

# THE AURORA OBSERVER

THURSDAY, JANUARY 23, 1919.

N. C. WESCOTT

EDITOR AND PUBLISHER

Entered as second class matter March 23, 1911, at the postoffice at Aurora Oregon, under the Act of March 3, 1879.



I pledge allegiance to my flag and the republic for which it stands, one Nation, indivisible, with liberty and justice to all.

## HOLD ON TO IT!

Over 4,000,000 men of the Army and Navy are insured by the government for \$37,000,000,000. It is the best and cheapest life insurance ever written. Every soldier and sailor should "hang on to it," for Uncle Sam is willing to continue this insurance, this protection to loved ones, through the days of readjustment and peace.

The privilege of continuing government insurance is a valuable right. It is a part of the compensation for heroic and triumphant services. If this insurance lapses, through failure to keep up the regular payment of premiums, the right to continue it is lost forever. If the premium is paid regularly and promptly after leaving the service, a policy may be changed into a standard government policy WITHOUT A MEDICAL EXAMINATION. Until then, present insurance at present rates will prevail. When the present policy is later converted into a standard government policy, the new policy may be ordinary life, twenty-payment life, endowment maturing at age of 62, or any other usual form. This will be government insurance—at government rates.

Every soldier and sailor should take advantage of all the insurance privileges the government allows. To make sure of all future privileges, they must keep up their present insurance. The home folks should make sure that all these rights and privileges are fully understood.

HOLD ON TO UNCLE SAM'S INSURANCE.

## "WHOLE HOG OR NONE"

Senator Dimick, of Clackamas county, has introduced a bill in the senate to prohibit the teaching of German in all public schools or educational institutions supported wholly or partly by the state. He is quoted as follows:

"The teaching of German is one of the potent methods of furthering the pro-Hun propaganda in this country, and the time is now at hand to stop it once and for all. I would like to go further and demand that every citizen learn the English language, but if we succeed in stopping the teaching of German we will have taken a long step forward in advancing the cause of American citizenship."

If such a law is desirable, and if the teaching of German in the public schools and other state educational institutions is undesirable, how can the teaching of that language be justified in non-public educational institutions? There is neither logic, reason nor justice in any half way measure. If the legislature and the people have not the right to enact a measure that "goes all the way", it should not bother with any such law as that proposed by Senator Dimick. It should be a "whole hog or none" law—the absolute prohibition of the teaching of the language in all schools, public or private, or no law at all!

The insinuation that our returning soldiers and sailors may embrace the principles (?) of the Bolshevik is a gratuitous insult. That is not the kind of soldiers and sailors that went into the service from this section. They were fully as ready as any Oregon lawmaker to "knock the block off" any one proposing Bolshevism to them. Just make a list of the soldier and sailor boys you know. How many of them are likely to become Bolsheviks? While it is the duty of every citizen to assist the movement to provide for the returning soldiers and sailors, it is also our duty to resent the charge that they are likely to become Bolshevik.

Most returning soldiers are declared to be more concerned with getting back their former positions and jobs—if there is a difference in the terms—than in acquiring new jobs building roads, clearing land, etc. Politicians used to advocate using convicts to build roads. Now they are offering the task to the men who won the war. Hasn't any one thought of asking the returning soldiers what they think about it? A little more forethought and a little less reconstruction-hot-air might help to solve the problem more easily.

The high water in the streams and river which furnish the water supply of most of the valley cities and towns brings the menace of contamination of their water supply. Even cities supplied from springs and bored wells are not wholly free from the same dangers, and now is a good time for a test of the purity of the city water supply. A bacteriological examination costs little or nothing but the trouble of sending a sample of the water to the state authorities.

## SAILOR'S LIFE IS CHANGED BY NEW SHIP RULES

Traditions Upset by Shipping Board's Regulations.

### JACK NOW GETS HIS RIGHTS

Ancient Mariners Would Riot in "Davy Jones' Locker" Could They Know Present Provisions for Comfort of Men of American Merchant Marine—Good Food, Bed, Bedding and Bath—"Donkey Breakfast" Goes, but "All Hands on Deck" Remains.

Rules regulating the hours of labor and other working conditions aboard American merchant ships have been issued by the United States shipping board. They deal with every member of the ship's personnel, from the chief officer down to the coal passer in the bunkers.

Recent working practice in the American merchant marine is reaffirmed and crystallized in these rules, and owing to the present large accessions in officers and men to the merchant marine through the shipping board's recruiting service, these rules have certain elements of appeal to popular interest.

Could they be read by the shades of old-time American sailors and officers, there would be a riot in "Davy Jones' locker." That a seafaring man could have such liberal regulation of hours and general moderation of treatment as the shipping board's working rules enjoin, would be beyond the belief of the most optimistic of ancient mariners.

The rules are divided under three heads, relating respectively to deck officers, deck crew and engine and fire room forces. They establish an efficiency schedule as exact as that employed in any modern factory or industrial plant, yet fair to the man working under them, who knows where he stands all the time in his relations with his employer, the operator of the vessel. Furthermore, his board and lodging being provided by his employer, he knows exactly what that consists of. The nature of his lodging place, bed and bedding, is stipulated, and there is a schedule bill of fare for his three square meals a day. He knows when he must go on duty in port and when he may go off duty, what his rights are in every particular both in port and at sea, and what he will be paid for every hour's work he does outside his regular stint. He knows that in port he will have an hour off for dinner every day, namely 12 to 1, and that he will go to work at 7 a. m. and will quit at 5 p. m.

The rules are less specific as to duty at sea, which is covered by the long-established rule of "watch and watch"—four hours on duty and four off.

#### Officers and Men Protected.

These rules protect officers and men alike. The captain is not specifically mentioned, as his rights and privileges are firmly established and universally recognized. He is master, in every sense. He is on duty all the time, inasmuch as the responsibility for ship and contents are his, and he is always subject to call if weather threatens, land is sighted or things go wrong on board in any way that would endanger the ship or her cargo. He is expected to be on the bridge always when making or leaving port and in foul weather.

The first officer, or "the" mate—as he is called, though the ship may carry three or even four mates—is included in the first section of the shipping board's working rules for officers, which specifies that "no mate shall be required or permitted to take charge of a watch upon leaving or immediately after leaving port, unless he shall have had at least six hours off duty within the 12 hours immediately preceding the time of sailing."

This rule applies to all mates, and guards against these officers beginning the work of a voyage when fatigued for want of sleep. Incidentally it gives a mate time to say farewell to his family, if they live in or near the port of departure.

The rules further provide that a mate shall work when in port from 8 a. m. to 5 p. m., with one hour out for dinner, and that for any other work he may do he shall receive extra compensation, which is specified to cover work done on Sundays, nights and holidays.

Provision is also made for extra pay for work performed "off watch"—that is, in a mate's own time—at sea.

When boarding ashore, a mate is allowed \$1.50 a day for his meals, and he captain \$2.50 a day.

#### No More "Donkey's Breakfasts."

To the older generation of sailors one of the most striking features of the shipping board's rules is a provision applying to vessels operated by the board specifying that the ship must provide bedding for the crew. The new rule spells the knell on these vessels of the traditional "donkey's breakfast"—a bedstake of corn husks or hay—that always formed part of Jack's "dunnage" in the old days. This usually was accompanied by a hand-made patchwork quilt, if the sailor was a home man, or a slazy cotton blanket or two if he "fitted out" in a waterside slopshop.

This bedding was put into a wooden

bunk, often greasy from long occupation and usually infested with vermin; and on such a couch the sailor slept on his voyage.

Today the law and the shipping board's regulations provide for a standard type of bed and bedding for the sailor. The bed is of iron pipe, painted, with a steel spring, or a slung canvas bottom. This bed is sanitary, as it has no cracks or loose joints in which vermin may breed.

Rules of the shipping board provide that "mattress and pillow with covers, colored spread and sufficient blankets shall be furnished by the owners for each member of the crew." The only responsibility of the sailor in connection with his bed is to keep it clean and see that his bedding is not lost.

Separate messrooms for the crew and the firemen are required under the rules, and both are provided with a clean, well ventilated washroom with basins, and a bath. All the new ships turned out by the Emergency Fleet corporation have excellent shower-bath facilities for firemen forces and crew.

#### "All Hands on Deck" Still Stands.

While the number and specific character of the rules and regulations under which American sailors of today work would have been beyond the comprehension of the early American seafarer, there are some basic principles of practice at sea that have not been changed.

It is true today, as it has always been, that one order not subject to modification is: "All hands on deck!" In other words, any work required for the safety of a vessel, its cargo, passengers or crew, must be done at any time it is called for by the captain, and is not affected by ordinary regulations governing hours and extra compensation. Every deck officer and sailor, every engineer and fireman and coal passer knows this. It is the first rule of service at sea.

Thus the new working rules have a limit where the time-honored laws of the sea prevail. In times of common danger all rules are suspended except the paramount rules of self preservation, and in such a time the orders of the captain are the law of the ship.

### SPANISH WAR PALS IN DRAFT

Tate and Rumley Discover That History Repeats Itself.

History repeats itself, says the old adage.

Fred Tate, head of the special agents of the secret service department at Kansas City, Mo., can testify to that. Tate was standing in line on registration day when he noticed a familiar face. It was John Rumley, a boyhood friend from Gettysburg, Pa.

"What does this remind you of, John?" asked Tate. Rumley studied a moment and then said:

"Twenty years ago when we stood in line to enlist in the Spanish-American war. It's queer how things repeat themselves."

"And we're both ready to go again," declared Tate.

"You bet," said Rumley.

### STEFANSSON STRONG AND HEARTY AGAIN



Vilhjalmur Stefansson, discoverer of the blond Eskimos and five new islands in the Arctic and who has been studying the barren wastes of the far north for five years for the Canadian government, arrived recently in New York. Despite his serious illness through which he recently passed he looks as strong as a musk ox.

It will be recalled that when the Karluk, the largest of his six ships, went down during the first year it was predicted that the expedition would be a failure. Many times the rumor was that the Stefansson party had perished, but, on the contrary, the party returned safe and sound.

#### Candy Money Aids Orphans.

Giving up their pennies for candy, the children in the grades at the Lincoln school in Cleveland are turning over their spending money to swell a fund for French orphans. Enough money has already been given to provide for the adoption of six orphans.

#### Half Dimes for War Stamps.

H. A. Daily of Springfield, Mo., who for 34 years has collected half dimes as a hobby, took about 400 of the coins to a local bank and invested them in War Savings Stamps.



Robert Morris Financier of the Revolution



An immigrant boy, he ran errands for a Philadelphia store—worked, studied, saved

a little out of meager earnings against later needs. And during the Revolutionary war Morris gave generously of his resources for the blessed cause. His savings helped make the Nation.

It is unlikely you will be called on to supply funds to conduct a war for Independence. It is quite likely, though, that you will need savings to tide you over a family sick spell or save you from misfortune. Have you set aside anything for the rainy day?

Start an account at this bank with a part of your next salary. Add to the nest egg every pay day. Watch the fund grow in a safe place and be able to face the future courageously and independently.

Multiply your money in our care.

**AURORA STATE BANK**

— THE —

# U & I Restaurant

Hot Lunches and Sandwiches

L. J. REEVES

### Newspapers and Magazines NEW PRICES

The following clubbing prices are in force TODAY but are SUBJECT TO CHANGE WITHOUT NOTICE—due to the fact that newspapers and magazine prices are steadily trending upward:

	Both 1 Year
Daily Oregonian and Observer	\$ 6.00
Daily and Sunday Oregonian and Observer	8 00
Daily Journal and Observer	5.50
Daily and Sunday Journal and Observer	7.00
Weekly Oregonian and Observer	2.25
Semi-Weekly Journal and Observer	2.25
Daily Telegram and Observer	5.00
Pictorial Review and Observer	3.00
Pictorial Review 2 years and Observer one year	4.00
Modern Priscilla and Observer	2.50
McCall's and Observer	2.00
Good Housekeeping, Observer (After Feb 15, 1919 \$3.00)	2.50
Review of Reviews, Observer	4.00
Womans Home Companion and Observer	3.00
Womans Home Companion two years and Observer one year	4.25
Today's Housewife, Observer	1.80
Today's Housewife two years and Observer one year	2.25
Youth's Companion, Observer	3.00

Ask us for prices on other clubs. Send us your order now.

### The Aurora Observer

Aurora, Oregon

The Review of Reviews (\$4.00) one year and the Aurora Observer (\$1.25) both one year for \$4.25, during January only.

### DR. B. F. GIESY

Physician and Surgeon

Both Phones Office at Residence Aurora, Or.

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Live Stock and Farm Sales a Specialty

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**E. M. HURST**

Always in the market for old Copper, Lead, Zinc, Iron, Brass, Old Newspapers and Magazines (neatly folded), second hand sacks, and junk of all kinds.

AURORA OREGON

### The Hurry Call!

The Aurora Observer has due it from two good nurseries four or five hundred trees and some other nursery stock, which it promised to order by December 15. But the nurseries have agreed to extend the time into January, the date depending on how long their stock holds out. To dispose of this stock we will sell it at the following low prices, if ordered at once:

Apple trees	15c
Plums and Prunes	15c
Peaches	15c
Pears	20c
Cherries	25c
Walnuts (seedlings)	30c
Walnuts (grafted)	\$1.00 to \$1.50
Quince	40c
Apricots	25c
Currants	10c
Gooseberries	10c
Ornamentals	25c to 50c
Roses	25c to 50c
Grapes, dozen	\$2.50
Blackberries, dozen	\$1.00
Red Raspberries, dozen	\$1.00
Black Raspberries, dozen	\$1.00
Loganberries, dozen	\$1.00

#### Varieties

Apple trees—Nearly all varieties. Pears—Bartlett, Anjou, Winter Nellies, Bosc, Fall Butter, Flemish Beauty, Idaho, and Comice. Plums—Peach Plum, Reine Claude, Satsuma, Petite Prune, Silver Prune, and a few others. No Italian Prunes. Peaches—Early Crawford, Elberta, Hales, Fitzgerald, Charlotte, Salway, Lovell. Cherries—Gov. Wood, Kentish, Black Republican, Lambert, Bing, Royal Ann, May Duke, Etc. English Walnut—Franquette and Mayette Seedlings 4 to 6 feet. Gooseberries—Oregon Champion, Poorman, Victoria, Chautauqua. Currants—Perfection, White Grape, Prolific, Cherry, Red Cross, Black Naples. All this stock is guaranteed good matured stock, true to name, and free from disease. Send us your order, or come in and talk it over. We can save you money.

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N. C. WESCOTT, Pub. Aurora, Oregon

### RAILROAD TIME CARD SOUTHERN PACIFIC

NORTH BOUND	
No. 16 (on flag)	7:54 a.m.
No. 28 (on flag)	10:18 a.m.
No. 18 (stop)	2:59 p.m.
No. 24 (stop)	7:47 p.m.
SOUTH BOUND	
No. 23 (stop)	8:59 a.m.
No. 17 (stop)	2:46 p.m.
Ro. 27 (on flag)	4:56 p.m.