

HONOR ROLL FOR GRESHAM AND VICINITY

(Note—Request is made for additional names of men in the service from Gresham and vicinity.)

- CARL ALLDER
FRANK ARMSTRONG
BARNETT JOHN WM. ANDERSON
ISAAC W. ANDERSON
GLENN ANDRE
ROBERT ANDREWS
HERBERT ARMSTRONG
EDWIN FORREST ARNOLD
TOM BAKER
ELMER BANKUS
HERBERT BASLER
ERNEST BATES
BYRON BELL
CORP. FRANK G. BELL
LESLIE BERKE
OTLEY BERKE
WALTER R. BERKE
ALBERT A. BEYER
CARL F. BEYER
ELMER C. BEYER
JOHN BICHAN
HENRY BOTTESON
LIEUT. AMOS WATT BOTKIN
CECIL BOZARTH
SPT. BOYD O. BRASWELL
EDGAR BROOKS
EMERSON BROWN
FRANK BROWN
JOHN BURBA
W. CADIE
ALBERT CAMP
ED. CANIFF
RAY CARLSON
EMERSON A. CHAWFORD
ERNEST CHRISTENSEN
LOUIS CHRISTENSEN
GEORGE CLARK
CARL CONGDON
ORRIS CONRAD
PERCY CONRAD
HARRY COOLEY
RALPH E. CHANDALL
ED LIEUT. PIERRE CLANE
FRANK CRAWFORD
EDMUND G. CONVILL
MILLO M. DOORS
DOMINICK CUNNINGHAM
CORP. CARLYLE A. CUNNINGHAM
FRED DAVIS
W. DEEVER
CHAS. DEHAVEN
EDWARD DICKENSON
DOUGLASS DIX
HARLOW M. DOUGLASS
SCOTT DUKE
RAYMOND DUNBAR
ED DUNN
HENRY ELTON EASTMAN
WILSON EASTMAN
VENCHIL EVANS
ED EVERETT
W. E. EVERETT
ELIS FORSGREN
ISAAC FOSTER
JOHN FOX
ERNEST J. FREEMAN
KENT FREEMAN
DEWEY GIBBS
ROY H. GIBBS
MERRILL R. GOOD
MERVIN R. GOOD
HOMER GORRINE
WILLIE HALLEY
FLOYD HALLOCK
OLIVER HAMILLEN
CORP. FRANK A. HAMLIN
JOHN HAMLIN
CLIFTON HARRIS
THEODORE HARRIS
FRED HARTT
C. HENDRICKS
CORP. W. A. HENSLEY
CARYL HESLIN
CORP. CLAUDE HESLIN
CHARLES HESLIN
JAS. O. HILLIARD
J. WILLIAM HILLIARD
CONRAD HOSKER
VICTOR HOLM
JOHN K. HONEY
HERBERT H. HOSS
EVERETT HUGHES
CORP. G. W. HUMASON
CORPORAL RAYMOND HUMASON
CORP. W. E. JONES
SPT. GUY D. JONES
ALBERT A. JOHNSON
GUSTAVE A. JOHNSON
WILLIAM E. JOHNSON
ROY JOHNSON
ALBERT E. JONSRUD
ALAN JOY
FAXON JOY
AXEL F. JOHNSON
HARRY JOHNSON
JOHN A. JOHNSON
FRANK KENNY
HAROLD KERN
GLENN H. KESTERSON
RAY KESTERSON
NELSON KIRKWOOD
ELGIN B. KIRKWOOD
RICHARD KNARR
ROBERT KNIBBEM
GEO. K. KNIBBEM
HAROLD LAKE
PETER LARSON

COLUMBIA HEIGHTS

H. Sumpter, who died in Portland, was buried in the Troutdale cemetery. The funeral service took place at the Christian Church at Corbett. It was a large and sorrowing audience which paid their respect to the deceased, who had made hosts of friends in the few years he lived here. His young widow has the sympathy of everybody in this community. She was Miss Margaret Mershon before her marriage.

Mr. and Mrs. E. Ehrman and daughter Emily returned from California and spent Sunday at their beautiful mansion here.

Mrs. John Taylor, Mrs. P. Anderson, and Mrs. Ackers of Portland, were guests of Mrs. Sue Knight at the Heilig one evening last week.

Miss Della Zimmerman of The Dalles has been the guest of Miss Ruby Rasmussen of Corbett, for some time.

Mrs. John Taylor motored in her new Hupmobile to St. Helens last week.

Mrs. Maud Kingston and three little children of Salem, are at home for a visit with Grandma and Grandpa J. Deaver.

Miss Mary Deaver, who has been absent from home the last few weeks, returned last week to her home here at the Heights.

Mrs. Hendersen of Crown Point Chale, and Mrs. W. Hicks, returned Saturday from the coast, having been visiting their sons who are stationed at Astoria. Henry Hackett, son of Mrs. Hendersen, has charge of a surveying crew near that place.

Miss Ethel Alger, of Tacoma, came down Sunday to visit with her Corbett relatives. Lind Alger, her brother, who is now in France, writes cheerful letters from there, and says, "they get fine treatment and good eats."

Several of the ranchers in this vicinity are planning to build silos next spring.

Mrs. Emmabella Robertson, sister of Mrs. C. Ildidge of the Heights here, is doing nicely at the St. Vincent hospital, where she had her leg amputated. Mrs. Robertson has been suffering from tuberculosis of the bone for several years, and has been operated on by some of the best surgeons in the land. We sincerely hope she now will entirely recover, her many friends will be glad to learn she is doing fine.

The brothers, Enoch and Johannes Lundblad of Portland, old time friends of the Andersen family, came out on the highway Sunday and made a short call.

POWELL VALLEY

Announcements of services at the Swedish Mission church for the week are as follows: Rev. E. B. Swanson, who is traveling in the interest of the Covenant Weekly, a Swedish church publication of Chicago, will address the young peoples' meeting on Saturday evening and will preach at the church on Sunday both morning and evening. The usual prayermeeting will be held on Thursday evening.

The young people are planning a social to be given on the lawn at the home of Alfred Alm on Saturday evening, August 24. A splendid program is being arranged. Ice cream and cake will be served.

Mrs. Alta Gentry and son Russell have as guests the latter's grandparents, Mr. and Mrs. J. M. Gentry of Norman, Nebraska. Mr. Gentry is an old soldier and expects to attend the G. A. R. encampment in Portland.

CORBETT

Mrs. M. E. Reed returned Saturday evening from the hospital where she had been for the past five weeks. Although far from being well, Mrs. Reed is greatly improved in health. Her daughter, Mrs. Laura Reed Hansen, accompanied her home and will remain for some time.

Mrs. Ethel Smith Stewart spent last week with her mother at Fordale Place.

A few of the young people enjoyed a social "Hop" at the Floyd Reed home Saturday evening.

Mrs. Sterns left Monday for La Grande to visit her son and family.

Miss Dodge from Walla Walla, visited her cousins, Mesdames R. Davis and Clara Boemer several days last week.

Next to a liberty-bond, the best investment you can make is a college education for your son. Mt. Angel College, St. Benedict, Ore. Address Rev. R. T. Meier.—Adv.

Carco spray for maggot on cabbage, beets, turnips, radishes, etc. All sizes at L. L. Kidder Hdw. Co.

Summer Complaint. During the hot weather of the summer months some member of almost every family is likely to be troubled with an unnatural looseness of the bowels, and it is of the greatest importance that this be treated promptly, which can only be done when the medicine is kept at hand. Mrs. F. P. Scott, Scottsville, N. Y., states, "I first used Chamberlain's Colic and Diarrhoea Remedy as much as five years ago. At that time I had a severe attack of summer complaint and was suffering intense pain. One dose relieved me. Other members of my family have since used it with like results."—Ad.

DEFECTS SPELL DEATH IN FLYING

Psychological as Well as Physiological Factors Responsible for Accidents.

SCIENTISTS EXPLAIN THEM

Some of the Qualities That Give Americans Superiority in Air Over Their Hun Opponents—Temperament is Important.

New York.—Considerable concern has been expressed at the large number of fatal accidents reported from our American military and naval aviation training camps. Considering the risks the novice necessarily takes and the very special physiological and psychological factors that enter into the science of flying, these fatal accidents are few in proportion to the number of men undergoing training, and they are not more numerous than those on the training fields of Great Britain, France and Italy.

A perfect knowledge of all the rules of the game of flying will not save a man who lacks confidence in himself and is inclined to hesitate. A half-second of indecision may be fatal. Initiative, the sporting instinct and a certain irresponsibility, qualities inherent in American youth, have been found of far greater value in the air than the logical, scientific, severely disciplined character of the Germans, and account for the superiority of the allied aviators in general.

The most eminent of British scientists have devoted special study to the psychological and physiological aspects of flying.

One authority says that good eyesight, normal hearing, good "muscle sense" and equilibrium are indispensable qualifications. But most important of all is the right temperament—not an easy thing for a medical board to examine. Of the types—the imaginative and the unimaginative—the imaginative youth is said to make the better pilot if he can keep his imagination under control.

Surgical Operations No Bar.

In the British air service previous history of wounds and disease is thoroughly investigated. Persistent headaches, vertigo and easily induced fatigue are serious defects. But sometimes even a serious surgical operation is not regarded as important. Thus a doctor recently passed as fit for flying a man who had quite a large piece missing from the frontal region of the skull. It is much more important that a man should have both arms intact than both legs. A clever pilot who was killed on the western front was Lord Lucas, who had an artificial leg.

Considerable importance is attached to the respiratory system. In addition to good, healthy lungs and vital capacity, the would-be pilot must pass a breath-holding test. This gives an indication of his capacity to stand the strain of flying at high altitudes, where the air is rarefied and breathing is difficult. No man with a weak heart can hope to pass the tests.

Self-balancing is another test. The candidate has to stand on one leg with his eyes shut and his hands on his hips. There is also the old test for sobriety—walking a straight line heel to toe with eyes open and then turning round and walking back without losing balance. The importance of this test can be understood, seeing that an aviator flying in a dark cloud or in a fog becomes unconscious of his position and sometimes the machine is actually upside down. It is essential that he should not lose a second in recovering his balance.

The throat, nose and ear are carefully examined, for any defects might seriously handicap a man during the great strain that all flying imposes. With regard to the eyes, it is considered that pilots should have perfect color vision, in order to pick out the color or marking of hostile machines, and in recognizing signal lights and in judging the nature of landing grounds.

Air Sickness Rare.

A candidate who suffers from seasickness or train sickness would not be rejected on those grounds alone. Air sickness, caused by the rolling and pitching of the airplane, is a very rare complaint, and sickness usually occurs immediately after landing.

An unstable nervous system suggested by fidgety movements of the hands, feet or face, or biting the nails is a poor recommendation.

Aero-neurosis is the name which is sometimes given to nervous troubles brought about by the strain of flying. It has been said that an airman's life consists of "long spells of idleness punctuated by moments of intense fear." He has to endure intense cold, rain, wind and fog, the nerve-racking noise of the engine, the antiaircraft fire, and to loop, spin, dive or side-slip, apparently out of control, in order to deceive an opponent. An interesting nerve test has been devised in France for selecting the best types of airmen for fighting. Around his chest is a pneumograph. In his left hand a trembler, and around two fingers of his right hand a pneumatic "dolzigter." Behind the candidate a revolver shot is fired or a magnesium flare is set off, and a record of the effect on his nerves is obtained by means of styllets writing on a blackened revolving cylinder.

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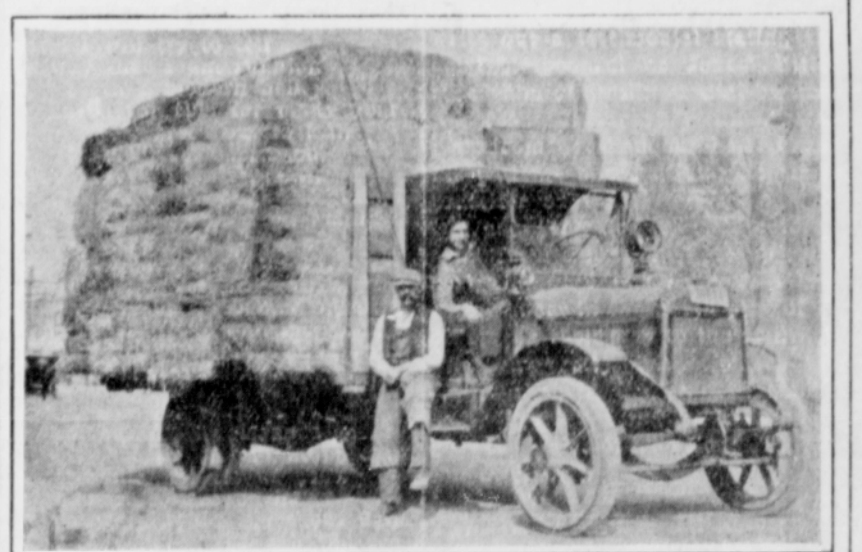


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