

Starts Tomorrow

A story of Russia and the fight of its women for their inherent right of liberty.



Continuous Show Tomorrow

The Princess became a peasant and the Prince an anarchist—but happiness was the result.

NORMA TALMADGE

IN

“THE NEW MOON”

VAUDEVILLE

COMEDY

DELORES and FRANCIS VIOLIN AND SONGS

MURRAY SMITH DESCRIPTIVE SONG SINGER

SENNETT'S “TRYING TO GET ALONG”

PATHE NEWS PICTORIAL

SHOWS

2:15, 4:15, 6:15, 8:15



Arrange to Come As Per Schedule

FIGHT ON CANADIAN THISTLE NECESSARY

Districts Urged To Take Advantage Of Recently Enacted Statute.

Although farmers in general agree that the Canadian Thistle is a menace to the county and that the acreage of thistle is gradually increasing, nothing special is now being done to take advantage of the law regarding thistles passed by the late legislature. Only one section of the county has attempted to kill off thistles by complying with the new law and that is Victor Point. As thistles were becoming a real menace, a number of farmers in that section complied with the law and formed what is called a thistle district and applied to the county for relief. However, before direct action could be taken, the owners or renters of the land with thistles growing removed them and no court action was necessary. Judge Bushey says that road supervisors, according to the new law, can legally cut thistles only on the roadway, unless they are appointed by the county court for some special work. Hence it is useless to apply to the county court asking that supervisors kill thistles on land in any special district. The proper mode of working is first to form what is known as a thistle district, and present a petition to the county court, describing the bounds in which it is wished to have thistles removed. The county court then appoints a man to notify the owners or renters on which the offending thistles are found and they are given ten days in which to remove them. If not removed at the expiration of the ten days, the county court appoints a man or party to remove the thistles and the expenses thereof is taxed against the land as a lien, and the property may be sold at sheriff's sale to recover the amount expended. Neither Judge Bushey nor the county commissioners are empowered by the new law to order thistles removed. A thistle district must be formed and then proceedings must be according to the late law.

MURPHY BUYS FARM

The Klingler Bros.' farm east of Hubbard was bought by O. T. Murphy this week, the transfer having been made Tuesday. The property in question joins the Murphy farm on the north and has good buildings. Mr. Murphy had contemplated building a new home facing county road, in the near future, and this purchase may defer this action for a time. The recent purchase comprises about fifteen acres.—Hubbard Enterprise

Don't Abuse Your Eyes

—There's a limit to which your eyes can be abused and still retain their efficiency. —Continued close work, especially by artificial illumination, causes much eyesight distress. But thanks to modern science, this can generally be overcome with proper glasses. —Don't neglect your eyes when an authoritative examination and experienced advice are available. —CONSULT US. HENRY E. MORRIS & CO. Eye Sight Specialist Across from Ladd & Bush Bank—305 State Street



NEW FIRM TO HANDLE POPULAR CARS HERE

Halvorsen To Manage Concern Selling Olds And Two Other Lines.

The Marion Garage, already one of the largest and most complete establishments outside of Portland, is in the midst of further extensions and improvements that will add materially to Salom's prestige as the automobile center of the Willamette valley. Supplementary articles of incorporation will be filed whereby the name of the firm will be changed to the Marion Automobile company, with G. Halvorsen as manager, C. G. Miller, president, and G. P. Griffith, secretary and treasurer. A large, glass-partitioned show room is now being built at the front on the ground floor where the finer machines will be kept free from the dust. They will hereafter hold the agency for three high-grade cars—the Oldsmobile, Studebaker and Franklin, carloads of which are now on the way and expected to be in within a few days. In addition to the touring cars they will have the agency for the Oldsmobile Economy truck in small sizes, and the Master and Diamond Trucks, from one ton to six-ton capacity. Along with these they will carry a full line of tires and accessories for both cars and trucks. They have installed a first class machine repair department and have a storage capacity of 180 machines, a huge electric elevator serving the upper floor.

Manager Halvorsen, experienced both as salesman and mechanic, has been more thoroughly fitted for this business by a strenuous period of service with the automobile corps on the French front during the war.

FRANCE SMITH

Robert France and Mrs. Lillie Smith were married in the Marion hotel parlors at Salem at 11 o'clock Thursday morning, August 21, Rev. H. O. Cooper, pastor of the Hubbard M. E. church officiating. The contracting parties are well known to a large circle of Hubbard friends who wish them well for the rest of the journey through life. Both have for years been prominently connected with the religious and social life of Hubbard, and all will join the Enterprise in congratulations. Following the ceremony Mr. and Mrs. France went to Astoria for a few days.—Hubbard Enterprise

HASKINS-BROWNING

A quiet wedding was solemnized at Salem Sunday, August 17, when Miss Pansy Browning and W. W. Haskins, both of this city, became united in wedlock. The happy young couple have returned to this city and for the present are at the home of the bride's mother on Second street. Mrs. Haskins was until a short time ago employed at the Southern Pacific station here. She is a young woman with many friends among the younger set. Mr. Haskins is a valued employe at the Silver Falls mill.—Silverton Appeal

Birmingham, England.—When John Turner bought a newspaper and stopped to read it in the street, a crowd gathered to hear the news. Fined \$2.50 for “obstruction.”

BANDIT HUNT

(Continued from page one) minor mishaps. More planes have been requested.

Bandits Executed.

Laredo, Texas, Aug. 23.—Four of seven bandits who robbed headquarters of the Pennsylvania Oil company near Tuxpan, Mexico, of 50,000 pesos August 15, have been captured and executed by Carranza soldiers, according to a military telegram received by officials in Nuevo Laredo today.

Employees of the Pennsylvania company were tied and gagged while the bandits looted the office, the telegram said.

Dr. Goenaga Unfound.

Mexico City, Aug. 23.—Troops sent to the Ajusco region to search for Dr. Goenaga, Porto Rican, said to be held for ransom by bandits, reported today they had been unable to find him. Several detachments of soldiers were sent to join the search several days ago. The bandits were said to have demanded \$15,000 ransom.

DONOVAN SAYS

(Continued from page one) Disque “almost constantly” sought the advice of loggers. “Amos Benson of Portland and Mark Reed of Shelton advised Colonel Disque constantly in railroad matters. I had nothing to do with the advisability of the Siems-Carey Kerbaugh railroad as the contract was let before I became a member of the board of directors of the spruce production corporation. “The excessive cost of the Siems-Carey-Kerbaugh railroad necessarily was so because of the fact that it was imperative to work three shifts of men, most of whom were soldiers inexperienced in railroad building.” Asked why he advised the purchase of the Blodgett tract of timber after the armistice was signed, Donovan replied that he believed “the purchase would give value to the railroad and it was a good buy.” Donovan told a vivid story of I. W. W. sabotage in the spruce forests during the war.

“Donkey engines were blown up, fires burned down good spruce, spikes were driven into logs, emery was poured into engine bearings and even one of our ships burst into fire at sea from

an incendiary bomb placed aboard at Bellingham.” Donovan testified: “Whether the I. W. W. worked in conjunction with German propaganda, I am not prepared to say. With the organization of the Loyal Legion of Loggers and Lumbermen, an organization originating with Colonel Disque, by the way, the I. W. W. was curbed in a great measure. I should judge that not more than 20 per cent of the 130,000 men in the spruce forests belonged to the I. W. W. The other 80 percent proved their loyalty again and again.” Frank criticism of the spruce production division of the army was leveled at Brigadier General Bruce P. Disque and his subordinates by experienced loggers at the Friday session of the investigating committee, the most serious structure coming from E. B. Chinn, vice-president and manager of the Loggers Information association of the Puget Sound.

Chinn told the committee of a letter written by General Disque to him in which the head of the spruce production division was willing to cancel the contract held by the Siems-Carey-Kerbaugh corporation for the logging of spruce timber, provided the loggers agreed to produce spruce without profit and after their equipment was passed upon by a representative of the spruce production division. This portion of the letter to Chinn was characterized by Representative Frear, chairman of the investigating committee as “having the tone of a sneer.” Chinn testified that the loggers indignantly refused to consider Disque's proposal.

Chinn testified that he considered the erection of the \$1,000,000 mill at Port Angeles by the spruce production division as a pure waste of money.

MILTON DRIVING

(Continued from page one) the 24 1/2 miles in 19:32. Ralph Mulford hopped off at 12:00 o'clock, starting the race. Mulford was followed quickly by Arthur Klein in a Peugeot and Ed Schiller in a Mercer. Mulford, smiling from ear to ear at the start, was easily the favorite. Thirty thousand spectators lined the course. Cliff Durant's Chevrolet turned over in the first lap. It was officially announced “he was not even scratched.” And the end of the sixth lap Mulford, leading, had an elapsed time for the 1 1/2 miles of 28:50.

Kline's time was 40:10 and Alley's time was 40:22. It was announced Durant's car turned over three times and Durant was hit by a strong flung by the wheels.

The accident occurred at the same point where Spencer Wishart was killed in 1915. Al Cotey, driving an Ogren Special, was out of the race in the sixth lap on account of a broken connection rod. At 150 miles Ralph Mulford led the field, displacing Tom Milton, who drove a Duesenberg eight, as did Mulford. “Smiling Ralph” registered a time of 20:39 for 18 laps of the 20 mile course.

Artie Kline in a Peugeot made 100, 150 1/2 miles in 1:57:42. Milton's time was 2:01:14. Mulford's average was 78.6, a new course record. Three cars had fallen out. Durant, Chevrolet; Joe Thomas, Mercer, and Al Cotey, Ogren Special. Durant was the only one in a deplorable spill. Mulford, after leading the field for twenty laps lost fourteen minutes in the pits and was believed to be out of the running.

Tom Milton, Duesenberg eight, assumed the lead when Mulford's Duesenberg developed lubrication trouble. Milton was two minutes ahead of Kline. Al Cotey and Joe Thomas were forced out by car trouble. The crowd, after a frenzied start, quieted down. It was aroused only by brushes between individual cars.

Leading by eleven minutes and five seconds, Kline's Peugeot car burst out on a bearing in the 31st lap and went out of the race.

Tom Milton took the lead when Kline quit. The standing at the end of the 31st lap was: Milton, Series, Longchamps (driving for Vail) and Hitke. Vail was forced to give way to Longchamps when his hands were almost paralyzed by cramps. He went to an Elgin hospital. Series was 20 minutes behind Milton.

DEATH OF T. P. SOULES.

One of our prominent citizens, T. P. Soules, passed away at 11:05 Monday morning at his home in this city, aged 69 years. Tunis Farmer Soules was born on a farm near Lowell, Kent county, Mich., April 22, 1850. He was the third of a

family of nine children of whom three are still living in Michigan and one in Utah. In 1870 he was married to Isabelle Miller, who died in 1894, leaving him and a family of nine children who still survive him—Mrs. Glenora White Aurora, Or., Melvin L. and Elgin D. Soules, Battle Creek, Mich., Mrs. Maude M. Silver, Vancouver, Wash., Fred C. Soules, Woodburn; Mrs. Iva E. Ferguson, Aurora; Chesley R. and Earl G. Soules, Seattle, Wash. He also leaves 16 grandchildren and one great-grandson.

Mr. Soules had been a resident of Oregon for 41 years, having come to Oregon in 1878 and farming near Independence, but was entirely washed out by the memorable flood of 1881. He soon after sold the rich bottom farm on the Willamette and moved to a farm in Clackamas county, near Marquam. In 1897 Mr. Soules moved to Woodburn and January 18, 1898 he married Mrs. Ella Smith of Salem who survives him. He had worked for a Portland marble yard and in October, 1901, he started the Woodburn Marble Works, and was engaged in it until unable to give it further attention. Deceased was a member of the Methodist Episcopal church, an active member of the Woodmen of the World, since 1895, of irreproachable character, very hospitable, and made a success out of everything he took hold of by his tenaciousness. He will be much missed by the community, which sympathizes deeply for the bereaved family.—Woodburn Independent.

OLD RESIDENT PASSES

Mrs. Jane Colwell was born in Natanz, January 25, 1828, she died August 1 at the age of 91 year, 6 months and 6 days.

Deceased had long been a sufferer from cancer and after a couple of years sickness was taken to the Salem hospital.

When a young lady she joined the Methodist church and about sixteen years ago she joined the Saints church. She formerly made her home Willis Keithley of North Santiam.

Her husband died in 1905. She leaves to mourn her loss a niece, Mrs. R. J. Thompson of Central Point, Oregon, who was present at the funeral which was held in Salem, with Rev. H. N. Aldrich officiating. Burial was in Lee Mission cemetery.—Stayton Mail.

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