

THE AURORA BOREALIS

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Aurora, Or., Thursday, Sept. 24, 1908

The Hood River Applegrowers Ass'n have just closed a contract for 80,000 boxes of the growing crop, and now have under discussion the sale of 150,000 additional boxes. This will be good news to all the fruit growing sections of the Northwest.

The Missouri River Valley is one of the most successful hog sections in the United States, and corn has always been the basis of this industry. Today one of the most popular stock-fattening foods in the Missouri River region is a mixture of alfalfa meal and sugar beet pulp, which is produced in Colorado. Advices recently received from that state show that numerous new mills are being erected, and certainly the Pacific Northwest should give this industry every possible encouragement, and this is practically true since the great international concerns like Swift & Company and others have decided to locate upon the Pacific Coast and they are now spending millions of dollars in building their plants at Portland. A good reliable fattening food equal to corn would make this section of the United States the very richest portion of our great Republic.

The Borealis is just in receipt of the September number of the University of Oregon Bulletin, which treats of "Country High School Organization and Training of Teachers", and is one of the most valuable bulletins recently issued by the University for those interested in the betterment of rural schools. It contains an extensive account of methods adopted by other states for the training of teachers, and discusses fully the so-called Lane County plan for the establishment of country high schools. To quote from it: "This plan will allow country districts to organize high schools, as the tuition is to be paid by the whole county. The country high school can have as good a teacher as the city high school. Inasmuch as this plan allows any enterprising district to start a high school it does away with the necessity of a vote. The trouble with the Union High School Law is that it requires a majority vote of all the districts before the high school is started." Under its working, some four or five high schools are being established in Lane County in places where it was impossible to maintain them before. A small county tax is levied and each high school student, regardless of location, draws his share of the tax; the more high school students, the more money the district draws from the county. Under this law, county high schools can be established in every group of districts in the state that is not over twelve miles in extent, and that has fifteen or twenty pupils that can attend high school. The legal form necessary to secure a vote is given, and the bulletin can be secured free by writing to the Registrar of the University.

"The Furrow" at Grand Fair. The name given for the amusement features of the Grand Fair which is to be held at Gresham, Oct. 6, is "The Furrow." This is already assured of several times the display given at last year's "Furrow." Scarcely a day passes but some

new feature is added. There will be a street extending across the field back of the main exhibit building. All the wonderful features that work so many surprises will cluster along this.

NEED OF GOOD ROADS.

Part of a Transporting Machine—Their Neglect Means the Whole. To appreciate the necessity for good roads in America one should consider the road as part of a transporting machine. The machine is composed of a horse, a wagon and a road. If any one of the three is poor, the machine is poor and ineffective. Only a small load can be drawn, and that slowly. We have been spending thousands of dollars building up the breed of horses and improving wagons and have allowed the roads to run down and offset our costly upbreeding. Is it not time we stopped and considered the common sense course, to build up all three simultaneously?



GOOD AND BAD ROAD CONTRASTED.

and farmers which recently held a convention at Buffalo, and it aptly fits the case, making a profound impression on the farmers present. "The same situation exists when the motive power of the vehicle is furnished by an engine," he continued, "so that autoists and farmers are at one on the good roads question. The automobile needs a perfect road to accomplish all it is capable of accomplishing. Then let us be sensible and provide the possibility of getting the best out of it.

The antagonism of the farmer to the automobilist is entirely unwarranted. There are some farmers who are as offensive as some automobilists. The product of the automobile factories of Michigan sold for \$18,000,000 in a year, and 75 per cent came from outside the state from the rich and well to do. It went to stockholders and employees and through them to the stores and farmers. The industry made possible by the users of automobiles meant a great deal to the farmers of Michigan, and it means as much to the farmers of many other states."

MANKATO'S GOOD ROAD.

Minnesota City Has Made a Mudless and Dustless Pavement.

Mankato, Minn., has solved the problem of finding a durable pavement at small expense and one that can be used on steep grades as readily as on a level surface.

First the driveway was narrowed to thirty feet, curbed, guttered and boulevarded. Then it was excavated to the depth of six inches and surfaced. Five inches of dry crushed limestone one and a half to two inches in diameter was put on and rolled down with a ten ton roller.

Boiling tar from the local gas works was applied until the entire surface was covered. Then, says the Cement Age, a layer of broken stone an inch to an inch and a quarter in diameter, mixed with coarse gravel, was applied on the surface in proportion of three parts of stone to one of gravel. This was first mixed dry on a platform and then thoroughly mixed with hot tar and applied on the surface two inches thick and tamped into place to conform with the surface of the street.

Dry domestic cement was then applied to the surface, and the street was again rolled. Then a coating of sand was applied and the roller again used. The pavement was allowed to stand for two weeks before the street was thrown open to travel.

The cost was 80 cents a lineal foot to the property owners on each side of the street or, rather, would have been had the entire cost been assessed against them. The street has a practically waterproof pavement six inches thick, and it is impossible for the elements to attack the surface. The pavement has now stood two winters and shows not the slightest wear. It gives off no dust in summer, although it is not sprinkled.

Automobiles and Good Roads.

The automobile has become the most important factor in the upbuilding of our public highways and has led to the reconstruction of more miles of good roads than any other conveyance ever introduced. While it may be true that it is more destructive of highways than any other vehicle, it is equally true that automobilism is only pleasurable upon the best roads man can construct. Thus it must and shall be that the more automobiles we use the better will our roads become for all classes of vehicles and traffic.

Subscribe now.

REPUBLICAN PARTY AND LABOR

An Equality of Opportunities Secured for Wage Earners.

William H. Taft's Speech of Acceptance Gives Party Record in Behalf of Labor.

(William H. Taft in his speech of acceptance.)

We come now to the question of labor. One important phase of the policies of the present administration has been an anxiety to secure for the wage-earner an equality of opportunity and such positive statutory protection as shall place him on a level in dealing with his employer.

The Republican party has passed an employers' liability act for interstate railroads, and has established an eight hour law for government employes and on government construction. The essence of the reform effected by the former, is the abolition of the fellow-servant rule and the introduction of the comparative negligence theory by which an employe injured in the service of his employer does not lose all his right to recover because of slight negligence on his part.

Then there is the act providing for compensation for injury to government employes, together with the various statutes requiring safety appliances upon interstate commerce railroads for the protection of their employes and limiting the hours of their employment.

These are all instances of the desire of the Republican party to do justice to the wage-earners.

Doubtless a more comprehensive measure for compensation of government employes will be adopted in the future; the principle in such cases has been recognized and in the necessarily somewhat slow course of legislation will be more fully embodied in definite statutes.

The interests of the employer and the employe never differ except when it comes to a division of the joint profit of labor and capital into dividends and wages. This must be a constant source of periodical discussion between the employer and the employe, as indeed are the other terms of the employment.

To give to employes their proper position in such a controversy, to enable them to maintain themselves against employers having great capital, they may well unite, because in union there is strength, and without it, each individual laborer and employe would be helpless. The promotion of the industrial peace through the instrumentality of the trade agreement is often one of the results of such union when intelligently conducted.

There is a large body of laborers, however, skilled and unskilled, who are not organized into unions. Their rights before the law are exactly the same as those of the union men, and are to be protected with the same care and watchfulness.

In order to induce their employer into a compliance with their request for changed terms of employment, workmen have the right to strike in a body.

They have a right to use such persuasion as they may, provided it does not reach the point of duress, to lead their reluctant co-laborers to join them in their union against their employer, and they have a right, if they choose, to accumulate funds to support those engaged in a strike, to delegate to officers the power to direct the action of the union, and to withdraw themselves and their associates from dealings with or giving custom to those with whom they are in controversy.

TAFT'S KINDNESS TO BLIND.

Overrules Washington Monument Regulation for Benefit of the Sightless.

The kind heartedness of Mr. Taft and his sincere, common sense sympathy with the unfortunates in this world has just been brought to the attention of the blind in a peculiar way.

Away up in the top of the Washington monument, where thousands go to behold the beauties of the nation's capital, the Columbia Polytechnic Institute, which seeks to make it possible for the adult blind of the United States to rise above conditions of dependence by becoming self-sustaining, placed on sale souvenir post cards manufactured by its blind. Some sentimental persons took the view that this was undignified and succeeded in having the superintendent of public buildings and grounds order the cards removed. F. E. Cleveland, principal of the institute, appealed to Mr. Taft, then secretary of war and with whose jurisdiction came the office of public buildings and grounds. It took only a few words to convince the secretary that the blind should have the benefit of this privilege, and the cards were again placed on sale in the monument.

"For this action," said Principal Cleveland in discharging the incident, "Mr. Taft deserves the gratitude of every blind person, particularly the progressive blind, who are striving to help their less fortunate fellows."

In Georgia the electors must have a majority, and with Watson, Hight and Chas. pulling away from them the Bryanites are becoming apprehensive.

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OREGON NEEDS PEOPLE—Settlers, honest farmers, mechanics, merchants, clerks, people with brains, strong hands and a willing heart—capital or no capital.

Southern Pacific Co-Lines in Oregon

are sending tons of Oregon literature to the East for distribution through every available agency. Will you not help the good work of building Oregon by sending us the names and addresses of your friends who are likely to be interested in this state. We will be glad to bear the expense of sending them complete information about OREGON and its opportunities. COLONIST TICKETS will be on sale during the months of September and October from the East to all points in Oregon. The fares from a few principal cities are

From Denver.....	\$30.00	From Louisville.....	\$41.70
" Omaha.....	\$30.00	" Cincinnati.....	\$42.20
" Kansas City.....	\$30.00	" Cleveland.....	\$44.75
" St. Louis.....	\$35.00	" New York.....	\$55.00
" Chicago.....	\$38.00		

If you want to bring a friend or relative to Oregon, deposit the proper amount with any of our agents. The ticket will then be furnished by telegraph.

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CANBY OREGON.

There will be preaching service at the Presbyterian church (Aurora) next Sunday evening, Sept. 27, at 8 o'clock. This will be the farewell sermon by the Rev. F. R. Zugg, who has been supplying the Gervais field during the summer. The college year has opened at Albany and Mr. Zugg must resume his work there. A cordial welcome is extended to all and a large attendance is hoped for.

For fine candies and choicest fruits call on Henry A. Snyder, the Post Office Store.

List your city property with the Canby Real Estate Agency at the TRIBUNE office. We have calls for this class of property nearly every day.

Plain and fancy Stationary, blank books novels, etc., at the Post Office Store, Henry A. Snyder, proprietor.

Post Cards—Local views around Aurora for sale at Henry Snyder's the Postoffice store. Call and see them.

Henry Snyder, at the Postoffice is authorized to receive subscriptions for the Borealis. Better hand him yours.

FOR SALE. A yearling Jersey bull calf. Call or write. Chas. Ast, Canby, Ore.

FOR SALE:—84 head of Angora goats, \$2 per head. Half are nannies. Call or write, G. H. Gray, R.F.D. 3, Aurora, Oregon. 2t-9-4

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Send in your orders early and we will do the rest.

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We have a client for a 40 acre farm, convenient to market. Must be well improved and not exceeding \$3500 in price. Owners wishing to sell should notify us at once.

We also have a client for a 80 acre improved farm, preferably in the Macleburg district. Owners confer with us.

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