RETURNS FROM VISIT AT BEACH

Dr. and Mrs. R. L. Bathirck and Miss Myrtle Davies returned Saturday night from a week's outing at Newport.

While at the resort Dr. Bathrick was fortunate enough to make a number of fine catches of rock cod, which abound in the waters around Newport.

SCHOOL HEAD RETURNS TO CITY

Prof. F. B. Hamlin, superintendent of the city schools of Roseburg, returned Sunday morning from Portland where he had been visiting for a few days with Mrs. Hamlin, who is visiting with relatives in the metropolis. Prof. Hamlin has just completed a course in post graduate work in the University of Oregon at Eugene.

FOR SALE—Hay baler, John Deere power press No. 2, 8 h. p. gasoline engine, complete, good condition, bargain for cash. E. C. Benson, room 4, Commercial Club building. 629-tf

MANY MERCHANTS IN PORTLAND

Many of the Roseburg merchants are planning to attend buyers week in Portland. Among those who went to the metropolis yesterday are W. H. Fisher, I. Abraham and Roy Roadman. J. F. Bonebrake, the Dixonville merchant, left this morning while D. E. Carr, of the novelty store, will stop there on his return from Seattle where he has been spending a short time with relatives.

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For Infants and Children
In Use For Over 30 Years
Always bears the Signature of Chas. H. Fletcher

RAILROAD WAGES

Shall they be determined by *Industrial Warfare* or *Federal Inquiry?*

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads have voted whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	$1747 3094	$2195	$1537 3076	$2071	$1056 2445	$1378
Conductors	1543 2789	1878	1454 2933	1935	1151 2045	1355
Firemen	1053 2078	1317	751 2089	1181	418 1552	973
Brakemen	854 1719	967	874 1961	1135	862 1821	1107

The average yearly wage payments to *all* Western train employes (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	$2038	$1737	$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Brakemen	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways

ELISHA LEE, Chairman.
P. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
C. L. BARDO, Gen'l Manager, New York, New Haven & Hartford Railroad.
E. H. CHAPMAN, Vice-President, Southern Railway.
S. E. CHILD, Gen'l Manager, Wabash Railway.
F. E. CROWLEY, Gen. Vice-President, New York Central Railroad.
G. H. EMERSON, Gen'l Manager, Great Northern Railway.
C. H. EWIN, Gen'l Manager, Philadelphia & Reading Railway.
E. W. GRIEG, Gen. Mgr. & Receiver, Chesapeake & Ohio Railway.
A. S. GREIG, Gen. Mgr. & Receiver, St. Louis & San Francisco Railroad.
C. W. KOUNS, Gen'l Manager, Atchison, Topeka & Santa Fe Railway.
H. W. McMASTER, Gen'l Manager, Wheeling and Lake Erie Railroad.
N. D. MARIN, Vice-President, Norfolk and Western Railway.
JAMES McNAIR, Gen'l Manager, Denver & Rio Grande Railroad.
A. M. SCHOYEN, Receiver Vice-Pres. Pennsylvania Lines West.
W. L. SHADON, Vice-President, Seaboard Air Line Railway.
C. J. STONE, Vice-President, Erie Railroad.
C. S. WAID, Vice-Pres. & Gen'l Mgr., Southern Pacific Lines.

FORMER GARAGE OWNER HERE

W. H. Evans, former salesman for the Dodge Bros. automobile and owner of the Roseburg garage, is spending a few days camping on South Deer creek. He has been employed with the Covey Auto Company at Portland as salesman for the Dodge auto and has made 79 sales since the first of the year. As it is impossible to get deliveries at the present time he took his vacation and will be in this vicinity for the next month. He will spend a couple of weeks in the woods hunting after the deer season opens. His wife accompanies him and is at the camp while he was in the city today attending to business matters and purchasing supplies.

FORECAST FOR THE WEEK

WASHINGTON, Aug. 7.—Rocky mountain and plateau regions: Temperature will average near the seasonal normal and the weather will be generlly fair except for widely scattered thundershowers in the Rocky mountain region.

Pacific states: The week will be one of, generally fair weather and normal temperatures except that local showers are probable in the North Pacific states during the first half of the week.

E. H. BOWIE, Forecaster.

TAKES AGENCY FOR GAS SAVER

Geo. McCulloch, who is one of the proprietors of the jitney service stationed at the Grand hotel, has taken the agency for an automatic carburator regulator. The apparatus is governed by the air from the fan and feeds the gasoline in proportion to the speed at which the machine is traveling. It is said to be a great fuel saver and has been installed by Mr. McCulloch on his machines.

ATTENDS WILSON RALLY

W. H. Cannon, the register of the local land office, left last night for Portland where he will attend the Woodrow Wilson rally to be held there this week. He is an enthusiastic Wilson supported and is one of prominent men in the Wilson campaign in Oregon.

RETURNS TO SPOKANE

A. K. McClintock and son, Alfred, who have been visiting with J. E. McClintock in this city, left this morning for their home in Spokane. Mr. McClintock is a prominent lumberman in Washington and has been spending his vacation with his brother in Roseburg.

SHERIFF'S SALE OF REAL PROPERTY.

In the Circuit Court of the State of Oregon for Douglas County.

G. W. Kimball, Plaintiff,

vs.

Lillian Davis and Orie N. Davis Defendants.

Notice is hereby given that by virtue of a writ of execution and order of sale issued out of the above entitled court on the 27th day of July, 1916, to me directed in the above entitled cause upon a judgment duly made and rendered in said court on the 2nd day of December, 1913, in favor of the plaintiff, G. W. Kimball, and against the defendant, Lillian Davis, for the sum of Four Hundred and Nine and 84-100 ($409.84) Dollars, together with interest thereon at eight per cent per annum from said 2nd day of December, 1913, with Thirty ($30.00) Dollars attorneys fee and the costs and disbursements of said action and directing that all of the right, title and interest of said defendant in and to the real property hereinafter described attached as the property of defendant in said action on the 11th day of October, 1912, and all the right, title and interest which the said defendant may have acquired herein since the date of the filing of said attachment, be sold to pay the said judgment, interest, attorneys fee and costs, I did on the 27th day of July, 1916, duly levy upon the interest of said defendant in the following described real property in Douglas County, Oregon, to-wit:

Commencing at the railroad lands of the Oregon and California Railroad Company, on the south bank of the North Umpqua river, running thence up said river east twenty four (24) rods; thence in a southerly direction twenty three (23) rods to a black oak tree thence twelve rods and five feet westerly to railroad lands, thence northerly along said railroad lands to the North Umpqua river said premises as intended to be conveyed embrace the Ferry land at what is known as the Winchester Ferry on the North Umpqua river and being on the south side of said river in Section thirty one (31) Township 26 South of Range 6 West.

A ferry landing on the North bank of the North Umpqua River in Douglas County, Oregon, consisting of the following parcel of land to-wit: Commencing at a point on the north bank of said North Umpqua River from which a yellow pine bears 57½ degrees E. thence 26½ minutes W. 4.20 links to a post from which a black oak 30 inches in diameter bears north 23 degrees W. distance 496 links, thence N. 75 minutes E. 550 links to a post, thence S. 26 minutes E. 200 links to the bank of said river, thence along said river to the place of beginning, containing 1.99 acres.

Beginning at a point on the West line of the Wm. J. Martin D. L. C. No. 64 in T. 26 S. R. 6 W., W. M. said point being 26 chains south of the northwest corner of said claim, thence east 61.54 chains, thence south 26 chains, thence west 61.54 chains, thence north 26 chains to the place of beginning, being the south half of the north half of said claim, and containing 160 acres.

The following described parcel of land, lying and being situated in the Town of Winchester, Douglas County, Oregon, and more particularly described as follows: Starting at a point from which the initial point of Lahey's place bears N. 35 degrees 30 minutes E. 170 links, thence S. 52 degrees E. 170 links, thence S. 52 degrees 30 minutes E. 75 feet to Main street as marked by townsite stakes; thence along said street S. 35 degrees 30 minutes W. 74 feet; thence leaving street N. 52 degrees 30 minutes W. 75 feet; thence N. 35 degrees 30 minutes E. 74 feet to point of beginning (variation 19 degrees 30 minutes E.).

Beginning at a point from which the southwest corner of Lot No. eight (8) Town of Santa Rosa Douglas County, Oregon, bears N. 51 degree W. 275 links distance; thence north 8 degrees 45 minutes East 473 links, thence south 79 degrees E. 1025 links, thence south 10 degrees west 471 links thence north 79 degrees west 1000 links to the place of beginning containing five acres, being situated in Section 24 T. 26 S. R. 6 W. W. M., the Plat of the Town of Santa Rosa being on file in the clerk's office of Douglas County, Oregon, and is recorded on page 506 in Volume 37 of Deed record.

Beginning at a point S. 35 degrees 45 minutes W. 210.7 feet from the southwest corner of Lot 20 in Block 14 of the now vacated Townsite of Winchester, Douglas County, Oregon, and recorded in the Clerk's office at Roseburg, Douglas County, Oregon, on the 15th day of May, 1890 said corner being marked by an iron pipe 22 in. diameter 3 feet long, thence N. 35 degrees 25 minutes 14.33 feet; thence N. 12 degrees 42 minutes W. 105.5 feet thence N. 65 degrees 30 minutes E. 26.3 feet; thence S. 15 degrees E. 116 feet thence S. 30 degrees 20 minutes E. 121 feet; thence S. 35 degrees 45 minutes W. 22.8 feet to the place of beginning.

And pursuant to said order of sale levy and execution I will expose for sale and sell to the highest bidder for cash in hand as the law directs at the County Court House door at Roseburg, Oregon, on the 2nd day of September, 1916, at 1 o'clock p. m. of said day all of the interest of said defendant in and to said real property on the 11th day of September, 1912, and all interest of defendant therein since acquired or so much thereof as may be necessary to satisfy said judgment, interest, costs and accruing costs.

Dated this 7th day of August, 1916.

GEO. K. QUINE
Sheriff of Douglas Douglas County, Oregon. 850-8-28

When it Comes to Advertising Results Prove There is No Medium "Just as Good" as The Daily News for Douglas Co. Advertisers.

AFTERMATH OF NEW YORK'S EXPLOSION

Peter Raceta in hospital; three-inch shells found mile and a half from scene of explosion.

Raceta was captain of a small vessel which was destroyed when the terrific explosion of ammunition on Black Tom island shook New York last Sunday. His escape was miraculous. The little girl shown in the lower picture discovered these shells, intended for the allies, a mile and a half from the scene of the explosion.

C. A. Weyman and wife left this morning for Eugene where they will visit with friends and relatives for a few days.

If you want to buy or sell—if you have rooms to rent—if you have lost something, try a classified ad. They bring results.

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