

Willamette Valley News

Salem Heights Notes

(Capital Journal Special Service)
Salem Heights, Aug. 8.—Miss Gladys Thompson of Oregon City who has been visiting her grandparents, Mr. and Mrs. P. A. Thompson has returned to her home.

Mrs. Will McCollum is visiting friends in Portland.

Misses Martha and Olga Wickberg were week end guests of friends at Mt. View.

A group of young folks who made up a party and motored to Jefferson and spent last Saturday evening with Mrs. Wm. Gulvin were, Misses Oral McClain, Leora Morris, Alice Reints, Clara Miller, Edward Robinson, Arthur McClain, Maurice Sawyer and Jay Morris.

Mr. and Mrs. Ben Morris returned last evening from Portland. They were the guests of their son Mr. and Mrs. Harry Morris and with Mrs. Morris enjoyed a trip up Columbia Highway.

Gordon and Kermit Thompson are visiting with relatives in Oregon City.

Mrs. Phil Thomas and daughters are visiting with Mrs. Thomas' mother in Washington.

Salem Heights intends to keep on

HAS MOVED TO PORTLAND

It is with considerable reluctance and many regrets that we announce the removal of the A. E. Southwick family from our midst. They departed Wednesday for Portland, where they expect to make their home for the present, at least. During their stay in Donald many friendships were formed, and there is not a person in town who did not dislike to see them leave. However, Mr. Southwick had laid his plans with care and is positive he is making the right move. He still retains an interest in the Donald bank, and expects to visit the town often.—Donald Record.

PICNIC AT AUMSVILLE

Everybody is invited to attend the picnic given by the Aumsville Industrial club, Aug. 11, on the Christian church grounds. A large program will be given in the afternoon and special games for children. Everybody come.—Aumsville Record.

Reports Foreign Cruiser Off Oregon Coast

Marshfield, Ore., Aug. 8.—A mysterious four funneled foreign cruiser is hovering off the Oregon coast today, according to Captain H. H. Michaelson, master of the steam schooner Hardy.

He declares that while near Rogue River shortly after midnight the warship suddenly loomed up out of the darkness and passed close to him. He could see its four funnels silhouetted against the sky. A lookout hailed him unintelligibly, and the vessels quickly drew apart.

NAVAL BATTLE OF SMALL SIZE REPORTED

Austrian and Italian Ships Clash, Little or No Damage Done

Berlin, via wireless to Sayville, L. I., Aug. 8.—Austrian and Italian naval forces engaged in a fight in the Adriatic on August 2 while the Austrians were returning from a raid, it was announced in an official statement from the Austrian admiralty received here today. The Italians were hit and turning southward, disappeared.

The Austrian admiralty admitted that the Austrian torpedo boat Magnet was damaged by an enemy submarine on the same day.

"Austrian torpedo boats on August 2 shelled military objects at Wolfetto, destroying an aeroplane shed, setting fire to a factory and doing damage," said the admiralty's statement.

"On the return the boats were joined by the cruiser Aspera and developed an engagement with an Italian flotilla composed of one cruiser and six destroyers. The Italians were hit and turned southward and disappeared. The Austrian units returned unharmed.

"On the morning of the same day five hostile aeroplanes bombarded Durazzo without any damage. They were repulsed by Austrian naval planes. One hostile aeroplane was shot down some miles south of Durazzo.

"The torpedo boat Magnet was attacked by an enemy submarine August 2 and damaged near the stern by a torpedo. Two men were killed, four wounded and several are missing. The boat was brought into port."

The Magnet is an old five hundred ton vessel built in 1896 and is listed in naval registers as a torpedo gunboat.

NEW YORK STREET CAR STRIKE IS SETTLED

Men Won All Main Points Contended For—Traffic Is Resumed This Morning

New York, Aug. 8.—New York today resumed normal street car traffic after more than a week of the biggest street car strike in the city's history. Normal schedules began early today following settlement of the difficulties between employees and traction magnates at a long night session.

Although company heads refused specifically to agree to recognition of the union—the Amalgamated Association of Street and Electric Railway Employees of America—they conceded the big issue the men fought for. This was the right of the men to unionize and promise to receive committees representing the organization.

The victory was the greatest ever won by the union. It was the third big victory in three big cities in a little over three years. The other triumphs were in Boston and Chicago. Where there was extreme violence in the Boston affair, the peaceful victory won a year ago in Chicago was exceeded in orderliness by the New York triumph.

Mayor Mitchell and Oscar Strauss of the public service commission were responsible for the settlement. They called session after session with opposing leaders until peace resulted. Minor differences will be settled by a board of three, one to be appointed by each of the opposing factions and one to be chosen by Strauss.

First Flax Put Through Eugene's New Plant

The first flax to be handled in the Eugene flax plant was put through the machines this morning, and the equipment was found to run in excellent shape. Three or four loads of flax from one of the poorer fields had been brought in yesterday and today, and will be used in the making of tow, to be used for upholstering purposes.

Better grades of the flax will be brought in from the fields within a few days, and the process of retting it will be begun. The retting tanks are being filled with the Willamette river water, which, according to Eugene Besse, the expert in charge of the Eugene plant, is excellent for the purpose.

Cutting of the flax is going forward steadily throughout the territory tributary to Eugene, and the work is now nearly one-half done.—Eugene Guard.

Humming Bird Kills Two Caged Canaries

Oregon City, Ore., Aug. 8.—With murder in his soul and blood on his beak, an innocent looking little humming bird mopes today in a canary cage at the residence of Mrs. W. W. Lee. The cage is littered with yellow feathers.

Mrs. Lee declares the humming bird entered between the bars and killed her two canaries by stabbing them with its long bill. Then it was unable to escape as it had come, and there it was found, a victim of poetic justice, firmly imprisoned in the cage with its dead.

He—Here, Jones and I started in business together, and he has retired while I am still in the harness. She—But then Jones isn't a mule.



CHARLEY CHAPLIN
In his greatest laughing hit, the second release on the new \$200,000 Mutual contract.

"THE FIREMAN"
FULL OF FLAUNTS
—AT—
TODAY - TOMORROW

BLIGN
THEATRE

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 have voted 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 | 1033 | 1317 | 751 | 1181 | 418 | 973 |
| | 2078 | | 2059 | | 1552 | |
| Brakemen | 854 | 967 | 874 | 1135 | 862 | 1107 |
| | 1719 | | 1961 | | 1821 | |

The average yearly wage payments to all Western train employes (including those who worked only a 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 |
| Brakemen | 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.
- F. E. 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. E. COOPERMAN, Vice President, Southern Railway.
- S. E. COTTER, Gen'l Manager, Washoe Railway.
- F. E. CROWLEY, Asst. Vice President, New York Central Railroad.
- C. H. EMERSON, Gen'l Manager, Great Northern Railway.
- C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway.
- E. W. GRIFF, Asst. to President, Chesapeake & Ohio Railway.
- A. S. GREIG, Asst. to Receiver, St. Louis & San Francisco Railroad.
- S. W. KOENIG, Gen'l Manager, Atchafalaya, Topeka & Santa Fe Railway.
- B. W. McMASTER, Gen'l Manager, Wheeling and Lake Erie Railroad.
- N. D. MAHER, Vice President, Norfolk and Western Railway.
- JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
- A. M. SCHUYER, Resident Vice-Pres., Pennsylvania Lines West.
- W. L. REDDUS, Vice President, Seaboard Air Line Railway.
- A. J. STONE, Vice President, Erie Railroad.
- G. S. WAID, Vice-Pres. & Gen'l Manager, Sunset Central Lines.

FOREST SERVICE URGES WOOD BLOCKS



Cresotated wood blocks, already extensively used as paving material for city streets, have been coming into use as flooring for the last four or five years. Its durability, noiselessness under heavy traffic, and sanitary properties are its chief advantages suggested by the United States Forest Service for paving. It is said to have special value for making floors, especially for use where heavy trucking, the moving of heavy machinery, or other severe use makes the maintenance of floors a serious problem.

Wood block, the Forest Service authorities say, is now widely used for flooring in factories, warehouses, machine shops, foundries, various types of platforms, wharves, and docks, and for such miscellaneous purposes as hotel kitchens, hospitals, laundries, and slaughter houses. Possibly one of the oddest of these uses is for the floor of wild animal cages and runways. Notwithstanding the recent increase in the use of wood block for these purposes, they believe that the growth of this industry will be even more rapid in the future. These floors are well liked by the workmen, they say, because they are easy on the feet.

A statement from the Forest Service says: "Most of the blocks for these floors are now made of southern yellow pine. Hemlock, larch, Douglas fir,

The Picture Tells The Story

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HANLY IS NOTIFIED OF HIS NOMINATION

Does Not Indorse Part of Platform—Says Hughes and Wilson All Right

Indianapolis, Ind., Aug. 8.—J. Frank Hanly, former republican governor of Indiana and recently the candidate for governor, this afternoon was formally notified of his nomination as a candidate for president of the United States by the prohibition party.

Dr. Ira Landrith of Boston shortly afterward received notification of his nomination for vice-president. The ceremonies were held on the lawn of the Hanly home.

Early in his speech of acceptance Hanly declared that he neither approved nor accepted the initiative, referendum and recall plank adopted by the party at St. Paul. It was this plank adopted by Indiana progressives that caused him to refuse the nomination for governor.

Hanly devoted as much time to the Mexican situation, the tariff and to Americanism as he did to prohibition.

"We are failing and have long failed to assure and guarantee the lives and property of European and American citizens," said Hanly. "To meet this duty in the case of Haiti and San Domingo has been easy and we have met it. To meet it in the case of Mexico has been difficult and we have shirked it."

Hanly said prohibition offered the best means of preparedness. He came out strong for Americanism but warned against militarism in too great preparedness. He said so far as a crisis in American life is concerned it will "make absolutely no difference whether Wilson or Hughes is elected," for "both are intensely American and jealous of the nation's honor." Both love peace but either would sacrifice

it to save the nation's honor, he said. He declared "there is no crisis."

Poor Reward.
"Virtue is its own reward," observed the alleged philosopher.
"Yes," replied the other fellow, "but the reward is seldom more than 30 bob a week."—London Tansers.

OREGON LAST TIMES TODAY

DE WOLF HOPPER
in
A 5-Act Griffith Comedy
Drama
Mr. Goode-Samaritan
A KEYSTONE
Buffles of Trouble

Tomorrow
VAUDEVILLE
De Costa & Madeline
COMEDIANS—DIFFERENT
No Raise In Prices.

TODAY, TOMORROW
And Thursday
DANIEL FROHMAN
Presents
MARGUERITE CLARK
In a Novel Romantic Photoplay
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A Paramount Picture
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Famous Players
Paramount Star