

Spray Courier

Thursday April 6, 1916.

LOCAL BRIEFS

FOR SALE—An Ideal 120 egg incubator.—Glendon Baxter.

Fred Keeton has been stopping in town for a few days.

Ladies and Gents trimmed hats at Baxter & Osborns.

Stewart Grant, of the Junction, was trading in Spray Wednesday.

R. D. Cannon, the well known stockman of Mountain Creek, passed thru Spray Sunday.

Austin Campbell and wife have moved to their homestead on Left hand.

George Knox, our mail contractor was in Spray a few days this week.

Rev. Waterhouse of Fossil, was in Spray Monday night. He was on his way back to Fox.

Miss Chestnut, who has a homestead near Spray but has been away some little time, came in on the Friday evening stage.

Ben Taylor of Antelope, and A. Zenden of Seattle were here this week buying cattle. It is rumored that they bought 500 head from R. J. Carsner.

There are one hundred and ten voters registered in Spray precinct. The books will close next week and those who have not registered should do so at once.

Mrs. Julia Cross came over from Fossil Monday evening with Geo. Knox, to visit her many friends here. She has charge of the Fossil Hotel.

Claude Norris has bought the Spray Confectionery stock from Mrs. Cross and will be open for business in a few days.

A. S. Wilson of Fossil, brought over a thorough bred race horse which he sold to C. F. Waters, P. H. Peters and Rob Kirby. The price paid was \$1,200.

The only candidate to announce himself for District Attorney so far is Leland J. Knox of Fossil, who is a son of F. A. Knox the well known stockman. Mr. Knox is a graduate of the University of Oregon Law School and of the State Agricultural College as well, and is reported a strong speaker and an exceedingly able young lawyer, who if elected, would fill the office with credit to both the County and himself.

We wish to state that a number of our subscribers are a year in arrears and unless they pay up at once we will be compelled to drop their names from our list, as we are required by law to do so. We hope, however, that those knowing themselves behind with their subscriptions will renew at once as we dislike to have to drop any one from our list.

NOTICE.

There will be a meeting in behalf of the Spray School Fair at the Courier Office on April 15, at 1 o'clock P. M. All persons interested will please meet me there to arrange for next Fair.

R. L. Greene Sec'y.

TO THE SPRAY SHEEP-MEN.

Gentlemen:

I have a crew of ten good shearers and good work is guaranteed. We are blade or machine men, and wish to commence work here as soon as possible. The crew consists of E. H. Vinson, John Ridgeway, John Noland, Mitt Leathers, Toney Junkins, Robert Crawley, George Dolina, George Baldwin, Richard, Allen and Dudley Keeney.

Will Charge

Seven cents per head including board and horse feed. Bucks sheared in band 3 strings per buck.

Long Creek and Spray Shearing Crew

FACE THE FACTS!

Weeks Talks About Our Navy and National Defense.

Insights on Military, Commercial, Financial and Industrial Preparedness—Let Us Be Ready for Peace as Well as War.

By JAMES D. MORROW, in the Philadelphia Record.

ONE of the Weekes, says John Wingate, the senator and the Massachusetts candidate for president—telling as they all did among the granite bunks of New Hampshire—was ever noted for his accumulation of cash or property.

They were farmers mostly, beginning with Leonard Weekes, who, emigrating from England in 1656, became the head and source of the family. Agriculture utterly practiced among the embedded rocks and irremovable boulders taught them to be resourceful and to keep at least one eye open to opportunity.

So William D., the father of the senator, was a probate judge, and once essayed to be a manufacturer. With the co-operation of neighbors, likewise alert and adventurous, he started a factory at Lancaster for making starch from potatoes.

"I will never forget the look on my father's face," Captain Weekes told me, "when, on a Sunday morning, just as we were leaving church, we saw men and boys running down the street and heard them crying: 'The starch factory is burning!'"



Captain John Wingate Weekes.

"There was no insurance—the policy had lapsed—and the fire swept away all of my father's means and put a burdensome mortgage on his farm, two and a half miles in the country. If there had been a navy of a respectable size in 1881 John Wingate Weekes would now be a captain in the navy of a senator. Nor would he ever have become a banker and thus have set at naught all the traditions of the Weekes family for self-respecting capable and wholesome poverty.

And yet a psychological analysis of inherited traits might show that the senator comes naturally by his talents for public affairs and finance. Any inquiry into his personality must in John Wingate, the chief of whom John, an Englishman, emigrated to New Hampshire in 1650.

The Weekes and the Wingates intermarried during the second American generation—the Weekes to continue as farmers, with an excursion into potato starch, as has been recorded, but the Wingates to become soldiers, preachers and statesmen. Paine Wingate, for example, the great grandson of John, was a member of the Continental congress and later a senator from New Hampshire.

A Big Man Physically.

John Wingate Weekes of Massachusetts, in his name, therefore, goes back to the middle of the seventeenth century. Perhaps his gifts are equally as ancient. Wherever they originated, he has made good use of them. He is well-to-do—but has less money, perhaps, than is often represented—and Republicans in Massachusetts have no tiffed the country that he is their candidate for president. If he is nominated at Chicago in June, the main reason will have been that he is a business man. His candidacy, then, will be something entirely new in national politics.

In his measurements, Captain Weekes is a large man. A reasonable guess at his weight would be 250 pounds. His stature, perhaps, is five feet and eleven inches. His eyes are gray and his manner is frank and hearty. While at the naval academy he could slowly raise a 112-pound dumbbell above his head with his right hand. Then, kneeling with one leg, he could slowly raise a 57-pound dumbbell with his left hand. More than that he could lower his hands to his shoulders and slowly and simultaneously put both dumbbells above his head the second time.

A muscular youth, he was recommended by his principal to the "prudent committee" that called at the academy in Lancaster on a hunt of a teacher for their district school. The school was then closed—a group of the large boys having carried the teacher into the road, slammed him down in the dirt and warned him never to return.

"Lick 'em and lick 'em good," the prudent committee said. "We'll back you up if you do."

"The third day," Captain Weekes told me, "a big, red-faced boy took his pen in hand and laboriously began to write a letter—that is, he was seemingly engaged in writing a letter; as a matter of fact, he was showing off before the school and experimenting with the new teacher. When

ordered to put his pen and paper away, he smiled around the room at the pupils, who had stopped working, and then resumed his writing.

"I took him by the collar, dragged him out of his seat and gave him a thorough whipping. He turned out to be the son of the chairman of the prudential committee. The old man never spoke to me again, not even when I met him in the road, he riding in a buggy and I walking to or from my work."

Went to Sea for Two Years.

On his graduation at the Annapolis Naval Academy, young John Wingate Weekes went to sea for a cruise of two years. Seventy men were in his class, but there was room for only 10 of them in the navy. The navy itself consisted of but five steam vessels classed as first-rates, and they were obsolete and unfit for active duty. George Barnett, his roommate, went into the Marine Corps and is now a major general and the commandant of that branch of the naval service.

In Florida, where he had been engaged as a surveyor on a railroad, the late Midshipman Weekes learned that an old firm in Boston was going out of business. One of the partners had died and another had become blind. Henry Hornblower, a son of one of the partners, and the youthful Mr. Weekes bought the business, the latter borrowing the money with which to begin his career as a banker and broker.

Hornblower acted for the firm on the floor of the Boston Stock Exchange. Weekes kept the books and waited on the customers as they appeared. In a few years the two young men had offices all over New England and in cities as far away as Chicago.

"I got my first valuable business idea from a famous New England dressmaker," Captain Weekes said to the writer of this article. "A friend who came to spend the night at our house was talking to Mrs. Weekes while I was reading a newspaper. I heard her say that she had bought a dress in Boston, and that soon after, on returning to the store, the proprietor, noticing her at the counter, asked if she had purchased the dress she was wearing at his establishment. On learning that she had, he said:

"It is not right. Please give your name and address to the clerk and we shall correct the matter at once."

A Story of Great Value.

"But," the woman replied, "the dress is satisfactory to me. Whatever is wrong is so small that it is not worth mentioning."

"Small to you, madam," the man answered, "but very large to us."

"And do you know," the woman told Mrs. Weekes, "the dress was not only taken back, but it was kept and I was given a new one."

"I repeated the story to my partner next day," Captain Weekes said, "and from that time onward we tried to please our customers before we thought of ourselves and the probable profits we could make in our transactions."

Three years ago, following at once his election to the upper House of Congress, Captain Weekes sold out to his partners and disposed of every interest that might be thought, even indirectly, to influence his judgment as a lawmaker. It is said in New England that he has always been very careful about his reputation as a business man. An anecdote told of him in State street, the Wall street of Boston, shows how his sensitiveness to public opinion on one occasion proved highly profitable to his partner and himself.

A run on a bank in which Captain Weekes was a director, though he owned but \$900 of the stock, threatened, so he feared, to injure his standing in the community. He spent a day and a night at the bank, pledged two-thirds of all the property he and his partner owned for the payment of the bank's debts and put through a re-habilitating plan under which the shareholders were assessed 50 per cent. on their holdings. The bank was saved, but some of the frightened shareholders sold out. Their interests were promptly bought by Captain Weekes. The bank prospered and later was combined with other large banks. Boston financiers say that Mr. Hornblower and Mr. Weekes ultimately made \$250,000 on the stock which they purchased when the bank seemed to be on the verge of ruin.

When I asked Captain Weekes about the matter, he said: "I was a young man and couldn't afford to be a director in a bank that had closed its doors in the faces of its depositors, many of whom were poor and most of whom were small merchants and wage-earners."

"How," I asked him, inasmuch as he was a sailor himself once, and is now on terms of intimacy with many high officers, "would you describe the navy of the United States?"

"At the outbreak of the war in Europe," he answered, "our navy, in my opinion, was the second best in existence. Authorities for whom I have great respect did not agree with me. They ranked our navy third or fourth—some giving France second place and some believing Germany was stronger at sea than ourselves."

"I still think that in ships alone we were the equal of France or Germany and much the superior of Japan. Our officers are the ablest in the world; our crews are the most intelligent. No nation gives its officers the training that is given to the naval officers of the United States. And the men in our ships, coming from farms and villages, in large part, are the finest morally and physically afloat."

"In my days, back in 1880, let us say, he sailor on shore leave who returned or his ship sober was keelhaunched or otherwise punished by his mates. All that has changed. Intoxicated sailors are so no more on the streets. Our men are sober, serious and capable. When an estimate of any navy is made, the personnel, as well as the ships, must be considered."

Lessons of the War.

"So I had thought that only Great Britain excelled us as a naval power at the outbreak of the war in Europe. Since the war started, France and Germany have been building ships. Our navy just now, therefore, is uncertain. But we have a good navy. Still, it should be much larger. Has the war taught the world any naval lessons?"

"A great many. It has shown the value of aeroplanes, which are now known as the eyes of the fleet. They are very necessary as scouts. Leaving the deck of a vessel, they can easily locate the enemy and are therefore of the greatest possible use in the events that occur before a battle. The submarines, too, it has been learned, are of a real and practical service. All officers think they have become a permanent addition to every navy, but there is some disagreement as to their general utility. Can a swarm of submarines, for instance, go to sea, meet a fleet and destroy it? The question cannot be answered until such an attempt has been made and either failed or succeeded."

"I asked one of the highest military authorities in the country if 1,000 submarines, along with mines, could safeguard the United States against invasion—the mines to blow up the enemy's ships off shore, if any happened to get that near, the submarines having met the rest and destroyed them before they came within striking distance of our coasts. The answer was that such a measure of protection, an invasion of the United States would, to say the least, be made very difficult."

"You see, no one can tell as yet what part the submarines will take in the wars of the future. Their uses are slowly being developed, and we cannot know what they are capable of doing until the French or British fleet meets the fleet of Emperor William."

"Also, it has been learned that battle cruisers are required to bring a navy up to its highest efficiency. Cruisers formerly were used as scouts and to hunt down and destroy the merchant ships of an enemy. They were swift, but not heavy enough to take a place in the battle line when large vessels were engaged."

A Sea Battle First.

"The modern cruiser, however, can fight, being covered with armor and armed with large guns. Steaming 30 knots an hour, it can run all around a fleet of dreadnaughts and pump shells into them from a long distance and from any angle. Our navy must have battle cruisers, besides a great many submarines and aeroplanes, if we mean to be in a position where we can protect ourselves against injury, insult or dishonor."

"It should be always remembered," Captain Weekes went on to say, "that our navy will be our first line of defense. American ships will meet foreign ships before there is a battle on shore. If the United States goes to war with any nation in Europe or Asia, the fleets of the two countries will fight for the supremacy of the sea."

"No invading army will set out for America until it is safe from attack by our fleet. So long as our fleet is afloat, no army will venture to start for our shores. Moving troops from one country to another is an immense undertaking, even when it is safe to do so."

"Four hundred large ships, for example, would be required to transport an army of 250,000 men from Japan to the United States. Armies traveling by water have to carry their own artillery, ammunition and horses. Japan would not send 400 large troop ships out into the Pacific unless its fleet had fought and defeated our fleet. Nor would Germany or any other country in Europe attempt an invasion of the United States so long as our fleet, decks cleared, was waiting in the Atlantic."

"Looking to the East, I can see no probable danger that is likely to occur in the near future, unless the allies are thoroughly beaten by Germany, or unless Germany is thoroughly beaten by the allies. If the war is practically a draw at the end, the efforts of all the great nations to maintain an equilibrium of power will keep them entirely engaged. I for some time with their own affairs."

"Do you believe that a trade war against this country will follow the restoration of peace in Europe?"

"Such a war will come—there is no doubt of it. Loaded with debt, burdened with taxation, Europe will turn with energy and ferocity to the works of peace. The factories in Europe, except in Belgium, Poland and Northern France, have not been shut down nor burned. Indeed, new ones have been built. Industrially, save in the places I have named, Europe is better situated now than when the war began."

Facts to Be Faced.

"Things have been speeded up in Great Britain, Germany and France. The factories, old ones and new ones, are running. They will be running after the armies at the front have been sent home, but instead of making cannon and ammunition, as at present, they will be operated night and day in the production of goods for the American markets."

All Americans, no matter whether they call themselves Democrats or Republicans ought to be the courage enough and wisdom enough to face the facts. Europe is going to take possession of the markets in this country if we do not defend ourselves. You speak of an invasion by soldiers. There can also be an invasion with products."

I favor all kinds of defenses—military, commercial, financial and industrial. And right here at home I think some of us need defense against fallacious ideas. For instance: This is a great business nation and yet we hear many suggestions that business be taken out of the ownership and management which have developed it and made it wonderfully successful, so that it may be turned over to the national government."

Business ought to be regulated, but we have regulated the railroads so vigorously that no more are being built, although they are surely needed in some parts of the country. Furthermore, the time has come when the railroads cannot borrow money for short periods on as advantageous terms as can other lines of big business. And yet transportation, next to agriculture, is our most important industry."

Would government ownership and operation improve the situation? No; the situation would be made worse. State ownership and operation has failed in France, Canada and other countries. Wherever it has been tried, expenses are increased and deficits created. On the Western Railroad of France the operating charges went up 50 per cent in three years. More than 5,000 new men were employed—on the tracks, engineers, conductors or brakemen, but clerks, porters and other little politicians, places for whom were found around the general offices and at the stations."

WINTER WEAR

Mens

Heavy Cotton and Woolen Underwear, Sox & Overshirts, Macinaws and Winter Caps.

Ladies

Underwear, Hosiery, Wool Dress Goods, Ready-made House Dresses, Corsets.

Shoes

Womens Oxfords & Hightop Shoes, Mens Footwear, Pacs, Overshoes, Rubbers.

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