

Stayton Standard

Devoted to the interests of Stayton and adjacent territory.

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AMERICANISM

Since the close of the revolutionary war some 140 years ago the people of Europe have been pouring into this country we might say by the millions seeking a haven of political freedom and religious liberty and this country has received them with open arms. Out of this conglomerate mass of humanity has been evolved a nation that stands preeminently head and shoulders above every other nation on the face of God's green foot stool until today the eyes of the entire world are focused on the youngest, wealthiest and most glorious nation on earth and the question has been asked many times by all the world what will America do? We have steadily gone forward minded our own business, watchful of the interests of our citizens and always championing the rights of humanity never at any time allowing ourselves to be drawn war of conquest.

In the great crisis that the country is facing today we often hear the question asked what will our German-born citizens do now? What stand will they take if war comes? This question is more easily answered by asking what did the English born citizens do in 1776 and 1812?

One thing is certain our Foreign born citizens be they German, English, French or any other nationality in most cases put us native Americans to shame when it comes to patriotism and loyalty to the Stars and Stripes and to our American institutions for they know what the tyrannical forms of government they forsook are like and are appreciative of the liberty and freedom they enjoy in their adopted country and under their new flag while Americans always having enjoyed these blessings are not as appreciative of them as they ought to be, but when the call comes we will all both great and small Jew, Greek German, French, English and the natives of the islands of the seas rally to the support of Old Glory and see that the Stars and Stripes shall always float over the home of the brave and the land of the free.

Capital and Railroads

Texas has an area of 265,896 square miles. Its estimated population in 1917 is 4,472,494. It is sparsely populated for its size. It is still in the infancy of its development. Its immense stretch of land, still cheap offers unbounded opportunities of agriculture. Its industrial prosperity has but begun. In this gigantic state in 1916, its railroad commission tells us, 19.35 miles of railroad were built. The Galveston News says:

"If, then, Texas needs more railroad mileage, and if the supply of idle investment capital is abundant beyond all precedent, what is the explanation of the fact that last year only nineteen miles of railroad were built in Texas? It seems to us it can be explained upon only one hypothesis, and that is that railroad building in Texas is not an inviting form of investment, and this at a time when capital is busily looking for investment opportunities."

That is respectfully submitted

to the Texas railroad commission to the Interstate Commerce Commission, to Congress, and all citizens of sober mind.

And it might well be submitted to members of several western legislatures who are considering legislation discouraging to railroad development.

Capital not Going into American Ships

The Examiner says San Francisco will never attain maritime supremacy so long as we permit the stranger to own and operate the great bulk of overseas shipping. It says the Bay has now great shipbuilding plants that can turn out a 10,000 ton ship in sixteen days but they are building them all for foreign shipping firms.

It asks why are not American capitalists arranging to carry our flag and our commerce overseas, and why they are not alive to the opportunities of overseas commerce?

It shows how Japanese are grabbing the trade between the Pacific Coast and the Orient, and how San Francisco Chinese are maintaining the American flag on the Pacific. It shows how a merchant vessel sails from the Philippines under the American flag, and how Holland shipping has taken the trade from our ports that formerly went to the East Indies. There was never a better demonstration of the value to our country of direct steamship communication, to say nothing of money paid for freight going and coming to foreigners.

The Examiner says it is complained that our laws do not favor upbuilding of an American merchant marine, and that our laws are less fair, and that we are far behind even little New Zealand. Capital is here in great abundance for investment, but it will not go into building American-owned ships because they cannot compete with shipping of other countries under our laws.

The La Follette law drawn up by President Fureseth of the Seaman's union, and President Gompers of the Labor union, and put over for the purpose of catching the labor vote for congress is doing the trick. What show will our country stand in gaining its share of commerce of the world against countries where government encourages capital to go into ownership of overseas shipping?

We are nobly trying to lift by legislature the standard of wages and employment of men to man our ships, and regulate capital that goes into them, but the rest of the world will be slow to accept. In the meantime, American business men would be foolish to put their money into shipping enterprises in open competition they are not permitted to meet by the laws of their own country, and we will have no overseas shipping to speak of and the American flag will disappear from the seven seas and is not even respected by all labor unions.

West Interested in Conservation

For two years The Standard has been pounding away on the so-called "conservation policies" of the government in tying up Western oil fields, waterpowers, mines, etc.

We have shown how the Eastern theorist, with nothing at stake, has been trying his experiments on the West and how western industries were killed and handicapped by such a policy. In commenting along the same lines the San Francisco Chronicle in a recent issue says:

"Shall the West, with its intimate knowledge of the needs of its great industries in their progress toward a more speedy development for the vast resources of the Pacific Coast States, be heard in the determination of

the Nation's policy of conservation and control of the public domain?"

"Or shall a small coterie of theorists living for the most part on the Atlantic seaboard, between Boston and New York, continue to retard development by dictating the conservation policy for the whole United States? These are the questions—the issue that is demanding a sane and progressive solution.

"The phenomenal recent development of the mining industry in the West that has come with the increased price of metals and the wider market for petroleum, is bringing this issue to the attention of the Nation. Oil men, timbermen, mining men, and hydro-electric enterprises are demanding a solution of the conservation problems in which the West shall have a proper hearing. The relation of the public domain the government lands held in reserve as well as the unreserved and unpatented lands, to the immediate industrial and commercial development of the Nation, is a relation so important that its solution is destined to determine the character and progress of that development.

"The hydro-electric development must contend with restrictions that hinder the use of a power which is running to waste; and which no use can destroy as long as the sun shines. Congress should pass remedial legislation for these industries without more delay."

A Good Measure

The Public Convenience and necessity measure asked by the Oregon Railroad Commission as an extension of its power, is a good proposition. It tends to protect the public and encourage investment of capital by assuring it a square deal and freedom from piratical competition. It would cost the taxpayers no additional money and would come within the scope of the present commission.

It is now established as a recognized fact that competition in the public utility field is a useless duplication of function and an additional expense to the consumer.

There is no excuse for competition when the rates and service of a public service corporation are regulated by the state and it is now an adopted principle that if the state is to regulate the activities of these corporations it must, in justice, protect them from useless competition. Wisconsin, California, Illinois and many other leading states adopted this principle and hold that so long as an existing company in a given field renders sufficient and satisfactory service, unwarranted competition will not be permitted.

This policy has done much to encourage the investment of capital in large power enterprises in California and would be a great inducement to such undertaking in Oregon.—The Manufacturer.

Kingston News

Mrs. Roy Brenner spent Thursday in Stayton.

John Pietrok, tle Maxwell agent, sold a car last week.

Mrs. Alice Baker spent Thursday with Mrs. J. A. Brand.

Marion Maloon called at the M. S. Titus home Wednesday.

Mrs. V. Philippi called at the A. McKenzie home Wednesday.

Glenn Philippi spent Saturday afternoon with Herman and Willie Ruetters.

A crowd of little folk were entertained Sunday by Marcile Baker in honor of her sixth birthday. Those present were Edna Crabtree, Avalene and Mildred Clayton, Nettie Gardner Herman and Mildred Gassner, Rosalie and Myrtle Archie. The time was spent in playing games and a dainty luncheon was served. All reported a

No Specials on Saturday

But Just Every day Prices
Oranges good sweet Naval dozen 10cts.
Fresh Lettuce Every day
Fresh Cabbage Every day

When in Need of Anything in the Grocery Line Call on US

3000 lbs. Oyster shell Just Arrived will make low prices to sell quick

To People that wish to buy Potatoes in sack lots better get our price before buying Elsewhere

Highest Price paid for Produce
W. F. KLECKER

Blossom Time in the Golden State

A friend just back from Southern California says: "The weather was fine, in fact too warm for heavy clothes. Many were bathing at the beaches. Oranges were ripe in the valleys, while the mountains nearby were covered with snow."

Take a vacation trip now where life is different; where climate surroundings and amusements are out of the ordinary. Spend a different February.

Three Trains Daily

Scenic Shasta Route

will take you there in comfort. Ask the agent.

JOHN M. SCOTT, General Passenger Agent
Portland, Ore.

SOUTHERN PACIFIC LINES
California Orange Day, March 10

good time.

V. P. Pietrok who has been very ill for the past week is reported about the same.

Mrs. P. P. Crabtree was a Kingston caller Monday.

Mr. and Mrs. Mentz called at the V. Pietrok home Monday.

Mrs. P. P. Crabtree was a school caller Monday.

Howell News

A Surprize birthday party was given last Tuesday Feb. 6th on Mrs. A. Ruef at her home.

Those present were Mr. and Mrs. T. J. Ware and family, Mr. and Mrs. Bill Lake and son, Mr. and Mrs. A. P. Kirsch and family Mr. and Mrs. Arch Kinsey and family Mr. A. Imper, Mr. and Mrs. Baker, Mrs. Smith, daughter and son, Master E. Thomas. A delightful evening was reported by all present, lunch was served at a late hour after which the guests departed expressing their thanks and best wishes for many more birthdays.

A. P. Kirsch had a tire blow out last Sunday.

O. Smith bought a team of horses from Ben Getien.

Cottage Grove—Utah Idaho Sugar Co. contracting beets at \$6.50 f. o. b. ears here. The Sugar factory recently built at Grants Pass is a great asset to farmers of that section as it permits development of one of the most staple farm crops, sugar beets.

Last Notice of Executor.

To Whom It May Concern: Notice is hereby given that the undersigned, A. Lainck, executor of the estate of Apollonia Gehlen, deceased, has this day filed in the county court of Marion County, State of Oregon, his final account in said estate, and said court has fixed and appointed Monday, March 12th, 1917, at the hour of 10 o'clock A. M. of said day, at the county court room in the county court house, in said county and state, as the time and place for the hearing of any objections to such final account, and for the settlement thereof.

Dated February 6, 1917.
Care: F. Martin, Attorney for the estate.
A. LAINCK, Executor of the estate of Apollonia Gehlen, deceased.

Administrator's Notice

Notice is hereby given that the undersigned, by an order of the County Court of the State of Oregon for the County of Marion, duly made and entered on the 30th day of December, 1916, was appointed administrator of the estate of Alexander M. Gifford, deceased, and that he has duly qualified as such administrator. All persons having claims against said estate are hereby notified to present the same duly verified as required by law to said administrator at Salem, Marion County, Oregon, within six months of the date of this notice.

Dated this 14th day of February, 1917.
Jas. G. Helzel, Administrator of the estate of Alexander M. Gifford, deceased.
4755

A. C. EATON NATUROPATH and OPTOMETRIST

Office north of Beauchamp's Drug Store. Consultation Free. Phone 345

DR. P. H. MAY

The old Chiropractor should be consulted for all acute and chronic diseases. He can make you well.

Hubbard Bldg. SALEM, ORE.

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Treats all Domestic Animals. Also applies the Tuberculin test. Telephone 3x7

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S. H. HELTZEL

ATTORNEY-AT-LAW

NOTARY PUBLIC

V. A. GOODE

LAWYER and NOTARY PUBLIC

Office Room No. 6, Roy Bldg.

Dr. O. L. Scott, D. C.

Chiropractic Spinalologist

Graduate Palmer Fountain Head School of Chiropractic

Try Chiropractic Spinal Adjustments and get well.

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Office in Lanceland Building

STAYTON, OREGON

Stayton Meat Market

SESTAK & THOMAS

PROPRIETORS

Fresh, Salt and Cured

MEATS

Creamery Butter and Lard

Highest Market Price

Paid for Fat Stock

Change of Schedule

To take effect Oct. 1st

STAYTON-SALEM

STAYTON-KINGSTON

AUTO STAGE

Stand in front of Klett's Billiard Parlor opposite Oregon Electric Depot, Salem Phone No. 63

Every Day, Sundays Included

Lv Stayton for Kingston, connect motor.....

" Kingston for Stayton.....

Ar Stayton.....

Lv Stayton for Salem.....

" Sublimity.....

" Aumsville.....

" Turner.....

Ar Salem, meets Oregon Electric.....

Lv Oregon Electric depot.....

Ar Turner.....

" Aumsville.....

" Sublimity.....

" Stayton.....

Lv Stayton for Kingston, connect motor.....

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