

Dayton Tribune

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NEWS FROM COUNTY COURT

C. T. Long Gets Contract for Dryer Bridge at Dayton

Probate Court Transactions are Few
—Notes from the Circuit Court—
County Judge Officiates at Wedding
—Newslets Picked up at Random
Here and There.

The construction of the Dryer bridge at Dayton, a wooden structure has been let to C. T. Long, of McMinnville for \$1874.

Rex Hill Road Contract

The Rex Hill road contract was let to W. N. Trent for a total of \$3641.11; 32½ cts. per yard earth; 50 cts. per yard rock. This does not include rock-ing the road.

The concrete culvert goes to Hobson & Hoskins for \$319.

Probate Court

Estate Margaret Unruh Richardson, deceased; James W. Richardson appointed administrator and bond approved at \$200. C. W. Honnold, W. H. Logan and W. G. Hoffman appraisers for Yamhill county; Glenn E. Unruh, T. H. Cooksey and J. F. Unruh for Marion county.

Circuit Court Notes

Action for money; A. A. Waymire and F. E. Norton vs. Samuel Johnson; settled and dismissed.

Mechanic's Lien foreclosure; Walter Pittman vs. Bert Brooks and Jay Brooks, partners and S. E. Mitta; suit dismissed each party pay own costs.

Laura B. Ramage vs. David A. Ramage; divorce; decree as prayed for in complaint and alimony fixed in accordance with stipulation on file herein.

Around Court House

Jessie A. Craik and James O. Culver obtained a marriage license on July 12.

County Commissioner Gunning and County Clerk Wilson have gone to Tillamook on county business. They are making the trip by auto.

County Judge Marries Couple

County Judge J. B. Dodson officiated July 12 at the marriage of James O. Culver and Jessi A. Craik.

Rev. G. O. Oliver of the Amity M. E. church, on July 2, at the home of the bride officiated at the wedding of Paul Courtney Rees, of Polk county and Lillian Olga Mitchell of Yamhill county.

INDUSTRIAL REVIEW OF OREGON

Figures compiled by Forest Service show that the furniture manufacturers of Oregon use annually nearly seven million feet of lumber, more than half of which is Douglas fir and maple.

Bandon—Salmon cannery will operate under management.

Eugene—Fairmount Brick & Tile Co. get brick contract for Roseburg federal building and also for new Roseburg high school.

Dillard—Timber interests considering construction of logging road from here to tidewater on Coos Bay.

Corvallis—Large crew at work on electrification of West side S. P. lines into here.

Albany—The new plant of the Albany Fruit Juice Co., for the manufacture of a new drink from loganberry juice, has begun operations. The plant is modern in every respect and operated throughout by electricity furnished by the Oregon Power Company.

Reports received from nearly all sections of Douglas Co. indicate that this year's crop of prunes will far surpass previous years.

Coos Bay Times—"Close to three miles of track will be built by the

Beuhner Lumber company on North Coos river to tap their timber holdings in that section."

Baker—Construction of John Day Highway, which will connect the Columbia River Highway with Lincoln Highway, will be started soon.

The Dalles—Wasco County cherry stems are being shipped to Europe to make poisonous gas that is used by opposing armies in France.

Vale—Warm Springs District will build large dam. Work started again on Sunset oil well north of here.

Hillsboro Independent—"From the number of initiated and referred laws already on the list, it looks as though the paper shortage is to be further increased when it comes to printing the big ballot that will be necessary at the November election."

Albany Furniture Co. factory will be re-opened in about six weeks.

North Bend—Payrolls have increased 100 per cent since January 1.

Astoria is putting up a strong fight for a submarine base at port of Columbia.

Lake County—"It is estimated that the two creameries at Fremont are turning out over three tons of butter a month, requiring about ten tons of cream. What has become of the fellows who said cream could not be produced in this locality? In addition to this a home cheese factory is in operation here and one near Fort Rock." (Fort Rock Times)

Baker—Auto tourists spend \$7,400 here in five weeks.

Gresham—Three blocks on Main St. will be paved at once.

Grants Pass—Rich Tungsten strike reported on Eight Dollar Mountain.

Jackson County—25 men will work on 7,000 yard rock crushing contract for state highway.

Grants Pass—Utah Idaho Sugar beets here.

Though the railroads of the United States afford the public the public the cheapest freight rates and pay railroad employes the highest wages, the return to the 600,000 investors in railway securities is less than if their capital were invested in ordinary farm mortgages.

Salem—Quick nickelplating liquid for auto lamps, etc. invented and being manufactured here by W. R. Cline Co.

Paisley to have new \$30,000 high school.

Newberg—New cannery opened on 4th of July. Also have new loganberry juice plant.

The Dalles—Contract let for \$2,468 Madison St. subway.

Oregon gold output increased \$107,000 first 6 months of 1916 over same period 1915.

Marshfield—C. A. Smith Lumber Co. will build vessel in local ship yard with 1,250,000 capacity, designed to handle lumber by package system to be completed in 5 months.

Forest Grove to have new \$8,000 Christian Science Church.

Gardiner—Contract for building jetty at mouth of Uniqua let to Portland firm for \$151,000.

Allies have, in last year, paid \$1,500,000 for Oregon and Washington spruce for manufacture of war aeroplanes.

Fossil—Bonds sold and work will commence soon on manual training bldg.

Stanfield—Standard Oil Co. erecting warehouse, oil tanks, etc. here to serve as distributing plant for this section.

NOTICE

Sealed bids will be received at my office until the 24 day of July 1916, for painting the School House in School District No. 28 in Dayton, Oregon.

Specifications can be seen at my office, all bids to be accompanied with a certified check of 10 per cent of the amount bid.

The Board reserves the right to reject any or all bids.

W. T. H. Tucker
Clerk of School District No. 28

\$40,000 DEAL IS COMPLETED THIS MORNING

Smythe-Lonergan Co. Takes Over Property of Kopitke-Gill- landers Firm

NEW OWNERS IN CHARGE

Will Operate Ice Plant and Wood and Coal Business in Future

Announcement was made this morning of the purchase by the Smythe-Lonergan Co., a new corporation, of the Pendleton Ice & Cold Storage Co., from Earl Gillanders, who, since the death of Henry Kopitke, has been the principal owner of the ice, wood and coal business.

The transaction is one of the largest recently recorded in Umatilla county and the property is valued at about \$40,000. It includes, not only the artificial ice plant but the wood and coal business, which were operated until the death of the senior member of the Kopitke Gillanders firm, as separate business, though under the same ownership.

—Evening Tribune, Pendleton
Earl Gillanders is the son of Mr. and Mrs. John Gillanders of this city.

REUNION AND RALLY OF A. O. U. W. MEMBERS IN YAMHILL COUNTY

All A. O. U. W. members in this county are cordially invited, and urgently requested to meet in McMinnville, Saturday evening, July 29th at a Reunion and Rally, at which the Grand Lodge officers will be present and address the meeting. Supper will be served. The affair promises to be highly enjoyable as well as profitable in acquainting the membership with the present gratifying condition of the order and other information that every member should have. The A. O. U. W. has recently published statement showing a margin of safety of over \$91,000 and assets sufficient to meet all certificates as they mature by their terms. Every member in the county is invited to this meeting.

Alex Westerfield
J. G. Eckman

SHOULD ARBITRATE

Interest of Industry And Public Paramount

Ordinarily the public is not concerned with controversies between the railroad and their employes, but when a controversy reaches a state where a general strike and interruption of the service is threatened then the public is bound to take notice.

Employes in train and engine service on the railroads of the United States have demanded an increase in wages approximating \$100,000,000 a year, although they now are the highest paid class of labor in the world. The railway managers have declined to grant the demands but have offered to arbitrate. The employes have refused to arbitrate and are taking a strike vote.

It may as well be understood at the very start that the public is not going to sit idly by and fail to invoke its sovereign power. The railroads not only are public servants but as such have become a public necessity. To suspend operation or to seriously impair the service would entail both great loss and great hardship. Such a situation is at once intolerable and the public will not suffer it to exist.

The public will expect the trains to be run and business transacted in the usual orderly manner. Settlement of

the differences between the railroads and their employes must be effected without interruption of the service. If the present employes strike and refuse to operate the trains, then it is up to the management to fill their places with other men. The trains must be operated. The public will stand firmly on its rights in this respect.

The public will be all the more determined by reason of the refusal of the employes to arbitrate. For the principle of arbitration has been recognized and crystallized into law by all civilized nations and peoples.

If the demands of the employes are just they have nothing to fear from arbitration. If the demands are unjust they should not be acceded to. In any event the American people are committed to the principle of arbitration and they will stand on their sovereign right to exact obedience on the part of everyone. Under no circumstance or condition will the people suffer hardship or inconvenience resulting alone from a lone from a defiance of this principle by either the employer or employe.

In commenting on this proposed nation wide strike, the National City Bank of New York says:—"The consequences of a tie-up of the railways would be so disastrous that the public scarcely credits the possibility."

"The railroads have proposed that the entire controversy be submitted to the Inter State Commission for adjudication but offered to agree to arbitration under the Newlands act.

"This offer makes a strong appeal to the public. The members of the Inter-State Commission are the best informed men upon the railway situation in the country. The know whether or not it is practicable to reduce the trains to eight hours without reorganizing the whole service and greatly increasing the costs of operation. They know how the wages of the trainmen compare with wages of other railway employes, and with wages in other occupations. They know all about the ability of the companies to pay higher wages and whether or not it can be done without increasing rates. They can consider the entire subject of railway income and disbursements together, and if they conclude that wages should be higher, they would have, what no body else would have, the power to adjust rates to meet the new requirements. It cannot be said that the Commission is either with out adequate information or the judicial qualifications to deal with the case. The more the proposal is considered the more clearly it will appear to be the best possible disposition of the matter.

"It is not reasonable on the part of the trainmen to demand that their claims for more pay shall be allowed under duress, because they have power to tie up the transportation systems. The day has gone by for either the managers or employes to attempt to settle such an issue by force, without regard for the vast public interests involved."

Identified.

At a very fashionable and equally expensive tailor shop about town a certain middle aged out of town customer discovered that he lacked sufficient change to pay for his humble purchase, a pair of gray gloves.

"May I charge them?" he asked. "I find I haven't my checkbook with me."

"What was the name?" demanded the rather displeased tailor in peremptory manner.

He was told the name and address.

"Oh, that's all right, sir," exclaimed the tailor, now beaming with exaggerated affability. "Your son trades here."—Yale Record.

The Flowers That Bloom.

Cousin Ann—Mamie has been out riding with Jack every night for a week, and it's putting roses in her cheeks. Aunt Sue—Yes, and if it doesn't put orange blossoms in her hair I'll miss my guess.—Browning's Magazine.

Winter in Cuba.

The daily winter or dry season range of temperature in Cuba is from about 80 to 85 degrees.

FARM NEWS BY COUNTY AGENT

Cooperative Marketing of Livestock Started

Three Cars Have Been Shipped; Farmers Say it Pays.

The third cooperative shipment of livestock was made from Dayton, last Tuesday. The car was made up of 63 hogs and four steers owned by C. A. Hubbard, D. D. Warnock, M. French, J. A. Surgeon, H. Willard, and J. Newhouse.

The bulk of the hogs were sold at \$8.80 which was considered the top of the market although Mr. Willard's hogs sprung the market 10 cts. bringing \$8.90. The total shipping cost was 43 cts per cwt., the same as the car shipped from Yamhill a month ago.

Another car of hogs will be shipped from Carlton in a few days and a car of beef cattle two weeks later.

The farmers who have tried it say they are well pleased with this system of marketing. It seems to supply one of the few problems in cooperation that are workable under all conditions. Most cooperative enterprises must be financed and with many there are long delays before returns come. Neither of those objections have to be met in the case of livestock shipping. No investment is needed and returns usually come the next day.

The farmer of today strives to get the maximum amount of the price the consumer pays. Cooperative marketing is one way by which he can do this. In all the countries where cooperative marketing has been practiced the whole country has prospered. In our own state where only a limited amount of cooperative marketing has taken place the same results have been noted. Fruit and dairy products are about the only two that have been so marketed and it is a well known fact that where cooperative fruit associations or cooperative creameries have operated the highest prices have been received by the farmer.

When the farmer prospers all other industries prosper.

M. S. Shrock

County Agricultural Agent.

OREGON WANTS HER SHARE

The Commercial organizations of the state rendered valuable assistance at the time the Oregon-California Land Grant Bill was before Congress. While we lost our 40 40 fight, yet we did succeed in convincing many of the members of Congress that our demands were just.

The bill as passed provides that the funds from the sale of land and timber shall be divided as follows: 25 per cent to the State School Fund, 25 per cent to the Land Grant counties, 40 per cent to the general reclamation fund and 10 per cent to the Federal Treasury.

Congressman Sinnott has introduced an amendment to the bill providing that the 40 per cent go to the general reclamation projects in the state of Oregon. We are entitled to this.

Our delegation in Congress can be depended upon to go down the line, but the facts must be presented to the uninformed. We urge the people of our town and vicinity to write letters to any member of Congress with whom they may be acquainted asking their support of the measure. The personal letter is the best argument and it is to be hoped that a great many of our people will take advantage of it.

The contention is made that the 40 per cent referred to, whatever the general sum may be, should be spent for the reclamation of Oregon desert

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