

HOULTON TIMES

Established April 13, 1860

ALL THE HOME NEWS

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CHAS. G. LUNT, Managing Editor

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THE GARDEN OF MAINE

Through the instrumentality of the Maine Publicity Bureau, the State of Maine is entertaining many more tourists this season than ever before, and through the Information Bureau of the Maine Automobile Association which is located in the TIMES building, it has been our privilege to meet part of the great number of visitors that are coming to Aroostook through the Gateway to the Garden of Maine. All of those who come here do not visit the Information Bureau, yet those who do, express a great deal of pleasure over the beautiful scenery which we have in this vicinity. Many pass through Houlton on their way either to or returning from Nova Brunswick and Nova Scotia, others on their way to the northern part of the County en route to the St. Lawrence river section, to Quebec and Montreal.

It is most interesting to listen to the different expressions that come from seeing the many natural attractions which we have to offer the tourists besides the good roads, and a frequent remark is: "Why we had no idea you had such fine roads in Aroostook." "They are much better than in the southern part of the State." This is true unless one is so unfortunate as to be sent over some route, that is shorter in miles but brings misery to the tourist, and those who are touring for pleasure much prefer additional mileage over good roads than shorter distance over rough and rutty roads.

It was our privilege to meet two gentlemen with their wives one day last week who were returning from a trip through Nova Scotia on their way back home and to hear the expression of delight at the scenery and roads and how in coming over Parks Hill they stopped to drink in the beautiful view and unless we are much mistaken they made many stops during the afternoon of the day they started toward Bangor, as they choose the route via Silver Ridge and those of us who have traveled over this road know of its beauties and with the large amount of construction that has been done on this road during the past few years, know that the advantages of this route are superior to others. The same afternoon another party called at the Information bureau here and on being asked "which way did you come from?" answered "from Portland and Bangor coming via Silver Ridge. How did you find the roads, was asked and the answer was "fine all the way through from Bangor, and even through the woods after leaving Macwahoc, where there are some repairs being made it was not bad at all."

We have the scenery here in Aroostook, we have the Good Roads and we have a warm-hearted hospitality, and it is the duty of every citizen to spread the information in every direction so that we may have many more visitors to our Garden of Maine.

A STATE PARK AT KATAHDIN

Ever since the agitation of a State Park with Katahdin as the starting point, which was so ably worked for by the late B. W. Howe of Patten, we have been firm believers in the idea that sooner or later the setting apart in this section of the State, a certain area to be used as a playground for our own citizens would be accomplished. In order that one may know of the advantages and how easy it would be to have a second Yellowstone in Maine, one should visit this grand mountain and view from its heights the hundreds of lakes, rivers, streams and ponds, as well as to see the ideal camping sites and all that goes to make an ideal spot for a rest to nature.

The following taken from the Boston Herald expresses our view on the matter so nicely that we reprint it herewith:

The President in his message to the Congress at the fifth anniversary of the creation of the Yellowstone National Park said: "Scenery of supreme majesty is a national asset, worthy of preservation for the use and enjoyment of future generations as well as those of our time."

That is true now, but it is within the last half-century that the public has reached such general agreement as to the value of scenery as to make the massed opinion of the nation too strong for the raids of those who have selfish interests alone in view. Protests came in thousands from every corner of the country when San Francisco sought the right to dam a gorge and thereby destroy the Hotch-Hotchy Valley, one of the most beautiful features of the Yosemite National Park. The nation as a whole endorsed the effort to prevent the disfigurement of Niagara through a too large utilization of the fall for power plants. There were many gibes at the "scenery savers" some years ago, but they prevented the leasing of certain areas in the Yellowstone that would have given private interests control of most of the scenic features of the reserve.

The White House conference of Governors resolved solemnly that "the beauty of our country should be preserved and increased." The national

conservation commission many times has stressed the same idea and that organization is made up of practical men who deal with economic problems. Some of the most sublime scenery in the world is under the care and protection of Uncle Sam in our parks, reserve and national monuments, making in all an area about equal to that of Massachusetts. Some are inspiring mementos of patriotism, some are relics of prehistoric races, and some are splendid shrines of natural beauty. Besides their recreative value and ennobling influence they are a commercial asset, as the history of Switzerland for centuries and the story of the last half-century in western Canada prove.

MAKING RETURN

FOR EDUCATION

One of the big problems of education is how to provide advanced opportunities for poor boys. The country is full of ambitious young fellows whose parents can't afford a dollar to spend on any college or technical school education. Yet multitudes of them have unusual ability, and are capable of big results if they could get a superior education.

While many young people do succeed in working their own way through the advanced institutions yet it takes a lot of grit and a lot of young people can't see how it can be done. The cost of the higher education is a barrier that deters many who are fitted and worthy to receive its benefits.

What the colleges and technical schools need is more scholarships, the income of which can be offered to poor boys and girls. The man who has made a success in life and who can see how his education was a tremendous factor in achieving that success, may well make a return for what he has received by providing such a scholarship for the school or college that gave him his start and opened the doors of opportunity to him.

The man of wealth and position who makes this return for that has been given him, adds to the welfare and happiness of his country, he helps send out each year some young person into the world who has higher and more intelligent conceptions of life, who will be a force for good government and for civic progress.

Also the people who make these generous gifts during their life time, have the warm gratitude of the young folks to whom they have opened life's opportunities. The friendship and affection of those who have received this help ought to count more to a man of wealth and position than any luxury his dollars can buy.

LOCAL PATRIOTISM

It is almost never that you hear any native American who will run down his home country. If he is a traveler abroad and hears the United States spoken of disparagingly, he becomes indignant, and tells these captious foreigners what he thinks of their "darned old country" as he probably says. He proceeds to laud the glories of America to the skies. His spread eagle talk has always been laughed at in Europe as provincial and narrow, but there is something fine about that sentiment of loyalty.

Though he may not do his duty by his country in various ways, yet he cherishes pride in it. People who stay at home also hear disrespectful remarks addressed by aliens and tourists about America and they always flare up and sometimes make it decidedly unpleasant for a seafarer.

This spirit of loyalty to one's country ought to exist precisely the same in regard to one's home town, but unfortunately it does not. Plenty of so-called superior people will adopt a sneering attitude toward their local community. Their desire is apparently to show that they are familiar with all the greater centers of population, and to demonstrate that they are showing condescension in giving their home town the benefit of their presence.

This disagreeable spirit is by no means confined to those who claim superior intelligence and refinement. Many who have had very few advantages and seen little of other places will always run down their home town.

The person who has trip at home, cherishes his home town with a pride and sees its achievement and grandeur with a right eye. His institutions in the most inviolable manner than any other within reach of light. He knows its line and scope, its glories and will compare them with men and women so well that he is watching his line.

believes in their ability to make a good town. He is so grateful for benefit received from his home community that he can not bear to hear its attainments disregarded. His mind dwells on the things that it has done and the triumphs it has achieved.

SOME SMALL IMPROVEMENT

There are some slight grounds for optimism regarding the use of automobiles. The June issue of "Service," the organ of the National Bureau of Casualty and Surety Underwriters, has collected statistics of automobile fatalities in fifty of the greatest cities in the country having a total population of 24,725,383. These show 2838 deaths last year caused by autos, 691 by street cars, 841 caused by steam railways and 321 by other vehicles. Of course some of these may have come from outside the cities but the figures are believed to be approximately correct. Boston according to this showing had 194 deaths.

The state registrar of motor vehicles in Massachusetts tells "The Standard" that there were 53 persons killed during June in that state as compared with 66 during the same month of the previous year, notwithstanding there were 66,000 more cars on the highways, and notwithstanding unusual railroad crossing accidents which caused eight deaths. During last June his office reports the revoking or suspending of 849 licenses or registrations. With the exception of the increase in the number of drunk operators he finds the general situation shows marked improvement.

In a recent letter to the chiefs of police he says many complaints are being received that the headlight law is being generally violated. He says he thinks the principal trouble comes from the fact that a large proportion of the lenses are not in their proper position, being twisted one way or another. Here requests prosecution of every person operating a car with lenses in that condition. He thinks the time has come to do something.

Here in Maine the trouble from dazzling headlights has been a little improved but there is much left to be desired. Whether it is due to improper headlights or to improper arrangement we do not know, but the users of them ought to be brought to book with as little delay as possible.

HOW MANY CRIMINALS START

A school teacher was remarking the other day on boys and girls who get a wrong start in life, usually falling behind in their studies. The brighter children, she felt, rarely go into bad ways, because they are happy in school and acquire without difficulty the habit of industry.

But when a boy or girl is slow in learning lessons, such a one is apt to acquire an attitude of rebellion. He realizes that something is wrong. "I can't get this arithmetic through, my nut," said such a boy one day, "and I am not going to try any more." They get into an attitude that it is no use to try, they become sore and grumpy and rebel at the discipline of the school and the home.

A boy who reaches that stage is in a perilous position. He feels no interest in his studies, thinks he can never make a success of them, considers that teachers and parents are down on him. He is in the frame of mind when evil suggestions may interest him.

If some one invites him to join their exploits of petty stealing, he is far more likely to agree than if he were a good student. He feels a longing to distinguish himself in some way. As he can't do anything at school, and his mind probably works too slowly to make him a good athlete, the idea of accomplishing some smart exploit in the pilfering line appeals to him. If after a few outbreaks of small thievery, he finds himself undetected, he may be led into some serious offence. Probably half of the petty criminals now roaming about the country were boys who came through such an experience of school failure.

The boy who fell behind in his school studies soon finds some one who is not so slow and who can do a little better. He makes a good companion, and together they go on their outdoor adventures, and their outdoor adventures will not only righten their institutions in the most inviolable manner than any other within reach of light. He knows its line and scope, its glories and will compare them with men and women so well that he is watching his line.

EDITORIAL COMMENT

REVOLT AGAINST

HIRAM JOHNSON

California republicans are tired of Hiram Johnson and are going to lead a strong organization against the alliance between him and William P. Hearst.

Charles C. Moore has been induced to run against Johnson in the primaries. He has support of some of the strong men of California and although late in the fight, will make a strong bid.

Moore is a born leader. He is best remembered as the president of the Panama-Pacific International Exposition, the most beautiful one ever held in the world. He built the entire organization that constructed and operated the Exposition, and it was one of the most effective organizations ever put together. He may also be remembered by many as the head of the State Council of Defense during the war, a body which practically coordinated and directed all the war activities of the state for the time of its functioning, and which concluded its services with the highest credit. What the public may not so clearly recall is the fact that in 1908 and 1909 Moore, as chairman of the executive committee of the Citizens' Health Committee, saved San Francisco city from an epidemic that in all probability would have devastated it as cities were devastated in the Middle Ages, and would have spread to other parts of California and perhaps a considerable part of the country back of it. This was the first time his great organizing and executive abilities were brought conspicuously into the public service. Without him the Federal sanitary experts would have been unable to do much more than quarantine the city. Moore organized practically the whole population and directed a campaign which was not only successful in stamping out the disease

so that it never reappeared, but returned 19 per cent. of the funds publicly subscribed. It was a feat at that time without parallel, and it saved, not only the lives of thousands of citizens, but the commerce and wealth of the city and the employment and well-being of its inhabitants.

In undertaking his present fight against the barren policies and misrepresentative character of Senator Johnson, Mr. Moore has merely responded again to the call of public duty, for he did not seek the honor, nor can it be said of him that he ever sought a single one of the high posts he has held. A republican, he advocated the League of Nations; and strongly favored the disarmament treaties which Senator Johnson has opposed. One cannot predict how this fight will result. It starts late, against a man who will be defended by the resources of machine politics, and the influence of the Hearst press. But at any rate it is a gallant adventure which will bear fruit in the future consolidation of the best forces of the community. Judicious persons feel that the situation presents more than a forlorn hope. It is a fighting chance, commanded by a most resourceful fighting man, Lewiston Journal.

Where He'd Been

First Floor "Been on a vacation?"
Second Floor "Nope; been on a tramp."

Danger!

"I had a good joke to tell you this evening, but I see you are not in a condition to receive it."

She "Why?"

He "Because if your face lights up, the powder will go off."

Insidious Propaganda

"How do you account for the fact that a beginner is sure to win in a poker game?"

"Confidentially speaking," said Cactus Joe, "the explanation is that it ain't a fact. We encourage the superstition so as to get tenderfoot interest."

Film Finishing

We have modern equipment for developing and printing your Kodak films and can offer you exceptional service in promptness and quality of work. Each order has personal attention and we guarantee satisfaction. Bring in a film for trial. Prices reasonable.

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Waddington Studio

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DR. F. O. ORCUTT

DENTIST

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BANGOR & AROOSTOOK R. R.

TIME TABLE

Effect June 26, 1922

Trains Daily Except Sunday

From HOULTON

7:15 a.m. For Bangor, Portland, Boston, New York and Van Buren.

8:15 a.m. For Bangor, Portland and Boston.

11:15 a.m. For Aroostook, Portland, St. Francis, Idaho, Washington, Puget Sound, Van Buren, San Francisco and Montreal.

1:15 p.m. For Bangor, Portland, Boston and Boston.

6:15 p.m. For Portland, Van Buren, Boston, Bangor, Portland and Boston.

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6:15 a.m. For Bangor

HEADQUARTERS DETACHMENT 152ND FIELD ARTILLERY RETURNS

Company H, 152nd Battery Field Artillery, Headquarters detachment, returned home Sunday on a special train from their two weeks training period at Camp Devens, Mass.

While all the boys enjoyed themselves thoroughly and said that the army life is not so bad they were nevertheless glad to get back home again and forget about reveille and taps for awhile in the freedom that civilian life affords.

The local battery made excellent records at the camp. On arrival they made an auspicious start by detrain- ing and setting up their camp equip- ment in twenty minutes, considered very good time for green men, and in gunnery they made excellent scores and were congratulated by the com- manding officers.

DISPLAY OF CADILLAC CARS AT EASTERN TRACTOR COMPANY

The new Cadillac salerooms on Bangor street attracted much attention Wednesday, Thursday and Friday of last week with a display of 1922 models of this popular car.

The display consisted of four models, the Coupe, Sedan, Phaeton and seven passenger and was under the supervision of the Bangor Motor Company and Eastern Tractor Com- pany of which Fred Harrison is the manager of the local branch.

During the course of the three days show many people visited the at- tractively decorated saleroom to in- spect the beautiful models and each visitor was shown in minute detail the features of the Cadillac motor car which account for its immense popu- larity among the higher priced cars.

The local agency, which has heretofore been held by the Fred E. Hall Company, will in the future be con- ducted by the Eastern Tractor Com- pany.

AROOSTOOK COUNTY LEGISLATIVE TICKETS

Complete returns from the recent primaries show the following list of candidates from Aroostook County for the next 81st Legislature from which selection will be made at the Septem- ber election.

Republican Party

Senators nominated:
Stetson H. Hussey, Blaine;
Paul H. Powers, Houlton;
Allen C. T. Wilson, Presque Isle.
Representatives nominated:
Geo. A. Palmer, Island Falls;
William A. Heal, Weston;
Bernard Archibald, Houlton;
Albert M. Smith, Ludlow;
James H. Farley, Bridgewater;
Willard P. Hamilton, Caribou;
Thomas E. Houghton, Ft. Fairfield;
Herbert W. Kitchen, Presque Isle;
Allen L. Storm, Westmanland Pl.
William H. Dilling, Easton.
*Joseph W. Hammond, Van Buren.
*Joseph C. Pleurd, Frenchville;
Dora Pinkham, Ft. Kent.
*Mitchell C. Burns, Eagle Lake.
Whitefield B. Hallett, Ashland.
*Owen K. Story, Washburn.

Democratic Party

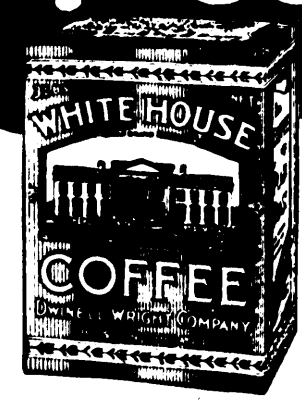
Senators nominated:
Asa A. Bishop, Presque Isle;
Charles Carroll, Houlton;
Edward L. Morris, Mars Hill.
Representatives nominated:
Delbert Mitchell, Island Falls;
Fred Orcutt, Houlton;
Wm. Erving Emerson, New Liverick;
Thomas M. McCrea, Mars Hill;
Marie L. Barrett, Calais.
Ida H. McNamara, Presque Isle.
*Joseph W. Hammond.
John Gagnon, Frenchville;
William J. Audibert, Fort Kent.
*Michael C. Burns, Eagle Lake.
William C. Bowley, Ashland.
*Owen K. Story.
*Nominated by both parties.

Watch this space for dates of Radio Demonstration Concerts to be given at Putnam Hard- ware Company Store

DRINK DWINELL-WRIGHT CO'S

WHITE HOUSE COFFEE

BEST GROCERS



White House Coffee is so good it is all the time making more and more friends; and these friends tell their friends.

SUITS WHEN OTHERS DISAPPOINT

ANNUAL REUNION AT C. E. DUNN'S

The annual reunion of county com- missioners who served with Mr. Dunn was held at the home of Mr. and Mrs. C. E. Dunn, High street, on Friday, July 28. Mr. L. S. Jackman, a former county commissioner, now a resident of Dorchester, Mass., with Mrs. Jack- man; Dr. and Mrs. Harris of Sher- man; Mr. Greenlaw, a former county commissioner, and Mrs. Greenlaw of Presque Isle; Sheriff and Mrs. Grant; Principal and Mrs. Stover with Mr. and Mrs. Dunn were present on this occasion.

It was a matter of regret that James R. Thurlough of Fort Fairfield on the Board of County Commissioners for 12 years, was unable to be present. The picnic dinner, consisting of a variety of good things, was much en- joyed. After dinner there was the usual story telling of experiences dur- ing their terms of office from 12 to 29 years, covering the entire time of the building of the B. & A. railroad. A solo was rendered by Mrs. Stover which gave much pleasure to the listeners. This was one of the most successful gatherings ever held by the commissioners and without formal vote it was decided to continue these reunions.

GETTING READY FOR MARKETING CROP

The Aroostook Potato Growers' Ass'n is now making preparations for the coming potato deal. The associa- tion aims to eliminate bulk shipmen- ts, for the reason that on practically every car there is a shortage. It will start this Fall by sacking everything in a 10-peck package, which will bear the name of the shipper, also showing him as a member.

Federal and State inspection will be established here, so that cars can be inspected at shipping point. The association has sanctioned the use of a well-known and efficient potato grader, insuring uniformity of grade as to size and eliminating a source of many car rejections. A rate de- partment has been formed, so that members and receivers will be pro- tected by insuring the application of the lowest legal rate.

The officers and executive commit- tee are as follows: C. C. Brewer, president, Presque Isle; A. B. Wach- lin, first vice-president, Fort Fairfield; John J. Edmunds, second vice-presi- dent, Mars Hill; Andrew J. Saunders, treasurer, Houlton; Executive Com- mittee: C. C. Brewer, chairman; D. W. Haines, Fort Fairfield; John J. Edmunds, Mars Hill; Andrew J. Sau- nders, Houlton; G. Frank Higgins, Presque Isle; J. C. Briggs, Caribou; A. B. Wachlin, Fort Fairfield; E. D. Goud, Van Buren; and Dennis Ger- chell, Limestone. Frank E. Coombs is manager and secretary, with offices at Presque Isle.

PUTNAM HDW. COMPANY TAKES ON RADIO LINE

For the past week Mr. J. A. Powers, representing the American Radio and Research Corporation of Medford Hill, side Massachusetts, has been in town in the interests of his company with the idea of establishing a local agency. Experimental demonstrations have been held for the past three or four nights with the result that the radio outfit which is manufactured by this company has been found to be with- out a doubt the most satisfactory set that has ever been tried out in Houl- ton. Many makes have been experi- mented with in town but all have been returned as not being satis- factory.

With the prompt of the American Radio and Research Corporation, con- certs and lectures have been clearly received from stations at Newark, N. J., Pittsburg, Pennsylvania, Schen- ecady, N. Y., Toronto, Can., the Shepherd Stores, Boston, Springfield, Mass., and from Brookline Pennsy- vania, a distance of approximately 1000 miles.

The feature which will be of the greatest importance to farmers and business men in this section of the country will be the nightly market quotations, stocks and bonds and weather reports. In view of the fact that it is planned by the United States Agricultural station at Wake- field, Mass., to send out weekly bul- letins from the Springfield, Mass. station, farmers will be able to get their crop news much earlier and more readily than by mail and by newspaper.

The line will be handled in Houlton and Aroostook county by Putnam Hardware Company and Lee Bell has been retained to handle the selling end of the sets and to do the installing. Mr. Bell is considered by Mr. Powers to be one of the best qualified radio experts in the state of Maine.

It is planned to have demonstrations at the Woodstock Fair, the Houlton Fair and the Presque Isle Fair and to this end booths have been engaged. A demonstration will be held in Houl- ton in the near future.

Mr. and Mrs. A. E. Snowe of Bid- deford and Mr. and Mrs. Arthur Purdy of Gardiner are guests of Mrs. Snowe's mother, Mrs. R. H. Whitney, Charles street.

Atonement

Mr. Graham Bell has devised an ap- paratus for condensing air into water, to be used by travelers in the desert. Mr. Bell is the inventor of the tele- phone, and he seems to be endeavor- ing to make amends for his early in- discretions.

MAINE STATE HIGHWAY COMMISSION Notice to Bridge Contractors

Notice is hereby given that sealed proposals will be received at the office of the Maine State Highway Com- mission, Augusta, Maine, until eleven o'clock A. M. standard time, Friday, August 11, 1922, for the construction of the following bridge structures, viz:

Main Street Bridge over the Canal in the City of Lewiston, Androscoggin

County, Maine. (Estimate 697 cu. yds. concrete, 158,000 lbs. structural steel). Bon Brackett Bridge over Waumb- beck Stream in the town of Acton, York County, Maine. (Estimate 72 cu. yds. concrete).

Cottle Brook Bridge over Cottle Brook in the town of Phillips, Frank- lin County. (Estimate 290 cu. yds. concrete).

Rib Swamp Bridge in the town of Poland, Androscoggin County, Maine. (Estimate 28 cu. yds. concrete).

Barker Brook Bridge over Barker Brook in the town of Rumford, Oxford County, Maine. (Estimate 253 cu. yds. concrete).

Schoeis Stream Bridge over Schoeis Stream in the plantation of Schoeis, Penobscot Co., Maine. (Estimate 659 cu. yds. concrete).

Cyr Brook Bridge over Cyr Brook in the town of Van Buren, Aroostook County, Maine. (Estimate 120 cu. yds. concrete).

Salmon Brook Bridge over Salmon Brook in the town of Winn, Penobscot County, Maine. (Estimate 171 cu. yds. concrete).

International Bridge over St. John River between Van Buren, Maine and St. Leonards, N. B. Painting the State of Maine portion of metal work. (Esti- mate 250 tons of steel to be painted).

A fixed charge of fifteen dollars (\$15.00) will be made for the plans and specifications for each bridge, the same to be returnable when the plans and specifications are returned in good condition to the Commission. Each proposal must be made upon a blank form provided by the Com- mission and must be accompanied by a certified check or proposal bond in favor of the treasurer of the State of Maine, to the amount of ten per cent (10%) of the proposal as a guarantee that the bidder will contract for the work if it is awarded to him.

Each proposal shall be in a separate envelope, sealed and plainly marked "Proposal for the Construction of Bridge over State of Maine."

The successful bidder will be re- quired to furnish a surety company bond in the amount of fifty per cent (50%) of the contract price. Proposal forms, plans and specifications may be secured upon application of the Commission.

The right is reserved to reject any or all proposals.

William M. Ayer, Chairman
Frank A. Peabody,
Lyman H. Nelson,
State Highway Commission,
Paul D. Sargent, Chief Engineer,
Augusta, Maine, July 28, 1922.

CLASSIFIED ADS

DON'T EXPERIMENT. TAKE YOUR watch repairs to Osgood at once.

WANTED—CAR REPAIR MEN AT B. & A. shops. Apply there or to A. E. Aske, 17

FOR SALE—1 COOK STOVE, 1 PARLOR stove, practically new and for sale at a bargain. For particulars phone 269-W, 231p

FORD TOURING CAR FOR SALE. Enquire of L. L. McLeod at Garment Store.

WANTED AT ONCE—A GIRL TO DO general housework. Apply to Mrs. Geo. W. Richards.

FOR SALE—ONE 1918 FORD TOURING mechanically in good shape as well as tires. Phone 550.

FOR SALE—A FURNACE. EITHER coal or wood can be used. For par- ticulars call 568-W.

FOR SALE—ONE DROP HEAD SINGER Sewing Machine in good condition at a bargain. Call Tel. 125.

GIRL WANTED FOR GEN. HOUSE- work, good wages, 3 in family. Apply Mrs. Holschlag Slay, Tel. 572.

WANTED—SOLICITOR TO TAKE SUB- scriptions to Houlton TIMES. Particu- lars on request at this office.

FOR SALE—ONE FORD TRUCK AT A great bargain. Will take part payment in labor. Holsen W. Richards.

LOST—ONE TEN DOLLAR BILL BE- tween Red Front and Hallet-McKee's Saturday night. Finder please pay at the TIMES office and receive re- ward.

ANY FARMER WHO CAN ACCOM- modate one or more sportsmen for Fall hunting should notify the Maine Pub- lish- ing Bureau, Longfellow Sq., Portland, Maine, stating terms and particulars as to location etc.

Tired Mothers. It's hard work to take care of children and to cook, sweep, wash, sew and mend besides. Tired mothers should take Hood's Sarsaparilla. It refreshes the blood, improves the appetite, assures restful sleep, and helps in many ways.

DO NOT FORGET

To Pay Your

ELECTRIC LIGHT BILL

BEFORE THURSDAY
AUGUST 10

And Save 12½ Per Cent

CLASSIFIED ADS

BUY HAND MADE WEDDING RINGS of Osgood.

FOR SALE—RADIO MAGNAVOX AND a set of Radiola Telephones. Inven- tion. Theatrical.

YOU'LL BE SATISFIED WITH YOUR watch if it is repaired by Osgood. H. 15-16.

WATCH THE SPECIAL LOW PRICES on home made Candles at Miller's every Saturday.

ROAD MAPS OF MAINE OR NEW Brunswick for traveling or touring at the TIMES office.

ROAD BOOKS FOR AUTO TOURING may be obtained at the TIMES office, 1100 Books and Maine Road Books.

FOR SALE—A HOUSE LOT IN A GOOD residential section of Houlton. A bar- gain if sold at once. Apply to Lewis Dalton.

YOU CAN GET ENGRAVED CARDS acknowledging "Expressions of Sympa- thy" with envelopes to match at the TIMES office.

FOR SALE—A FEW RUBBER AND Steel Tired Concord Wagons left at a reasonable price. Huggard Brothers Company, Houlton, Maine.

TYPEWRITER COUPON BOOKS MAKE a saving for those buying very many ribbons. The TIMES has them, 6 ct. 10 coupons, at reduced prices.

HOUSE FOR SALE—NEW 6 ROOM AND bath, sleeping porch, garage and 2 1/2 garden. Part cash, balance easy terms. D. J. Conners, Houlton, Maine.

A BARGAIN FOR SALE—ONE 1917 Chalmers touring, 7 pass., price \$250, all new tires, new battery in good shape. Apply to Hand & Harrington, Kendal St.

DODGE CAR OWNERS—REMEMBER that Hand and Harrington have on hand Fenders, Wheels, Hubs and a few miscellaneous parts for these cars. When you need any, call 550 and save money.

FOR SALE—AN 8 ROOM HOUSE WITH hardwood floors, all modern conveni- ences, double garage, wood shed, corner lot, beautiful shade trees and garden plot. Also fine corner lot on corner Main street suitable for building. Fred L. Rhoda, Tel. 357.

GIRLS WANTED FOR CLOTHES P.N. Factory at Washburn. Good wages and steady work. Inquire at office of Stan- mit Lumber Company, Houlton. Write to above Company at Washburn.

AGENTS—NEW GUARANTEED PRO- duct. Nothing ever like it. Every Auto Owner need and want it. Send \$5.00 for a Sample Card. Particulars free. John W. Bank, Central street, Minneapolis, Maine.

A 1921 FORD COUPE IN GOOD CONDI- tion. Fitted with self starter, Stewart Vacuum feed, speedometer, storage bat- tery shock absorbers, in good condition. Will be sold at a bargain. Apply B. M. B. TIMES office.

FOR SALE—LATE 1918 6 CYL. 7 PASS. Buick, just overhauled and repainted. In excellent condition, 6 tires, 2 new coils. Will arrange terms to suit buyer or will sell for potatoes to be de- livered in Fall. O. H. Libby, R. F. D. No. 3, Tel. 429-15.

Wanted by Bangor and Aroostook Railroad Co.

Mechanists, Boilermakers, Blacksmiths, Carpenters, and Freight Car Repairers, to take the places of former employees now on strike.

No more Painters, Electricians, Sheet Metal workers or Helpers needed.

Wages 47 to 75 cents per hour.

Permanent positions assured men who are capable and satis- factory.

Apply to L. W. Hendricks, Mechanical Supt.

Bangor and Aroostook Railroad Company, Box C, Milo, Maine.

Or, to: K. L. Smith,

Room No. 21, Graham Bldg., Bangor, Maine.

Save Money

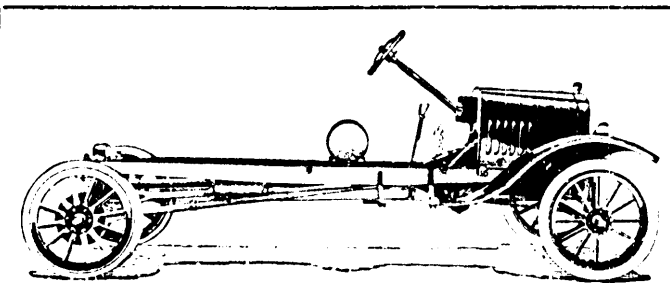
We have a large stock of an
All Around Flour
which must be moved at once
Barrels \$9.50, Bags \$9

Aroostook Real Estate Corp.

J. T. Michaud, Prop.

Ludlow, Maine

Ford Trucks



\$500 with Cord Tires
Houlton Delivery

We can make immediate delivery on Ford Trucks. We urge farmers to place their orders at once as we cannot guarantee delivery after a short time. Immediate delivery on Trucks, 2 Touring Cars, 1 Sedan, 1 Coupe

Berry & Benn

Ford Sales and Service Station

Houlton

Island Falls

Patten

50 cents will bring the Houlton Times to you each week for 4 months. Try it and read the best weekly paper in Maine. Times Pub. Co., Houlton

Has anyone ever disputed it—we don't know?

Ice Cream

None in your own town at the Houlton Kandy Kitchen shows the best test in the State and that this is not the only year we have stood at the head, but for many years.

The law requires 14 per cent.

Our Test this year shows 23.94 per cent, the best First Prize against the hundreds tested this year.

Stop and think. Is it any wonder the Cream?

We have many customers who pay express on our Ice Cream, who they could buy other makes at home, for less money.

You don't have to pay one cent extra to eat the best product in the State. Get it out of your head that Ice Cream is Ice Cream, all alike, just the same. You will find in the Maine Agricultural Experiment Station's report that lots of people are eating Ice Cream and paying the same price and getting but half the product they could have for the same money by buying their Ice Cream at West End Drug Store, Cochran Drug Store, Moody J. Gerow, Leighton & Feeley, John B. Woodard

Houlton Kandy Kitchen

John K. Palmer, Prop'r

DEEDING PROPERTY, SOME OF ITS DANGERS

It is risky to deed property to a relative or a friend with the expectation of getting it back, or to put money in a house or farm without recording the paper showing just what the agreement is. It is common for a husband to put property in his wife's name to provide for her after his death without considering what will happen if she dies first.

An experienced and able New York lawyer, Mr. Gilbert Ray Hawes, gave valuable apartment house to his wife some sixteen years ago. To provide that the property would return to him in case of her death before him she made a will in his favor.

Recently Mrs. Hawes died. After her death a later will was found giving all her property to her own relatives except a provision of a few thousand dollars to provide for her husband's support in an old men's home if he chose to avail himself of it. Mr. Hawes is now seeking to have restored the property which he deeded to his wife. It will be costly and expensive to get the property back even if he succeeds. It is not at all improbable that his wife's relatives may defeat him litigation.

There was another recent case where a sea captain had to begin life over again at the age of seventy without a cent because he had put all of his property in his wife's name and his wife died intestate that is without a will, and the house which he had owned went to his wife's daughters by her first marriage, who had since married and had families of their own. They had been on friendly terms with their stepfather, but not so friendly that they were willing to turn over to him property which the law gave to them.

Such cases as these are so frequent and lead to so much litigation and trouble that everybody should be impressed with the advisability of having their property affairs supervised with a lawyer's advice. It will save them money in the end. It is great deal cheaper to get medical advice from a doctor as to the precautions to take to avoid disease than it is to pay the doctor's and nurse's bill after sickness has become serious. So it is cheaper and better to consult a lawyer and tell him frankly the purpose and object to be accomplished than to trust to family feeling or friendship or security.

If a man owns real estate and dies intestate, that is without leaving a will, his property goes to his lineal descendants, if he has any, subject to his wife's dower right, which means her right to a fraction of the value of the use of the property during her lifetime. The method of distributing personal property of any one dying without making a will is different from real property. It is not the purpose of this article to go into a semi-technical explanation of intestate estates, but only to emphasize the point that agreements between husbands and wives or between children and parents as to property, especially houses, are not enforceable unless made in the manner provided by law.

The usual way to transfer a house is by deed and this deed should be recorded in the Register's office, where it will be notices to everybody. The deed may be made on conditions expressed therein or it may be made to a trustee subject to a trust agreement. Any trust company will receive property subject to a trust agreement and apply its proceeds as directed to cover any contingency happening as provided in the agreement.

A married woman has the right to own property and to sell it and to will it. Her husband cannot interfere with this right. She can interfere with her husband's right to sell real estate by refusing to sign the deed and retaining her dower interest. That is one reason why some men take title to property in the name of a corporation instead of their own name.

Where a man has bought a little home and wants to be sure that it will be his and his wife's he can have the deed made to himself and his wife as tenants by entirety. This means that the house is owned by both of them and the survivor. If either dies either with or without a will, it does not effect the title of the survivor to be the sole owner of the house.

Similar precautions about the ownership of personal property should be made by a trust agreement with any trust company providing that the stocks, bonds, mortgages or other personal property are turned over to the trust company to be held by it during the life of the husband and wife, with the income paid to the husband or wife, or divided or accumulated, and that the whole shall be the property of the survivor when the other party dies. Such a trust agreement can be made proof against creditors or bankruptcy or any contingency except the fraud or negligence and insolvency of the trustee.

Few people know how greatly a trust fund will accumulate if the income is added to the principal and compounded. It is not difficult to make such a trust irrevocable so that in no circumstances can the money be used for any other purpose except that provided in the trust agreement. This is the safest kind of provision for future contingencies.

The great volume of litigation over family property interests could be minimized if lawyers were fully consulted as a preventive measure. It is not distrust of a husband or a wife or a child to point out that an oral understanding when every one is in accord is a permanent written agreement and deriding cannot take the place of

the time to make these agreements. Saving banks are frequently and unwillingly involved in family litigations. A father or a mother may have several savings banks accounts, some in his or her name and others in trust for different children. Some people think that to give a person a savings bank book is equivalent to giving them the savings bank deposit. There should always be an actual transfer on the books of the bank. A bank book may be lost. The records of the bank would not disclose any agreement about the deposit except the one in whose name the account was.

People should also understand that they would not be allowed in any legal proceeding to testify as to any conversation or oral agreement with a father, mother or child who is dead if they are attempting to recover or assert any interest in the deceased's property. While both parties are alive and have a dispute the court will let each of them tell about the conversations and oral agreements with the other, but when one of the parties dies the other is not allowed to testify on the theory that it would be too much of a temptation to deviate from the truth and that most transactions have two sides and that both sides are entitled to be heard in court. This does not apply to agreements in writing where the writing itself shows what the agreement is, and the terms of the agreement are not dependent upon one of the party's recollections of conversations years before.

Oral agreements can be proved by the testimony of other parties than those directly interested. A family can make an oral agreement that could be proved in court if they called in the neighbors or a stenographer to listen.

U. S. TO GET BIG AIRSHIP IN 1924

In connection with the work of constructing the giant rigid airship ZR-3, which will be delivered to the United States government by the German government on reparations account, the bureau of aeronautics of the navy department has established the office of inspector of naval aircraft at the works of the Zeppelin airship company, Friedrichshafen, Germany, where the great dirigible is being built.

Lt. Comdr. G. Epton of the construction corps, U. S. N., has been detailed by the secretary of the navy to take charge of the new inspection office. With him is a corps of naval assistants he took from this country to Germany to aid in making a close inspection during the construction period. When completed the ZR-3 will be the largest airship in the world, with a cubical capacity of 70,000 metres, and carry 30 passengers and crew of 20.

The dirigible will be flown to this country across the Atlantic ocean by a German crew and delivered to the naval air station, Lakehurst, N. J., where a hangar has been erected large enough to accommodate it. The German government is supplying the ZR-3 to the United States government in accordance with the terms of reparations, and its delivery will take the place of two smaller airships which were to have been surrendered to the United States after the armistice, but which were illegally destroyed by Germany. The contract with the Zeppelin Company was recently signed by Germany after some negotiations with the representatives of the allied and American governments and the reparations commission.

It is expected the work of building the giant will take a year and a half, which means that it will be the spring of 1924 before it can be flown across. It will be constructed according to specifications approved by this country, and the personnel of the American naval inspectors' office at Friedrichshafen will be in close touch with the work as it progresses, so as to insure that all parts going to make up the ship are in strict accordance with the plans. Gold beater's skins will be used for the gas container of the ZR-3. More than half a million head of cattle will make their contribution toward the stock of such skins to be used in the mammoth ship. Gold beater's skins are extracted from the intestines of cattle, and naval experts assert that such skins are the most impervious membranes known to man.

The ZR-3 will be built so that it can use either helium or hydrogen for inflation. Hydrogen will be used to inflate the airship for its transatlantic flight.

When the ship has been delivered to this country it will be inflated with helium gas, so as to obviate the possibility of its meeting the fate of ZR-2, which was destroyed over the Humber river, England, while on trial flights just before it was to have been turned over to officers of the American navy, and also that of the Italian built Roma, which was bought by the war department and met with a tragic accident near Hampton Roads earlier this year.

MAINE! HELPING OURSELVES

The old adage says, "The Lord helps those who help themselves." This "help" does not so much signify at the expense of others as it does at the service of others. The Lord never stood for injustice. He—as an embodiment of Law and Justice—means to help those who really HELP themselves; and no person ever helped himself by crushing his neighbor. This world advances only as a mass formation; as an army moves—all together.

We will forget adages and leave the work of the Lord out of the question while we come closer to the material. There is now going on in Maine a series of meetings on railroad-consolidation, under the Cummins law. Under that law, regionals, so speak, are to be established and sectional consolidations of railroad systems are to be treated as a whole. If you know anything about this subject—you know all this and more.

These meetings, which are to be held in various cities in Maine, have opened at Portland, before an able committee of public men appointed by the Governor and presided over by ex-Gov. Milliken. Fifteen hundred letters inviting business houses, business men, concerns with interests in Maine where situated, to express their views, were sent out by Judge Cheaves, alone, as representing the Associated Industries of Maine. Notices were published in the newspapers. Other means were tried to arouse an interest on this subject. Its importance is so great as to be absolutely critical. Its influence on the destiny of Maine as an industrial state, cannot be conceived, within the range of human prescience. It is almost staggering in its alternatives. All this has been said, over and over, to Maine business men and Maine interests.

What was the reaction by Maine to these letters? What is the attitude of Maine industries in this issue? Judge Cheaves received sixty letters of acknowledgment of the receipt of his communication. Sixty! out of fifteen hundred! Four per cent! Four out of each one hundred concerns and business men! The meetings opened Thursday. The Lewiston Journal sent one of its best men to this meeting and our reports of it are full and accurate. What was the attendance; what evidence of statewide interest was shown by business?

At the morning meeting eighteen persons were present in addition to the committee. In the afternoon, exclusive of reporters, there were only 9 persons present. The Lord wearies of them who are too weary to help themselves. Men will attend political meetings; tour the State for politics; protest loudly in the land of Hukum, about what they are going to do for economy and lower taxes and all such things and prate about the advantages of this party-service over that party-service and yet will not attend such a discussion of the future of transportation in a state which is tucked away into the corner of the Universe and which has unique problems as a terminal. And this, too, when Maine has a plan; a plan of its own; a plan which requires all of the moral support; all of the backing, all of the punch that can be put into it, if it be then launched with sufficient endorsement to command the attention of New England.

Maine business men need to be aroused. Maine business men must stop sneering at State Chambers of Commerce and the Agricultural League; at the Maine Publicity Bureau and all other efforts to advertise and broaden the influence of Maine. Maine Corporations and industries must loosen up; must discover that they owe something to Public Opinion; to the forces that may make or mar

NOTICE OF FORECLOSURE

Whereas Morton A. Hall, of Anity, in the County of Aroostook and State of Maine, by his mortgage deed dated the Fifteenth day of May, 1918, and recorded in the Aroostook Registry of Deeds, Volume 363, Page 571, conveyed to me, the undersigned, certain parcels of real estate situate in Anity, in the County of Aroostook, and bounded as follows: All my right, title and interest in and to certain real estate, to wit: Thirty (30) acres off of the north side of Lot numbered sixty-three (63) in said Anity, as the same was run out and surveyed by William Reed in 1881. Being the same premises conveyed to Susan E. Hall by Redford A. Hall deed dated May 18, 1888. Also ten (10) acres off of the south side of Lot numbered fifty (50) in said Anity, said strip being seven (7) rods and seventeen and one-half (17 1/2) links wide, and being the same premises conveyed to Susan E. Hall by Ames Hall, by deed dated May 18th, 1888. The above two parcels being the same premises conveyed to me by Elias R. Hughes, by Quitclaim deed dated November 16, 1917, and recorded in the Aroostook Registry of Deeds, at Houlton in Vol. 296, Page 155; and whereas the condition of said mortgage has been and now is broken;

Now, therefore, by reason of the breach of the condition thereof I claim a foreclosure of said mortgage.

Houlton, Maine, July 15th, 1922.

Llewellyn P. Hughes.

By his attorney,

Charles P. Barnes.

them; to the community; to the folks. They must begin to see outside the Mill, the Mill office and the power plant. Transportation can kill or cure an industry as quickly as a rot will kill a potato. The attitude of the Community; the attitude of the newspaper in a community can make or mar any industrial institutions in the town. The Lord helps them who help themselves, by helping all of the social and industrial conditions to be better than formerly.

Not long ago, there was a hearing in Boston on rates via the New York steamship lines running a twice-a-week schedule of sailings out of Portland. This hearing was advertised properly to the industries of Lewiston and Auburn. How many attended? We regret to say that only one representative of the shoe-industries and none of the textile industries was present at that hearing from Lewiston and Auburn. The lone representative of industries, shipping millions of dollars worth of products to New York markets made a protest at the rate. He thought that the differential between a rate for twice-a-week sailings and six times a week, was not sufficient. The chairman very pleasantly asked, "Are you the only shoe-manufacturing concern in your State?" And his reply was: "You know, sir, that we have eleven large shoe concerns in our city of Auburn." And all the chairman did was to look at the vacant places and to smile. "Not much interest in the rate if only one from all Maine attends this hearing."

We know that often it seems to be fruitless to attend these meetings. Nothing comes, often, of our protests against what we think is unfair—not criticizing this special meeting—but the fact is that no transportation company is insusceptible to the opposition of shippers. No transportation company but seeks to please its patrons. No transportation company will twice do the same thing in the face of a protest. The shipper is a partner to the contract; he should be on deck when he has chance to fix a rate.

Maine faces grave problems. A wider intelligence and a closer study of our needs; a keener interest in the general concern of New England solidarity and of Maine as a field of great promise and opportunity are demanded. Again! The Lord helps them who help themselves by ways that are just and righteous. Lewiston Journal.

AIRPLANE TO LOCATE ALASKA'S LOST LAKES

Locating and photographing undiscovered lakes in the national forests of Alaska are the latest uses to which the airplane has been put, says the Forest Service, United States Department of Agriculture.

It has long been known that there are many lakes on the headlands and

islands traversed by the inside passage between Seattle and Skagway that do not appear on any map. During the New York-Nome flight made by Army aviators, lakes were frequently sighted which could not be found on the latest and most authentic maps of the territory. Tales of unknown water bodies are constantly being brought in by trappers and prospectors. Less than a year ago a lake 4 1/2 miles long and 1 1/2 mile wide was discovered at the head of Short Bay. This lake has over 1000 acres of surface area and is less than 1 1/4 miles from tidewater, yet because of the surrounding country's rough topography has remained unknown and unnamed.

Recognizing that many other of these "lost lakes" may be sources of valuable water power, the Forest Service has laid plans to map this no-man's land of the north by means of aerial photographs. A few days' flight, it is said, will be sufficient to cover the area with a degree of accuracy that would require many years and great expense to accomplish by ordinary methods.

The work, which has been approved by the Federal Power Commission, will be done by seaplane, flying from Ketchikan as a base.

Too Much Decoration

Ireland, we are assured, has turned over a fresh page in her history. All very well, but it would look better without a black border.

Those Peaceful Days

The oldest inhabitant remarks, "I can remember when our casualty list was published only on July 5 instead of every Monday morning."

Lucky Fishermen
Always Smoke

B. F. A.
Cigars

All Dealers Have Them

For A Mild Smoke Home Made Cigar

Autoists Attention

Top and Back Curtain, 2 Oval Glasses, Ford Regular Put on \$18
Top and Back Curtain, 2 Oval Glasses, Dort, Chevrolet, Others this size Put on 20
Top and Back Curtain, 1 Square Glass, Dodge, Buick-4, etc. Put on 30

Lining Bows and Pads, Bevel Glass and Gipsy Curtains extra
Prices of other Tops and Curtains in proportion to size of car. We guarantee good material, fit and workmanship. Auto Upholstering of all kinds, Cushions repaired, full line of Curtain Fasteners in stock

Huggard Brothers Co.
Houlton, Maine

Vulcanizing



LL work leaving my shop does so under a strict guarantee of perfect satisfaction. All work that is found unsatisfactory and is returned will be replaced free of charge

L. W. Jenney
Cates Garage
Houlton

Phone 64-W
Mechanic Street

Six Months Service

FREE

The New
Mitchell
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All parts, repairs and service free for the first half year of ownership
A guarantee never before heard of in the automobile industry

Hibbard Brothers Company

Mechanic Street

Houlton, Maine

Telephone 534-R

BALLARD'S IS DIFFERENT

A Headache Remedy Easy to take, not a Powder. No Opium, Chloral or Cocaine. No bad after-effects

Ballard's Golden Tablets

Come in a neat box. Sold everywhere. Free sample sent by BALLARD'S GOLDEN OIL CO., Old Town, Maine

CENTURY OLD INSTITUTION ENDS SERVICE IN MAINE

On a recent bright day in June, in Portsmouth, N. H., a simple formal ceremony brought to an end the oldest institutions in New England.

The Portsmouth bridge over the Piscataqua river, which separates New Hampshire from Maine, has long been the property of the Boston & Maine railroad. An important link on the eastern division it is at present the only means of crossing the river at that point for highway travel, which is very large for several months of the year. It is the principal direct route into the state of Maine from outside New England, and since the coming of automobiles and modern highways it has developed an importance and accommodates a measure of travel little anticipated in its early days.

It offers many suggestions of a past and vanishing era. Its antique design and construction, the casual and intimate association of railroad trains and highway travel, which cross the bridge side by side, and was a very disturbing circumstance in the days of sensitive horses. Also its most prominent function, which is forced upon the attention of all patrons, its toll gathering franchise, authorized by virtue of charters from three states and which is strictly and impartially observed, all serve to emphasize its venerable importance in the community.

In harmony with its present policy, the railroad is consolidating and merging into itself many small divisions and branches. Thus this bridge corporation, which has maintained a distinct identity for 100 years, will hereafter be as anonymous and obscure as any other bridge on the railroad right of way.

Possibly this conclusion was hastened by the fact that the state of Maine and New Hampshire together with the United States government have combined and are building a new bridge over the river at a point near at hand. It is now well under construction and will doubtless be available for travel in 1923. It will be a free bridge of concrete and steel construction and naturally the large stream of travel will be diverted from its present course to the new bridge. In anticipation of this result, laws have been passed enabling the old bridge to close its highway department for travel after the new bridge is ready for use, meanwhile, however, the old structure will continue to serve.

Some unusual circumstance are associated with the old bridge which may be of passing interest before the venerable corporation fades from memory.

It is singular to note that this corporation which links together two states is sustained by charters from three. A charter was first granted The Proprietors of Portsmouth Bridge by the state of New Hampshire in June 1819, and was signed by Samuel Bell, Governor. Massachusetts then held jurisdiction over all of Maine so the next charter was secured from that commonwealth in February, 1820, signed by John Brooks, Governor. Before the construction was completed the state of Maine separated from Massachusetts and accordingly one of the early acts of the Legislature of the new state was to grant its charter to this corporation, which was to become of great importance to its citizens. It was dated Jan. 23, 1922, and signed by William King first Governor.

Portsmouth was a very interesting town in the days when the bridge was built. It was chiefly engaged in commerce, ship building and affairs associated with salt water. It was long before the days of railroads, of steam and electricity and other agencies of modern times. Transportation was slow and uncomfortable and a trip to Boston by stage coach was an undertaking not lightly to be considered. There were merchants with counting houses on the water front whose numerous ships sailed to foreign ports and brought their cargoes home. Wholesale dealers distributed goods over large area, and long processions of teams or sleds in winter, came from upper New Hampshire, Vermont or Maine to this convenient tidewater port, laden with farm produce and returned with goods imported by the merchants of Portsmouth. It was in aid of this business and to secure an easy crossing at all times for the Portland stage coaches that the bridge was built.

Its construction was a formidable undertaking. The Piscataqua is wide at this point, the water reaches a depth of 50 feet and the tide is unusually strong, running at the rate of seven knots an hour on the ebb.

Portsmouth at the time was largely interested in ship building and ships were framed with the celebrated "pasture grown" white oak of New Hampshire sustained a high reputation for construction and performance. Among the most famous of these, at an earlier period, was the America, built under the supervision of Paul Jones by Master James Hackett and his crew. This ship was regarded as the finest example of naval construction of her day. She was presented to France by act of Congress as a token of appreciation for aid rendered by that nation in our struggle with England. Later it was captured from the French by the English and was for many years carried on the rolls of the British navy as one of their best and most formidable ships.

At a later period the Dashing Wave, long the queen of the Pacific, also the Typhoon, which sailed from Portsmouth to Liverpool in the month of March under Capt. Charles Salter in 12 days, a record passage, and number-

ous others worthy of note were produced here.

Building a bridge, therefore, even under unusual conditions was work that found shipcarpenters, joiners, blacksmiths and others competent and available and the work proceeded without delay. The fact that the structure has endured for a hundred years and has sustained the added duty of railroad service, is good proof that the work was well done.

The bridge was opened to the public in 1823, at about the time of the second visit to Portsmouth of the Marquis de Lafayette on his tour as the guest of the nation. He was taken in state to inspect this bridge, which was justly regarded with pride by the townspeople. That the marquis was duly impressed with his inspection is sustained by an anecdote, long current, but now rapidly passing from memory.

The bridge was lined with spectators on the occasion and the marquis rode alone in state in a brand new Concord coach belonging to the Eastern Stage Company. Dan Annable, the driver, handled his selected team of four bays with his usual skill, and as he approached the draw he put on a little extra burst of speed. The draw was suspended on chains and was quite adaptable for the passage of ox-drawn teams and other deliberate vehicles, but seemed to indicate disapproval of haste by indulging in marked oscillations in the event of speed.

The leather thorough-brace springs of the coach encouraged rather than retarded this tendency. When the guest of the nation reached this culminating point, he bounced off the seat like a rubber ball and cracked his venerable head on the roof of the coach. The crowd cheered and the marquis accepted it as a part of the demonstration in his behalf and courteously bowed to the right and left.

A hundred years ago corporations for business purposes were not numerous. For the most part that useful form of organization enabling groups to act as a unit with powers of succession was employed largely in works of benevolence, education or other altruistic modes of endeavor. When it was engaged for business purposes, therefore, the duties were measured and discharged by standards which prevailed in the more common types of charitable bodies corporate. It was regarded as an honor and duty to serve without thought of compensation.

This enterprise was undertaken in a spirit of public benefit rather than in the hope of material returns, which was perhaps fortunate, as the enterprise was only mildly successful in a pecuniary way. It paid a few small dividends at first; then the expense of upkeep seemed to absorb its income. The most striking feature disclosed by an inspection of the old book of records, still in use, is the high standing character of the men of Portsmouth who as leaders in the community were naturally prominent in this enterprise. It would be difficult for a corporation today to secure associates in any locality who would measure with the men of Portsmouth whose names appear in the records of this institution. It is a pleasure to review them and any community might well be proud of the array.

The merchant class was strongest numerically and there were United States senators and representatives, judges of high courts and lawyers of

NOTICE OF FORECLOSURE

Whereas, William Michael of Caribou, in the County of Aroostook, and State of Maine, by his Mortgage Deed dated April 15, 1921, and recorded in the Aroostook Registry of Deeds, in Vol. 336, Page 156, conveyed to Dominion Fertilizer Company, Ltd., a corporation organized and existing by law and located at St. Stephen, in the Province of New Brunswick, the following described real estate, to wit: the same premises situated in the town of said Caribou, which were conveyed to David G. Varney and Alden J. Varney by Clara E. Cochran and Isaac Cochran by their deed dated April 2nd, 1922, and recorded in Aroostook Registry of Deeds, Vol. 189, Page 516, to which deed and record reference is made for a particular description of said premises. One half (1/2) in common and undivided of the land above described was conveyed to Dennis Levesque by Alden J. Varney, Executor of the Last Will and Testament of David G. Varney by deed dated May 31, 1921, and recorded in Aroostook Registry of Deeds, Vol. 201, Page 274. Also the following described real estate, to wit: about thirty acres more or less, part of said Caribou formerly Estate Grant and being the land purchased by the late Alex. Holmes of said Caribou from James Kelley by deed of July 31, 1881, Rhode Wright, July 31, 1881, and George E. Powers, May 23, 1885. For a more particular description of said premises reference to said deeds may be had. This said parcel of land was conveyed to the Maine Trust and Banking Company by subsequent deeds and was conveyed to said Dennis Levesque by said Maine Trust and Banking Company by deed dated February 5, 1908 and recorded in Aroostook Registry of Deeds, Vol. 228, Page 176. The land above described was conveyed to The Lafferty Real Estate Company by Dennis Levesque by deed dated May 29, 1909 and recorded in Aroostook Registry of Deeds, Vol. 242, Page 222 and contains one hundred five (105) acres, more or less, and the same conveyed to the Grantor by the Lafferty Real Estate Co. by deed recorded in said Registry in Vol. 264, Page 421.

And whereas, the condition of said mortgage is broken. Now, therefore, by reason of the breach of the condition of said mortgage, said Dominion Fertilizer Company Ltd., claims a foreclosure thereof and gives this notice for that purpose. Dated at Caribou, Maine, July 8, 1922.

By its Attorney,
John B. Roberts.

more than local distinction bankers scholars, master mariners and retired business men of high standing.

John Langdon, the revolutionary patriot and president of the Senate at the time of Washington's inaugural, heads the list of incorporators. He had reached a great age and died before the work of construction was completed. Levi Woodbury, justice of the supreme court, senator and cabinet member, who history says would have been President of the United States rather than Pierce if he had not died at a critical time.

Jeremiah Mason and Ichabod Bartlett, lawyers with memories still green in legal circles and others who might be cited for individual distinction, including Edward Cutts, Nathaniel A. Haven, James Sheat, John F. Parrott, William Rice, Henry Ladd, Jacob Cutler, Charles Chusing, Samuel Larkin, Samuel Lord, Nath. B. March, Alexander Rice, and at a later period, Alfred W. Haven, Ichabod Goodwin, W. H. Y. Hackett, Albert R. Hatch, J. S. H. Frink, and others.

The bridge has faithfully served. Frequently it has been the subject of criticism as the atrocious automobile has been detained for a moment to pay a moderate fee for the privilege of a quick and easy crossing little reflecting on conditions which would prevail in the absence of this structure. Tradition still recalls the difficulties and dangers of early days when stage coaches and travelers embarked on Rice's ferry for an uncertain voyage over the turbulent and swift running Piscataqua.

The early public clamored for a bridge, the matter of tolls was no consideration. A later public demanded a bridge without tolls and again their wish is gratified. In the absence of tolls the very obvious expense of operation and upkeep of the new bridge will rest on the public, but its shoulders are now broader than formerly and the new structure will doubtless serve it well.

COOK DINNER ON VOLCANO STEAM

Mankind's debt to the volcano has been more fully recognized by results of recent researches. Contrary to the popular belief that the volcano is an enemy, it is one of mankind's best friends. Without volcanoes it now is believed there would be no ocean and to them we are indebted for carbon

NOTICE OF FORECLOSURE

Whereas, William E. Callahan, Mary A. Callahan, Thomas Callahan and Susan Callahan, all of Amity, in the County of Aroostook and State of Maine, by their mortgage deed dated the Twentieth day of May, 1920, and recorded in the Aroostook Registry of Deeds, Volume 222, Page 152, conveyed to me, the undersigned, certain parcels of real estate situated in Amity, in the County of Aroostook, and bounded as follows: A portion of the northerly part of the west half of Lot numbered thirty-five (35) in the south Division of said Amity, beginning at the north-west corner of said lot numbered thirty-five (35) and running thence south on the west line of said lot, forty (40) rods; thence easterly on a line parallel with the north line of the said lot, to a point in the extension southerly into said Lot Thirty-five (35) of the boundary line between Lots Twenty-two (22) and Twenty-three (23); thence northerly along the extension of the boundary line between Lots Twenty-two (22) and Twenty-three (23) aforesaid to the north line of said Lot Thirty-five (35); thence westerly along the north line of said Lot Thirty-five (35) to the place of beginning. Also, Lot numbered Twenty-two (22) in said Amity, being the same premises described in a deed from Elias R. Hughes to Mary A. Callahan, and others, March 26, 1914, and recorded in Volume 273, Page 361, of the Aroostook Registry of Deeds at Houlton, and whereas the condition of said mortgage has been and now is broken.

Now, therefore, by reason of the breach of the condition thereof, I claim a foreclosure of said mortgage. Houlton, Maine, July 25, 1922.

Elias R. Hughes,
By his attorney,
Charles P. Barnes.

dioxide, without which human life would not be possible.

One of the most tremendous volcanic explosions in history was that of Mt. Katmai, in Alaska. Though unaware of the mighty upheaval, every inhabitant of the United States felt its effects, one of which was the cold, damp summer of 1912, caused by the interception of so much sunlight by the dust from the eruption, which quickly was carried around the world. Even in cloudless Sahara the sky was overcast, and it is believed that a succession of such eruptions could plunge the earth into another ice age.

Katmai's terrible explosion was unnoticed because it was so remote. Had the upheaval occurred in New York city the sulphurous fumes would have polluted the air everywhere east of the Rocky mountains, the noise would have reverberated like an artillery duel across the central states, and the lower Hudson itself would have been a giant tomb, with few ruins even to tell the story.

Fortunately Katmai's eruption provided geographers one of their greatest opportunities for studying volcanic phenomena without any frightful toll of human misery. Katmai village, 20 miles from the crater, was deserted, because all the natives had gone fishing, according to their summer custom.

Kodiak, nearest settlement of consequence, and the most important town in an area larger than Ohio, is a sleepy village of few people, where a mosque-like Russian church is a relic of the one-time Russian America.

An area around Katmai, half again

bigger than Delaware, was covered with a foot or more of ash, which was enough to destroy all but the hardiest herbaceous plants. Before the explosion a suffocating blanket of incandescent sand burst through orifices in the floor of the valley. When the explosion occurred two cubic miles of material was blown off the top of the volcanic mountain and its present whereabouts, as the police bulletins would say, still is a mystery to scientists.

The aftermath of this eruption promises to be one of our most precious national heritages. Beyond Katmai lies a great valley from whose floor constantly ascends millions of columns of steam. These great billowing clouds of vapor which are billowing down the valley, sometimes trailing out before the wind a mile or more, exert an uncanny fascination.

The fumaroles, or vents, through which the steam escapes, disclose encrustations of greatest beauty, variety and color. There are masses of bright yellow sulphur, chunks of ash turned red and blue, and pure white masses of silicious material.

You can cook your dinner over these jets of hissing steam, though you have to hold the frying pan down against the uprushing stream. There is a natural bathing pool, one end cold and another hot. Not far away is a lake with trout of 30 inches or more that bite at almost anything; and there also is Brooks Falls with its leaping salmon which may be speared when a trout diet fails.

President Wilson turned aside from

the stress of war time to make this region a national monument. Some day it will be a national park—second in area only to Yellowstone. Many lesser phenomena mark the vicinity. There is falling mountain, for example, which needs not a motion picture camera, but a phonograph or a radio to record its thunderous subsidence. Magnificent forests will provide a game preserve. Novarupta, a nearby volcano, now veils her crater in rolling clouds of steam.

So remote are these phenomena that members of the National Geographic Society's expeditions are the only white men who have yet explored them but they are not inaccessible. A broad, deep harbor renders a landing easy, and 50 miles of roadway will place this natural wonderland within the compass of a day's automobile trip from the harbor, named Geographic Harbor, in honor of the National Geographic Society which discovered and explored the region.

Is Your Blood Good or Thin and Watery?

You can tell by the way you feel. You need Hood's Sarsaparilla to make your blood rich, red and pure, tingling with health for every organ. You need it if weak and tired day in and day out, if your appetite is poor, sleep unrefreshing, — for humors, boils, eruptions, scrofula, rheumatism, headaches, nervous prostration. It is simply wonderful to give strength to your whole body. It is agreeable, pleasant and convenient to take, and embodies a long-tried and found-true formula.

Unexpected!

a New "USCO"—
Better, Heavier, Longer Wearing
30x3½ - \$10.90 No Tax added
on Sale Now



USCO set the high value mark for 30 x 3½ tires when it originated the \$10.90 price last fall.

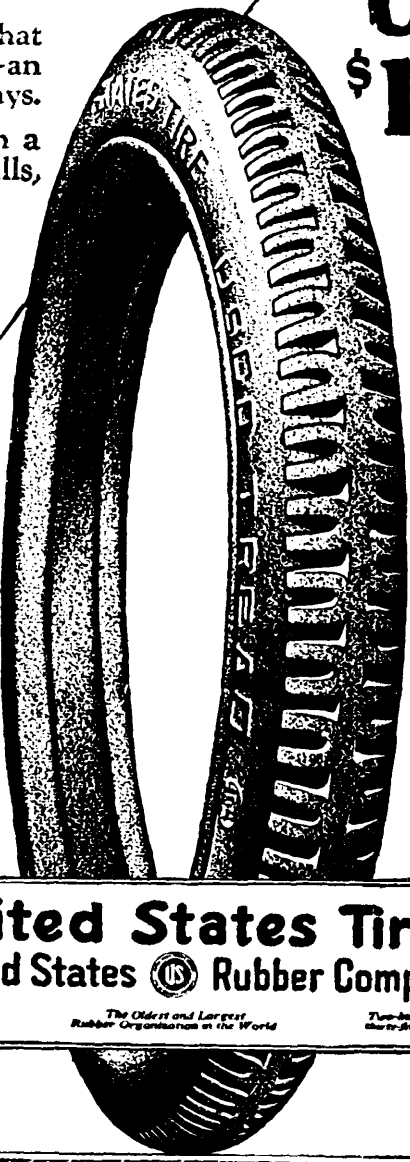
USCO today betters that mark with a new and greater USCO—an USCO improved in many important ways.

For instance, a thicker tread—with a surer hold on the road—thicker side walls, adding strength and life to the tire.

And the price is \$10.90—with the tax absorbed by the manufacturer.

Men have always looked to USCO for the biggest tire money's worth on the market.

They always get a bigger tire money's worth than they expect.



No
Tax

United States Tires
United States Rubber Company

Where You
Can Buy
U. S. Tires:

Berry & Benn, Houlton, Maine
Hibbard Bros. Co., Inc., Houlton, Maine

THE FAMOUS FADETTES AMERICA'S PREMIER WOMEN'S BAND

Great
Masterpieces
Popular Classics
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Special Feature
The Great Musical Novelty—
The Saxophone
Quartet

The Music
You Like
IN THE
Way You
Like It



SINGLE
ADMISSION
25 CENTS

A \$2.50
Season
Ticket

Admits to
This and
Thirteen
Other Big
Events

TWO GREAT CONCERTS—AFTERNOON AND EVENING
COMMUNITY CHAUTAUQUA—LAST DAY
Houlton---August 13-18

Surrounding Towns

Subscribers should bear in mind that all subscriptions are payable in advance and the paper will be discontinued at expiration. Notice of such expiration will be sent out the first of each month.

Commencing Saturday, May 6 the TIMES office will close every Saturday at noon and customers should bear this in mind and see that all business with this office is looked after before noon on each Saturday until Sept. 2.

LETTER B

Miss Dorothy Sullivan is visiting relatives in Portland.

Mr. and Mrs. Will Currie of Houlton were calling on relatives here last week.

The condition of Mrs. Horace Bragan, who is critically ill at the Aroostook hospital, remains unchanged.

Mrs. Emmet Spellman, two sons, and Master Robert Soule of Portland are visiting at the home of Mr. and Mrs. T. J. Carpenter.

Mr. and Mrs. Fred Carpenter, Mr. and Mrs. M. G. Carpenter, and Mrs. Emmet Spellman spent Sunday with Mr. and Mrs. John Snell of Pembroke, N. B.

Mr. and Mrs. B. C. Ingraham and children of Hodgdon, and Mrs. Parent of Bear Island, N. B. were Sunday guests of Mr. and Mrs. Alfred Mitchell.

Mr. and Mrs. William Hutchinson, who have been spending the summer at the home of Mr. and Mrs. W. N. Carpenter, started Monday morning for Boston and will make the trip by auto.

SMYRNA MILLS

Mrs. Violet Lilley has returned to her home at Smyrna Mills.

Fred Tarbell of Houlton was a business caller in town Monday.

Miss Given Hussey of Island Falls was in town Monday of last week.

Geo. McGary was a business caller at Island Falls Thursday of last week.

Miss Briggs of Houlton has been visiting at the home of her sister Mrs. S. R. Sharpe.

Chas. McGary and daughter Marion of Boston have been spending a short time with relatives in town.

Mr. and Mrs. Fred McLaughlin returned home Friday, having spent two weeks visiting friends and relatives at Bangor and Bucksport.

Plans are already being made for Chautauqua which commences August 24th. Their representative was in town one day last week and a meeting of the guarantees held.

A quiet wedding took place Saturday evening when Miss Julia Miller of Brownville and Clair Noyes of this town were united in marriage by the groom's father, L. A. Noyes, J. P.

HODGDON

Mrs. Nutter is visiting at Princess-ton, Maine.

Mrs. Lynwood McQuarrie was visiting in Linneus last week.

Union services will be held at the U. B. church next Sunday, Aug. 6th.

Miss Bessie Wiggin is attending the Summer Normal School at Presque Isle.

Miss Hooper was taken to the hospital for the insane at Augusta last week.

Mrs. Percy Perrigo and children are visiting friends at Smyrna Mills this week.

Mrs. Idella Royal and daughter Lucille of Boston returned to their homes last week.

Prof. Herman Betts and family of Natick, Mass. were guests of Mr. and Mrs. Leslie Merritt recently.

Mrs. Wilbur Howard and Mrs. Isaac Gerow returned last week from visiting at Madison accompanied by Mr. and Mrs. Guy Howard and son Harold.

The annual Sunday school picnic will be held at Sunset Park, Orient, Thursday, Aug. 3rd. Should the day be rainy the picnic will be held on Friday.

LUDLOW

Mr. Charles Rogers has purchased a Ford touring car.

Mr. and Mrs. Frank Longstaff of Crystal were callers in town recently.

The Misses Doris and Bessie Horton called on Mrs. Leonard Horton Friday.

Miss Dorothy Folsom of Monticello was the weekend guest of Miss Mary Hand.

Leland Longstaff spent the weekend with his cousin Ora Moores of New Limerick.

Mr. and Mrs. James Longstaff and family enjoyed a picnic dinner at Crescent Park Sunday.

Misses Vera Thompson and Mary Hand were the guests of Mrs. Edwin Fleming of Debec Friday.

Mr. Everett Grant and family will move to Hodgdon this week where Mr. Grant is to be employed by Hud Green.

Mr. Earle Hand is travelling through the New England states with A. B. Cohen of Port Fairfield. Their destination is to be Stamford, Conn.

Mr. and Mrs. Clyde Thomas, Harry Thomas, Mr. and Mrs. Robert Stephenson and Madeline Stephenson spent Sunday at the home of Mrs. Edward Henderson, East Hodgdon.

MONTICELLO

A young son arrived at the home of Mr. and Mrs. Nelson Stockhouse last week.

Miss Opal Fletcher went to Limestone Sunday for a week's visit with friends.

Mrs. Orrin Good has returned from a visit with her sister Mrs. Van Allen at Westfield.

Mrs. Archie Dill of Bangor is visiting her parents Mr. and Mrs. C. L. Wadla this week.

The ball game Saturday afternoon, Monticello vs. Hodgdon, resulted in a victory for the home team 4 to 0.

Miss Mary Warren of Waterville was the guest of Gertrude Fletcher last week, returning to Waterville Friday.

C. L. Griffin and family of Bangor called on relatives in town last week. They were on their way to Portage Lake to spend the remainder of the summer at their cottage there.

Miss Nellie Foster of Port Fairfield but who has spent several years teaching in California, was in town last week calling on friends. She expects to return to California in about three weeks.

MARS HILL

Several boys from our town have gone to Camp Devens, Ayer, Mass. to take a month's military training.

Several local fishermen have been making quite large catches in different branches of the Prestile Stream.

Mr. and Mrs. Frank Anderson and family of Houlton were Sunday guests at the home of Mrs. Anderson's sister, Mrs. Jennie Mower.

Mrs. E. B. Morton left Saturday night for Woburn, Mass., where she will visit for three weeks with her daughter Mrs. Gustaf Everburg of that place.

Mr. and Mrs. Carl Small returned Saturday, July 29th, from Starboard, Maine, where they have been spending several weeks at their cottage. They report a fine time.

Cecil E. Estabrook of Boston, Mass., who is working for the General Restaurant Company is expected home Aug. 5 for a three weeks visit with his parents, Mr. and Mrs. Fred J. Estabrook of Benjamin street.

Many from here are enjoying a several days outing at Crescent Park, N. B. Among them are Mr. and Mrs. Gordon Irvine and family, Mrs. William Ford and daughter Mary, also Mrs. G. W. Cox and daughter Avis.

EAST HODGDON

Mrs. Annie Lincoln has been the guest of relatives in Houlton recently.

Mr. Charles London of Sherman was the guest of relatives here last week.

Quite a number of out of town people attended church here Sunday.

There will be an ice cream sale at the home of Mrs. Della Eagers Aug. 8.

Mr. and Mrs. Tyler Irvine of Houlton were the guests of Mrs. Thomas Lloyd Sunday.

Mrs. Hattie Eagers was the guest of her daughter Mrs. Dell Roix in South Hodgdon last Saturday.

Mrs. John London, who has been visiting relatives in Sherman the past week, has returned home.

Mr. and Mrs. Earl Lincoln were the guests of Mr. and Mrs. Leland Adams in Smyrna part of last week.

Mr. and Mrs. Samuel Dickinson were the guests of their daughter Mrs. William Lloyd last Wednesday.

Mr. and Mrs. Jasper Crane and family were the guests of Mr. and Mrs. William Crane in Linneus Sunday.

Mrs. Ralph Conors and three children of Lynn are the guests of her parents, Mr. and Mrs. William McGary.

Mrs. George Benn, daughter Mildred and Mrs. Thomas McDonald were the guests of Mrs. Orin Taylor one day last week.

Mr. and Mrs. Clyde Thomas, Mr. and Mrs. Robert Stephenson and daughter Madeline of Ludlow, Mr. and Mrs. Emory Henderson of Houlton were the guests of Mrs. Edward Henderson and son George on Sunday.

BRIDGEWATER

Campmeeting at Riverside begins Aug. 4th.

Mrs. W. E. Thistle was in Houlton Saturday.

Mrs. Joe Carnichael was in Houlton Sunday.

Wm. Flaherty of Boston was in town over Sunday.

Mrs. Clara Lowell from Mars Hill is stopping at Allen Boone's.

Mr. and Mrs. Jud Bartt are entertaining a friend from Ashland.

Some wonderful values in untrimmed hats at Randall's Millinery Parlor.

Miss Millie Hutchinson is enjoying her vacation at St. Andrews, N. B.

Mrs. Edith Whitted from the Boundary is a guest at H. G. Stackpole's.

J. H. Farley is having a visit from his brother and other relatives from Richmond.

Mr. and Mrs. A. A. McPheters have gone to Veazie to pass a few weeks with relatives.

Mr. and Mrs. Guy Burns and Mrs. Fannie Simonsen have gone to Clinton on a visit to relatives.

Mr. and Mrs. John Nelson and family, Mr. and Mrs. Fred Nickerson and Mrs. M. A. Randall took dinner Sunday at Island Park.

Beatrice Snow, chairman of the ticket committee of Swarthmore Chautauqua, is busy putting out tickets.

It commences Aug. 25-29.

Cecil Pryor and Mr. DeLaney were in an auto accident on the State road. They escaped with a few bruises and scratches. Mr. DeLaney's car was demolished.

Mrs. Ethel K. Collins has gone to Montreal to a sanatorium for treatment.

Dr. Brown of Cantonville accompanied her, also her mother Mrs. Allen Boone with the baby. They left Monday noon for Brownville N. B. by auto.

LINNEUS

Several parties were on blueberry trips last week.

Quite a number from here spent Sunday at Sunset Park.

Born to Mr. and Mrs. Ezen Bragan a baby girl on Monday, July 24th.

Mr. Olan Adams and family of Crystal spent Sunday here with relatives.

Mrs. Olan Adams of Crystal visited with Mr. Elmer Bates and family last week.

Mr. and Mrs. Harry Stewart and son Lee spent last Sunday in Canterbury, N. B.

Mr. Hardy Sawyer of Portland is visiting his father David T. Sawyer for a few days.

Miss Marion French of Houlton visited with Mrs. Wilbur Bither several days last week.

Rev. Wm. T. Johnson and wife and Miss Fay Logie returned last Friday from a two weeks vacation.

The Ladies Aid of the Methodist church will have an ice cream social Thursday evening at Logie's hall.

Mrs. Jewett Adams and son Claud Henry are visiting her parents, Mr. and Mrs. C. U. Bishop at Brownville, N. B.

Mrs. Fern Hannigan and two children visited with her sister Mrs. A. G. Byranton at Smyrna the past week.

Mrs. Byron Bither entered the Aroostook hospital last week and submitted to an operation for appendicitis.

Mr. and Mrs. W. G. Adams and daughter Jessie spent Sunday in Houlton guests of Mr. and Mrs. Horace G. Bither and family.

Dan Stewart and family, Byron Stewart and family of Houlton and Dr. Burnham E. Sewell motored to Davidson Sunday.

Mr. Wilbur Bither and family and Miss Marion French enjoyed an auto drive to Patten, Island Falls and Pleasant Pond last Sunday.

Mr. and Mrs. Henry Adams, Mr. Little, Mr. Jewett Adams and family, Mr. and Mrs. Geo. Stewart, Mr. and

Mrs. H. E. Kimball spent Sunday in Lincoln with friends from Brownville, N. B.

LITTLETON

Mr. and Mrs. C. E. Porter spent Sunday at Riverside campground.

Sadie Smith of Fredericton, N. B. is visiting her aunt, Mrs. Geo. Savoy.

The work on the North road will be completed the last of this week.

James W. Campbell is confined to the house by an abscess on his foot.

O. V. Jenkins, who was confined to his bed by illness on Sunday, is gaining.

Miss Helen Bither of Houlton spent Saturday afternoon with Miss Shirley Hare.

Mrs. Oscar Crane was confined to her bed by illness several days last week.

Arnold Ross, who was ill while at Camp Devens with quincy, is much improved.

The boys returned from Camp Devens Sunday and report a very enjoyable time.

J. A. Stone and family were the guests of Mrs. Mary Lowery at Monticello Sunday afternoon.

Oscar Crane accompanied by Abner Robinson of Houlton returned Tuesday from a successful fishing trip at Lamo Brook.

Littleton Campmeeting will begin next Sunday. The program arranged seems to be an interesting one and a large attendance is expected.

Rev. O. E. Thomas and family leave Tuesday for Lynn, Mass. to visit their son. Mr. Thomas is having a well deserved vacation and will not be home until Aug. 27th.

E. P. Titcomb and family, Orie N. Titcomb and family, Mr. and Mrs. Don Bubar and family, Mr. and Mrs. Newell Titcomb and Mr. and Mrs. Ed Bliss of Houlton enjoyed a delightful trip to Aroostook Falls on Sunday.

Mr. and Mrs. J. A. Robinson, E. B. Lilley, Mr. and Mrs. Wm. Cullens and Mr. and Mrs. Oscar Crane went up Sunday way blueberrying on Wednesday and returned with plenty of berries, although they reported the crop not nearly ripe at this time.

OAKFIELD

Mr. O. P. Houlton was a business caller in Houlton Monday.

T. E. Thomas has his new tenement house on Smyrna street nearly ready for occupancy.

Mr. G. H. Grant and brother Ernest motored down from Presque Isle Saturday night and spent Sunday with relatives in town.

Mr. and Mrs. Frank E. Baker, Miss Helen Baker, Mrs. Laura Tarbell, Mr. and Mrs. L. A. Barker, Mr. and Mrs. N. C. Martin motored to Oak Bay Lake Sunday and enjoyed a picnic dinner with friends from Presque Isle.

Governor Baxter with Attorney General Shaw and party addressed the citizens at the Grange hall Monday afternoon on political issues, the occasion being attended by a large crowd.

About fifty cars from town with people rushed to Smyrna Mills after midnight Sunday night after a fire alarm ring on the telephone that the big department store of J. E. Tarbell and Sons was on fire. The fire was beyond control, the entire store and store houses burned and was a total loss.

Mary Carr, "The Great Mother," Again Scores in "Thunderclap"

Mary Carr, who, because of her splendid portrayal of the mother in "Over the Hill," has come to be recognized as the "great mother," will be at the Martin theatre Saturday night in the William Fox super photoplay, "Thunderclap," billed as the "greatest race track photoplay ever produced."

This time she has a mother part, but an entirely different one. She portrays the character of a paralytic.

The picture is a slice of sporting life. Some figures are clean sports and some are not. In the end the true sportsmen win.

In one scene the hero is blown by a bridge into rapids, read rapids, and carried down towards a waterfall. How the cameraman managed to get the shots that he did is beyond comprehension.

In the great race scene come the biggest thrills of the picture. These are not all the intense moments of the story, but it would not be fair to those who intend to see "Thunderclap" to record them here. Let it suffice to say that at no time is there a dull moment.

The picture tells the story of a paralytic mother, an orphan boy and a converted girl, whose lives are influenced by gamblers. Gambling almost ruins their lives, and when

they last look for it they find happiness through the winning of a horse race.

The girl is brought home from the convent to act as the hostess of her stepfather's fashionable gaming house. She finds her mother paralyzed and unable to move or speak, but does not know that it has been caused by the cruelty of her stepfather. The hero works as a servant to the slum is a race horse, "Thunderclap," which had been bequeathed him upon the death of the only kind employer he ever had. He rides the horse to victory and prevents his sweetheart's marriage to the gambler's friend. A customer who knows of the crooked methods of the gambler shoots him just as the brute raises a revolver to kill the paralyzed mother.

Plenty of emotion is displayed throughout the super-drama and a variety of laughs and thrills and tears fill the evening. Little Carol Chase will win her way to the hearts of those who like children and Gunga Din will cause many a broad smile.

COMMUNITY IDEALS

Dr. Vaughan Incorporates a Personal Knowledge of These Problems in His Famous Lecture

Dr. David D. Vaughan, who will deliver one of the most important lectures on the Chautauqua program, is a professor of Social Service in Boston University, the largest university in New England. His work here enables him to come in direct touch with community problems of all kinds so that he speaks with authority on his subject, "Community Ideals."

Dr. Vaughan aims to make his teachings function in a practical way and in order to accomplish this end, he requires his students to make surveys of communities and helps them to adapt a program to meet the peculiar needs of those communities. From his personal supervision of investigations of strikes and other industrial crises he gathers accurate and unbiased information concerning the great industrial and social problems of the day and is able to encourage the application of American and ethical principles on both sides of the controversy.

In his lecture, Dr. Vaughan incorporates the knowledge of community

