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"YOUR WASHABLE FABRICS ARE SO DIFFERENT FROM THOSE GENERALLY SHOWN," IS WHAT WE HAVE BEEN TOLD OFTEN THE PAST FEW DAYS.

- Dainty New Tissues and Zephyrs, priced **25¢** yard
- New Galateas in the popular Middy Stripes **20¢** yard
- New Devoushire Cloth in Checks and Stripes
- New Splash Voiles, all shades, special **19¢** yard
- New Printed Batistes and Lace Voiles, very desirable for Summer dresses **24¢** up
- New Satine Stripe Voiles in Dark Colors

WE PRIDE OURSELVES ON THE BEAUTIFUL ASSORTMENT AND THE PRICES PUT THEM WITHIN THE REACH OF EVERY POCKETBOOK.

Hill's Department Store

— AT THE MOVIES —

AT THE ARCADE

Coming to the Arcade theatre, Monday and Tuesday, as a Pallas picture offering on the Paramount program is "The Call of the Cumberlands," from the popular book of that name by Charles Neville Buck. It tells an elaborate detail of pictorial and dramatic effect the story of the feudal activities of two factions in Kentucky, involving stirring events of traditional import, which find their end in the slaying of human beings. Spectacular in this regard and remarkably beautiful in natural scenic equipment, the production stands out as one of exceptional merit.

"The Call of the Cumberlands" affords Dustin Farnum, the idol of photoplay fans, opportunity again to score. Mr. Farnum appears as the star of the production in the role of Samson South, in his youth destined to be the leader of the clan of the Souths and in later years their chief-tain who leads them to a victory that relegates hatred and insures safety of life.

Our Want Ads bring results.

SHEERY THEATER TODAY AND TOMORROW

Here is a letter we got from C. J. Kerr, branch manager at Portland, Ore.:

"We can not be too forceful in our praise of **DAMAGE GOODS**, and it has struck a responsive note among all classes from the highest to the lowest here. The writer has personally observed that the population from Port-land Burnside Street to fashionable Port-land Heights have attended the exhib-itions of this film.

"We have noted too that very promi-nent profession and business men 'slip in' for a matinee, to determine, we presume, whether or not it is fit for their wives and daughters to see—and we find that they do bring their wives and daughters to see the picture."

This world-famous drama pictures the terrible consequences of vice and physical ruin that follows abuse of the moral law.

A stirring plea for a pure life be-fore marriage in order to make impos-sible the transmission of hereditary taint to future generations.

In seven electrifying acts, beautiful scenes, impressive climaxes.

THE TRUTH ABOUT RAILROAD WAGES

By WM. LEAVITT STODDARD (In Reason's Magazine for April.)

(Continued from Saturday.)

When the western railroad men were arbitrating their demands for higher wages last year, they asked for a ten hour day for engineers and firemen who were engaged in the switching service. They also demanded extra pay—"time and a half" it is called—for extra time at work. On this point the brief for men has these very reasonable remarks to contribute to the present discussion:

"Contention of railroads that engineers and firemen in the switching service cannot profitably be relieved from duty at the expiration of ten hours is in keeping with the opposi-tion of employers to any amelioration of conditions under which employees labor; and, should their contention be well founded in some instances, no bet-ter evidence could be presented than that the rates and overtime rate re-quested are not excessive, for an em-ployment so arduous and exacting. It is not conceded that engineers and firemen in switching service cannot be relieved from duty at the end of ten hours and contentions to the con-trary are prompted by pecuniary in-terests. If the exigencies of railroad business demand that the railroads be privileged to retain a lien upon the time that is required by the employ-ee for rest and recreation, then the em-ployee should be compensated at a high-er rate, not only because he is requir-ed to sacrifice rest and recreation, but is compelled to forego the pleasures of home comfort and associations with family.

"Payment for overtime at rates higher than rates for the usual hours of employment is a well established practice in all leading industries ex-cept by railroads, to employees in con-ducting transportation. To shop employ-ees of railroads time-and-a-half is paid for overtime, which is a recogni-tion by the railroads of the correctness of the principle."

The men want an eight hour day. They want railroads to pay time-and-a-half for extra time beyond the eight hour limit. They want what is called

"punitive overtime," that is to say a rate for overtime so high that the rail-roads will rearrange their schedules so as to avoid paying overtime. The men want to receive—and they will receive—the same pay for eight hours as they now receive for ten or twelve or more hours of labor. In this sense the men will get higher wages, and the rail-road's bill for wages, calculated on an hour's basis, will be increased. The railroads do not or will not clearly un-derstand the position of the men on this point. They think that what they are after is more wages, and they point to the few particularly strong men who work overtime in order to add to their wages. "If the companies desire to test the sincerity of the men" declared the heads of the brotherhoods in a signed statement, "let them prove their belief in what they say and estab-lish the eight hour day so that the men do not have to work a minute over-time. The shorter workday is the on-ly proposition on which the men are voting."

It is the universal habit of employ-ers to pick out the few prize employ-ees to demonstrate what all employees might do. At Lawrence, Massachusetts, the mill owners pointed to the accu-mulated savings of the men to show that they were rich and did not need a wage increase. In the Honess lead strike of 1892 the mill owners asserted that under the piece-work system then in practice a certain gang leader had earned \$16 in a single day. Under the same system, of course, the great ma-jority earned a bare living—but the \$16 man stood out as a possibility for ev-eryone. So today the railroads are de-scribing the wealth of the men. One press-agent story is so good that it should be inserted in the joke column.

Here it is:

"Thousands of engineers, it is stat-ed earn upward of \$2,000 a year, and monthly checks of \$200 to \$250 are common on roads whose stockholders have forgotten what a dividend check looks like. Many of the engineers, the railroads assert, are paid more than bank presidents in the smaller commu-nities through which they run."

This statement is worth examining.

Let us examine it. We must use a few statistics.

An intensive study was made of the monthly earnings of 28,446 engineers employed on the western roads. This study showed that 14.13 per cent of these engineers earned more than \$200 a month. Of course this would run to thousands when the entire country is taken into consideration but what of it? Why shouldn't a grown man, highly trained, come up through the ranks, handling a magnificent freight engine, handling a magnificent, complicated modern freight engine, receive \$200 or more a month for his labor, for ten hours a day of hard, exacting, respon-sible labor? And what of the nearly 70 per cent of the same group of en-gineers who earned less than \$175 a month and of the 50 per cent who earned less than \$150 and of the 28 per cent that earned or rather received less than \$125.

Out of these 28,446 engineers only 14 in every thousand received as high as \$250; only four in every thousand earned as high as \$275; and only one as much as \$300. Less than one in each 2,000 received \$325 or more.

The comparison between the engin-eer and the holder of the stock certifi-cate is significant. It brings up a point I would like to discuss. There is a dif-ference. The stockholder doesn't work for his dividends—he merely sits back and owns them. [The engineer] work ten hours a day on the railroad for his wages.

That was a poor argument, Mr. Press Agent, I wouldn't use it again. And about the bank president; he, too, is one of those people who either own or else do a trifling clerical job for others who do own for a living. He doesn't work ten hours a day for his living, on the railroad. Much of his salary he doesn't deserve, and lastly, why shouldn't an engineer get more money than a bank-er?

In order to make the request of the men appear to be unreasonably extra-vagant, the railroads point to the fact that the railroad payroll "now ap-proaches \$1,500,000,000 a year for the great army of nearly 1,800,000 men. Out of every dollar received now by the railroads for carrying freight and passengers the employees get 45 cents . . ." and so on.

These are enormous sums. But transportation is an enormous busi-ness, and if you divide the total num-ber of men who get those dollars; in other words, if you divide \$1,500,000,000 by 1,800,000 you get \$833, which would seem to be the average wage paid to the railroad employee. I do not know if this is so but they are the figures given out by the railroads and published in the New York Sun. I thought the average wages of these so-called 'aristocrats of labor' would be somewhere up in the neighborhood of a thousand or fifteen hundred dol-lars, but it seems not. The average is lower than the standard of living set by the best experts for the typical family of three or four human beings. What if the employees get 45 cents out of every dollar of receipts? Could the railroads get the dollar if they did not buy the labor first? and could the labor be bought cheaper? "The em-ployees share has risen from 40 per cent to 45 per cent in the last few years," declare the carriers. Well, why shouldn't it? Without this labor there would be no profits to share.

Side by side with the carefully cultivated impressions given out by the roads for the purpose of leading public opinion to the conclusion that the roads will go to wrack and perdi-tion if the eight-hour day and extra pay for extra work is granted, the truth is gradually becoming apparent to the blindest that the roads are very, very prosperous. Take what the Bureau of Railway Economics, the railroads' own statistical office in Washington, says about it. I quote liberally because this point is highly important. Remember that this quo-tation is from the railroads' person-ally maintained bureau: the figures and the language are the railroads' own language:

"Net operating income of the rail-ways of the United States for No- vember increased \$207 per mile, or 84.9 per cent, as compared with No- vember, 1914. This comparison, how-

ever, is between the highest and the lowest November in six years. A comparison of November, 1915, with the average November of the preced-ing five years shows an increase of 45.8 per cent.

"Total operating revenues amount-ed to \$296,274,613, an increase over 1914 of \$54,510,337. Operating ex-penses were \$183,092,447, an increase of \$16,984,949. Net operating re-venue amounted to \$116,182,166, an increase of \$48,525,388. Taxes amount-ed to \$12,133,251, an increase of \$933,878. This left net operating income, available for rentals, interest on bonds, appropriations for improve-ments and new construction, and divi-dends. Operating revenues per mile averaged \$1,303, an increase of 27 per cent; operating expenses averged \$800, an increase of 9 per cent; net operating revenue per mile averaged \$503, an increase of 72 per cent; while net operating income per mile was \$450, an increase of 84.9 per cent. Taxes per mile increased 7.8 per cent. Railways operating 228,885 miles of line are covered by this summary, or about ninety per cent of the steam railway mileage in the United States."

What all this means is very simple. The railroads are prospering. They are making lots of money. Their revenues are increasing. The labor power of the four hundred thousand men, applied to the vast system of machinery and mechanisms that per-forms the transportation function for the United States, is piling up money for those who own this system. There is no real doubt about this. The rail-roads say it themselves—in their own statistical compilations—and if you will read the financial pages of the newspapers, you will find the same news confirmed and repeated almost every day. In spite of all the "ad-verse legislation" of which the roads complain, in spite of the very mild regulation of the Interstate Commerce Commission, and in spite of the ter-rific sums paid out to labor, sums which it must hurt the looters of the railroads to see slipping through their fingers, in spite of all this, the rail-roads are making money. And for this reason, among others, the four hundred thousand believe that the time has come to demand an eight-hour day. If they can not secure it when the roads are prospering, how can they when times are hard? Al-ways strike when the iron is hot; never wait till it cools.

(To be Continued.)

Reasons Differ

Mrs. Grundy—"Why do you look so sad, Edie?"

Edie (tearfully) —"Mary is going to marry Fred."

"The worthless young prodigal! No wonder you are sad."

"Oh, it is not that. I wanted to mar-ry him myself."

SUMMONS

In the Circuit Court of the State of Oregon For Union County

Howard P. Campbell, Ida L. Gillis, Ada M. Sharp and Ora A. Wall-ace, Plaintiffs.

vs. Providence M. Currey, Clementine Cur-rey, Mary Currey, Elizabeth Jane Ashley, Ann Eliza McCain, Mathew W. Mitchell, Carrie H. Harvey, A. M. Harvey, Francis M. Smith, Joseph W. Smith, Alonzo C. Mitchell, Olive Mitchell, Harry L. Mitchell, Belle Mitchell, Frank W. Mitchell, Winifred H. Mitchell, Ida Benson, S. G. Benson, George H. Cur-rey, Edith Currey, Fred B. Currey, Carrie Currey, Jennie Currey, Thomas H. Currey, and all unknown heirs of John H. Currey, deceased, and all other persons or parties unknown claiming any right, title, estate, lien or interest in the real estate described in the complaint, Defendants.

To Elizabeth Jane Ashley, Ann Eliza McCain, Mathew W. Mitchell, Carrie M. Harvey, A. M. Harvey, Francis M. Smith, Joseph W. Smith, Alonzo C. Mitchell, Olive Mitchell, Harry L. Mitchell, Belle Mitchell, Frank W. Mitchell, Winifred H. Mitchell, Ida Benson, S. G. Benson, Thomas H. Currey, and all unknown heirs of said John H. Currey, deceased, and all other persons or parties unknown, claiming any right, title, estate, lien or interest in the real estate describ-ed in the complaint in the above en-titled suit, defendants:

You and each of you are hereby notified to be and appear in the above entitled-court and answer the com-plaint therein filed against you in the above-entitled cause within six weeks from the first publication of this summons, and defendants and each thereof will take notice that if you fail so to appear and answer within said time, the plaintiffs will, for want thereof, apply to the Court for the relief demanded in the com-plaint in said cause, to-wit: for a decree thereon that plaintiffs are the owners in fee of the following de-scribed land in Union County, State of Oregon, to-wit: North half of Southeast Quarter of Southeast Quarter of Section Sixteen in Town-ship Three South of Range Thirty-eight, East of Willamette Meridian, and that their title thereto be quiet-ed against all the above-named de-fendants and all unknown heirs of John H. Currey, deceased, and all other persons or parties unknown claiming any right, title, estate lien or interest in the real estate describ-ed in the complain in said cause.

This summons is published by order of the Hon. Circuit Court of the State of Oregon for the County of Union of date the 21st day of March, 1916, directing publication thereof once each week for six consecutive weeks in the La Grande Evening Ob-server, a newspaper published at La Grande, Oregon, and the first publi-cation of this summons is on the 27th day of March, A. D., 1916.

J. D. SLATER, Attorney for Plaintiffs. Daily Mar. 27 Apr. 3, 10, 17, 24 May 1, 8.

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