

MR. AND MRS. B. W. RICE ARE DOING A GREAT WORK

Mr. Editor: You will allow me a few words about a well known citizen? The first Sunday I spent in Caldwell I met Rev. B. W. Rice and his wife. From that day to this I have wondered at and admired their work; I am sure I never met two people engaged in Christian work who more truly exhibited the spirit of our Lord; the number of homes into which they have brought helping hands and sympathetic hearts is beyond computation, and of all classes well-to-do and the humble poor, often with no regular salary from any organized body, they have gone their helping way, comforting the sorrowing and the straying, and putting the "widow and fatherless" in the way of self-help; and the circle of their field has ever widened until "Preacher Rice and wife" have owned all over this part of Idaho and many have carried grateful hearts for their kindness to the distant parts of the country. Their love and labors are bounded by no one church but they have labored with all, and for those on the side all; one's need being their call. Mr. Rice's former calling as a railroad man gave him a wide knowledge of men and both he and his wife have a rare way of aiding and comforting. I have had some extended acquaintance with Christian workers, and I think I have never known a combination of man and wife of such quality for such always needed work, and two people who seem to always know just what to do and how to do it. Both have membership in local churches, but I dare say few know which churches have their names, for all our churches and ministers fellowship love them.

For a few recent years, Mr. Rice has been officially connected with a certain missionary society, which has valued his labors. But now he has dropped financial connection with it and is at present foot-free.

He recently said to me: "I have a feeling it is not just the correct thing for me to take money of a Missionary board which makes no distinction between the various churches in my work. I cannot hold myself down to the terms demanded by Missionary boards, and bend every care to make ends meet for one denomination, while my whole heart is divided between them all."

"During my twelve years here as a minister I have discovered a great big unchurched lot of Christian people who are classed as Godless, yet I know them to be a not only believers but among the devoted ones. They have been outlived by the various churches thoughtlessly enough in many cases, but nevertheless just as competently. I have always done a good work as pastor of these unchurched Christians and am now taking steps to enlarge this work and put in my life for them. I have decided that they are not altogether at fault for being disconnected from all the churches. The fault is just as much that of the churches -- of this big tribe of unchurched believers who have found themselves classed as non-Christian, simply because they do not at present have their names on some church roll. I am going to try to get as many of these as possible to join churches, and the others I will put on my personal prayer list and let them use me as far as possible for their minister."

"Having no financial connection with any church, I will retain membership where I am in order to keep up a necessary legal and brotherly fellowship, and thus meet the social and legal demands when it comes to performing marriages, baptisms, etc."

"My support will be just what the people see my labors are worth and there will be no system instituted for gathering in the ducats."

"I will hold revival meetings anywhere and will continue my work by a systematic correspondence with every

body who is not looked after by some minister. I will write hundreds of letters to the young people presenting to them the Christ life."

For a dozen years I have been intimate with this man, the better I know him the more I admire, love and honor him. My purpose in thus writing is to ask the people of Caldwell and vicinity if there is not some way for us to permanently secure the continued and steady labors of Mr. and Mrs. Rice, doing a needed work in their way but a work which often goes undone, for lack of those fitted for it. They ought to be pledged a steady support; who will aid? Give him your name and what you will give for the work; he could go back to railroading and earn much more than he will ever get in this way; but we need them; let us keep them, and remember "the laborer is worthy of his hire," says the Bible.

W. S. HAWKES.

UNCLE MARRIES THIRTEEN YEAR OLD NIECE--ARRESTED

Mother and Uncle of the Bride Alleged to Have Sworn Falsely to Age and Relationship

(Weiser Signal) Thomas B. Smith and Mrs. Selesis B. Dotson, his sister, of near Caldwell were arrested Thursday on a complaint made in this county the day before by Mrs. Mattie L. Tucker, probation officer of Canyon county, charging two complaints, one that Thomas B. Smith and Mrs. Selesis Dotson had perjured themselves when they swore to the age of Mary Dotson daughter of Mrs. Dotson, and niece of Mr. Smith and another when they swore that Mary was no relation to Smith by which alleged falsifications they were able to secure a marriage license in the county clerk's office in Washington county.

Smith, Mrs. Dotson and Miss Dotson came to Weiser on the 10th and secured a marriage license, after which Smith and Miss Dotson were married by Dr. W. H. Ashley. They returned the same evening to their home and a few days later the complaint was made out.

This complaint charges that the bride is but 13 years of age, and a daughter of the groom's sister. County Clerk Smith said the bride-to-be was not present when the license was issued and the mother and uncle swore to the age being more than 18 and that the contracting parties were not related.

The arraignment of the accused parties was held Saturday afternoon in the probate court and the time of the trial was set for Tuesday.

When the groom was interviewed Saturday afternoon by a reporter for the Signal he "clean forgot" the answer to every question asked. He was saying anything about anything. The crime of perjury carries a punishment of from one to fourteen years in this state.

RILEY HORN SELLS BIG CATTLE RANCH

Purchase Price Runs Into Six Figures 2600 Acres Sold

Mr. and Mrs. Riley R. Horne returned to Jordan Valley Saturday after a short visit in Caldwell, the guests of Mr. and Mrs. W. T. Schnabel.

Mr. Horne, while in Caldwell closed the deal whereby he disposed of his Oregon stock ranches to Messrs. Gess & Murphy of Nampa and Portland respectively. Mr. Horne sold three ranches, the Horne ranch, the Schnabel ranch and the Huff ranch and about 1500 head of stock. The purchase price was not made public but it runs into six figures. There were in the three ranches 2600 acres of land.

Horne Well Known Stockman Riley R. Horne is one of the best known men of the Jordan Valley country. He went into the stock business there 18 years ago buying the Schnabel ranch. He has worked hard, gained a great success and amassed a fortune.

How About When He's "Shy"? It isn't bashfulness that makes a man refuse to meet his obligations.

CALDWELL MILITIA BOYS ARE BECOMING ACCLIMATED

Camp Stephen, Little, Nogales, Arizona, July 27, 1916.

Every afternoon between 2 and 3 o'clock clouds gather to the north of the camp and sometimes we have a little shower to cool the atmosphere. Yesterday the program was kept from becoming monotonous by the clouds gathering all around us. Every minute the darkness became more threatening and the impending storm more ominous. Suddenly someone seemed to cut the puckering strings and down she came. Lightning which made the Idaho product look like a rank substitution lit up the scene in a manner which made good Christians out of several doubters. The rain was torrential.

One of the boys in a neighboring company who is considered an exceptionally "hard case" implied the command: "Don't swear boys, don't swear," while the wind howled and ruthlessly torn down every mess tent, and every kitchen fly. The big pyramidal tents in which the men sleep, rocked like a drunken sheep-herder, and made funny little jumps, trying to go up and away on a trip of adventure.

Jack Thorpe, leader of the band, saw his cot rise up in the air after his tent had been blown down. The cot sailed up and over the Colonel's tent and away down into the draw.

Some of the regiments camped in the valleys about suffered some discomfort from water and a lieutenant in a Kentucky regiment is reported injured by lightning.

Captain Dannemiller, U. S. A., who was formerly connected with the regiment as Inspector-Instructor at Boise is responsible for the Second Idaho having the splendid camp site they have. He has been appointed instructor here and says he is fully satisfied with the progress we are making.

You wouldn't know the boys that left Caldwell a little over a month ago. They are brown, straight, hard as nails, and drill like regulars. Standing in line there is never a movement while at attention—they stand like graven images and execute the commands with a regularity of cadence that brings words of commendation from the regulars visiting us.

The boys are becoming acclimated—which means that about 10 per cent of them are in the hospital every day. We have difficulty in providing the proper diet for those in hospital but are gradually getting into shape. Milk sells for 20c a quart—when you can get any.

The most noteworthy activity in camp is that of sanitation. Go where you may not a scrap of paper, not a particle of food, not a single thing that might become a menace to health can be found. More than an hour before mess a fire is built in the company incinerator and as the men finish their meals, the scraps are thrown on the blazing fire and burned.

"How Long, Oh Lord How Long" The question as to the length of stay here is unanswered. Each man's guess is as good as another's. From the permanent character of the camps being established a guess of six months is safe. From a careful review of facts and conversation with Mexicans from different parts of the country, one would guess that six years would be somewhat nearer the truth.

Every bluff of Carranza and of the other Mexican authorities has been made good. The flag was not sauted at Santa Cruz—and on down the line until you find that U. S. soldiers moving to the south were fired upon capturing to threat Villa has not been captured nor have conditions changed in Mexico except for the worse. Mexicans of culture admit freely that they have no confidence that Carranza can control the situation unless he can raise large funds; yet they do not want the U. S. to step in.

This morning ammunition is being issued—what for? Thousands of boys are undergoing actual hardship in becoming inured to the climate of the south when they could be drilled as well elsewhere—why? Uncle Sam is spending hundreds of thousands of dollars here keeping troops on the border—why?

The wise ones declare that we will go over the line sometime—they don't pretend to say when.

John Toothman, formerly instructor of manual training at the high school, is now Sergeant Toothman—Mess Sergeant too, so it pays to remember his rank.

Private "Sandy" Oliver found a baby centipede under Lt. Church's cot this morning and the lieutenant has not been able to get his hair to stay down since.

Lt. Webb is active in baseball. He has a team which is beginning to make a sensation here. They played last Sunday with the California boys and defeated them by a score of 12 to 3. The champions of Nogales are the boys from the 12th U. S. Infantry. The Second Idaho will play the 12th Sunday afternoon.

The mail man arrives about noon and the boys watch eagerly for a letter "from home." There is nothing that excites quite so much pleasurable excitement as a letter—to the boys down on the border.

United States Post Office The following list of unclaimed letters remain on hand unclaimed for and will be sent to the dead letter office at Washington, D. C., fourteen days from the above date.

Beebe, Lem, Gillocks, S. M., Hall, Altonza, Johnson, Roy, Lawson, Okey, McDougal, Alexander, Senorita, Inez, Wood, J. M.

FEDERAL ROAD FUNDS APPORTIONED TO STATES

Secretary of Agriculture Follows Provisions of New Road Law

The Secretary of Agriculture, under date of July 21, 1916, certified to the Secretary of the Treasury and the governors and State highway departments of several states the following apportionment of the \$5,000,000 of Federal road funds available for the fiscal year ending June 30, 1917. This is the first installment of Federal moneys to be apportioned to the states under the Federal aid road act approved July 11, 1916. Before making the division among the states the secretary in accordance with the act deducted 3 per cent of \$150,000, needed for administering its provisions. This left \$4,850,000 to be apportioned among the states, one-third in the ratio area of one-third in the ratio of population, and one-third in the ratio of mileage of rural delivery routes and star routes. The apportionment on this basis gives the following amounts for the several states:

Colorado	83,690.14
Connecticut	31,090.44
Delaware	8,184.37
Florida	55,976.27
Georgia	134,329.48
Idaho	60,463.50
Illinois	220,926.23
Indiana	135,747.62
Iowa	146,175.60
Kansas	143,207.40
Kentucky	97,471.91
Louisiana	67,474.66
Maine	48,451.50
Maryland	44,047.22
Massachusetts	73,850.95
Michigan	145,783.72
Minnesota	142,394.06
Mississippi	88,905.84
Missouri	169,720.41
Montana	98,287.19
Nebraska	106,770.81
Nevada	64,398.30
N. Hampshire	20,996.62
New Jersey	59,212.68
New Mexico	78,737.81
New York	250,720.27
N. Carolina	114,381.92
North Dakota	76,143.06
Ohio	186,905.42
Oklahoma	115,139.00
Oregon	78,687.37
Pennsylvania	230,644.17
Rhode Island	11,655.71
South Carolina	71,807.64
South Dakota	80,946.02
Tennessee	114,153.48
Texas	291,927.81
Utah	56,950.15
Vermont	228,444.77
Virginia	99,660.41
Washington	71,884.28
West Virginia	53,270.46
Wisconsin	128,361.07
Wyoming	61,196.82
Total	\$4,850,000.00

Later Appropriations The apportionment indicated above is only of one year's funds. For succeeding fiscal years the act appropriates the following amounts:

1918—\$10,000,000.
1919—\$15,000,000.
1920—\$20,000,000.
1921—\$25,000,000.

The act requires that the apportionment for each year shall be made in the same manner. Different sums are appropriated for each year and the apportionment must also take into consideration the population as shown by the latest available Federal census and the mileage of rural delivery and star routes as shown by the certificate of the Postmaster General for the next preceding fiscal year. A new apportionment, therefore, must be announced for each fiscal year.

The apportionment as given above does not take into consideration the \$1,000,000 additional appropriated each year for 10 years for the development of rural roads in the National Forests.

YELLOWSTONE PARK EXCURSIONS

August 12th; via Hotel Route.
August 14; via "Wylie Way".
See O. S. L. Agents for details and folders.

Sufficient Cause

"What caused Jones to resign from the presidency of the Don't Worry club?"
"Triplets."
How They Love Each Other Agnes (yawning)—Oh dear! I feel as if I were thirty years old.
Marie—Why, what have you been doing to rejuvenate yourself?

CHEAP FUEL

Lay in a Supply at Bargain Prices—An Exceptional Opportunity—Until Further Notice We will Deliver at Caldwell—

MILL WOOD

IN 16 INCH LENGTHS \$4 PER CORD

Cars contain from 15 to 17 cords. If you cannot handle full car, get your neighbor to go in with you. Take advantage of this opportunity. Never Has Wood Been Ordered at This Price in Caldwell! See A. H. LAUENSTEIN, Agent Boise-Payette Lumber Co.

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 are voting 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 3094	\$2195	\$1537 3076	\$2071	\$1056 2445	\$1378
Conductors	1543 2789	1878	1454 2933	1935	1151 2045	1355
Firemen	1033 2078	1317	751 2059	1181	418 1552	973
Brakemen	854 1719	967	874 1961	1135	862 1821	1107

The average yearly wage payments to all Western train employes (including those who worked only 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. R. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
- C. W. KOUNS, Gen'l Manager, Atchafalaya, Topeka & Santa Fe Railway.
- H. 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. SCHOYER, Resident Vice-Pres., Pennsylvania Lines West.
- W. L. SEDDON, Vice-President, Seaboard Air Line Railway.
- E. H. STONE, Vice-President, Erie Railroad.
- G. S. WARD, Vice-Pres. & Gen'l Manager, Susquehanna & Ohio Railway.
- A. S. GREIG, Asst. to Receiver, St. Louis & San Francisco Railroad.
- L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
- C. L. BARDO, Gen'l Manager, New York, New Haven & Hartford Railroad.
- E. B. COAFMAN, Vice-President, Southern Railway.
- E. E. CROWLEY, Asst. Vice-President, New York Central Railroad.
- G. H. EMERSON, Gen'l Manager, Great Northern Railway.
- E. W. GRICE, Asst. to President, Chesapeake & Ohio Railway.

PUT VIM INTO SAVING

Why get into the rut with the person who is indifferent about having a surplus fund? Put vim into your saving and it will surprise you to see how much more money you can accumulate.

Start an account with us. 5 Per Cent Paid on Savings Accounts

CALDWELL COMMERCIAL BANK
CALDWELL, IDAHO

Call and See Us About Your Banking

The hail fellow well met, the man who spends as he goes, is popular just so long as he is a hail fellow well met, so long as he spends as he goes. His fair weather friends leave him the minute he is in financial distress.

Don't be one of these kind. If you are making big money plan to set aside a certain sum in bank. You'll find that if adversity comes a goodly bank balance is your best friend. If you always have a bank account make it a point to have a balance, a good margin to work on. If you haven't a bank account open one with us today.

First National Bank
CALDWELL, IDAHO