

Spray Courier.

Thursday July 20, 1916.

LOCAL BRIEFS

Crown Flour-Baxter & Osborn.
 H. H. Barry was in town Tuesday receiving a Mitchell car he had purchased from F A Hale.
 Hay Forks, Machine Oil, Water Bags and Harvest Supplies, B. & C.
 R J Carsner of the Three Bar Ranch was in town Tuesday.
 Crown Flour means Good Bread. Try a sack. - - - Baxter & Osborn.
 We were sorry to hear of the death of W D DeLane's mother which occurred in portland Tuesday night. Mr. DeLane is a new comer to these parts, has taken a homestead and, with his uncle Ernest Finney, has the Stafford ranch rented for a period of five years.

A J Smith and wife of Dufur were in town recently.

A letter from J B Dyer says that Mrs Dyer is much better.

C L Jamison and Prof Potter of O A C were in town Monday.

Dr H S McKenzie, Mr and Mrs Fred G Clarke and a young lady from Condon were in town Wednesday.

Mrs L H Donovan was shopping in town Tuesday.

A E Cress was in town Monday and purchased a new Deering mower, from the F Co.

Mrs G W Hawes was trading in town Tuesday.

Mr and Mrs F M Templeton were in town last Saturday

Mrs R E Wilson returned from Mayville Tuesday, where she has been visiting her daughter, Mrs Earl Smith. The Stork also made a brief call at Mrs Smith's home and left an 11 pound girl in her care.

F M Templeton, Edith Ritzart and the two Misses Bennett were in Spray Tuesday.

The Richmond and Spray ball teams will cross bats on the Spray diamond Sunday.

A man who would see the world prosper who believes in advancement would never for a moment stand in the way of a good State Highway.

Uncle Billy Gates, who went to Portland some time ago to attend the annual meeting of the State Pioneer Association and on a visit to friends in Tillamook county, returned on Friday's stage. After seeing what good roads have done and are doing for the Willamette, he is enthusiastic over the prospect of a State highway thru Wheeler Co.

While coming from C F Waters' place Tuesday afternoon in his Ford car, Claude Norris had what might have been a very serious accident. When making a short turn where the road is narrow just below Hamp McGinnis' place, he met R J Carsner, who was going to Monument in his new Dodge, and in passing Claude's car got off the grade. Mr Carsner helped him get back on the road and when he started, from some cause he lost control of the steering gear of his machine and it headed off the bluff at the lower side of the road. Just before the car went over Claude jumped and in the fall broke his knee cap very badly and sustained several other cuts and bruises. He was unconscious when Mr. Carsner reached him and his head was pinned under the car. Mr. Carsner succeeded in extracting him from the wreck. After he had regained consciousness, Mr Carsner got him into the Dodge and brought him to town. Dr Mckenzie was immediately summoned from Fossil, and when he had made a thorough investigation found his wounds painful but not serious, however, he will be invalided for some time.

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.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employes, the owners of the railroads, and the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment 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

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| ELISHA LEE, Chairman
F. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
C. L. BARDO, Gen'l Manager, New York, New Haven & Hartford Railroad.
E. H. COATMAN, Vice-President, Northern Railway.
B. E. COTTER, Gen'l Manager, Wabash Railway.
F. E. CROWLEY, Asst. Vice-President, New York Central Railroad. | G. H. EMERSON, Gen'l Manager, Great Northern Railway.
C. H. SWING, Gen'l Manager, Philadelphia & Reading Railway.
E. W. GRIGG, Gen'l Supt. Traffic, Chesapeake & Ohio Railway.
A. S. GREIG, Asst. to Receiver, St. Louis & San Francisco Railroad.
C. W. KOUNS, Gen'l Manager, Atchafalaya, Topock & Santa Fe Railway.
H. W. McMASTER, Gen'l Manager, Wheeling & Lake Erie Railroad. | N. D. MAHER, Vice-President, Norfolk & Western Railway.
JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
A. M. SCHOYER, Resident Vice-Pres., Pennsylvania Lines West.
W. L. SEDDON, Vice-Pres., Seaboard Air Line Railway.
A. J. STONE, Vice-President, Erie Railroad.
G. S. WAID, Vice-Pres. & Gen'l Mgr., Seaside Central Lines. |
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COMING! COMING!!

Dr. J. G. Turner, formerly of Low & Turner the well known eye and nerve specialist of Portland, will be in Spray again Tuesday, July 18th, one day only. Dr. Turner has had years of hard practical experience as an eye and nerve specialist coupled with his being educated in the best schools makes him a safe person for you to consult. If you have eye troubles, headaches or cross eyes, don't fail to consult him. Consultation and examination free. Satisfaction guaranteed. Regular trips to Spray every 60 days. If you do not need glasses, Dr. Turner most positively will not recommend them. Don't forget the date. At Hotel Parlor.

Notice For Publication-Isolated Tract

Public Land Sale
 Department Of The Interior,
 U. S. Land Office, The Dalles, Oregon.
 June 14, 1916.

Notice is hereby given that, as directed by the Commissioner of the General Land Office, under the provisions of Sec. 2455, R. S., pursuant to the application of Fred W. Straube Serial No. 015428, we will offer at public sale, to the highest bidder, but at not less than \$2.50 per acre, at 10.15 o'clock A. M. on the 17th day of August, next, at this office, the following tract of land: SW 1/4 SW 1/4 Sec. 30, S 1/4 NE 1/4 Sec. 31, Tp. 10 S., R. 25 East, W. M. (100 acres). This tract is ordered into the market on a showing that the greater portion thereof is mountainous or too rough for cultivation.

The sale will not be kept open, but will be declared closed when those present at the hour named have ceased bidding. The person making the highest bid will be required to immediately pay to the Receiver the amount thereof. Any person claiming adversely the above-described land are advised to file their claims or objections, on or before the time designated for sale.

L. A. Booth, Receiver.

Notice For Publication.
 Department of the Interior,
 U. S. Land Office, The Dalles, Ore.
 Apr. 29, 1916.

Notice is hereby given that Henry C. Breeding whose post office address is Spray, Oregon, did on the 15th day of July, 1915, file in this office sworn statement and application No. 015249 to purchase the NE 1/4, S 1/4 SE 1/4 Section 8, NE 1/4 NE 1/4, Sec. 17, Township 10 South, Range 25 East, Willamette Meridian, and the timber thereon, under the provisions of the act of June 3, 1878, and acts amendatory, known as the "Timber and Stone Law," at such value as might be fixed by appraisal, and that pursuant to such application, the land and timber thereon have been appraised at \$430 the timber estimated 355,000 board ft. at \$0.75 per M. and the land \$163.75, that said applicant will offer final proof in support of his application and sworn statement on the 10th day of July, 1916, before David E. Baxter, U. S. Commissioner at Spray, Oregon. Any person is at liberty to protest this purchase before entry, or initiate a contest at any time before patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.
 H. FRANK WOODCOCK, Register
 5-11-7-10

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Notice For Publication.
 Department of the Interior,
 U. S. Land Office, The Dalles, Oregon
 May 18, 1916.

Notice is hereby given that Jacob H. Wilcox of Monument, Oregon, who on March 11, 1909, made Homestead Entry No. 02237 for NE 1/4 NW 1/4, W 1/2 NW 1/4 SE 1/4, Sec. 20 Township 9 S. Range 25 East, Willamette Meridian, has filed notice of intention to make final five year proof, to establish claim to the land above described before David E. Baxter, U. S. Commissioner at Spray Oregon, on the 1 day of August, 1916. Claimant names as witnesses: Robert E. Wright, John B. Nolan, Melvin Richie and Thomas R. Smith all of Spray, Oregon.
 H. Frank Woodcock, Register
 6-15-7-27

NOTICE FOR PUBLICATION
 Department of the Interior,
 U. S. Land Office at The Dalles,
 Oregon, June 17, 1916.

Notice is hereby given that Charles E. Nash, of Winlock, Oregon, who on Oct. 5 1911, made Homestead Entry No. 09510, for SE 1/4 Sec. 1, NE 1/4 NE 1/4, Sec. 12, Tp. 8 S. R. 23, E., Lot 7, Sec. 6, Lot 1, Sec. 7, Tp. 8 S. R. 24 E. Willamette Meridian, has filed notice of intention to make Final three year proof, to establish claim to the land above described before David E. Baxter, U. S. Commissioner, at Spray, Oregon on the 22nd day of July, 1916. Claimant names as witnesses: William Donley, Wesley Rowley, Fred E. Roepel, Amos Wilkes, all of Winlock, Oregon.
 H. Frank Woodcock, Register
 6-22-7-22

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