

When the Fishing Fever Gets You

—There comes a time when you long for a trip to your favorite fishing spot. When you feel the urge don't go without an equipment which will insure success. Our stock of

REELS—
RODS—
LINES—
HOOKS—
FLIES, Etc.,

is very complete. Come in and see the new things designed to add to the pleasures of the piscatorial art.

Snapp's La Grande Pharmacy

ALVIN SNAPP, Proprietor

MAIN 40

THE APRIL VICTOR RECORDS ARE HERE—A SPLENDID LIST OF CLASSIC AND POPULAR MUSIC—

We are also getting in the largest shipments of old favorites since the war began. These include HAWAIIAN, SAXAPHONE, good MARCHES, OLD VOCAL FAVORITES, etc. Come in and try them over.

—YOU ARE ALWAYS WELCOME AT—

NEWLIN BOOK & STAT'RY CO.



BAD BREATH

DO YOU WANT your friends to avoid you? They will certainly do so when your breath is bad. There is no excuse for anyone having a bad breath. It is caused by disorders of the stomach which can be corrected by taking Chamberlain's Tablets. Many have been permanently cured of stomach troubles by the use of these tablets after years of suffering. Price 25 cents per bottle.

Chamberlain's Tablets

YOU'D BE SURPRISED

At the response our latest showing of suits has been met with. Sales have been brisk and no wonder. Think of it! A complete showing of the new spring styles for men and young men at,

\$28.50

Not cheaper suits, but our regular reliable makes; "Cooper," "Cortley" and "Gentry," at a price that all can afford.

There are a few left in all sizes. Make your selection now.

WE STAND BEHIND EVERYTHING WE SELL.

Triangle Collars **J.C. Penney Co.** Pay Day Overalls

A STORE FOR MEN

LOTTRIDGE TELLS OF WORK

BAKER, April 19.—J. P. Lottridge, general manager of the Eastern Light & Power company, and J. H. King, superintendent, returned Friday evening by car from a several day inspection trip of the Norfolk and Western railroad in the Norfolk valley. La Grande, Va., Union, Elgin and other places were visited and the results of the trip were very satisfactory. "The results, according to Mr. Lottridge, are very good in some places and very bad in others. Union county, he stated, is doing a large amount of road work and have two rock crushers at present at work. The lumber and flour mill industry in the valley is said to be the best but those interested are most optimistic and are looking for a turn for the better in the near future. A representative of a flour mill at Elgin recently returned from a trip to Eastern markets and reported that he had not contracted one barrel of flour while on a similar trip last year he contracted 42,000 barrels. Work on the hotel at Union is fast progressing and Mr. Lottridge characterized it as a credit to any community. The building will be beautifully finished and will be ready for the opening which is planned for May 15.

SPRING GYMNASIUM

SCHEDULE IN EFFECT

A new schedule for the physical training classes has been made by A. Edwin Pryke, physical director of the Y. M. C. A. This schedule will be in effect until the close of the school.

The business men's class and the young men's class will continue to meet at the hour they have been meeting in the past. The intermediate class will meet for swimming only on Tuesday and Friday evenings from 7:15 to 8:30. The preparatory class, for boys from 10 to 12 years of age will meet on Saturday mornings at 8:30 for swimming. The grade-school girls will meet at 10:15 every Saturday morning.

Boys from 12 to 14 years of age will meet on Mondays and Thursdays at 4:15. The boys from 14 to 15 meet on Tuesdays and Fridays at 4:15.

WEATHER FORECAST.

Tonight and Wednesday, rain.

ECONOMIST FOR UNIONS GIVES CHARGE

(Continued from Page 1)

this responsibility is being unscrupulously evaded.

Banks Make Profit.

"The railroads are pleading poverty. The banks are making unprecedented profits and declaring unprecedented dividends and the same applies to steel, coal, railway equipment and similarly situated concerns. The capital combine, in preparing to precipitate unemployment, adopted the policy that the railroads should do it first. Railway improvement programs were deferred; railway maintenance was reduced below minimum legal requirement.

"The report brings into clear relief the fact that there is no foundation for opinion which the employers' publicity machinery would popularize that the railroads and other great industries are the victims of some misfortune of the times.

Says Capital Is On A Strike.

"The industrial paralysis which has staggered America is 'capital on strike against society.' And capital, nationally and internationally organized, and concentrated, takes the stand that the 'capital strike' shall go on until labor comes to its knees and consents to sweeping reductions of wages, and also consents to surrender its right to bargain collectively on a scale commensurate with the organization of the employers.

Taking up first the layoff charges the report presented by Mr. Lauck said that railroad shop layoffs, in complete, in the past nine months were more than 100,000.

A letter from Baton, New Mexico, of March 11 last, charged that on the Santa Fe, in January, after six workmen had been laid off, the remaining machinery were worked overtime 1216 hours in their month.

Plenty of Work Now.

Examples of what the report called "the layoff policy" were instanced from Indianapolis, Los Angeles, Nashville, Oswego, N. Y., Horton, Kan., Du Bois, Pa., and Ottumwa, Ia.

A report from Oswego, N. Y., charged that "in March 1919 the shop here was full of steel forgings (that was under government control) and the foreman only had about 24 men cutting them down. The rest of the men were walking about doing nothing at all and waiting their pay, and there was no work for them."

The government was paying for it, and the N. Y. C. Now we have all kinds of work and we are laid off."

It was charged that in January of 1919, when a freeze set in, the

Norfolk and Western was caught pulling tags off bad order cars, while at Bluefield on the same line foremen were alleged to have orders not to have defective equipment repaired.

Cars Ill Equipped.

An Eckman, W. Va., letter from a railroad worker read: "There is pulled out of here every day cars with no brakes at all."

The report carried a statement charging the Baltimore & Ohio Railroad Company with laying off car mechanics while "cars are deliberately run with cracked plates, cracked wheels, broken truck frames," and 12 other specific kinds of breaks.

"By far the most illuminating fact," said the report, "in any attempt to estimate what lies back of these railroad layoffs, is the fact that practically all of the larger systems have been contracting with outside concerns for repair of hundreds of locomotives and thousands of freight cars which would normally be repaired in their own shops and yards." A list of the alleged repair jobs included: Union Pacific, repairs with Pacific Car and Foundry Company; Great Northern, with Seime-Stredwell Car Repairing Company; Louisville & Nashville, with American Car and Foundry Co.; Michigan Central, with Illinois Car Manufacturing Co., at Hammond, Ind.; New York Central, with A. C. & P. Co., at Detroit; Ryan Car Co., Hegewisch, Ill.; American Car & Foundry Co., Depew, New York; Merchants Dispatch and Trans. Co., East Rochester, N. Y.

Mr. Lauck here named companies repairing cars for railroads, which he said had been hiring car repair mechanics whom the railroads laid off. He gave names of some of the workmen and dates of the transfers. Names Companies.

The report charged that the roads new policy is to sub-contract in order to remove from government control many of their men. Numerous repair companies, many of them said to be new concerns, were named as taking over the railroad repairs. These included: Hornell Repair & Construction Co., Hornell, N. Y.; Erie work; Buffalo Steel Car Corporation, work for eight railroads including the Pennsylvania and the W. Va. Manitoque Shipbuilding Company. Several small shops, including the Indiana Harbor Belt Line; Seime-Stredwell Co., capitalized at \$500,000 at St. Paul; Empire Car Company, at Kansas, Ill.

Phoenix Transit Co., whose president the report declared "was the son of President F. D. Underwood of the Erie Railroad." The report said that this company received the Erie's harbor work.

The report charged that the R. B. Owens Construction company, maintaining tracks between Hornell, N. Y., and Jersey City, "took over an office force which consisted of all the officers and clerks the Erie had on the same work. They added fifteen percent to the payroll as overhead expense and Mr. G. B. Owens is reported to have cleaned up \$12,000 a month for a period of one year. When there appeared to be probability of an investigation the contract was abolished."

Lauck Presents Figures.

Figures were presented which Mr. Lauck said showed that the total excess cost of equipment repairs made under contract by outside concerns has been sufficient to have paid all the shop employees laid off throughout the country for full time work. It was charged that the average price charged by the Baldwin Locomotive Works was approximately four times the cost of similar work done in railroad shops. This was for a specific list of repair jobs done apparently in 1920. The report here, however, estimated that if all the locomotive repair work in the country were done by outside concerns the cost of the railroads would be about doubled. It gave the present national locomotive repair bill as a little more than \$500,000,000. It charged that many large repair concerns added 90 to 125 percent to the labor costs for overhead. The concerns adding the high overhead were alleged to belong to the "railroad combine," through interlocking directors.

The report alleged that the New York Central paid the Merchants Dispatch and Transportation Company of Rochester, N. Y., an average of \$137 for repairs for labor per car, which actually cost the Merchants Company \$31 a car in November 1920. Tables of figures were presented giving all repair jobs per car by car. This repair company, the report said, was "distinctly a New York Central concern," adding that President Smith of the New York Central was until recently president of this company, when he resigned in favor of his son.

In detailing the composition of the

J. C. PENNEY COMPANY—A NATION-WIDE INSTITUTION



PERCALES

36-in Widths
17c

Over 2000 yds. of this fine quality Percale just received. There are dozens of patterns to select from. This is your opportunity to supply your needs at a saving.

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Amoskeags, Utility, Red Rose and Galle du Nords in plaids, checks, stripes and plain colors.

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A pleasing variety of plain and figured white and colored plaids and Winsor Crepes.

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DAMASKS

A beautiful assortment just received; Mercerized Damasks, Linen mixed and All Linen.

Prices 89c to \$1.50 yd.

LADIES
FLANNEL
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Smart styles and spring colors combine to make these most attractive. They are of all pure wool and fast colors.

Price 4.98

Simmons
Gloves

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312 DEPARTMENT STORES

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J. C. PENNEY COMPANY—A NATIONWIDE INSTITUTION

alleged banking combine in control of the railroads, the report said that the Vanderbilt directorships were not included. It said that among the 12 banks, the Guaranty Trust Company held the largest number of railroad directorships with 50, while the National City Bank had 48.

The report covered again the statements made earlier in the present hearing by Mr. B. M. Jewell, for the employees, that 25 well-known railroad men held 193 railroad directorships in 1920, on 99 Class One roads, covering 82 per cent of the country's steam transportation. Naming these men again, the report said that a number of them "belong to the inner banking circle centering around

the House of Morgan and the National City Bank."

Basic raw materials were divided by the report into two classes, Agricultural Products and Mineral Products. The effect of the fall of the agricultural class, the report asserted, had been to spread loss among farmers and to afford an excuse for sharp reduction in wages, and finally to cause a temporary manufacturing depression. If raw materials had fallen the report declared, industry would have

been stimulated. It declared that the "financial combine" controlled the production of mineral raw materials. Steel, cement and coal were specifically mentioned, as among the mineral materials. The report charged that "the combine is holding up the prices of steel and other railway supplies with a view of accentuating the depression and then persuading the public that the railways cannot agree with the equipment companies over prices."



IDEAL

REFINEMENT

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Doodles of constant refined service have established an ideal of absolute refinement.



J.C. HENRY FUNERAL DIRECTOR

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ALFALFA SEED—
WHITE CLOVER SEED—
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ALSO PANSY, ASTER AND SPENCER SWEET PEAS.

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TURN THE CORNER AT CARR'S ONE BLOCK ACROSS THE TRACK ON FIR ST. PROMPT DELIVERY SERVICE.

