

Last Rites Held For Fort Dick Dairyman

SMITH RIVER—Harry Bailey, 67, prominent Del Norte dairyman for many years, in the Fort Dick area, passed away Jan. 25, at Seaside hospital following a long illness. Funeral services were held Friday afternoon from Wier Mortuary, Crescent City, with Rev. J. L. Butler officiating.

Mr. Bailey was born Aug. 1, 1881, near Smith River, and followed dairying until a few years ago when he retired.

Surviving are his widow, Ethel, three daughters, Gladys Mobley and Helen Wetherall of Fort Dick, and Betty Gendry of Oakland, and six grandchildren. He also leaves two sisters, Mrs. Lottie Hamilton of Crescent City, Mrs. Ione Winters of Nevada, and brother Clarence of Klamath Falls. Interment was in the family plot in Smith River cemetery.

Co-Operative Creamery Met

Annual meeting of Del Norte Co-operative Creamery will be held Feb. 5 at the Smith River community hall. To open at 10:30 the meeting will be in charge of Henry Westbrook. A buffet luncheon will be served at noon.

Indians Serve Dinner, Sunday

The dinner served by Del Norte Indian Welfare association, Sunday, Jan. 30 at the community hall, 1 to 5 p. m. was well attended. Proceeds from the affair will go toward sending a delegate to Washington. Mrs. Sadie Gorbet was chairman of the affair.

Smith River Local News

Mr. and Mrs. Ernest Maas of Eureka spent the week-end here visiting their many friends. They are former residents of this vicinity.

Mrs. Eva Hill is recovering from an attack of flu, at the

home of her son and daughter-in-law, Mr. and Mrs. Don Crockett of Harbor.

Community Club Discusses Library

Harbor Community club met Friday afternoon at the Grange hall, at which considerable discussion was heard as to ways and means of raising money to carry on Chetco Community library, sponsored by the club.

Tentative plans were made to hold an antique exhibit and tea, on Washington's birthday, Feb. 22, and a benefit dance on Saturday, Feb. 26.

Mrs. Marie Hempel was in charge of recreation hour, and conducted several interesting games. Mrs. L. A. Humphreys, an early Oregon settler, gave an interesting talk on her life experiences. Mrs. Bertha Moore

read an article from the Oregon Journal, which was enjoyed.

Following the meeting a social hour was spent in visiting, with refreshments of pineapple upside don cake and coffee served by Hulda Gardner and Tora Gustafson.

Rotary Club Bills Ambulance Benefit

Taking a lead to help replenish the ambulance fund, Brookings Rotary club has set Saturday evening, Feb. 12 as time for a benefit dance to be held at Chetco Grange.

In charge of the affair are Lloyd Stefani and Leo Lucas, on the ambulance committee. Advance tickets will reach the public Saturday.

Bruins Lose Two Games

Both teams of Brookings high

were defeated at Crescent City Tuesday evening. The B string game ended 21 to 19, while the A string game ended 47 to 34, reports say.

Blair Gould will leave Friday noon for Eugene where he will be guest of his son, Gene, during Dads Day festivities. He will return home Monday.

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Also we are still selling quite a number of articles for different ones, so, if you have unwanted things in your way, let us know and perhaps we can turn them into cash for you. And if you are looking for a special item for the home or field come in and look the list over. Everything from Fur Coats to Fertilizer Hoppers.

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3 acres, beautiful view of river and ocean, small house, electricity, spring water piped to house, large chicken house and run, tool or woodshed, orchard, berries, garden and stream. It is fenced. Price only \$2875 with \$875 down, excellent terms.

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This is a diesel ... a modern locomotive that means better service to you

Leaders of two unions think it's a feather-bed ... a "make work" grab that means less service to you.

● Leaders of unions representing railroad engineers and firemen seek to force railroads to add extra, needless men on diesel locomotives. This is sheer waste—a "make-work" program which would mean fewer improvements and higher costs—for YOU!

Railroads use modern diesel locomotives because they are one of the means of giving faster, better service to you.

Two men compose the crew of a diesel. They occupy a clean, comfortable cab at the front. The engineer handles the throttle. The fireman sits and watches the track ahead. With no coal to shovel, he has practically nothing else to do.

No Benefit To You

Now the leaders of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen want to use the diesel locomotive as a means of forcing a feather-bedding scheme on the railroads. The extra men they propose to add to the diesel crews are not needed. There is no work for them.

The union leaders are fighting among themselves about which union should furnish these extra, needless men. The Brotherhood of Locomotive Engineers have even threatened a strike. You may not be interested in this dispute of these two unions, but you would be vitally concerned if these groups succeed in putting through this feather-bedding scheme, because it would mean a slowing up of the improvement program of the railroads—of which the diesel is the outstanding symbol. Diesel crews are among the highest paid

railroad employees—real aristocrats of labor! Their pay is high by any standard. Granting of these demands, therefore, would mean that the railroads would be paying out millions in unearned wages to those in the very highest pay brackets.

We'd Like To Spend This Money On You

You know how much the diesel has meant to you in increased speed, comfort and convenience. The railroads have many more of them on order for even greater improvement in service to you. But needless drains of money, such as this present demand of the unions for needless men on diesels, reduce the ability of the railroads to spend money on better service for you.

Proud as the railroads are of the diesel, it is only a small part of their improvement program. Since the War, literally billions of dollars have been spent on improvement of

tracks and stations, on new passenger and freight cars, as well as on diesel locomotives, and on the many other less conspicuous details of railroading that contribute to improved service.

Feather-Bedding Means Less Service To You

But brazen feather-bedding schemes like the one now proposed would, if successful, divert large sums of money from our present improvement programs. Even worse, they make improvements like the diesel worthless, by making the cost of their operation prohibitive.

These demands are against YOUR interests—as well as those of the railroads. They are schemes to "make work". Neither you nor the railroads should be forced to pay such a penalty for progress.

That's why the railroads are resisting these "make work" demands to the last ditch—and why they are telling you about them.



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