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ENGINEERS PAID BETTER THAN SEVEN WESTERN GOVERNORS IS STATEMENT OF RAILROAD CHIEF

Chicago, Jan. 20.—Governors in seven states in the union could make more money sitting in the cab of a locomotive on some of the runs on western railways than they now receive in the executive chairs of their states. Their annual salaries are smaller than the wages received by some of the locomotive engineers on western railways, railways, who, in concert with the firemen are demanding higher pay and revised rules which would entail an added burden of \$40,000,000 yearly to the roads.

This was one of the striking points developed by James M. Sheehan, counsel for the western railways, today, in his address before the Federal Arbitration Board in Chicago, opening presentation of the railways' testimony against the demands of the engineers and firemen.

"Of about 5,000 men whose wages for the entire year to June 30, 1913, will be shown," said Mr. Sheehan, "there is a maximum of \$3,725.20 for passenger engineers; \$3,342.30 for freight engineers; \$1,752.20 for passenger firemen and \$1,890.32 for freight firemen. Against these maxima, the governors of seven states receive \$3,000 or less per year, while those of seven other states receive \$4,000, or only slightly above the engineers' maximum earnings.

"Actual earnings statements for all engineers and firemen for the month in which these demands were presented, show that engineers in passenger service earned actually an average of \$185 for the month with a maximum actual earnings of \$341.60; in the freight service the average was \$170, with an actual maximum of \$358.70; the firemen in passenger service earned that month an average of \$115.54 with a maximum of \$209.89; while in freight service their actual earnings for the month were on the average \$110 with a maximum of \$221.05. Other firemen in combination freight and passenger service earned even higher wages.

"A careful investigation into the increased cost of living in the West shows that prices have not advanced so fast as have the wages of engineers and firemen under the schedules awarded in 1910.

"Comparison of their wages with those of any other craft, or of any other railway employees, or of engineers and firemen in other parts of the country, show that they are receiving already a higher compensation in both rates of pay and rules."

Turning to the question of ability of the roads to meet the added cost in these latest demands of the men, Mr. Sheehan pointed out that in the face of larger mileage and growing traffic, the western roads in recent years have experienced immense losses in net revenues, income, dividends and surplus, in which situation they are now faced by demands of engineers and firemen which would add \$40,000,000 to their expenses, although these men now are better paid than in any other section of the country, and their wages already have outstripped the cost of living.

"These wage demands," said Mr. Sheehan, "affect some 64,000 men, on approximately 140,000 miles of railway. On the basis of the month in which they were presented, the added expense would be \$3,700,000, or about 51 per cent. Applied to the total payroll of the affected companies for the year, this would mean nearly \$40,000,000.

"Over 8,000 more miles were operated by the affected companies in 1914 than in 1910, yet net operating income after taxes in 1914 was \$15,000,000 less than in 1910, and nearly \$40,000,000 less than 1913.

"In 1914 there was declared \$22,000,000 less in dividends than in 1910,

and in 1913 \$14,000,000 less than in 1910. In 1914 there was carried to surplus \$24,000,000 less than in 1910, while the surplus in 1913 was \$12,000,000 less than in 1910. In five months of the current fiscal year there has been a drop of \$29,000,000 in gross revenue.

"We face this situation as to the income of the railways involved, although in three years to June 30, 1913, they spent over \$660,000,000 in improvements and extensions to property, and out of this devoted over \$220,000,000, or practically one-third, toward the purpose of increasing efficiency and safety and expediting train movements. It is true that heavier power and equipment have been installed, but labor-saving devices and increased wages have more than counterbalanced any added work or responsibility placed upon the men by the heavy power.

"Through the elimination of grades and curves and other improvements, the employees have been able with the larger engines, and consequently with higher pay, to haul trains of the same speed as light trains were formerly handled. With heavier power there has been constant improvement in labor-saving devices such as automatic stokers, automatic doors, coal pushers, sloping tanks, power grate shakers and automatic ash pans now operated by compressed air, which relieve the firemen of the danger of going beneath the locomotive.

"It is an evident fact that increases in wages granted in 1910 in the western concerted movement, covering specifically heavier classes of power, were more than commensurate with the added work, and schedules made then have taken care of such heavy power as has been installed by the railways since then.

"Compensation of engineers and firemen throughout the West is higher than in eastern and southern territories, although the average freight train load and average tractive power of engines in the East and South are higher than in the West."

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If you have any, even one, of the symptoms of kidney diseases, act now, for gravel dropsy or Bright's disease may set in and make neglect dangerous. Can La Grande residents demand more convincing proof than the following?

Frank Allen, Union, Ore., says: "Hard work strained my back and weakened my kidneys. The trouble got a little worse each year. There were constant grinding pains in the small of my back, and my kidneys were badly out of order. When the trouble was at its worst, I tried Doan's Kidney Pills. They helped me right away, and I continued taking them until every symptom of kidney trouble was gone. For nearly three years there has been no sign of the trouble, so I feel I can safely say my cure is permanent."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Allen had. Foster-Milburn Co., Props., Buffalo, N. Y.—Adv.

All accounts owing to the Geo. A. Anderson company are now in the hands of M. V. Mefford for collection, and parties owing the company can pay their accounts at the old location of the company in the Gardiner building.—Adv. 1 2 tf.

METHOD.
 The absence of method, which characterizes the uneducated, is occasioned by an habitual submission of the understanding to mere events and images as such and independent of any power in the mind to classify or appropriate them. The general accomplishments of time and place are the only relations which persons of this class appear to regard in their statements. As this constitutes their leading feature, the contrary excellence, as distinguishing the well educated man, must be referred to the contrary habit. Method, therefore, becomes natural to the mind which has been accustomed to contemplate not things only, or for their own sake alone, but likewise and chiefly the relations of things, either their relations to each other or to the observer or to the state and apprehensions of the hearer.—Coleridge.

SOLITUDE.
 Little do men perceive what solitude is and how far it extends, for a crowd is not company, and faces are but a gallery of pictures and talk but a tinkling cymbal, where there is no love.—Bacon.

There is no such thing as solitude nor anything that can be said to be alone and by itself but God, who is his own circle and can subsist by himself.—Sir Thomas Browne.

Solitude is the nurse of enthusiasm, and enthusiasm is the true parent of genius. In all ages solitude has been called for—has been down to.—Isaac Disraeli.

There is always a part of our being into which those who are dearer to us far more than our own lives are yet unable to enter.—Froude.

Nature has presented us with a large faculty of entertaining ourselves alone and often calls us to it, to teach us that we owe ourselves in part to society, but chiefly and mostly to ourselves.—Montaigne.

PERSONAL APPEARANCE.
 Don't Be Hasty in Judging by It, Let Us Be Deceived.

Bret Harte wrote in one of his stories that you couldn't judge anything by the appearance of his characters. The biggest scamp had a Raphael face, the bravest man in camp was the smallest, the surliest shot had but three fingers and the best dressed was the worst gambler in the state.

The same rule often works out in real life. Nobody wrote more dry pills, ophthalmic books than England's prize philosopher, Francis Bacon. But one day while ill and without consulting any works of reference he dictated a volume of jokes which is still the best collection to be found in London.

When Stephen Crane wrote his "Red Badge of Courage" old soldiers thought the author must have gone through the war. Just out of college, Crane had scarcely ever heard a gun fired, and he was not born until years after Appomattox.

A 230 pound bully was making trouble in a Philadelphia street railway car when a small, pleasant faced youth remonstrated. Every eye expected to see the giant thrallily crush the young man who had interfered. As they stepped off the car the bully was knocked senseless by a blow of the other's fist, the fist of Billy Roup, then champion amateur lightweight boxer of America.

I heard Bob Boudette, the funny man, tell how the soldiers laughed at a young top of a cavalry officer until they saw him just once leading a charge. Then they knew it was General Custer, and they laughed no more.

So you cannot always tell what is in a man's head or his fist by his personal appearance or by his previous work.—Philadelphia Ledger.

Loss of Sleep.
 Medical authorities state that it takes fifteen days for the average human body to recover fully from the loss of two consecutive nights' sleep.

The Worm Turned.
 "Is any one waiting on you?" finally asked the haughty saleslady, condescending at last to notice the shopping person.

"I'm afraid not," replied the latter.

"My husband was—I left him outside—but I'm afraid he's become disgraced and gone home."—Toledo Blade.

Woman, Lovely Woman.
 Every time a new young man calls the girl who wouldn't know a waffle criddle from a nutmeg grater gets truly domestic in the trend of her conversation.—Florida Times-Union

To Make Them Smart.
 "Mr. Pedagog is an old time teacher. He believes in the rod to brighten up dull boys."

"Well, isn't that the natural way to make them smart?"

Eigenboas.
 In truly elegant over twelve and up to forty five years of experience of the best in the business and with great credit work with twenty years out.



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 The mechanical work must be equally as careful as the examination itself. The prescription must be filled with Scientific Precision. This is done in our own Laboratory on the Premises, where we grind all of our own lenses.

We guarantee our lenses to be absolutely correct, scientifically and mechanically.

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 The glasses must be made up in frames or mountings that will be suited to each individual case. The appearance of the glasses, when worn, must be considered. We provide mountings to harmonize with the features and give handsome and stylish effects.

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C. W. NOYES, W. M.
A. C. WILLIAMS, Sec.

B. F. O. E.—La Grande Lodge No. 483 Meets each Thursday evening at 8 o'clock in Elk's club, corner of Depot street and Washington avenue. Visiting brothers cordially invited to attend.
M. B. DONOHUE, E. R.
ADNA B. ROGERS, Sec.

WOODMEN OF THE WORLD—La Grande Camp No. 169 meets every first and third Friday at K. of P. Hall. All visiting neighbors welcomed.
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J. H. KEENEY, Clerk.

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L. O. O. M.—La Grande Lodge No. 850, Loyal Order of Moose holds regular meeting every Tuesday night at 7:30 in Moose Home on Adams ave. Visitors adways welcome.
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KNIGHTS OF PYTHIAS—Red Cross Lodge No. 27 meets every Monday night in Castle hall (K. of P. hall). A Pythian welcome to all visiting Knights.
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HAL REES, K. of R. & S.

K. OF L. OF SECURITY—Mt. Emily Council No. 2646. Meets second and fourth Wednesday evenings at 8 o'clock in the Fifth floor of the new Foley building. Visiting members are welcome.
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CLARENCE E. GRAVES, Fin. Sec.
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O. E. S.—Hope Chapter No. 13, O. E. S., holds stated communications the second and fourth Wednesdays of each month. Visiting members cordially invited.
MRS. A. C. WILLIAMS, W. M.
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F. O. E.—La Grande Aerie No. 259 on each and every Friday evening at 8 o'clock in top floor of New Foley building. Visiting members cordially welcomed.
W. C. HANSEN, W. P.
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WOMEN OF WOODCRAFT CIRCLE No. 47—Meet second and fourth Tuesday nights of each month at Eagle's hall in Foley Building. All visiting neighbors welcome.
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PYTHIAN SISTERS of Rowena Temple No. 9 meets every second and fourth Friday evening at K. P. Hall.
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