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## SPECIAL FOR CASH WEDNESDAY

- Brooms Regular 35c ..... 25c
- Toilet Paper, 4 rolls ..... 25c
- Salmon, regular 15c ..... 10c
- Pure Imported Olive Oil, pint ..... 50c

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305 N. Fir Phone Main 42

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Good For One Bottle  
**MERIT VANILLA**

OBSERVER wants every woman reader of this paper to use this coupon and receive a bottle of this famous Vanilla. Full description will be found on page 3 Write your name and address in space below and present it any day this week to any of these grocers:

**J. G. SNODGRASS**

Sole Distributor

and he will give you with our compliments a full sized 10c bottle of MERIT VANILLA.

Name \_\_\_\_\_

Address \_\_\_\_\_

Received a 10c bottle of Merit Vanilla from the grocer whose name is checked

"Better Men; Better Oregon." Slogan Pisgah home colony is in need of clothing and shoes for the men who are ready to start out looking for jobs. They are going out with new courage this time, since there is no drink to fight, and are highly confident of getting work if only they can be properly equipped. They have adopted as their slogan: "Better Men; Better Oregon." Anyone who has clothing for the home is asked to call the Pisgah mother at Tabor 2492.

## Strictly Fresh Eggs Are Now 45c Per Doz.

GENUINE MOCHA AND JAVA COFFEE, A PRODUCT OF ISLAND OF JAVA AND THE YEMEN DISTRICT OF ARABIA, WHERE THE GENUINE MOCHA COFFEE IS GROWN.

A NEW ARRIVAL OF SNIDER'S TOMATO SOUP, AT A REDUCED PRICE—TRY SOME WITH YOUR NEXT ORDER.

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## ENGINEERS ISSUE LETTER

### FIRST STATEMENT ABOUT THE STRIKE IS MADE.

San Francisco Railroad Official Talks for Company.

Cleveland, O., Feb. 13.—The first official statement from the workers' side in the impending controversy between railroads of the country and their train crews over working hours was issued here a day or two ago.

It was signed by W. S. Stone, Grand Chief Engineer of the Brotherhood of Locomotive Engineers; W. S. Carter, President of the Brotherhood of Locomotive Firemen and Enginemen; L. E. Sheppard, Acting President of the Order of Railway Conductors, and W. G. Lee, President of the Brotherhood of Railroad Trainmen. These organizations represent 400,000 employees on 528 railroad lines.

The brotherhoods denied that they wanted other employees to suffer reductions to meet any extra expense that the eight-hour day for trainmen might involve. The fact that dividends might be reduced, they said, was "a matter with which we have nothing to do."

They argued that freight rates need not necessarily be increased, but said they favored such increases if the roads need the revenue. The statement added that a \$200,000,000 passenger station erected "in complying with public demand" bore the same relation to the men's wages "as so much watered stock."

Whether the controversy is to lead to a strike was pronounced a "question that at this time is not a part of the discussion." "The organizations are not opposed to arbitration, neither are they pledged to accept it," said the statement.

"The railroad organizations are practically pledged to peace; but that does not mean peace at any price. It is true that in past arbitration the men were disappointed and to some extent lost faith in that method of adjustment of differences, but there is neither warrant nor authority for saying that arbitration will or will not be accepted. Circumstances will determine the position of the men when the need arises."

"The eight-hour day movement is based wholly upon the justice of a workday of reasonable hours that will permit the men further to separate the dead line between work and wages," says the statement. "The railroads say in effect that men who have put in a few years of railroad service have worked themselves out and will not be accepted if they lose their positions. If men are worked out in a few years under present service conditions, the demand to extend their wage earning years is fully justified."

"Overtime in road service is due almost wholly to the practice of railroads overloading trains so that they cannot make their mileage within their time limits. The railroads are doing this for profit; they do not deny it; and if they propose to demand extra service at the sacrifice of the health and future earning ability of the men, they should pay extra for it."

Rates of pay in the Eastern territory were quoted to illustrate wage conditions, the statement saying:

"The pay of train service employees, other than passenger, is based on 100 miles or less, ten hours or less. In the Eastern territory the brakemen will receive the munificent sum of \$2.67 for regular freight service, out of which he must maintain his family at home and take care of himself at the other end of the run."

The Railroad's Side. From San Francisco comes the viewpoint of the railroads.

Should the quoted declarations of the heads of the four great railroad brotherhoods be substantiated, the entire railway transportation system of the United States and a portion of Canada will be looked up for the first time in history. Should a strike materialize a stagnation of industry will result that has only been approximated by the railway strike of a few years ago in France, where the miles of lines involved were but a tenth of those now threatened.

Train service men are asking for what amounts to a 25 per cent increase in wages and an 87 1-2 per cent increase in overtime pay.

The railroad officials reply that such a marked advance would be prohibitive; that the railroads already pay 45 cents out of every dollar taken in to their men and that grant of the increase would only add thousands of miles of lines to the 42,000 already in receivership.

The situation, according to the viewpoint of railway officials, is one that affects the entire country—the men who ship and the men who travel. They base this belief on the grounds that none of the other items for which the other 55 cents of the railway dollar goes—new equipment, extensions, supplies, taxes, etc.—can be reduced without impairing the service to the public. The only way in which more money could be obtained by the railroads to pay out again as increased wages would be from a greater source of income, or, in other words, higher transportation charges.

There are but two ways, they say, in which the demands could be granted.

One is to cut down the service; the other to raise rates.

That is why they see the public's interest in the situation one fully as great as that of the railroads.

The increase in pay of engine and train employees since 1903 amounts to from 30 to 42 per cent and as late as last year a board of arbitration allowed enginemen further wage in-

crease on all roads west of Chicago. "It is a matter of common knowledge that the railroads are passing through one of the hardest financial periods in their history" says Vice President Scott "Something like forty-two thousand miles of line, or approximately one-fifth the mileage of all the railroads in the country, are even now being operated under receivership. Officers of the brotherhoods have been quoted as saying that, unless the present demands are granted, a strike, rather than arbitration, will be resorted to. What effect this would have upon the commerce of the country it is not difficult to imagine. The United States is now entering upon what has been predicted as an unprecedented era of prosperity, partly due to the upturn conditions in Europe. Paralysis of the railroads would be paralysis of the country's commerce at a most critical stage. The railroads have in their service a high class of men and pay them wages commensurate with their skill and responsibility as well as with the hazards and other conditions of their employment. They believe the enginemen and trainmen are now receiving adequate and even liberal wages for the services performed. They have been relieved of much labor heretofore performed. The present wage scales have been fixed by arbitration and the federal laws, by impartial boards of arbitration, representing not only the railroads and their employes but also the public, which boards have taken into consideration not only the conditions of employment and wages in the railroad service in comparison with other lines of industry, but also the higher standard of living and awards made accordingly.

Times are changed. The Modern New York robber who thinks of robbing the city hall first cuts the burglar alarm wires. His prototype used to get himself elected to the city council.



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  - Union suits ..... 95c to \$1.75
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  - Overalls, Union ..... 50c, 75c, 85c, \$1.00
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