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|---|--|---|--|---|
| Regular price \$14.00, closing out price \$8.35 25 designs, equal values. | Regular price \$27.50, closing out price \$15.40 20 designs, equal values. | Regular price \$16.00, closing out price \$10.35 | The Universal line of ranges. Regular price \$70, closing out price \$49.75 | Regular price \$8.50, selling out price \$4.80 19 designs at equal value. |

HUNDREDS OF OTHER PRICES JUST AS STARTLING. NOW IS THE TIME TO MAKE ONE DOLLAR DO THE WORK OF TWO

J. J. CARR, La Grande, Oregon. Furniture At Less Than Manufacturers' Cost

ENGINEERS MAKE REPORT

JOINT COMMITTEE EXPLAINS NAGEL ATTITUDE.

Brotherhoods at Chicago Issue Detailed Statement.

(Written by the Fireman and Engineer's committee.)

Chicago, May 6.—(Special) Because of the unremitting hospitality of Charles Nagel of St. Louis, one of the two neutral arbitrators, 65,000 engineers, firemen and hostlers in Western railway territory received small consideration at the hands of the federal board which announced its decision last Friday evening. This federal board consisted of six arbitrators appointed under the provisions of the Newlands Act and the final verdict upon the sixteen requests of the engineers' and firemen's brotherhoods lay with the two neutral arbitrators, C. Pritchard, of Ashville, N. C. The fact that Mr. Nagel was for years a personal friend and counselor of Adolphus Busch, of St. Louis; was later a co-trustee and co-executor of the Busch estate and as such had direct custody of something like \$3,000,000 worth of railway stocks and bonds caused officials of the two brotherhoods to protest his disinterestedness to President

Wilson and members of the Board of Mediation and Conciliation at Washington.

These protests were in vain. Mr. Nagel was up held by both the President and the mediation board. All this, despite the fact that on April 20th W. S. Stone, head of the engineers' brotherhood, was in Washington and in conversation with Judge Martin A. Knapp, chairman of the board, and was assured by Mr. Knapp that if it were true that Mr. Nagel had the corporate relations referred to, that would certainly disqualify him as an arbitrator. On April 30th, however, Chairman Knapp and Judge William L. Chambers, the latter a co-member of the same board, wired Grand Chief Stone and W. S. Carter, head of the firemen's brotherhood, that they did not believe Mr. Nagel's business associations in St. Louis disqualified him in any way as an arbitrator. They added: "Our confidence in his ability and integrity remains unchanged."

So far as the award itself is concerned, it is considered virtually worthless to the members of the engineers' and firemen's brotherhoods. No sweeping increase in compensation rates was ordered; no drastic change in rules helpful to the members was agreed upon; no comprehensive or concrete provision spelling standardization of wages and hours of service was offered to the men. Where there were increases in rates seem to have been raised considerably, careful analysis show only a few engines were affected. It was a lean award. Summarized, the award gives Western railroad engineers the following: In passenger service 7,350 engines are in service of which 836 engines

are affected by the award, the total increase per day on such being \$120.25 and for the year, \$44,110.25.

For engineers in freight service, of 11,517 locomotives in operation 2,686 engines were affected by the award; the daily increase through the award, \$269.95; yearly increase \$98,498.96. For engineers in switching service out of a total of 4,945 engines the award affects 2,245, involving a daily increase of \$461.65 and a yearly increase estimated at \$168,502.25.

Therefore, for the engineers, the award affects 5,767 engines with an estimated increase in pay of \$851.86 a day and \$311,111.0 for the year. For firemen in passenger service, of 7,273 locomotives in operation, 711 are affected by the award to the extent of \$74.05 a day and \$27,028.25 a year.

For firemen in freight service, out of a total of 11,61 engines, the award makes an increase on 1,693 engines; \$293.38 a day or \$107,983.70 a year. Firemen in switching service fared a little better, as there are 4,927 switch engines in Western territory of which 4,601 engines are affected, for a total of \$1,028.15 dollars a day and \$375,274.75 a year.

The total number of engines upon which increases for firemen were bestowed by the arbitrators is 7,005; the total cash increase is \$1,395.58 a day and the annual increase for firemen is estimated at \$509,986.70.

Brotherhood officials fear that when the award is applied on the various Western railroads many of these benefits will be evaded or that service will be cut down to such an extent that the so-called boosts in wages actually will mean nothing to the men.

Some of the other provisions of the award to the brotherhoods are as follows:

Overtime increase in passenger service from 5 cents to 75 cents an hour and the day instead of being ten hours, as in the past, is to run six hours and forty minutes.

The minimum passenger rate for engineers shall be \$4.30 and for firemen \$2.50 a day.

On short turn-around runs, on trips not exceeding 80 miles, including suburban service, overtime shall be paid for all time actually on duty or held for duty in excess of eight hours.

In freight service the day remains 10 hours, 100 miles or less, overtime to be computed on a basis of 10 miles per hour, as at present.

To engineers and firemen in pusher and helper service, mine runs, circus trains and trains established for the exclusive purpose of handling milk through freight rates will apply, according to the class of engine, overtime to be computed on a minute basis.

The board referred back to the engineers and firemen and the management of the different roads for settlement the question of belt or transfer service as to rates of pay.

No change was made in wages on engines operating in mountain territory, the differential of 10 per cent over valley rates remaining.

The request with respect to narrow gauge locomotives was refused. Engineers and firemen by the award are given the preference for positions of motorman and helper on electric locomotives when such service is installed.

A minimum day's wage of \$4.30 for motorman and helpers in electric passenger service and of \$4.75 for motorman and \$2.75 for helpers in freight electric service was awarded. A minimum of 30 cents per 100 miles, or less, was added to the rates of pay which formerly applied to local freight service, both for engineers and firemen, according to the class of engine.

In switching service on engines less than 140,000 pounds on drivers, engineers are to receive \$4.25 and firemen \$2.70; on engines 140,000 pounds and over on drivers engineers will receive \$4.40 and firemen \$2.75 on Mallet engines of 275,000 pounds or less on drivers the rate will be \$5.15 for engineers and \$4.00 for firemen; on engines over 275,000 pounds on drivers engineers will receive \$5.40 and firemen \$4.25.

A little change regarding preparatory time was made in that the arbitrators ruled that an engineer's or fireman's time will commence at the time he is required to report for duty and will conclude at the time the engine is placed on a designated track; final terminal delay, after the lapse of thirty minutes will be paid for the full delay at the end of the trip.

The articles regarding automatic release of engineers and firemen was denied. The award granted the men continuous pay for all time held away from home terminals after 22 hours

from time relieved from previous duty at the rate per hour paid for the last service performed.

Engineers and firemen deadheading were given compensation, for actual mileage at the rate of 4.3 cents per mile for engineers and 2.5 cents per mile for firemen.

Minimum pay for hostlers is to be \$4.20 per day of 12 hours or less and engineers and firemen will have preference for positions as hostlers. All other roundhouse employes handling engines over 25 per cent of their time will receive \$3.00 for 12 hours, or less.

Surprise tests were not done away with but a step forward was taken by the board ordering that they be conducted not hazardous to the employees.

It was ordered that on coal burning locomotives the coal shall be shoveled forward at specific points whenever necessary, or by men riding on locomotives for that purpose, and coal of proper size for firing purposes shall be placed on all tenders.

Provision is made that if two firemen are considered necessary on coal burning locomotives in freight service, weighing over 200,000 pounds on drivers, the matter shall be taken up with the proper officials of the individual railroads by brotherhood committees.

It was ruled that on railroads where firemen are required to clean locomotives they shall be relieved of that duty.

Engineers and firemen who have been required to set up wedges, fill grease cups or clean headlights are relieved of such service at all points where competent roundhouse forces are employed.

A step forward with respect to standardizing wages was made when the board handed down the following rule regarding classification of engines by weight on driving wheels: "For the purpose of officially classifying locomotives each railroad company, party to this arbitration, will keep bulletin at all terminals showing actual weight on drivers of all engines in its service."

No general rule as to engineers and firemen throwing switches or flagging through blocks or filling water cars was laid down.

Finally, the board denied the right to engineers and firemen of accepting a part or a whole of any rule awarded by the board and coupling it with a part or a whole of any rule existing and thereby creating a new condition.

Charles Nagel, neutral arbitrator, apparently sides with Messrs. Park and Bryam in these opinions. Summarized, besides Mr. Nagel's connection with the Busch estate and its ownership of large quantities of railroad stocks and bonds, other facts respecting him, as discovered by an investigator in St. Louis, follow:

That Mr. Nagel was attorney for the Waters-Pierce Oil Co., a subsidiary of the Standard Oil Co.

That the law firm of Nagel and

Kirby acted as counsel for the Manufacturers Railway Co. of St. Louis, appearing in court and before the Interstate Commerce Commission in a number of cases affecting that road.

That in St. Louis Charles Nagel for many years has been regarded as a "corporation man" and that he, within the past year, received the sum of \$200,000 for his services as executor of the Busch estate.

That Mr. Nagel, besides being the trustee of the Busch estate, also is director in the Union Trust Co. of St. Louis and a director in the Mutual Life Insurance Co. of Milwaukee, Wis., both of which companies have large holdings of railroad securities.

That in the street car strike of 1900 in St. Louis Charles Nagel was sworn in as a deputy sheriff and organized a posse of armed men of which he was captain. He had many strikers arrested and personally saw them through the police court and into the workhouse.

That many of Mr. Nagel's acquaintances in St. Louis look upon him as non-sympathetic with labor unions, relating that he has opposed reforms such as the initiative, referendum and recall and they show copies of speeches made by Mr. Nagel in which these reforms are referred to as "nortisms."

That the Asiatic Exclusion League of San Francisco accused Mr. Nagel when Secretary of Commerce and Labor with derelictions, waste of public money and violation of his oath of office.

According to the Newlands Act, either party to the controversy has the right to go before the Clerk of the federal court in Chicago and file protest, which would bring the award directly before the court for review. So far as known, neither the brotherhoods, nor the railroads will make

such a move, the brotherhoods having pledged themselves to stand by the findings of the arbitrators whether good or bad.

There has been some talk of a congressional investigation but whether this will begin in the U. S. Senate or in the House of Representatives has not been decided upon. It is known that such men as Senator Robert M. LaFollette of Wisconsin and Senator A. B. Cummins of Iowa will be in sympathy with the cause of the employees.

"There is one thing that the members of these brotherhoods are intent on finding out," commented Grand Chief Stone, "and that is who is responsible for the arbitration proceedings just ended and for the appointment of Charles Nagel. We will find this out no matter how long it takes. We are in favor of the principle of arbitration but we do not favor arbitration in which the cards are stacked against us from the beginning."

President Carter of the firemen's organization had the following to say:

"As we understand the Board of Mediation and Conciliation, close identity with great railway financial interests makes a person desirable as a neutral arbitrator in arbitrations of wage disputes between railroads and their employes. With this we disagree. We hold that it would be just as reasonable to select Sam Gompers, president of the American Federation of Labor, as a neutral in this arbitration as it was to select Mr. Nagel. Both are probably intensely honest and each is controlled by what the Socialists call "class consciousness."

REPORT OF THE CONDITION OF

The La Grande National Bank

at La Grande, in the State of Oregon, at the close of business May 1, 1915.
NO. 3655.

RESOURCES.

| | | |
|--|--------------|--------------|
| Loans and discounts | \$626,998.86 | |
| Note placed with Federal Reserve bank, San Francisco | 6,000.00 | 632,998.86 |
| U. S. bonds deposited to secure circulation (par value) | 72,000.00 | |
| U. S. bonds pledged to secure deposits (par value) | 15,000.00 | |
| U. S. bonds pledged to secure postal savings (par value) | 5,000.00 | 92,000.00 |
| Other bonds, securities, etc., owned unpledged (other than stocks), including premiums on same | 20,361.74 | |
| Subscription to stock of Federal Reserve bank | 15,000.00 | |
| Less amount unpaid | 7,500.00 | 7,500.00 |
| Banking house, \$49,000.00; furniture and fixtures \$7,138.38 | 56,138.38 | 4,000.00 |
| Other real estate owned | 4,000.00 | 12,878.00 |
| Due from Federal Reserve bank | | |
| Due from approved reserve agents in New York, Chicago and St. Louis | 7,566.01 | |
| Due from approved reserve agents in other reserve cities | 48,787.16 | 56,353.17 |
| Due to banks and bankers (other than included in 8 and 9) | | 11,031.75 |
| Checks on banks in the same city or town as reporting bank | | 2,181.46 |
| Outside checks and other cash items, \$866.58 | | 1,300.43 |
| fractional currency, nickels and cents \$433.85 | | 3,375.00 |
| Notes of other national banks | | 68,343.80 |
| Total coin and certificates | | 710.00 |
| Legal-tender notes | | |
| Redemption fund with U. S. Treasurer (not more than 5 per cent of circulation) | | 3,600.00 |
| Total | | \$967,747.59 |

LIABILITIES.

| | | |
|---|------------|--------------|
| Capital stock paid in | 200,000.00 | |
| Surplus fund | 50,000.00 | |
| Undivided profits | 14,579.73 | 4,113.05 |
| Less current expenses, interest and taxes paid | 10,466.68 | 72,000.00 |
| Circulating notes | | 16,172.88 |
| Due to banks and bankers (other than included in 5 and 6) | | |
| Demand deposits: | | |
| Individual deposits subject to check | 328,874.79 | |
| Certificates of deposit due in less than 30 days | 66,927.90 | |
| Certified checks | 342.95 | |
| United States deposits | 14,674.98 | 415,481.00 |
| Postal savings deposits | 4,660.38 | |
| Time deposits: | | |
| Certificates of deposit due on or after 30 days | 203,980.66 | |
| Rediscutions with Federal Reserve bank | 6,000.00 | |
| Total | | \$967,747.59 |

State of Oregon, County of Union, ss:
I, F. L. Meyers, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

F. L. MEYERS, Cashier.
Subscribed and sworn to before me this 5th day of May, 1915.

(SEAL)
H. A. ZURBRICK,
Notary Public for Oregon.
FRED J. HOLMES,
C. C. PENNINGTON,
JAS. G. SNODGRASS,
Directors.

BLUE MOUNTAIN HOTEL

Cor. Chestnut and Jefferson Streets,
La Grande, Oregon.

C. WILSON, Prop.

Newly furnished throughout. Close to depot. The hotel that caters to the Interior Trade.

WANTED

Horses, Mares & Mules

FROM 15-1 TO 16 HANDS HIGH FROM 5 TO 10 YEARS OLD, FROM 1200 TO 1500 POUNDS. BLOCKY MADE WITH GOOD BONE. IF YOU HAVE ANY GOOD HORSES BRING THEM IN FOR I CAN PAY MORE FOR THEM THAN ANY ONE ELSE. I SHIPPED 8 LOADS OUT OF HERE TUESDAY NIGHT AND WANT 8 LOADS MORE. I COME TO BUY AND NOT TO INVOICE. THIS WILL BE MY LAST TIME HERE. I WILL BE AT JACK MCARTHY LIVERY BARN, SATURDAY, MAY 8.

HAL J. HOLLAND, Kansas City, Missouri.