guests of the Willys-Overland company.

C. M. Zimmerman will go from here, accompanying the Pacific Coast delegation. Mr. Zimmerman will leave on Saturday over the O-W. R. & N. for Pendleton, where the northwest dealers will meet. From there they will leave for Ogden that same evening by special train and meet the delegation from California and other states west and south of Utah.

At the present time the enrollment is 134 for the excursion, but that number will be increased to fully 200 by the time they are ready to start. Special trains will be at the service of the delegations from all over the country, the expense being borne by the auto company.

At Toledo they will be shown through the factory—which is, by the way, the largest automobile factory in the world. (It covers an area equal to 193 acres or the equivalent of 28 city blocks.) They will witness the raw materials going into the factory and will follow them through the various processes of manufacture till they come out finished automobiles.

They will see and examine at close range all the new Overland and Willys-Knight models for 1917, and they will witness the many exacting tests which the 1917 cars will all be required to undergo before leaving the factory.

In addition to the practical side of the trip, the social aspect will not be overlooked. Mr. John N. Willys, president of the Willys-Overland company, will give a very elaborate dinner in honor of the Pacific Coast visitors.

MOUNT ST. HELENS HAS TWO SUMMIT

A remarkable change was noticed in the appearance of the summit of Mount St. Helens yesterday by R. K. Carlson who called the Outlook's attention to his discovery and the old mountain has been the focus of many eyes all day.

The symmetrical contour of the big hill has been greatly changed. The mountain had a hump on its eastern side about 1000 feet below the summit but that hump is now a great deal larger than formerly and greater will have the dignity of being a second summit only a few hundred feet below the western pinnacle. There is a hollow between.

Down the eastern slope are to be seen three wide black streaks, showing that a great slide has taken place, either of rock or lava. A smaller streak is to be seen south of the hump. As the northern slope cannot be seen it is more than likely that similar streaks may be noticed there by those who see the other side.

An earthquake shock was reported from Seattle a few days ago, which was probably coincident with the transformation of Mount St. Helens. The cloudy weather of the past few days prevented a good view of the mountain until yesterday. There having been no snowfall within the week the wide black streaks are plainly visible yet, but there is no indication of an eruption or steam. So far as is known there has been no other account of the matter in any other paper and the Outlook is the first to tell the story.

A special meeting of the stockholders of Gresham Fruit Growers' association will be held at Grange hall in Gresham, Oregon, on December 4, 1916, at 10 o'clock a. m. for the purpose of consulting with the board of directors in regard to rebuilding the cannery.

JAMES ELKINGTON, Secy.

Bids will be received, not later than November 30, for one gill of oysters. Do not have to be fresh. Address O. J. Brown, Com.—Adv.

Everyone has something to buy or sell. Try an Outlook want ad.

GRESHAM CANNERY BURNS WITH ALMOST TOTAL LOSS

Gresham's fruit cannery, owned by the Gresham Fruit Growers' association was totally destroyed by fire yesterday afternoon, together with about \$6000 worth of canned fruit including the privately owned product of W. W. Cotton, and all the records of the association.

Fire Chief Jones, who lives but two blocks west of where the cannery stood, was the first to notice smoke coming from the corner of the building where the office was located. Calling his father, Frank Jones, he ran to the cannery while Mrs. Grace Jones sent in an alarm to the telephone exchange. That was about 25 minutes past 12.

Arriving at the cannery they broke into the office through a window and found the flames eating their way along the floor and north wall of the office. A bucket of water at that moment would have saved the building but none was to be had. Then the two men thought of the fire hose and attempted its use only to find that the water had been shut off at the main. Frank Jones then opened the street valve with a rock while the chief made ready to use the nozzle but could not get a sufficient force to reach the fire. This was found to be on account of the pipes having frozen during the recent cold spell.

There was considerable delay in getting the fire department to the scene and the fire had gained such headway that when the apparatus finally arrived the interior of the office was a mass of flames which were burning their way through to the outside and the interior of the building. A hose attached to the nearest hydrant near the Mount Hood station was found to be too short and the other equipment was useless.

There followed a most spectacular scene. The flames, fanned by the east wind, broke through the roof and spread throughout the big building, the black smoke from the tarred roof rolling in great folds a thousand feet high. In half an hour there was nothing left standing except the brick casement of the boiler house, which, with the boiler, is badly damaged.

An excited throng gathered about to see the fire, practically all the people of Gresham and for a mile around arriving before the fire had burned itself out. Several power and telephone poles were badly burned and a trolley wire on the Bull Run line was melted down. Beyond that there was no further damage away from the cannery.

The origin of the fire is not fully determined and probably never will be. Secretary James Elkington was in the office early in the forenoon and had a small fire in the airtight heater while he did a little work. He left at 9:30, leaving everything secure as he thought. It was nearly three hours later that the fire broke out. Mr. Elkington says that there were a few matches in the desk drawer, which may have ignited and caused the fire. Such a thing is possible, as the closing of a drawer might have set one off and it would be unnoticed until the flames had eaten their way through the desk.

The building and machinery was valued at about \$9,000, but some of the latter was owned by the American Can company, which only leases and does not sell. There was a large stock of canned berries and other fruit in the warehouse belonging to the association which was sold but had not been delivered. W. W. Cotton had a portion of his pack in the building, also.

During the progress of the fire a crowd of boys and men threw about fifty cases of fruit out of the building which was saved and is the only portion of its contents recovered.

Insurance on the building and machinery was \$4,500; that on the canned goods was \$5,000. Mr. Cotton's share was also insured. His loss is estimated at about \$1,500 covered by insurance.

There is considerable criticism over the dilatory action of the common council in not providing a fire hydrant near the cannery, as there is a four-inch main with plenty of water pressure right up to the corner of the building, and it is stated the council had been asked on several occasions to install a hydrant. There is also some criticism directed against the firemen for not responding sooner but it is certain the boys responded loyally and did the best they could.

The cannery property was owned by about 200 stockholders, mostly farmers, and the individual loss is small, but the capital stock was all paid up and therefore non-assessable. The company owns the ground and the railway switch.

The cannery was practically completed in October, 1914, and was dedicated on the 31st of that month. It was opened for work on June 24th, 1915, and was operated for about three months last year. This year it did a good business all through the season and was a decided success, although not operated to its full capacity. It is too soon yet to make any prediction as to what will be done now, although it is conceded that a cannery is needed next year more than ever before, in view of the fact that there will be a much larger production of fruit and berries and cannery products are more than ever in demand.

The directors of the association held a meeting this morning and carefully reviewed the situation. It was decided that with the insurance money and some help from the stockholders the cannery can be rebuilt and put in readiness of operation for next season. The resources of the company are listed at \$15,600, the liabilities at \$11,225, leaving net assets of \$5,375.

The items of resources are as follows: Accounts receivable from canned goods sold \$5,000; insurance \$9,500; salvage \$500; lot and sidetrack \$1,600. Liabilities are as follows: Borrowed money and due to growers \$11,225. These figures are approximate and as near as can be known at this date on account of the loss of the association's records.

AUTOMOBILE CLUB WILL REORGANIZE

In order that the activities of the Portland Automobile club may be extended to embrace the state-wide purposes of the proposed Oregon State-wide Auto association, directors of the club decided Wednesday to effect a reorganization of the club and change its name probably to that of the Oregon State Motor association.

A general meeting of the club members will be held at the clubhouse on the banks of the Sandy river on the evening of Wednesday, December 6, when directors of the new association will be chosen following a report of the nominating committee and which is composed of Emery Olmstead, Phil Metschan, Jr., John E. Kelly, John E. Cronan and W. E. Fechtmeier. Soon after the election of directors, a meeting will be held to choose the administrative officers of the new association.

The meeting on December 6 is to be convened at the banquet board at 6 o'clock, an open meeting is to be held between 8 and 9 o'clock, when the report of Julius L. Meier, chairman of the committee on constitution and by-laws, will be considered, and the balance of the evening will be spent in dancing.

There are to be fifteen directors of the new association and an additional number from the state at large. A committee is to be appointed to carry on the program of erecting standard sign posts on all crossroads in the state and the issuance of trip maps, the two principal aims of the recently proposed Oregon State-wide Auto association. In other words, the proposed new association has been dropped by merger with the Portland Automobile club.

RECORD ENTERING ON FOURTH YEAR

The Automobile Record published by Mr. M. O. Wilkins is just entering upon its fourth year. The Record maintains a complete information bureau upon automobile registrations and makes it possible for us to obtain for the benefit of the Outlook readers, a list of the owners of automobiles appearing in this issue.

There are, at the present time, approximately 34,000 registered automobiles in the state, which have been segregated by the Record and published in their respective counties.

In recognition of Mr. Wilkins' work in compiling automobile data, we have recently elected President, Manager of the Dealers' Motor Car Association of Oregon, which is now composed of twenty-two Portland automobile dealers.

The weekly Automobile Record gives to the subscriber a complete record of the new automobiles registered from each county each week, together with a general credit information affecting the automobile owner. The publication is used personally by automobile dealers, garage men and accessory merchants.

Mr. Wilkins is a practicing attorney of Portland, with offices in the Mohawk building. He is making a specialty of automobile cases and all business connected with the industry. His opportunities for such work are unexcelled and he has a record for absolutely reliability.

THE FORD WAY OF "SEEING AMERICA"

A very radical change has recently been made in the scope and character of the motion picture service now known nationally as the Ford Animated Weekly. The current news idea, which for nearly three years has been the theme of Ford films, has been abandoned at least temporarily for a broad educational theme which the Ford Motor company has already found to be universally popular.

This new Ford idea is a series of vignettes to all the principal cities of the United States. So complete is the film in each case that the audience actually sees the life, the people, the character, the interesting nooks and historical sites of all American cities in turn. An actual tour of the country which would require months and hundreds of dollars in railroad fare alone, could scarcely be more successful in visualizing the metropolitan life of the American people.

Evening Telegram with Outlook, one year for \$4.25.

Bargains in the Want ads.

FIRST AUTOS IN VICINITY

When E. Henry Wemme came out the Base Line road fourteen years ago with the first automobile ever seen in Oregon it was regarded as a curiosity, and no one dreamed of the importance attached to its appearance or the effect it would have on all social and economic conditions.

His machine was of the single cylinder type, resembling more a buggy with a power attachment than anything else, but it was the pioneer of the palatial cars of today and the precursor of a new method of transportation that has revolutionized the world in that line.

There is a vast difference between the one-lug variety of autos and the palatial twin sizers of today, and the increasing numbers has changed every condition of life. No one was far-seeing enough to prophesy the remarkable congestion of the streets of the cities; no one could imagine that a 60-foot roadway, even in the country, would become too narrow for safety in a dozen years; and no one thought that it would be dangerous for a person to attempt to cross a Portland street anytime during the daylight hours.

If memory is right the first auto owned in Gresham was an Oldsmobile, brought here by Ernest Thompson. It was sold to Charles McCarter about a year ago who placed its single cylinder engine in his woodsaw—a Ford chassis—and it is now doing duty in helping to cut the winter stovedwood for this vicinity. Dr. J. M. Short had one of the first autos here, a two-passenger car, and then others began using them gradually. The list for eastern Multnomah and that part of Clackamas county adjacent now shows about 550 machines, including all makes.

The Ford heads the list in this section in point of numbers with over 250. The Overland comes second with nearly 60. The Ford's popularity is explained by its smaller cost. These two makes have been represented in Gresham for several years, which accounts for their lead. Latourel & Son, representing the Ford, have sold 128 of that make, while C. M. Zimmerman has disposed of about one half of the Overlands used here and in this vicinity. Both agencies have recently moved into new garages equal to any in the state, and are prepared to extend their sales still further.

The Beaver State Motor company's plant, built in Gresham for an automobile factory, has so far been unable to put out any motors, but is preparing to begin their manufacture as soon as conditions will permit the purchase of material in the east for that purpose.

The garage and repair business is one of the greatest industries at this time. A new field has been opened up in this respect that was unknown a dozen years ago, and other lines have been stimulated accordingly, including the gasoline service stations and the easier transportation of freight and passengers than was possible before that time. It is a wonderful business, on a wonderful scale, and its possibilities are not realized yet, nor will they be for years to come.

DISPERSAL SALE OF SUN-DIAL DAIRY

Attention is called to the dispersal sale of the Sundial dairy herd, to take place next Friday, December 1. One hundred high-grade Holstein, Jersey and Durham cows are to be sold, together with 70 head of heifer calves and three registered bulls.

The sale will begin at 10 o'clock, and there will be a free lunch at noon. Col. J. W. Hughes of Forest Grove will be the auctioneer. A. Meyers of Gresham acting as clerk. The quality of these cows is well known, but to further show their value as milk and butter producers the present owners are making daily butter tests of all cows individually so as to give them a record.

The sale will take place at the dairy, about half a mile north of Troutdale, which may easily be reached by auto from that place. Attention is called to the advertisement elsewhere in this paper.

Evening Telegram with Outlook, one year for \$4.25.

REPORT OF THE CONDITION OF FIRST STATE BANK

NO. 125
at Gresham, in the State of Oregon, at the close of business Nov. 17th, 1916.

Table with Resources and Liabilities columns. Resources include Loans and discounts, Overdrafts, Bonds and warrants, Stocks and other securities, Banking house, Furniture and fixtures, Other real estate owned, Due from banks, Due from approved reserve banks, Checks and other cash items, Exchanges for clearing house, Cash on hand. Liabilities include Capital stock paid in, Surplus fund, Undivided profits, less expenses and taxes paid, Postal savings bank deposits, Individual deposits subject to check, Demand certificates of deposit, Cashier checks outstanding, Time and savings deposits.

REPORT OF THE CONDITION OF BANK OF GRESHAM

NO. 65
At Gresham, Oregon, at the close of business, November 17th, 1916.

Table with Resources and Liabilities columns. Resources include Loans and discounts, Overdrafts, Bonds and warrants, Stocks and other securities, Furniture and fixtures, Other real estate owned, Due from approved reserve banks, Exchanges for clearing house, Cash on hand. Liabilities include Capital stock paid in, Surplus fund, Undivided profits, less expenses and taxes paid, Postal savings bank deposits, Individual deposits subject to check, Demand certificates of deposit, Cashier checks outstanding, Time and savings deposits.

Total \$94,512.92

Total \$94,512.92

State of Oregon, County of Multnomah, ss. I, K. A. Miller, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

K. A. MILLER, Cashier.
Subscribed and sworn to before me this 24th day of November, 1916. M. C. KING, Notary Public.

My commission expires December 22, 1916.
Correct Attest: Emanuel Anderson, A. F. Miller, F. A. Halliday, Directors.

State of Oregon, County of Multnomah, ss. I, K. A. Miller, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

K. A. MILLER, Cashier.
Subscribed and sworn to before me this 24th day of November, 1916. M. C. KING, Notary Public.

My commission expires April 8, 1920.
Correct Attest: A. Meyers, Theo'd Brugger, C. J. Lundquist, Directors.

"The Feast of the Red Corn"

An Operetta given by the Music Department of Union High School No. 2. REGNER'S OPERA HOUSE, TUESDAY NIGHT, NOV. 28.

CHARACTERS
Weeda Wanta—Queen of the Wanta Tribe. Della Towle
Impee Light—Her younger sister. Mildred Foster
Fudgee. Aleta Dunn
Fudgee. Three children of the Queen. Mabel Metzger
Wudgee. Nora Teevin
Old Squaw—Sorceress of the Tribe. Gertrude Baker

SCENE
A hollow in a glen decorated with corn stalks and shocks.
TIME
Evening before, and morning of, The Feast of the Red Corn.

ACT I
1. Overture. Instrumental
2. Opening Chorus, "Dead Leaves Amid the Corn". Chorus
3. "Somebody's Been up to Something". Old Squaw and Chorus
4. "She is a Regular Indian". Chorus
5. "Burn Her at the Stake". Chorus
6. "O Star of the Farthest North". Queen
7. "What Did Impee Light Do?". Fudgee, Pudgee and Wudgee
8. "I've Inherited a Most Peculiar Felling". Impee Light
9. Ghost Dance (Ghosts of the Dead Trees). Instrumental
10. Sleep Song. Queen and Chorus

ACT II
11. The Tale of the Three Little Bears. Impee Light and Chorus
12. Canoe Song. Queen and Chorus
13. Entrance of Old Squaw. Instrumental
14. Song of Sorrow. Old Squaw
15. War Dance. Instrumental
16. Song of Sorrow. Chorus
17. Funeral March. Instrumental
18. "Was There Ever Anybody?". Chorus
19. "Somebody's Been Up to Something". Fudgee, Pudgee and Wudgee and Chorus
20. Incantation. Old Squaw and Chorus
21. Finale: "O Little Red Ear". Principals and Chorus

CHORUS
SOPRANOS—Representing spirits of Happiness and Joy—Miss McCormick, Miss Calway, Olive Fancher, Helen Bliss, Ellen Simonson, Margaret Tacherson, Ruth Anderson, Carrie Busong, Violet Coe, Elsie Smith.
ALTOs—Representing spirits of Sorrow and Woe—Gertrude Dowsett, Belle Atterbury, Wilma Atterbury, Melvina Anderson, Benema Mathews, Grace Fieldhouse, Clara Naashahn, Dorcus Snyder, Miss Roper.
INDIAN WARRIORS—Orville Zimmerman, Walter Metzger, Merrill Good, Harold Lyman, Leslie Walrad, Glen Busmer, Bayard Miller, Loren Myers, Roy Olson, Albert Camp, Robert Childers, Clark Sullion.
GHOSTS—Spirits of the Dead Trees—Edith Jelkin, Bonny Horton, Rachel Peterson, Hannah Lane, Alice Watson, Helen Metzger, Clara Sales, Mabel Michel, Marie Tacherson, Thelma Metzger, Bertha Spencer, Ida Richmond.