

"QUEEN LITHIA" TO RULE AT ASHLAND

Miss Weisenburger Is Elected, While Miss Emma Jenkins Will Be Maid.

FUN TO LAST THREE DAYS

Southern Oregon Town in Gala Array for Big Celebration of July 4, 5 and 6—Elaborate Programme Is Prepared.

ASHLAND, Or., July 2.—(Special.)—Miss Mary Weisenburger has been elected "Queen Lithia" of the celebration here July 4 to 6. She is the daughter of Mr. and Mrs. C. C. Weisenburger, and is a graduate of the class of 1916 of Ashland High School. She received 19,600 votes as candidate of the Shriners, and Miss Emma Jenkins received the support of the Elks with 154,600 votes. Both are popular society belles. By vote of previous stipulations, Miss Jenkins will serve the queen as maid of honor.

ASHLAND YOUNG WOMAN WHO IS ELECTED QUEEN OF SPRINGS PARK CELEBRATION.



—Photo by Studio Ashland, Ashland, Or. MISS MARY WEISENBURGER.

SHIP IS UNLOADED

Nonunion Men Work Japanese Vessel at San Diego.

UNION PICKETS ON WATCH

Similar Condition Exists in Portland in Connection With Rose City. Protest Meeting Is Held at Seattle.

SAN DIEGO, Cal., July 2.—Nonunion lumber handlers, guarded by a detail of police and private watchmen, worked today unloading the 900,000 feet of hardwood brought here from Otaru Japan, by the Japanese freighter Kosoku Maru. Groups of union longshoremen picketed the end of the wharf where the vessel was tied, but there was no friction.

FIVE IN BASEBALL SERIES

Schedule Made for Chautauqua Championship Games.

OREGON CITY, Or., July 2.—(Special.)—The schedule of baseball games for Chautauqua at Gladstone Park was made public by the athletic committee today. Oregon City Redmen, Canby, Estacada, Wilsonville and Clear Creek are the baseball nine to contend for the Chautauqua championship. William Buraside of Portland is to umpire the series. Games will be played each day except Sunday. The schedule is as follows:

ROSE CITY IS UNLOADED HERE

Strikers Do Picket Duty While Strikebreakers Work.

The work of unloading the "Big Three" liner Rose City at the Alna worth dock continued yesterday with a force of non-union men. No difficulty was experienced, although pickets of strikers were busy. A squad of police was stationed at the dock to prevent any clash.

SEATTLE STRIKERS PROTEST

Presence of Armed Guards on Waterfront Objected To.

McKENZIE PASS SNOW DEEP

EUGENE, Or., July 2.—(Special.)—There is yet 10 feet of snow on the McKenzie Pass, according to information received in a letter from Ray Goodrich and Luke Goodrich, Eugene bankers, who have abandoned their plan to return to Eugene by that route, after traveling by automobile to Yellowstone National Park. They had intended to return through the pass, but were informed on arriving at Bend by motor travelers that the snow was too deep to attempt the trip.

DR. J. D. DUBACK

BEST GLASSES FOR LESS EYESIGHT SPECIALIST

BRILLIANTSHINE

MERCHANTS UNLOAD VESSEL

PETITION STIRS COOS BAY

JUSTICE'S EFFORT TO REMOVE POSTMASTER CREATES FEELING

ILLNESS DELAYS CONFERENCE

SAN FRANCISCO, July 2.—Conferees that were to have been held today with a view to finding a ground for settlement of the longshoremen's strike were postponed on account of the illness of J. F. Foley, president of the International Longshoremen's Association, who it was reported, was confined to his bed.

MEETING IS FOR WOMEN

Dr. Francis J. Hall to Conduct Special Sessions Today.

NOMINEE IS NOT QUALIFIED

Lane Democrat to Withdraw From Race for School Superintendent.

SCHOOL CONTRACT IS LET

University of Oregon Graduate to Teach at Milwaukie.

MILWAUKIE, Or., July 2.—(Special.)

HENEY OUT FOR WILSON

Californian Says He Cannot Follow T. K. Back to Party.

LOS ANGELES, July 2.—Francis J. Heney, candidate for United States Senator on the Progressive ticket in 1914, and one of the California Progressive party leaders, pledged his support to President Wilson in a statement addressed to the President and issued today.

NORTH BEND TO GET DEPOTS

Southern Pacific Orders Erection of Two Structures.

MARSHFIELD, Or., July 2.—(Special.)

ATTRACTION EXTRAORDINARY

WILLIAM S. HART

"THE APOSTLE OF VENGEANCE"

FAY TINCHER

"The Two o'Clock Train"

The Jomelli Trio

Rare Musical Treat.

COLUMBIA

6TH AND WASHINGTON.

Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion, and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:

- 1. Preferably by submission to the Interstate Commerce Commission, 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 revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, 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; or
2. By arbitration in accordance with the provisions of the Federal law' (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preference of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways

- ELISHA LEE, Chairman
F. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
C. I. BARBO, Gen'l Manager, New York, New Haven & Hartford Railroad.
B. H. COOPMAN, Vice-President, Southern Railway.
B. E. COTTER, Gen'l Manager, Washash Railway.
P. E. CROWLEY, Asst. Vice-President, New York Central Railroad.
G. H. EMERSON, Gen'l Manager, Great Northern Railway.
C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway.
E. W. GRICE, Gen'l Supt. Trains, Chesapeake & Ohio Railway.
A. S. GREIG, Asst. to Receiver, St. Louis & San Francisco Railroad.
C. W. KOUNS, Gen'l Manager, Atchafalaya, Topeka & Santa Fe Railway.
H. W. McMASTER, Gen'l Manager, Wheeling & Lake Erie Railroad.
N. D. MAHER, Vice-President, N. & W. Western Railway.
JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
A. M. SCHUYER, Resident Vice-Prs., Pennsylvania Lines West.
W. L. SEDDON, Vice-President, Seaboard Air Line Railway.
A. J. STONE, Vice-President, Erie Railroad.
G. S. WAID, Vice-Prs. & Gen'l Mgr., Sunset Central Lines.

Justice of the Peace, is circulating a petition among North Bend voters asking for the appointment of George D. Mandigo as Postmaster of the city in place of J. T. McGuire, who was recently appointed under the Wilson administration. Mr. McGuire has just been convicted in the Circuit Court of slander against Miss Amelia Voiz, a clerk in the Postoffice who was discharged. There was also a complaint against Mr. McGuire by Miss Voiz, charging him with assault, but this was dismissed, following the first conviction. The petitions are not being signed freely and the campaign is creating considerable ill feeling in North Bend.

Father Wants Son Out of Army. ALBANY, Or., July 2.—(Special.)—Francis Albers, a 17-year-old boy of Gray Station, near Albany, enlisted in the Oregon National Guard last week and went to California with the First Battalion. His father, J. W. Albers, says the boy ran away to enlist and that he was only 16 when he signed the muster roll, today being his 17th birthday. Mr. Albers wants to secure the lad's release from the Army.

Advertisement for Northwestern National Bank, featuring a large illustration of the bank building and text: \$45,000 was the approximate amount of interest distributed among our 12,000 Savings Patrons Saturday, July 1st. Why don't you open a Savings Account today? \$1.00 will start one. The Northwestern National Bank, Northwestern Bank Building, Sixth and Morrison, Portland, Oregon.

DR. J. D. DUBACK

BRILLIANTSHINE