

SANDY NEWS

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"For Sandy Always."



What Do You Think?

To one on the outside looking in, some things seem queer. For instance, our government has passed a shipping bill known as the Seaman's Act that in one sweep has wiped all the ships under the U. S. flag in foreign trade off the Pacific. At least the ships are gone and the owners, one and all, say this Act did it on account of raising cost of operation to a prohibitive figure.

Now come the same politicians and as long as private capital will not operate ships we will have Congress appropriate \$50,000,000 and run some ourselves.

In the meantime, reports say that American capital is financing Japanese and Chinese ships which will sail under those flags and in time of war would have to be used against the U. S. shippers now have to patronize these foreign ships if they wish to do foreign business.

The fact also remains that while our own government can regulate our own ships out of business, it cannot impose these regulations on the ships of another country.

Now to the common citizen who cannot see behind the scenes on the political state, this state of affairs is incomprehensible.

First, why shouldn't it be the duty of our own government to encourage our own people in the shipping industry?

Second, if by removing restrictions on our own ships that are not imposed on foreign ships, our own citizens would build and operate ships, why burden the taxpayers with a \$50,000,000 appropriation?

Third, if private owners cannot operate at a profit under this law, how could the government expect to do so? Wouldn't there be a deficit left to be raised by taxes each year?

Fourth, does not such a policy on the part of our government tend to discourage the development of our resources by private enterprise through the fear that any time some unnecessary or freak legislation may be imposed which will cause the investment to be worthless?

Will not this policy kill the spirit of development in our citizens that has made the U. S. the most enlightened and progressive nation of the world?

Can we afford to subjugate the people of the United States to an official aristocracy that gradually absorbs private enterprises, one after another? We believe not, as such a policy is di-

rectly opposite to the foundation of our government.

The Wrong Prescription.

A so-called "business doctor" in an address on why there are so many failures among manufactures on the Pacific Coast, told the students of one of the universities that it was due to bad systems of accounting and bad organization. He made no reference to high taxes, minimum wage and workingmen's compensation laws, over regulation by labor bureaus, demands for endless reports from red-tape departments and endless inspections. He thought the fundamental requirements were a kind of Y. M. C. A. righteousness and commercial college training. The surplus of economic theories emanating from universities are not one of the least obstacles to successful industries. Some of the universities teach radical socialist theories, not philosophical socialism, but the red-eyed variety that sends a cold chill down the backs of investors and makes bank depositors feel that their money is only safe when it is locked up in safety deposit vaults.

Responsibilities of Trainmen

The Supreme Court holds that they have duties which they cannot escape.

In a rear-end collision on the Great Northern Railroad a brakeman was killed. His heirs sued the railroad for damages and, although it was proved that his death was due to his own fault in neglecting to flag an approaching train, got a verdict.

That verdict has been set aside by the Supreme Court of the United States on the ground that damages could not be recovered for injury caused by ones own fault. Incidentally, the Court remarked on the responsibilities of trainmen as employees to whose faithful care is entrusted the lives of all who travel a responsibility, it may be added, which trainmen almost universally fully recognize and meet.

Contrasting Three Coast States.

President Eden; Superior Portland Cement Company, in an address at Seattle said:—"The political and economic experiments in state and municipal legislation has caused the investor to hesitate before placing his capital in Washington and Oregon. The attacks on public utility companies and the enactment of legislation of an experimental character are factors that prevent the location of new industries and the investment of money in this state.

"In contrast to the Pacific Northwest California is in a healthy condition of business and industry," said Mr. Eden. "Investors regard California as essentially sane in its attitude toward business. There can be no fundamental reason, except a difference in political attitudes why the North Pacific coast should not enjoy prosperity when California is in a condition of well being."

New Towns For Division Terminals.

The demand for an eight-hour day and pay-and-a-half for overtime by the our big trainmen's unions, refusing arbitration and threatening a nation-wide strike, is the vital problem before the American people.

With the railroads emerging out of a two-year period of depression, 25 per cent of them still in the hands of receivers, a few beginning to make earnings to replace ties and rails, it is a crucial demand.

Of course, the four big trainmen's unions know that all the other labor unions will back their demand, the

politician will sympathize with them, and on the face of things they seem to have it all their way.

But a new factor is arising--the economic disturbance created by the change if they win out, leaving aside the question out of whose pocket the \$100,000,000 increased operating expense will come.

Railroad earnings are on such a narrow margin that to escape the consequences of the big forced overtime, as all divisions are now arranged on a ten hour day, division terminals will have to be changed, would lose those advantages under an eight-hour day run, and new division terminals would have to be built out on the prairies on cheap land.

A few very large cities would remain terminals but all intermediate division terminals would have to be changed or there would have to be smaller trains made up and expense of operation nearly doubled.

The change to an arbitrary eight-hour basis would compell relocation of division terminals or cutting down train service with increased expense of handling the freight and passenger service.

Uncle Sam will have no difficulty in remembering those senators who are afflicted with india rubber backbones or ingrowing politics or both.

Submarines that are not powerful enough to operate without special legislation to protect them have no business in the game of war.

There are three ways of enjoying one's self in Springtime--being a plutocrat, a base ball player or a tramp.

You know, it'll not be long to Lima beans.

Senator Gore is evidently a typographical error. He should be spelled with the second letter of the alphabet.

The Senate decision that poker playing doesn't bar a man from office recalls the good old days when it was a prime recommendation.

Our idea of the new mysticism is how a woman can discover in a single night every new place a feller finds to keep his roll.

Seaking of preparedness nothing fires a man's soul like the sound of a dinner bell.

We are rapidly approaching the period when men can eat pear with their knives without being ostracized.

The Bureau of Social Hygiene reports that vice has been routed in Gotham. Still you'd better be careful.

Don't make yourself unhappy trying to be happy.

Pie, that knits up the raveled sleeve of care.

It isn't as easy to palm oneself off as a Ford son as it is to impersonate that make of car.

However, Baron Astor, will continue to receive much of his income from the land of his nativity.

That combination of chinchin collar and short skirt indicates that beauty's clothes are working away from the ground.

Between the python with appendicitis and the lion with a broken heart, the Chicago zoo, almost qualifies for the society page.

Even the poor have something to be thankful for. A shortage of rabbits is reported this year and rabbits are usually thrust upon the poor in large quantities.

WANT AND FOR SALE COLUMN

FOR SALE—One light spring wagon, with top, good for cream wagon. One 3 1/2 wagon for sale or trade.
P. T. Shelley, Sandy, Oregon.

FOR SALE—Pigs For Sale, ten weeks old.
Christ Gautenbein, Boring, Oregon.

FOR SALE—Good, sound dead-wood 16 inches. Apply to Joe Landree.

FOR SALE—At a low figure, 30 acres, 4 miles S. E. of Sandy, partly cleared, barn 30X36, good well, trees and small fruits, beautiful fir grove, attractive building site. Address
Laura R. Mack, Boring, Oregon.

FOR SALE—A heavy wagon, good as new, or will trade for a light one.
Mark Senske, Phone F. D., Boring.

FOR SALE—Black Minorka Eggs for hatching 15 for 50 cents. Mammoth Pekin Duck Eggs, 12 for 50 cents. Belgian Hares 25 cent and up. Mrs. Joel Jarl, Kelso.

For Sale—Good pure Oliv Oil. Apply to M. Boitano. Phone Sandy 10x.

FOR SALE

Very fine thoroughbred Jersey Bull calf two months old too good to veal. Will sell for \$12.00. Good chance to get a fine bull.

A. O. Sherman, Rull Run, Oregon.

FOR SALE—Thoroughbred Plymouth Rock eggs for sale. Mrs. George Waite.

SANDY FIR LUMBER CO.

Lumber, Shingles and Moulding
If you are in need of lumber let us quote you our prices.
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Phone 46

Sandy, - - - - Oregon

NOTICE

We will have English services at the Evangelical Lutheran Church every first Sunday of the month at 10:30 a. m., commencing Sunday, February 6th. Everybody is kindly invited.

Sandy Mail Auto Company

Auto service For All Occasions At Any Time.

Stage leaves Sandy at 6 a. m. and 2 p. m. Leaves Boring at 8 a. m. and 4 p. m. Daily including Sunday. For information call City Garage, Phones 6x1. Residence 65, Sandy, Oregon.

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A Stock of Groceries kept in Stock. Best Bread in the State of Oregon.

Fresh Fish every Friday. Will pay the highest cash price for Hides, Veal, Pork, Eggs &c.

L. E. HOFFMAN

A Huge Flower.

The largest bloom known to botanists is the "bo-o." It is found only on the island of Mindanao, the most southern of the Philippine group. Its scientific name is somewhat longer than its native name, the botanists recognizing it as *Rafflesia Schadenbergia*. The bo-o was first discovered in January, 1880, by an exploring expedition, headed by Dr. Alexander Schadenberg. A single flower weighs from eighteen to twenty pounds.

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Probably.

Wife—I don't know what makes Miss Crankleigh so positive about everything. Hub—Probably her sex, my dear.—Boston Transcript.

A bad man is worse when he pretends to be a saint.—Bacon.