STRIKERS ARE CITED IN CONTEMPT CASES

Two to Face Charges Before Judge Tucker Tuesday.

WORKER ACCUSES MEN

Union Issues Statement in Reply to Employers and Denies It Is Responsible for Troubles.

First of the contempt proceedings to be brought against striking longshoremen, based on the temporary restraining order issued recently by the circuit court, was instituted yesterday, when J. Backkuson and B. Forsbig, strikers, were cited to appear before Presiding Judge Tucker next Tuesday afternoon and show cause why they should not be punished for violation of the court order.

The citation was issued on the filing of a petition by Walter G. Younger, strikebreaker, accusing the pair of following him when he left work at terminal No. 4, cursing, threatening and intimidating him. He had been helping load the steamer Annetta Rolph May 8, and on leaving the municipal terminal was followed to Eleventh and Jefferson streets. Leaving a street car there, it is recited, he ran into a grocery store, Backkuson and Forsbig following, calling him vile names and threatening him with violence, he charges.

Union Issues Reply.

In reply to a statement issued by the Waterfront Employers' union Tuesday, citing attacks alleged to have been made on nonunion workers, the longshoremen's union yesterday issued the following:

A statement appearing in the daily papers of May 9, and sponsored by the Waterfront Employers of Portland, is both misleading and contrary to all the facts in the case.

It is a well-known fact that in all waterfront troubles such as now exist here in Portland a crowd of plug-uglies always flocks in unbidden by either side to the controversy, for the purpose of robbing and slugging the poor, simple-minded, misguided strikebreaker. This gentry generally have several of their number working as strikebreakers furnishing those on the outside with information as to the movement of the strikebreakers and acting as confidence men, by leading the strikebreakers into traps set by their confederates on the outside.

These facts are as well known to the employers as they are to us and when they infer that the present trouble encountered by the strikebreakers is done by our members they know that they are not stating facts.

Our members are conducting absolutely peaceful picketing, endeavoring in a lawful way to dissuade other men from taking our places. Clashes of minor importance occur only when some professional strikebreaker deliberately starts trouble with our members.

Plot to Drive Away Ships Charged.

It must be apparent to all who have followed the present waterfront difficulty that it is a conspiracy to drive the shipping away from Portland, pure and simple. It must be equally plain to all citizens that the longshoremen are not responsible for the present state of affairs.

The waterfront employers and their allies, with agencies in Seattle, Tacoma, San Francisco and other nearby ports, will soon be called upon to show cause why they started this unwarranted, ill-advised lockout of Portland longshoremen. The bar of public opinion and the American spirit of a square deal and fair play will sit in judgment upon this small group of selfish men.

Their unfair attitude toward the Portland longshoremen can best be gauged by their attempt to fasten the crime of throwing oil of mustard in the eyes of a strikebreaker by an entirely unknown person. This same person testified that the said employers had offered inducements to him if he would implicate the longshoremen.

If the waterfront employers insist upon fighting the longshoremen, they should at least be men enough to fight fair.

The longshoremen are simply resisting an attempt on the part of the Portland waterfront employers to annihilate us as free and independent Americans. We are going to win, because we fight fair.

EIGHT STRIKERS ARE FINED

Ringleaders of Hunt for Workmen Pay $50 Each in Court.

Eight strikers who chased two nonunion longshoremen through the St. Johns district Monday night, but failed to catch them, to give them the usual beatings being administered, were found guilty of disorderly conduct charges before Municipal Judge Ekwall yesterday.

J. E. Dempsey and H. E. Seitz, said to have been the ringleaders, were fined $50 each. The other six men were each fined $15. They are: William Burns, A. Grovening, John Ronne, E. Erickson, Elmer Johnson and Harry Wilson.

In order to avoid a repetition of the riot occurring Tuesday at the Eastern & Western dock at a time when there was no police protection, Captain Circle said yesterday that the dock employers had agreed to leave no nonunion men at the docks unless police had put in an appearance. In some instances where these dock riots have occurred they were caused by the ships moving about without first notifying the police, thus failing to get the proper police protection.

SICK VETERANS TO STAY

BUREAU PLANNING PROBE OF PROPOSED TRANSFER.

32 Patients in Local Hospital to Remain Here Until Investigation Has Been Finished.

The proposed transfer of 32 tuberculosis patients from the Pierce sanatorium here to the new government hospital at Walla Walla will be held up until the director of the veterans' bureau at Washington, D. C., has had a chance to pass on the matter, according to advices received yesterday from the Seattle office of the bureau.

It was said by local officials that it might be several weeks before any definite decision was received in the matter.

Officials, veterans and other interested in the welfare of the invalid ex-soldiers of this state were aroused Tuesday when the order came from the Seattle office providing for the transfer of the patients from the Pierce sanatorium. Telegrams were sent to Washington, D. C., by various officials, including Governor Olcott and Representative McArthur.

John E. Barr, formerly chief of the Red Cross service in Seattle and himself a patient at the Pierce sanatorium, received a telegram yesterday from Colonel Jason S. Joy, head of the Red Cross at Washington, D. C., in which the latter said that the plan for the removal of the patients from Portland was in accordance with the Sweet bill providing for moving patients from contract hospitals to government hospitals whenever feasible.

WOMAN WHO FIGURED IN RECENT DIVORCE PROCEEDINGS AT OREGON CITY AGAIN VENTURES INTO MATRIMONIAL SEA.

MRS. MARJORIE FRAKER HAWLEY, WHO WAS MARRIED TO GUS LUELLWITZ IN CALIFORNIA LAST MONTH.

MARJORIE HAWLEY WEDS

MARRIAGE TO GUS LUELLWITZ PERFORMED IN CALIFORNIA.

Wedding Which Took Place Last Month Is Kept Secret by Contracting Parties.

Mrs. Marjorie Fraker Hawley, from whom Willard P. Hawley Jr., after a long battle in the courts, was divorced November 16, last year, has again ventured into the seas of matrimony. Her wedding to Max Luellwitz, son of Gus Luellwitz, lumberman with offices in the Gasco building, took place in Turlock, Cal., during the first week of April.

This information was received here yesterday from points in the San Joaquin valley, where the ceremony took place.

Parents of young Luellwitz last night were unwilling to admit that their son had been married to the pretty Mrs. Hawley, while her parents, who reside here, were either not answering their telephone or were not at home.

From reliable information that has been gathered Mrs. Hawley left here about April 1 and went to Merced, Cal., where she met young Luellwitz. There they obtained a marriage license. Shortly after the ceremony both returned to Portland and had managed to keep the story of their wedding secret until a few days ago.

"I surely would know of it if I was married," was Mrs. Hawley's retort when she was asked if she had married Mr. Luellwitz.

Due to the fact that it had been less than six months after her divorce was granted by Judge Morrow, the marriage to Luellwitz could not legally be performed in Oregon. This and the fact that they desired secrecy caused the couple to go to California.

Mr. and Mrs. Luellwitz could not be located last night. It was learned that following her return from California Mrs. Luellwitz leased her home and now is in new lodgings.

DR. BAAR IS DIVORCED

Deserted Wife Gets Decree and Son and Property.

Vera S. Baar, deserted wife of Dr. Gustav Baar, one-time prominent surgeon of this city, told on the witness stand in the court of Circuit Judge Tazwell yesterday how her husband had left her in 1920 presumably to open an office in Los Angeles, but instead of doing so returned to his native land of Austria. She received a decree of divorce, custory of 3-year-old Richard Baar, her son, and his equity in Portland property, valued at $75,000 when the divorce action was filed.

For several months prior to his departure in August, 1920, Dr. Baar disposed of various property in Portland, converting it into cash. He obtained his wife's signatures to several deeds, she testified, on the plea that he needed the money to establish his offices in the California city. When he left he had about $25,000 in cash, she thought.

Dr. Baar told his wife on leaving that he would be gone only two or three weeks and would open an office and rent a home in Los Angeles, she said. The next she heard from him was a letter postmarked in New York city announcing that he was sailing for Austria, never to return.

Other divorce decrees were awarded by default by Judge Tazwell in the following cases: Roy L. against Elizabeth Nash, Homer against Ruth Bennett, P. against P. Schellhamer, Rose A. against Charles E. Jones, Ida against Lucien Willard, Mabel against Frank Quaetham, Perceval against Mary E. Richards, H. G. against Alice Wintersteen, Ruth against George R. Brace, Rudolph against Emma Marshall, Clara V. against Oscar L. Liebe, Bertha against George Madser, Idah against Marwick E. Lidyard, L. V. against Effie Lewis, Frances against Virgil Porter and Andrew against Bessie E. Richardson.

Divorce actions in the circuit court yesterday were: Madeline against Albert E. Bellamy, Edward H. against Eve Sutton, Emma against Daniel Williams and Jean E. against Omar O. Day.

MR. PATTERSON IN CITY

Outcome of Challenge to Hall Is Awaited.

Senator I. L. Patterson, candidate for the republican nomination for governor in the approaching primaries, arrived in Portland last night from his tour of eastern Oregon counties, 36 hours ahead of his schedule. Senator Patterson will remain in Portland awaiting a reply from Charles Hall, one of his opponents in the primaries, to the senator's challenge to meet him in open date and discuss Hall's reputed connection with the Pacific Telephone & Telegraph company.

He spoke at a grange meeting at Odell, Hood River county, where there were present 125 farmers. After visiting other points, he says he received assurance that he would carry the county.

From Odell he went to The Dalles, where he spent a day and delivered an address.

Ontario and Vale were visited in Malheur county, but no speeches were made, although he met a number of farmers.

"My friends in Baker claim a majority there for me and even my opponents concede Umatilla," was the candidate's declaration. Towns visited in Umatilla county were Freewater, Milton, Athena, Echo, Hermiston and Stanfield.

At La Grande 300 persons heard the senator speak.

Tomorrow Senator Patterson will go to Albany. Saturday to Oregon City. On Monday he will speak at Astoria, returning to Portland Tuesday.

SALEM TEACHER OUSTED

Dismissal Voted by School Board After Heated Session.

SALEM, Or., May 10.—(Special.)—By a vote of three to two the members of the Salem school board, at a heated session last night, decided to oust Miss Julia Iverson, a teacher in the Lincoln school.

Mayor George Halverson, a member of the school board, charged that George Hug, superintendent, had been unfair in that he dismissed Miss Iverson without first giving her an opportunity to resign. A petition containing the names of more than 450 patrons of the Lincoln school urged that Miss Iverson be retained. Cross fire also resulted from the dismissal of other instructors.

The board went on record against a proposed increase of salary for H. L. Durham, principal of the Washington junior high school.

Vancouver Elks to Participate.

VANCOUVER, Wash. May 10.—(Special.)—The Vancouver Elks have voted to take part in the Portland Elks' Prosperity week and more than 300 of them pledged themselves to appear in uniform on the night of the monster parade. They also will sell tickets to the Elks indoor circus and do all they can to make the big event a success. The kind of uniforms the Elks will wear has not been made public yet, but it is said they will create a sensation and will be boosting for some of Clarke county's products.

Mrs. Mary Concannon Dies.

Mrs. Mary Concannon, 92 years old, died yesterday at the home of her son, T. J. Concannon, ex-city councilman. The funeral will be held from the home, 804 Thurman street, tomorrow at 8:45 A. M., Requiem mass will be offered at 9 o'clock at St. Patrick's church, Nineteenth and Savier streets. Interment will be in Mount Calvary cemetery. Mrs. Concannon is survived by Mrs. T. Dinneen and Sister Charles of Sisters of Providence, Yakima, and T. J. and J. T. Concannon of this city.

Special Election Redated.

BEND, Or., May 10.—(Special.)—Bend's special election, at which the purchase of an automobile park site, and the elimination of the woman's protective division are to be decided, will be held May 19, at the same time as the state primaries. It previously had been decided to hold the election June 19, but County Clerk Haner, who had refused to allow the city to use county election officials, reconsidered. Then the city council reconsidered, and the new date was set.

No More Constipation or Blotchy Skin

Want a clear, healthy complexion, regular bowels, and a perfect working liver? All easy to obtain if you take CARTER'S Little Liver Pills, the sure safe and easy acting remedy. For headache, dizziness, upset stomach and despondency, they have no equal. Purely vegetable.

CARTER'S LITTLE LIVER PILLS

Small Pill—Small Dose—Small Price

COMMITTEE ASKS FOR MORE POLICE

Better Protection on Waterfront Is Advised.

HEARING IS POSTPONED

Matter Will Be Submitted to Arbitration Board Tomorrow, but With Restrictions.

(Continued From First Page.)

In fact, it was said on behalf of the Waterfront Employers' union that the members did not wish to appear before the state body until an opportunity had been afforded to digest the report of the Mayor's committee, so that prompted a continuation of the first hearing from today until tomorrow.

Arbitration Is Declined.

While the Longshoremen's union and the shipping board accepted an offer of the state board to arbitrate the situation Tuesday morning, the answer of the Waterfront Employers' union, received yesterday, declined arbitration but expressed a willingness to give all facts available for the enlightenment of the board, also that the employers would be glad to receive the report as a board of conciliation, but not as arbitrators, reserving rights as to action or not-action.

In taking up testimony submitted the mayor's committee recounted that the longshoremen said the customary notice of 30 days had not been given by the employers that a change in the scale or working conditions was contemplated and that notice was given only a few days before the existing agreement expired, which was April 1; that they admitted verbal negotiations prior to March 31 and that they had replied to a written proposal from the employers April 6 but that was not satisfactory to the employers, who issued their present schedule April 21, addressed "To the longshoremen of Portland and others desiring to engage in longshore work" and announcing that it would be in effect May 1, when the new hall was to be opened.

Union Declared Ignored.

The longshoremen therefore had nine days' notice. The notice was sent to men individually, the union being ignored, and at a full meeting of the membership it was decided to stop work, witnesses said. As to the result the report says:

The main items that seem to have influenced the longshoremen were the ignoring of their union; the change in the definition of the word "trucking" (which they claimed practically amounted to a change in the rules) and a slight change in the wage scale.

The ignoring of their union seemed to be the crucial point, claiming the fact that they were required to register through the waterfront employers' hall practically destroyed their union, also that they had the right to furnish the stevedoring labor of this port but did not explain from what source this right was derived. The assumption of a right must necessarily carry with it the assumption of responsibilities and, in this case, the responsibility would be the furnishing of adequate and sufficient labor.

This they claimed to do, but at the same time admitted that their membership four months before the strike was limited to about 450 members although there was frequently a maximum of over 1000 men required.

They gave as their reason for keeping the membership so low that they wanted to insure a good, average living to their membership, stating that they supplied the extra men partly from a waiting list for membership of about 150 men, next from unemployed ex-service men and if they did not get the required number, then they got the balance from the city employment office. They never furnished all inexperienced or green hands in any one gang, but put a sufficient number of experienced hands with the gang to prevent inefficiency.

Inspection Is Blamed.

They admitted that there was less efficiency in loading lumber at this port than on the sound, but claimed it was due to the fact that here the inspection was made as the lumber was loaded, which greatly delayed their work, whereas on the sound it was inspected before loading began.

In regard to the trucking rule, they claimed this would cut them out of 50 per cent of their work.

In regard to the reduction of 10c an hour on the trucking wage scale, they objected to this but at the same time admitted this scale was the same as paid at all other Pacific coast ports.

As to the employes, the committee reports that it was told the negotiations had been begun with the men at the union hall, March 15, and that the employers represented the principal change wanted was in the selection of men for gangs and in that connection asked that their agent be on hand when gangs were selected as a means of increasing efficiency, which, it was testified, the longshoremen agreed to consider but did not make any formal reply. The employers maintained they had not given serious consideration to opening their own hall until March 31.

Outside Men Not Employed.

Since the strike, said the employers, they had refused to employ outside strikebreakers, had limited the work to Portland men and were willing at all times to employ members of the union that would register with them and no objection was harbored against a union man, the aim being to register men employed according to the class of cargo work for which he was best fitted. In that connection the report sets forth as follows:

Their objection was to the longshoremen's union's method of selecting crews and, in this connection, claimed that the maximum stevedoring hands required at times was between 1600 and 1800 and that the minimum was probably between 400 and 500 or, in the latter case, about the total membership of the longshoremen's union previous to this disagreement (since which time they claim to have considerably increased their membership. This small membership left an opening for the hiring of any kind of inexperienced labor and the longshoremen's union took advantage of this opportunity to hire, whenever possible, union men who happened to be out of employment, whether they were bakers or tailors or whatever their calling might be. Their inexperience would naturally affect the efficiency of the gang.

They further explained that although the vessels might be loaded by the hiring stevedores at a given price per ton, nevertheless the good reputation of the port was injured by the fact that, through the inefficiency of the crews, it took longer to load vessels in this port than it did at competitive ports. Portland, therefore, did not have a favorable reputation among ship operators, which frequently led to their showing preference to securing cargoes at sound ports rather than Portland. This loss of tonnage was a loss of business to the stevedores, a loss of labor to the longshoremen and a loss of income to the port and a decided brake upon the growth of shipments from this port.

In regard to the change in the rules, especially the definition of the word "trucking," they claimed that this rule applied only to the trucking of flour on privately owned docks and probably would not amount to over 3 or 5 per cent of the total tonnage of Portland, consequently would not materially reduce the longshoremen's work.

In regard to the wage scale, it is the same as Tacoma, Seattle, San Francisco and San Pedro, also St. Helens and Astoria.

Dealing with information obtained from shippers called before the committee, it was said the consensus of opinion was longshoremen of Portland were less efficient than at competing ports; that as a consequence vessel owners had given other ports preference and in extreme cases had refused to include the city as a port of call, the Harrison line, operating between Puget sound and South America, being cited as one instance, and that agents of the line here, who are likewise flour manufacturers, were forced to ship their product via Puget sound to obtain routing on the ships.

"The statement was made that most of the head offices of the Pacific northwest exporting firms were located at Portland and they naturally would prefer to do their exporting from this, their home port," continues the report, "but, on account of the shipowners' unfavorable opinion of the port, principally due to delays, they were forced to do considerable of their exporting from Puget sound. This is especially true of wheat sold to the orient, which was the major market the past season, as the Japanese buyers in many cases would give 25 cents per ton more for wheat at Puget sound ports than at Portland on account of a saving to their ships by quicker dispatch. A saving of every day was counted as worth from $1000 to $4000, depending upon the size of the vessel. The lumber exporters also claimed a preference on the part of ship charterers for Puget sound loading as against Portland loading, and this preference was often reflected in lower freight rates from the sound. Part of the handicaps they attributed to some of Portland's archaic port customs, which seem hard to change, but most of the trouble they attributed to inefficient longshoring work."

Agents Tell of Reputation.

Six steamship agents are credited with having testified Portland was regarded an expensive and annoying port because of delays, attributed to the union failing to furnish gangs on time, the system of forming gangs and filling them out with unskilled workers and the like. The opinion was expressed by them, it is set forth, that "there were many of the union men who are as good as could be found in any port and that they were property owners and in every way good citizens."

The opinion of the steamship agents was that conditions would change for the better if stevedores were permitted to employ their own men, even if necessary to give union men preference.

As to the shipping board, the report says, J. C. Jenkins of the industrial relations division, took the position that the policy of the government was not to favor either union or non-union factions, but was not against unionism; that there was no desire to lend aid toward the destruction of unions, which he thought was the real object, and would be the result of employing men through the employers' hall, regardless of their willingness to take union men. Says the report:

We gained the impression from this conversation that they thought the longshoremen's union's past arbitrary method of limiting their membership to the probable minimum requirements of the port, of selecting men for the different gangs and not allowing the employing stevedores any voice in the choice of men was not right; that it ought not to be necessary to register through the longshoremen's hall or the employers' hall, but that the men should be down on the docks and from their number the stevedores could make their selection, which was the custom in the east.

When asked why it was that the shipping board took a hand in this local affair when they had not paid any attention to the opening of the employers' halls at Seattle, San Francisco and San Pedro, they explained it by saying that, in those instances, the shipping board's attention had not been called to it, as the changes took place without any general waterfront strike.

Since the start of the strike ostensible sympathizers with the longshoremen's union have been terrorizing the employes of the waterfront employers' union by the most inhuman and brutal methods, usually making mass attacks on much smaller numbers, in some instances, on individual workers.

The right to work is a natural right and, in America, has received constitutional sanction, yet intimidation defeats this right. Brutality and intolerance discredit the forward movement of labor and must be against true unionism because they cannot help but destroy solidarity of sentiment among the members. There are undoubtedly a good many longshoremen who are human and must, at least mentally, oppose rough work. Brutality and intolerance will also alienate public sympathy and, furthermore, destroy all probability of a reconciliation between the contending factors.

It is disappointing that the longshoremen's union has not officially shown its disapproval of these lawless acts. In view of the suspicion so frequently expressed that the strikers secretly approve of these acts of intimidation, it would be proper that they should even take an active part in the apprehension of the criminals, thus freeing themselves of any responsibility for the crimes committed in their names.

Public Also Suffers.

Among the innocent sufferers is also the public who have to finance the extra police force required in the city's efforts to maintain order. The public is also financially interested to the extent of having invested $16,000,000 in port improvements and the whole community is vitally dependent upon deep-sea shipping.

We submit for your consideration that the community's financial, social and ethical interest warrants your using a still stronger police arm in regard to suppressing the unwarranted brutality that this community has been visited with since this strike started. The perpetrators of brutal attacks ought not to be allowed to get away with their theory that "might is right." We helped to fight a great war to combat this theory.

S. M. MEARS.
FRED W. GERMAN.
J. P. NEWELL.

EXHAUSTED NERVE FORCE CAUSES THOUSANDS TO MAKE FAILURES IN LIFE

—Doctor Tells What To Do

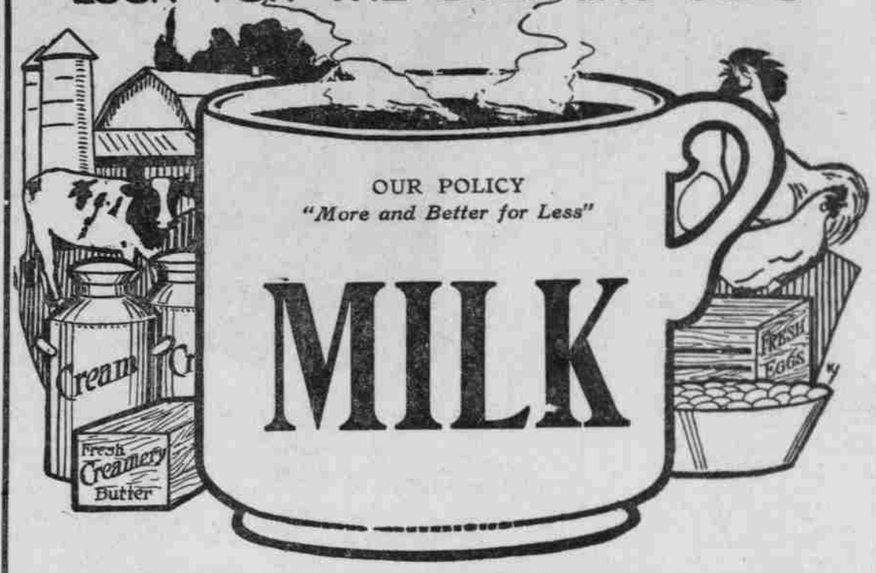
When your nerve force becomes weakened, all the vital organs of your body lose their normal strength and vigor and, as a result, all kinds of alarming symptoms may appear, such as nervous irritability, heart palpitation, indigestion, pains in the front or in the back of the head, more especially at the base of the brain, and a general weakened, run-down condition. In such cases it's worse than foolish to waste your time taking stimulating mericines or narcotic drugs. Your starving nerve cells must have more nerve force, the same as a starving person must have food. This is best accomplished by increasing the activity and power of the nerve-force making organs, the principal one of which is the blood. This can be quickly and most effectively accomplished by the free use of Nuxated Iron, which not only increases the activity of the blood-making organs, but it feeds true red blood food directly to the blood itself, thereby helping to create millions of new red-blood cells. This wonderfully increases the power of the blood to help manufacture new nerve force, the same as enriching the soil increases its power to grow more wheat, corn or oats.

If you are suffering from nerve force exhaustion, you can quickly and easily prove to yourself the power of Nuxated Iron to help overcome your condition and make you strong and vigorous again by the following simple test. Make a written memorandum of all your symptoms before you start, then at the end of two weeks, go over your symptoms again and place a check mark after any that are left, and you can at once see what it has done for you. If you have not obtained most surprising results, all and even more than you expect, the manufacturers will promptly refund your money.—Adv.

"Plenty for Twenty"

"THE COFFEE CUP" LUNCH ROOMS

LOOK FOR THE STEAMING CUPS



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"He Profits Most Who Serves Best."

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Open All Night

A CO-OPERATIVE BUSINESS—75 STOCKHOLDERS

3 HOUSES ARE RANSACKED

Homes on Willamette Boulevard Looted in Absence of Families.

Three burglaries were committed in Willamette boulevard homes last night during the absence of the families.

A back door was forced in the home of R. G. Hofer, 389 Willamette boulevard, and the house was thoroughly ransacked. An automatic pistol and a quantity of silverware were taken.

Evidently the same burglar visited A. G. Smith, 369 Willamette boulevard, and F. H. Sanford, 257 Willamette boulevard. Finding the families away, he ransacked the houses. St. Johns police investigated.

SEE SAXTON for WALTHAM WATCHES

The CRESCENT STREET is the first watch ever constructed especially for railroad service. From the first this watch became a favorite with railroad men, and it is now one of the most famous of all Walthams—hundreds of them in use on railroads in Oregon. A dependable watch for the business or professional man.

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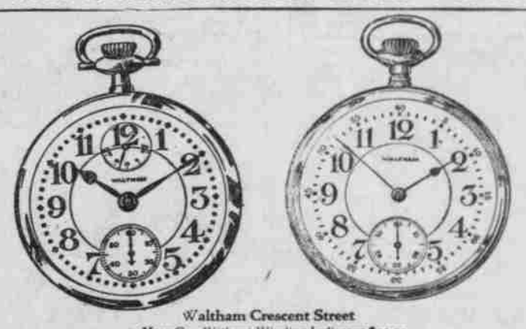

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WHY do we name this noted Waltham Railroad Watch "Crescent Street?"

When this watch was first created, it was instantly recognized that here was a time-piece that any watchmaker might well be proud to sponsor.

The great Waltham Watch industry stretches for blocks on Crescent Street, Waltham. What more natural than to add to one of the finest watch movements ever built the name of the street that is the boundary of its home?

So this famed Railroad watch was named "Crescent Street." It has gone out upon the railroads of the world and made this street known to thousands of enthusiastic Waltham "Crescent Street" watch owners.

It is the watch for any man who demands accuracy and sturdy, dependable time-telling service that will last as long and longer than life itself.

Ask your jeweler to show it to you. He *knows* what a magnificent watch it is.

Write for a valuable booklet that is a liberal "Watch" education Sent free upon request. The Waltham Watch Company Crescent Street, Waltham, Mass.

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