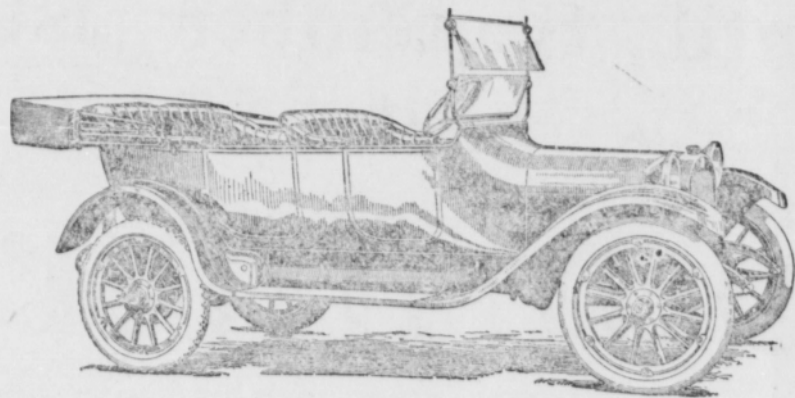


DODGE BROTHERS MOTOR CAR



AUTO REPAIRS

Car expense can be materially reduced by letting us do your repair work without delay. The longer you wait the bigger the bill will get. A slight defect today may develop into a bad break tomorrow if you keep on running. Don't delay, but see at once.

Agents for Dodge Bros. Cars. Accessories, Tires, &c., for all makes of cars. We have a good 2nd hand Dodge for sale at an attractive price.

Deaton & Proctor.

CHERRYVILLE

The hunting season is on.

Buck deer can now be shot from Tuesday of this week until October 31.

As soon as the big crop of oats are harvested several of our ranchers will try their luck for a taste of venison.

J. T. Friel, Jr. returned from a trip to Eastern Washington and Idaho last Saturday. He says Cherryville looks good to him after putting up with heat and bad water.

A. C. Runyan who has secured employment in Eastern Oregon near Kent says the water there would poison a dog. He has to try to slake his thirst with coffee.

The woods are full of campers, picnickers and berry pickers. They all enjoy the delightful days and the cool, refreshing nights as well as the pure mountain water.

There was a fisherman for pretty near every fish in Alder Creek last Sunday.

The event of last week was the wedding of C. W. (Dad) Miller, our merchant, to Mrs. E. L. Banta, which occurred last Thursday at Vancouver, Washington. The wedding party returned in the afternoon and a royal wedding dinner was given at the Hotel by Mrs. Friel in honor of the event to which all did credit including the scribe. As the shades of evening began to fall, neighbors and friends gathered in from all directions a serenade was given the newly-weds that made the woods ring. The groom responded with a treat for everybody and the whole affair passed off in great shape.

W. R. Allen and family took an auto ride over the great Columbia Highway last Sunday. They enjoyed the trip immensely and said it was estimated that over 3000 autos were over this great system enjoying the scenery and the delightful weather.

Millionaire Reed, of Portland, drove his car from Portland to this place last week in a little over one hour.

Bids Wanted.

Bids will be received at the office of the Recorder of the City of Sandy, for the hauling of crushed rock by the yard, from the crusher on the Bluff road to the Revenue county road from Center Street east. All bids must be in hands of the Recorder before 6 o'clock, p. m., August 21st.

F. E. Beckwith, Recorder.

The Bluffs.

Miss Mary Haley is spending her vacation with her sister, Mrs. W. F. Severn and family.

John Maroney returned from Washington last week.

I. H. Phipps has purchased a new Overland car.

The Sewing Club met with Mrs. T. Bowen last week; the next meeting will be at the home of Mrs. Paul Dunn.

Mrs. Barnum and Mrs. G. Harvison were the guests of Mrs. A. Baumbach last Friday evening.

Miss Bertha Albel spent Thursday and Friday with Mrs. Severn.

Agnes and Olga Gunderson of Sandy Ridge visited Mary Haley last Thursday.

Mrs. John Dunn spent last week with her sister, Mrs. John Stafford at Bridal Veil.

G. C. Maroney spent a few days of last week in Portland and went from there to Waldport.

G. Gilbertson was a Portland visitor one day last week.

Notice of Final Settlement

In the County Court of the State of Oregon for Clackamas County
In the matter of the estate of Aaron Updegrave, deceased

Notice is hereby given that Susie Updegrave, administratrix of the estate of Aaron Updegrave, deceased, has filed her final account of administration and has applied to this court for approval of said account and for an order distributing the assets and the discharge of said administratrix and to have her bondsman exonerated. That Monday, August 28th, 1916, at the hour of 10 o'clock, A. M. of said day at the Court Room of the County Court of Clackamas County, in Oregon City, Oregon, has been set as the time and place for hearing of objections to said final account and for the settlement and distribution of said estate.

Susie Updegrave,
Administratrix of the estate of Aaron Updegrave, deceased.
Hammond & Hammond, Attorneys for administratrix.
Date of 1st publication, July 20th, 1916.
Last publication, August 17th, 1916.

Counting chickens before they are hatched is a pleasant pastime, provided they do not creak in the pipping.

10C. DIME 10C.

Household Paint, Household Stain, Household Enamel, Stove Pipe Enamel, Screen Enamel, Furniture Polish, Automobile Polish, Metal Polish, Furniture Varnish, Interior Varnish, Liquid Wax, Dusting Oil, Varnish Gloss. All of the above put up in convenient cans and sold at 10c. the can. Usual price 15 & 25c.

W. J. WIRTZ, SANDY, OREGON

Ordinance No.

An Ordinance providing for the improvement of Center Street in the City of Sandy from the North line of the Revenue County Road abutting upon said Center Street to the South line of Park Avenue, to provide for the manner in which said Street shall be improved and declaring an assessment upon the abutting property in accordance with the Charter of the City of Sandy.

Section 1. The City Council of the City of Sandy deeming it expedient to improve Center Street in the City of Sandy from the North line of the Revenue County Road abutting upon said Center Street to the South line of Park Avenue in said City of Sandy does hereby ordain the said improvement shall be made by grading said Street to conform to the grade established by Ordinance No. 33 and by laying and establishing a roadway of crushed rock eight (8) feet in width along the center line of said Center Street, said roadway of crushed rock to extend four (4) feet each way from the center line of said Center Street, and said layer of crushed rock to be six (6) inches in depth in the center and taper uniformly toward each edge to a depth of four (4) inches on each edge of said roadway and the top of said roadway to be in conformity with the established grade of said Center St. as established by Ordinance No. 33, passed on the first day of March, 1915.

Section 2. An assessment is hereby made upon all Property abutting upon Center Street in the City of Sandy from the North line of the Revenue County Road abutting upon said Center Street and the South line of Park Avenue in the City of Sandy as listed in assessment roll number one (1) of the City of Sandy, the total amount of which assessment is two hundred and forty four dollars and sixty three cents \$244.63.

Read for the first time and ordered posted at a regular meeting of the Common Council of the City of Sandy, held on the 7th day of August, A. D. 1916 and to come up for final passage at a regular meeting of the said Council to be held on the 4th day of September, 1916.

Attest, F. E. Beckwith, Recorder.

Approved, Paul R. Meinig, Mayor.

Write to Your Congressman.

Chicago.—In an editorial demanding that congress empower the Interstate Commerce Commission to intervene in the railway wage controversy the Chicago Tribune says:

If there ever was a time for citizens to write to their congressmen it is now. The nation will have to intervene in this railroad strike for self protection. The nation wants justice done to both sides. Justice will not come from permitting a fight between the railroad employees and employers.

All that can possibly come of it will be intense suffering throughout the country.

The public will not long maintain the role of innocent bystander.

The Interstate Commerce Commission should be empowered to prevent this threatened railroad strike. Congress can so empower it.

This is a national emergency. Write to your congressman about it.

RAILROAD CRISIS IS UP TO CONGRESS

Strike Seems Certain Unless Federal Commission Acts.

IT REPRESENTS THE PUBLIC.

Brotherhood Leaders Reject Proposals, One of Which Provides For Interstate Commerce Commission as Arbitrator—Also Oppose Arbitration Provided by Law They Helped to Enact.

Washington.—Whether the wage controversy between the railways and their engineers, conductors, firemen and brakemen is to be settled peaceably or by a strike now seems to depend largely on what action congress will take on the proposal to refer the question to the Interstate Commerce Commission.

The national conference committee of the railways at the recent conference in New York with the train service brotherhoods proposed settlement either by submission to the Interstate Commerce Commission or by arbitration under the provisions of the Newlands law.

The brotherhood leaders promptly rejected both proposals, not only objecting to the Interstate Commerce Commission as an arbitrator, but expressing their determined opposition to the plan of arbitration provided by the law which they had helped to get enacted.

To meet the objection that the Interstate Commerce Commission now has no jurisdiction over railway wages the committee representing the railways proposed "that we jointly request congress to take such action as may be necessary to enable the commission to consider and promptly dispose of the questions involved."

Upon the failure of the companies and the labor organizations to reach an agreement the question was put up to congress in another form, in a resolution which was introduced by Senator Newlands on June 22 providing for an investigation by the commission of the whole subject of railway wages and their relation to railway earnings.

This resolution was proposed by the chamber of commerce of the United States after having been approved by a practically unanimous referendum vote of nearly 1,000 commercial organizations throughout the country. The Newlands resolution differs from the proposal of the railways. The latter refers only to the questions presented by the demands of the 18 per cent of railway employees engaged in train service and asks the commission to settle the controversy by a decision. The Newlands resolution is much broader and, without contemplating a final settlement by the commission, directs it to investigate and report on "the minimum, maximum and average wage paid, with hours of service, to each class of railroad employees in the United States," not merely the "big four" brotherhoods of train employees. The commission would also be directed to report on the hours and wages in other industries, the relation of wages to railroad revenues, the question of whether railroad revenues based on existing rates for transportation will admit of equally favorable terms to all classes of railway employees and "any other matter in this connection that the commission may deem relevant."

The brotherhoods object strenuously to any idea of a federal tribunal fixing wages and declare that an investigation by the commission would only serve to delay matters. The only proposal they have made is that their demands be granted in full, with the alternative of a nation wide strike. They insist that the railroads will be more inclined to yield to their demands when confronted with a strike vote.

In their reply to the brotherhoods the railways advanced as their reasons for proposing to refer the question to the Interstate Commerce Commission that it is "the only tribunal which by reason of its accumulated information

bearing on railway conditions and its control of the revenue of the railways is in a position to consider and protect the rights and equities of all the interests affected and to provide additional revenues necessary to meet the added cost of operation in case your proposals are found by the commission to be just and reasonable."

Whereas a board of arbitration constituted under the Newlands act could pass only on the questions presented to it in an arbitration agreement signed by both parties and would in no way represent the interests of the public in the controversy, the Interstate Commerce Commission would not be so restricted and could consider the relation of the wages of the train and engine men to those of the other employees, as well as the necessary effect of an increase in wages on the rates to be paid by the public.

Without the support of public opinion the railway brotherhoods could not win a strike.—Milwaukee Free Press.

If higher wages are due to the men higher rates are coincidentally due to the railroads.—New York Tribune.

A general strike, tying up the railroads of the country, is inconceivable.—Philadelphia Bulletin.

AN INFARE DINNER.

It Used to Be an Important Function For the Newly Wedded.

Were you ever invited to an infare dinner? You are familiar with the "house warming" that is as likely to take place in midsummer as any other season, and if you are a business man you cannot have escaped the demand for a floral tribute when some new firm has embarked in your particular line of trade or profession.

But the chances are that if you know anything definite about an infare dinner you are either too old to care about discussing it or you are of Scotch or North of England origin, unless, of course, you happen to have spent most of your life in Indiana. In the latter event you learned all about a charming custom from your mother or grandmother.

In rural Indiana the old ceremonial has even yet not gone the way of most of the ceremonial practices of our ancestors, for it is still observed in a modified form. However, there is no sinister meaning attached to its omission, as was the case two generations ago.

In the days of our grandparents if the groom's mother failed to invite the bride to the infare dinner the day following the wedding it meant one thing and one thing only—that she was not to be regarded as a member of her husband's family. The dinner was usually a more elaborate affair than the wedding supper at the bride's father's house the previous evening. It was served at high noon and included the entire bridal party, although in Scotland the bride was supposed to leave all her own kindred behind when she went to eat the dinner cooked by her mother-in-law.—St. Louis Globe-Democrat.

He Saved Time.

An English weaver who had spent two or three years in America was paying a visit to the old mill to see some of his former workmates.

One of them said to him: "I hear it's all hustle and bustle in America. In fact, you 'aven't time to eat."

"Hustle and bustle," said the visitor. "Why, when I left here I spelt my name 'Mirrill,' but now I spelt it 'Merrell'."

"How's that?" asked his friend. "Because," replied the Americanized one, "I haven't time to dot the 'i's'—Exchange.

Prison Uplift.

Visitor—But whatever induced you to take up safe cracking for a living?

"Oh, I dunno, lady! I guess I had a natural gift for it."—Life.

Loving kindness is greater than laws, and the charities of life are more than all ceremonies.—Talmud.

USE

Mt. Hood Butter

Always Good

Honest Weight, Tests and Prices to Producers