

ELKHORN

By ELSIE MYERS

The Mehama Local of the Farmers Union met in regular session, Friday evening, with the new president, Luther Stout, presiding. It being social night the regular order of business was dispensed with. An interesting educational film and also a comic strip were shown by M. J. Martin of the Santiam Co-op. Refreshments were served at the close of the meeting.

Visitors included Mr. George Tate, Mr. George Zimmerman, Sublimity; Mr. and Mrs. M. J. Martin and Mr. and Mrs. Paul Pietrok and family, Stayton.

Mrs. Carl Longnecker recently received word from her son, Bob Van Eaton, of a harrowing experience he had recently gone through. Bob who is in the navy and stationed at Saseo, Japan, was driving a 20 ton diesel truck hauling troops when they were struck by a typhoon. The storm was so fierce, it took them 1 and one half hours to come six and one half miles. A Japanese barge in the bay capsized trapping a Japanese woman and two children. After clinging on for twelve hours when the barge was righted the woman held on but the children perished. Bob is a former student of the Gates high school.

Mr. and Mrs. E. Dietz and family of Salem, accompanied by Mr. Dietz's father, Mr. Gene Dietz, were recent callers at the Steve Dark home.

Mr. and Mrs. Charles Sprague, Salem, who recently returned from a trip east, spent the day, Sunday, at their home on the Little North Fork.

Mr. and Mrs. Albert Julian of Fox

Valley were Sunday dinner guests at the Ike Myers home.

Recent callers at the Steve Dark home were Mr. and Mrs. Russell McLaughlin, Salem, and Mr. Bob Lucas, Portland.

Mrs. Bill Bickett and daughter were visitors over the weekend at the home of her sister and brother-in-law, Mr. and Mrs. Roger Kindred in Mill City. Mr. Bickett is elk hunting.

Mr. and Mrs. Steve Dark were among those attending the chamber banquet and meeting in Sublimity, Wednesday night.

Mrs. Louise Ray returned to her home, Sunday, from Stayton where she had been since Thursday assisting in the care of her father, Mr. Ben Darby. Mr. Darby who has been suffering from a lung ailment was moved to the Salem Memorial hospital, Sunday, for observation and treatment.

Mr. and Mrs. Carl Longnecker and Billy spent the weekend at the home of Mrs. Longnecker's parents, Mr. and Mrs. Paul Payton, of Kaiser. Saturday night they attended the Fireman's Benefit ball at Kaiser.

Mrs. Bill Bickett and Mrs. Carl Longnecker spent the day, Monday, shopping in Salem.

Weather Forecast By Growth Rings

Meteorologists can determine what the weather will be like during a given period in the future by studying the growth rings of trees.

Tree rings give these scientists clues to weather cycles because they record accurately the wet and dry years of the past centuries. From this information weather students are able to tell fairly close when we will have dry cycles and wet cycles in the future.

This is important in planning all human endeavors because weather effects everything man does, as witness the current dry year which has greatly curtailed man's activities along the Pacific Coast.

All important historic events since the discovery of the Columbia river by Captain Gray in 1792 are charted in the annual rings of thousands of great Douglas firs and West Coast hemlocks of this western country now being harvested in western Oregon and Washington. More than a fourth of the nation's wood products comes from these forests in the form of lumber, pulp, plywood, poles and piling, doors, shingles, shakes and hundreds of items.

Many Douglas firs of this region were in their prime when John Jacob Astor in 1811 founded the community at the mouth of the Columbia which now bears his name, according to W. D. Hagenstein, forest engineer for the Forest Conservation Committee of Pacific Northwest Forest Industries. Hagenstein says millions of acres of West Coast forests were at their prime when Dr. John McLoughlin, famed Hudson's Bay factor, cut the first lumber at Fort Vancouver in 1827. Timber out here was prime when Pope & Talbot installed the first steam-powered sawmill on Puget Sound at Port Gamble in 1849.

Good years and bad years, dry years and wet years are all recorded Hagenstein said. Stories of fires are told. Trees don't recognize business cycles, the forester said, but they record them in their rings because prosperous years are generally good farm crop years when there has been lots of rain.

Mill City Hi-Lites

By GARY PETERSON

The Timberwolves smaltized the Jayvees of Sweet Home High Thursday night by a score of 32 to 12. Bob Baltimore led the scoring attack with three touchdowns, going one, thirty, and forty yards for TD's in that order. Roy Podrabsky scored an additional pair of Touchdowns, moving thirty and fifty yards, while Lyle Fleetwood scored the sixth TD with a gallop of fifty yards on a naked (pardon the word) reverse. Denny Marttala kicked the conversions. The Timberwolves picked a cold night to get hot as they walked away with an easy victory before a small but elated crowd. Pat Henry and his Golden horse performed a halftime, with Pat sending the beautiful palomino through a series of twenty-five tricks.

The Teen Canteen frolicked in the Mill City high school recreation room Saturday night. As a prelude to the evening's festivities, a potluck dinner was held. Potluck—that's a way of saying "Bring your pot and see what luck you have getting it back." After the gay evening, the impressionable minds of the teenagers wandered over to the Mill City theatre to see the horror of horrors, "The Thing". Bob Veness put on a short exhibition of (?) black magic before retiring in favor of "The Thing".

The Junior class is throwing a hard-times party tonight with the student body invited. The Congress should investigate the juniors—maybe they think the government is on the rocks. Subversives, eh? Everyone is to come dressed as (ugh) hoboes. Now they think they can call the whole student body a bunch of bums. Hah! We'll sue.

The GAA is going to throw a surprise party for the football team a week from tonight—Friday. I don't know, but that's about what they should do, heave it someplace. The stupids—er, ah, students are invited to this'n also.

Touche, tally ho, then, sir, and there'll be another one of these next week. Basketball is almost upon us, as the Timberwolves this week wind up the 1951 gridiron season with a game

Shuffleboard Season Rolls Around Again

A shuffleboard tourney is now in the formative stage. Present plans call for 10 taverns entering teams for the competition on the waxed ways. Action starts Tuesday, Nov. 6.

Each tavern will have one complete team and a limited number of subs. Taverns joining up for the shuffleboard sport are Rendezvous and Fred Davies, Stayton; Meander Inn, Mill City Tavern and Les' Tavern, Mill City; Ruby and Johnny Montgomery tavern and Richards Tavern, Gates; the Maples Tavern, Niagara; Detroit Tavern and Cedars Tavern, Detroit.

Running accounts will be given of shuffleboard tourney progress. Highlights of the play will be recorded.

at Philomath. Prospects for basketball, as only one senior was on the 1950-51 team, and some other players have since transferred here.

The Christian graces are like perfumes, and the more they are pressed the sweeter they smell. — Francis Beaumont.

MILL CITY Frostbite Spared Marines in Korea

Mrs. Vesta Golden, Mrs. James Poole Jr. and Mrs. Bob Hinz were in Salem, Monday on a purchasing trip for equipment for Hinz Coffee Shop.

Mr. and Mrs. Melvin LaVine and Sharon and Mr. and Mrs. Jack Scott spent the week-end at the home of LaVine's sister, Mrs. Knute Knutson of Seattle, Wash.

John Grant, one of the two U. S. citizens ambushed in the Philippine Islands last week, was a cousin of Melvin LaVine.

George Stewart reports that his son, Jerry, is now in Europe on the coast of France with the U. S. Army.

Two teams of work horses are arousing the anger of North River Road residents. These four fine horses persist in using the lawns of property owners as a pasture. The owner of these horses runs the risk of their being turned into horse meat in these times of high-priced beef!

Maps of Mill City are available at the Mill City theatre, compliments of Robert Veness, proprietor. First come, first served.

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U. S. Marines fighting in Korea will not suffer a repetition of frostbite that was such a crippling enemy in last winter's campaign, according to word received here from Washington, D. C. by Colonel Harvey S. Walseth, Director, 13th Marine Corps Reserve District.

Colonel Walseth said "guinea pig" Marine Corps officers have tested successfully a new insulated rubber boot at temperatures as low as 45 degrees below zero.

Replacing the shoe-pac—the hitherto best footwear for cold weather insulation, similar to a thermos bottle. It is the result of research by the Marine Corps, Army and Navy, and has been acclaimed by experts in Arctic exploration as the best protection against wet-cold such as found in Korea.

"Not only have new supplies been sent to Korea, but last winter's equipment has been renovated and cleaned to provide ample clothing to keep our fighting men warm," Colonel Walseth said.



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Pains, distress of "those days" stopped or amazingly relieved
in 3 out of 4 cases in doctors' tests!
Here's wonderful news for women and girls who — each month — suffer the tortures of "bad days" of functionally-caused menstrual cramps and pain — headaches, backaches, and those "no-good," dragged-out feelings.
It's news about a medicine famous for relieving such suffering!
Here is the exciting news. Lydia E. Pinkham's Vegetable Compound — gave complete or striking relief of such distress in an average of 3 out of 4 of the cases in doctors' tests!
Scientifically Modern Action
Yes! Lydia Pinkham's has been proved to be scientifically modern in action!
This news will not surprise the thousands of women and girls who take Lydia Pinkham's regularly and know the relief it can bring.
And it should encourage you (if you're not taking Lydia Pinkham's) to see if your experience doesn't match theirs... to see if you, too, don't avoid
the nervousness and tension, weakness, irritability — and pain — so often associated with "those days"!
Remember Lydia Pinkham's, too — if you're suffering the "hot flashes" and other functionally-caused distress of "change of life."
Get Lydia Pinkham's Compound or new, improved Tablets with added iron (trial size only 59¢). Start taking Lydia Pinkham's today!

How Lydia Pinkham's works
It has a "calming" and soothing effect on the uterus... quieting the contractions (see the chart) that so often cause menstrual pain, cramps, other distress.

90% For! 10% Against
Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Time to settle...

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

END THIS QUIBBLING!

On June 15, 1950, an Emergency Board appointed by the President under the terms of the Railway Labor Act—an Act largely fathered by the unions themselves—made its recommendations on certain wage and working conditions ("rules" in railroad language) which had been in dispute between employes and the railroads.

More Than 90% of Employes Accept
Since then, terms equal to or better than the Board recommendations have been accepted by about 1,200,000 railroad employes—more than 90% of the total of all workers. They are represented by 20 of the 23 standard railroad unions.

Less Than 10% Refuse
But three unions—with about 130,000 men, or less than 10% of the total—have refused to accept, even after months of negotiations. These three unions are the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors. These are three of the so-called "operating" unions. Already the highest paid men in the industry, their leaders demand still further advantages over other workers.

In all, there are about 270,000 operating employes. But not all of them, by any means, are represented by BLE, BLF&E, or ORC. As a matter of fact, less than half—132,000 to be exact—are in these three unions. More than half—about 140,000—are in other unions, principally the Brotherhood of Railroad Trainmen. What makes the whole situation so hard to understand is that these 140,000 operating employes are working under wages and rules which the leaders of the other 130,000 say they cannot agree to.

What Do the Railroads Offer?
They offer these three unions the same settlement which was contained in a Memorandum of Agreement signed at the White House on December 21, 1950, by four brotherhoods and the railroads. Later these brotherhoods sought to repudiate this agreement. But on May 25, 1951, the Brotherhood of Railroad Trainmen signed a complete agreement carrying out the

principles of the Memorandum Agreement of December 21. They have been working under this agreement since May 25.

What About Wages?
Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$.34 an hour (\$2.72 a day) and road engineers, firemen and conductors would now be receiving an increase of 19½ cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?
The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employes covered by signed agreements.

What About the 40-Hour Week?
The White House Agreement calls for the establishment of the 40-hour week in principle, for employes in yard service. The employes can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?
The continued quibbling of the leaders of the three unions has to do principally with

rules changes, which have already been agreed to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional service"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public, by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse.

Rules Can Be Arbitrated
The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed
With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employes.

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