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A good oil stove is just like cooking with city gas. If you haven't a New Perfection you've missed comfort for years. Bakes, broils, roasts, toasts. More efficient than your wood or coal stove, and costs less to operate. Cuts out the rust-bud and wood-bud drag-out. Keeps your kitchen cool. The long blue chimneys prevent smoke or odor. In 1, 2, 3 and 4 burner sizes, never separate. Also Cabinet Models with Fireless Cooking Oven. Ask your dealer today.

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# RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1747	\$2195	\$1537	\$2071	\$1056	\$1378
	3094		3076		2445	
Conductors	1543	1878	1454	1935	1151	1355
	2789		2933		2045	
Firemen	1073	1317	751	1181	418	973
	2078		2059		1552	
Workmen	854	967	874	1135	862	1107
	1719		1961		1821	

The average yearly wage payments to all Western train employes (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	\$2038	\$1737	\$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Workmen	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

### National Conference Committee of the Railways

- ELISHA LEE, Chairman.
- D. B. ALBERT, Gen'l Manager, Atlantic Coast Line Railroad.
- D. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
- C. L. BARD, Gen'l Manager, New York, New Haven & Hartford Railroad.
- D. H. CHAPMAN, Vice-President, Wash. and Annapolis Railway.
- E. S. COOPER, Gen'l Manager, Wash. Railway.
- D. S. COOPER, Asst. Vice-President, New York Central Railroad.
- D. S. EMERSON, Gen'l Manager, West Virginia Railway.
- C. H. FRYING, Gen'l Manager, Philadelphia & Reading Railway.
- D. W. GIBBS, Asst. to President, Chesapeake & Ohio Railway.
- A. B. CREEG, Asst. to Receiver, St. Louis & San Francisco Railroad.
- C. W. KOURN, Gen'l Manager, Ashland, Tappan & Santa Fe Railway, Wheeling and Lake Erie Railroad.
- H. D. HANER, Vice-President, Norfolk and West Virginia Railway.
- JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
- A. M. SCHUYER, Resident Vice-President, Pennsylvania Lines West.
- W. L. EDWARDS, Vice-President, Richmond Allegheny Railway.
- A. J. STONE, Vice-President, Erie Railroad.
- C. A. W. AID, Vice-President & Gen'l Manager, Great Central Lines.

## WESTON LEADER

CLARK WOOD, Publisher

**SUBSCRIPTION RATES**  
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The Year ..... \$1.20  
Six Months ..... 0.75  
Four Months ..... 0.50

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Per inch per month ..... \$0.50  
Per inch, one insertion ..... 20  
Locals, per line each insertion ..... 05

FRIDAY JULY 24, 1916

Entered at the postoffice at Weston, Oregon, as second class mail matter.

### "LITTLE TOWN NORMALS."

The East Oregonian closes a leading editorial entitled "Why Weston is Eliminated," with the words:

"Oregon has passed through the little town normal stage and finding such schools unsatisfactory has wiped them off the slate—with the exception of the Monmouth school. The reconstruction period is now at hand and the Pendleton measure offers a sane and meritorious solution of the problem."

So that's the reason, is it? We hasten to welcome this evidence of Pendleton's self-sacrificing and exalted spirit! "With characteristic vigor and earnestness" it is asking Old Man Oregon for \$125,000 down and \$20,000 a year in order that he may have a real, genuine, blown-in-the-bottle normal school in this section of the state.

We are now enlightened. We had erroneously supposed from the soothing story slipped us by the paragonic push sent here from Pendleton after it had launched its campaign, that Weston is entitled to an Eastern Oregon normal school but that Pendleton just had to go after it to "keep La Grande from getting it."

Nevertheless we would ask the esteemed East Oregonian for light upon a few additional points:

Was not the Pendleton normal school endorsement "railroaded" last fall through the Eastern Oregon institute with but few of the teachers knowing its nature? How many teachers voted on this resolution?

Why, if large-town normals are so popular, did Umatilla county outside of Weston cast a majority of 500 votes against the badly needed Southern Oregon Normal at Ashland, which in 1910 had a larger population than Pendleton? Weston gave the Ashland school a majority of 299 at the 1914 election. Did not Pendleton, however, vote against that self-same large-town normal?

Why, ditto, did the small-town normal at Weston receive in 1914 nearly ten thousand more votes than the large-town normal at Ashland?

Why does not Portland seek to take over the small-town Monmouth Normal, or Spokane the small-town Cheney Normal? Is it because they are lacking in public spirit or merely in conscienceless acquisitiveness?

Why did the voters in the general election of 1910 turn down the normal schools at both Ashland and Weston and support the normal school at Monmouth, which is a smaller town than either?

Why is the small-town Cheney Normal the school most favored in Washington by Oregon students?

As a matter of fact the esteemed East Oregonian is merely talking for effect, with a disingenuousness surprising in a pioneer newspaper we had hitherto respected for its apparent candor. As a matter of fact the East Oregonian is as well aware as is the WESTON LEADER that small towns and large towns have nothing to do with the normal school problem in Oregon. It well knows, as does the LEADER, that the Weston Normal was closed by the state senate in 1909 through the influence of a Pendleton political boss and a Pendleton state senator. The boss was deeply peeved at Weston because this town helped to defeat him for the Oregon governorship, after he had left the democratic for the republican party. He played by rewarding his friends and punishing his enemies. He punished Weston by striking at the Weston Normal, which had not injured him. His senatorial henchmen had also to close the Monmouth and Ashland schools in order to reach the Weston school. We fancy that he is rather proud of this feat and will not deny it. He is now one of the sponsors of the Pendleton bill.

The Monmouth Normal was reopened by popular vote in 1910. It fought for but one school—itsself. Fighting for three schools, Ashland and Weston were both beaten. They were beaten again four years later. Polk county, home of the Monmouth Normal, voted heavily against them in both campaigns. The results showed conclusively that Oregon wanted but one school and that a "little town normal."

The East Oregonian's flub-dub resolves itself into a feeble slap at the Monmouth Normal and a slap at the voters for maintaining it. It's a crooked crutch for a lame cause.

Closing his eyes and shaking with one of his characteristic laughs, Joe Hodgson remarks that the wheat berries are growing so big they'll be apt to choke his turkeys.

"It would be easy to convince Weston that a part of the Salem trough has been transported to Pendleton," remarks the Athena Press.

Kaiser Wilhelm is so busy nowadays "keeping up a front" as to justify the suspicion that he has too much front to keep up.

Whether Wilson is re-elected or not will depend upon the number of independent and thoughtful voters in the republican party.

## OPPOSING A PENDLETON NORMAL

(Text of negative argument submitted for the voters' pamphlet.)

The Eastern Oregon State Normal School was established at Weston in 1885 by legislative enactment. This school is still in existence. Its plant consists of four buildings occupying ten acres of ground donated by the city. These include a commodious administration building erected in 1901, having three stories and a basement; a young women's boarding hall, a young men's dormitory and gymnasium and a president's cottage. When fully equipped the plant represented a value of about \$75,000. It is still owned by the state, but is now occupied under lease by the Weston High School and grammar grades.

Why should the voters of Oregon be asked to provide a \$125,000 normal school plant at Pendleton when a \$75,000 plant is already available at Weston, located but 21 miles from Pendleton in the same county? It is significant that the Pendleton argument avoids all reference to the existence of this state property.

The Weston Normal was maintained until 1909, when because of certain adverse political influences and through no fault of its own it failed of an appropriation in the state senate, although supported in the lower house by a vote of two to one. It was then the largest of three normal schools in the state, having a regular attendance of 278 in the normal department and a strong training department. Its work was accomplished on the modest maintenance of \$12,500 per year. The Monmouth Normal now receives \$39,000 per year, and in addition was granted \$50,000 for buildings by the 28th legislative assembly. With similar support the Weston Normal would unquestionably have attained to at least equal rank and usefulness.

Through a bill initiated by the legislature the Weston Normal asked the people in 1914 for a maintenance tax of only one-fortieth of a mill, while Pendleton is now asking for one-twenty-fifth of a mill. Weston's request was denied by a majority of 17,895. In the same general election a similar tax for the support of the Ashland (Southern Oregon) Normal was defeated by a majority of 25,602. In the face of this decisive adverse vote but two years ago the Pendleton measure we regard as a defiance of the people's mandate and an abuse of the initiative. Weston was content to wait for evidence of a change of sentiment in Oregon along normal school lines.

The Pendleton bill constitutes a return to "logrolling" methods. It clearly indicates the feet of its sponsors to go before the people on the merits of their own demand. Why seek to "validate" well-established institutions that are in no sense in peril? Should the necessity ever arise, their security can and will be assured by the passage of a measure entirely independent of a millage tax for Pendleton's benefit. Pendleton has been generously treated in being granted the Eastern Oregon Hospital, which received a total appropriation of \$308,659.25 from the 28th legislative assembly.

Normal schools are undoubtedly needed in Southern Oregon and in Eastern Oregon. The school at Weston should be supported. Weston is an attractive little city with adequate train service, beautiful surroundings, agreeable climate, healthful conditions and an ample gravity supply of pure mountain water. During the Weston Normal's long career not one death occurred among its student body. Weston is in fact an admirable location for a state normal school. It is a "small town," yes; but so is Monmouth and so are numerous normal school towns in the East. Weston has in the past supplied an entirely adequate number of pupils for an efficient practice school, and can do so again.

Why should the voters of Oregon spend \$125,000 for something they already possess? Why should they tax themselves one-twenty-fifth of a mill when one-fortieth of a mill—all that was asked of them and which they denied two years ago—is sufficient? Logic and economy alike suggest the defeat of the Pendleton bill, with a view to the ultimate reopening of the Eastern Oregon Normal at Weston.

(Signed by F. D. Watts, S. A. Barnes, E. O. DeMoss, Wm. MacKenzie, Clark Wood.)

Notwithstanding the esteemed East Oregonian's "small towns" twaddle, about the only difference between the Weston and Pendleton normal school campaigns is that Weston lost every Eastern Oregon county except Umatilla and Pendleton will also lose Umatilla.

"If you see an editor who pleases everybody," remarks a Georgia paper, "there will be a glass plate over his face and he will not be standing up."

The railroads are becoming so defenseless that a Pennsylvania mule is reported in the dispatches to have kicked an engine off the track.

Of every sixteen Umatilla county people fifteen are still persons, while one owns an automobile.

Although fed well enough, the Munchies seem to be getting Hungry.

Along the Atlantic coast the shark's fin may mean the father's fish.

A certain individual who takes a Pendleton daily but refuses to take the Weston paper is nevertheless sufficiently condescending to accept work in grading Weston's streets. We are deeply appreciative of the fact that his

objection does not extend to taking Weston money. Nevertheless we would humbly suggest that Pendleton is the proper place for him to "live and move and have his being."

Too much brass has again ruined the Pater push.

Dry Law is Threatened.

Circuit Judge Morrow today rendered a decision, overruling the demurrer to the complaint in the suit of Wadhams & Co. against the San Francisco & Portland Steamship Co., which, in the opinion of the district attorney, practically puts Oregon's prohibition law out of business if the decision should be sustained by the higher courts, says Tuesday's Oregon Journal.

Judge Morrow holds that the provision of the prohibition law limiting to wholesale druggists the right to import alcohol in large quantities is in violation of the interstate commerce clause of the federal constitution. He holds that any zealous manufacturer may import as much alcohol as he desires for his own use.

The Webb-Keaton act, which was relied upon by the state in this suit, said Judge Morrow, "is phrased so that it reads to prohibit the importation of liquor or alcohol for use in violation of law. It applies in states which have absolute prohibition, but the Oregon law provides a manufacturer can have alcohol but he cannot import it. As the possession of alcohol by a genuine manufacturer is not unlawful, it is in violation of the interstate commerce clause of the federal constitution to attempt to prohibit him from importing such alcohol directly himself."

Judge Morrow declared his decision follows the decision of the United States supreme court in the case of the Adams Express company against the state of Kentucky.

He pointed out that, while the result of his decision might be the springing up of many pseudo manufacturing plants, it would be up to the district attorney and other law enforcing officers, in enforcing the law, to keep a watchful eye out for blind piggers masquerading as manufacturing plants.

Beginning July 10 Wood's Auto Stage will charge the following fares: Weston to Pendleton, \$1.00; round trip, \$1.50. Intermediate points at proportionate rates. J. O. Wood.

## WALLOWA LAKE PARK

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4,500 above sea-level, in the POWDER RIVER MOUNTAINS near Joseph, Oregon. Eat, sleep, play, live out-of-doors. A delightful mountain-lake resort. Good fishing.

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Vocational Courses requiring an Eighth Grade preparation for entrance are offered in Agriculture, Dairying, Commerce, Forestry, Home Makers, and Mechanical Arts. Pharmacy with a two-year high school entrance requirement.

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## SOMETHING TO CROW OVER

However, we'll let Mr. Rooster do what little crowing may be necessary. We merely wish to say that we will appreciate your patronage in our line and do our best to earn your good opinion. Rolled Barley, Oats and Wheat; Baled Hay, Millstuffs and Chicken Feed. We're local agents for Pascoek Food and Blatchford's Calf Meal. Phone 281.

D. R. WOOD the Feed Man

# FOR FALL

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Hopdale Bleach Muslin.....06 1/2	Pepperil 10-4 Sheetting.....10
Hopdale Bleach Muslin.....07 1/2	Pequet 10-4 Sheetting.....10
Introducer Bleach Muslin.....08 1/2	Dahl Dress Gingham.....10
Lonsdale Bleach Muslin.....10	Quality Dress Gingham.....10
Fruit of the Loom Bleach.....12 1/2	York Dress Gingham.....10
No. 60 Herkeley Cambric.....12 1/2	Highland Zephyr.....12 1/2
Special Finish Cambric.....13 1/2	Tulio Du Nord Gingham.....12 1/2
No. 100 Burkeley Cambric.....15	Dundee Percale.....07 1/2
L. L. House Lining.....05	Johnson Percale.....10
Foxcroft 10-4 Sheetting.....27	Belmont Cambric.....12 1/2
Foxcroft 10-4 Sheetting.....27	Worth Cheviots.....12 1/2

Just received, line of the new Elsie Janis Auto Caps—all the rage. Also have the imported novelty braid in white and ecru.

YOU CAN DO BETTER AT

*The Golden Rule*  
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Its improvements are only such as provide comfortable and convenient Living, Play and Transportation Facilities, without lessening the quality and value of out-of-doors life down-by-the-sea.

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Established 1891

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This crib has all curved lines, no sharp corners, sliding side can be closed, numerous fillings so the child cannot get out, insures perfect safety. YOU NEED IT.



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