

WORK TO BE FOUND FOR DISABLED MEN

Employment Units to Be Set
Up for Veterans.

PURPOSE IS MADE CLEAR

Delegates at San Francisco Con-
vention Hear of Plans Put
Forward by Bureau.

SAN FRANCISCO, June 29.—An employment unit to provide work in various industries for disabled veterans who have been rehabilitated will be set up by the United States Veterans' bureau within 30 days in all of its 14 districts in the country, it was announced today by the disabled American veterans of the world war convention today by George M. Hyland, representing Director Forbes of the bureau.

Colonel Forbes made a statement yesterday that the employment unit in the Washington headquarters was being perfected. Hyland, who is the chief assistant to Colonel Robert Rees, head of the rehabilitation division of the bureau, said he considered the establishment of this unit a great accomplishment, one which would be able to place directly on the great industries of the country the responsibility of putting the rehabilitated veterans on a self-supporting basis.

Following Hyland's statement, Robert S. Marx, national commander of the disabled American veterans, said the convention had taken a great step forward in showing to the government, "which has done nothing for the years that it must have a complete, comprehensive plan for employment."

Marx announced that a conference would be held soon in Washington between government officials, representatives of the disabled veterans and industrial leaders to work out vocational objectives for rehabilitation.

A report from representatives attending the vocational school at Camp Sherman, near Chillicothe, Ohio, recommending that the institution be closed, was followed later in the day by the adoption of resolutions by the convention to the same effect.

Equipment at the school is inadequate, the training poor and conditions generally deplorable, according to statements presented by Michael J. Lyons, James Lunn and L. L. Neal.

The convention also urged, in resolutions, that the government sanitarium at Walla Walla, Wash., be hurried to completion and that a hospital supply base be located on the Pacific coast.

Tomorrow is the last day of the convention, officers of which elected the next convention city chosen and other business concluded.

SHOP STRIKE HELD UP

(Continued From First Page.)

atives of only 16 of the 23 roads cited were present at today's meeting, but they expected to appear before the board tomorrow.

The July 1 \$60,000,000 wage cut and modification of seven rules, hitting the shop workers' overtime pay a severe blow, were the two questions involved in the shopmen's strike vote which are conditions laid down by the labor board, according to the carriers' position. Deference of those orders by the roads would be "to recognize your power and authority as greater than that of the government," the executives reply to the union ultimatum said.

The reply was directed to B. M. Jewell, president of the railway employees' department of the American Federation of Labor, of which all ten unions who threaten a walkout are members. It was signed by T. Dewitt, Cuyler, chairman of the executives' association, which unanimously adopted the answer to the union demands.

Ben W. Hooper, chairman of the labor board, who was credited with having taken the leadership in averting a threatened railway strike last October, tonight issued a statement declaring that "it is evident to every student of the situation that the railway labor organizations have no just cause for serious complaint at the treatment they have received at the hands of the federal wage tribunals during the war period and since."

The statement follows: "The people of the United States are sick and tired of having railway transportation and traffic periodically interrupted by controversies between railway management and employees. It was this feeling which moved congress to enact the transportation act of 1920.

"The right to strike and tie up a private business is quite a different thing from any supposed right to choke and obstruct the flow of interstate commerce in this vast continental nation. Railway transportation is not a private business. It is essential to the very existence of our republic and to the individual well-being of every citizen.

"I do not hesitate to make the prediction that never again will there be a successful railroad strike of any considerable proportion or

importance in this country. The people will not stand for it. Every man concerned in traffic, travel and production, every consumer of the necessities of life, is absolutely dependent on the uninterrupted and efficient operation of the railways. There must be peace on the roads. This cannot be obtained by leaving the carriers free to impose unjust conditions upon the employees or by permitting the employees, by organizations, however powerful, to impose unfair conditions upon the carriers and unbearable burdens upon the public. Such a system simply means industrial war and this will result in disaster to the parties and the people.

"Any tribunal having a jurisdiction similar to that of the railroad labor board will make mistakes, but the fact that somebody criticizes the action of the board does not even raise a presumption that a mistake has been made. In these strenuously contested disputes before this board, somebody is always dissatisfied with the result.

"The board is vigorously condemned, first by one side and then by the other. The labor controversy has always been rather violent and they have not degenerated into pink teas since they were thrown before the railroad labor board.

"The able men representing the employees put their whole souls into their contentions and the questions they handle are of momentous human importance. They are doubtless often harassed by the apprehension, as are all public servants, that their constituents may not fully understand and appreciate their efforts.

"It is quite natural that they should take deeply to heart even a partial failure to attain the full measure of benefits which they seek for those they so loyally represent.

"But it is evident to every student of the situation that the railway labor organizations have no just cause for serious complaint at the treatment they have received at the hands of federal wage tribunals during the war period and since.

"The wages fixed by the recent decisions of this board will purchase more than the wages received by them prior to the war. In other words, their wages have increased by a greater percentage than has the cost of living. In some instances the increase is strikingly notable.

"With but slight exceptions, the great carriers of the country have paid the wages fixed by the various succeeding government tribunals. Now that the decreases have come, the employees should be good sports and accept the reductions.

"If a change in conditions should at any time justify increased wages this board will most cheerfully respond to the situation. Moreover, if it should at any time be made to appear to the board that any injustice has been done to any class of employees by any side or decision, under a continuation of present conditions, it would be the duty of the board to correct such mistakes.

"Let it be understood, however, that the board is convinced at this time that it has made no mistake and committed no injustice of any noteworthy magnitude in its recent decision on rules and wages. This board has endeavored to conform to the requirements of the law and has established a schedule of wages higher than those prevailing, as a rule, in other industries. It is useless to repeat statistics on this subject.

"The employees do have one substantial grievance against certain of the carriers and that is the contracting of railway employment to so-called independent contractors. This is not simply a labor grievance; it is a public grievance. This policy, carried to its legitimate end, destroys the labor articles of the transportation act, treats the United States congress with contempt, deprives the public of lawful protection from railway labor troubles and grievously imposes upon the employees.

"It is highly gratifying, however, that several of the carriers have withdrawn from the contract policy this week and it is hoped that all the others will follow.

"Let both the carriers and the employees deal fairly with each other and both can come before the court of public opinion with clean hands.

"First and most important of all, neither the railroads nor the men should ever overlook the fact that the interests of the people at large in the country and cities must be considered in the solution of all railway problems."

Phone your want ads to The Oregonian, Main 7070, Automatic 560-95.

TIRE

Standard
Guarantee

Better Than
Mileage

Fabrics Size Cords

\$7.25 30x3 \$

8.25 30x3 1/2 12.50

10.50 32x3 1/2 17.25

12.55 31x4 23.50

13.75 32x4 21.50

14.40 32x4 21.85

15.95 34x4 22.40

32x4 1/2 27.50

33x4 1/2 28.50

34x4 1/2 29.50

35x4 1/2 31.50

36x4 1/2 34.80

33x5 35.00

35x5 35.50

37x5 36.50

War Tax Included

First Grade Fresh Stock
Get Our Service

**MALCOM
TIRE CO.**

Broadway and Everett Sts.
Portland, Or.
Established 1917.

LUMBER RATES RECEIVED

UNION PACIFIC GETS TARIFF
SCHEDULES FROM EAST.

New Freight Charges Based on
Recent 10 Per Cent Reduction Order.

Union Pacific traffic offices received detailed rates on lumber yesterday from the company headquarters at Chicago, effective July 1. The new rates comply with the reduction of 10 per cent ordered by the interstate commerce commission some time ago and, in addition, the rail lines will proceed at once to establish, upon statutory notice, rates that will preserve the parity between various zones as before the 10 per cent reduction order.

New tariffs on fir and pine from the Pacific coast to St. Paul, Minneapolis, Duluth, etc., will be 60 cents per 100 pounds on carload shipments. To Omaha and Missouri river points, Sioux City to Kansas City, rates will be 66 cents; Chicago, 72 cents; St. Louis, 75 cents. To all other points where reductions are not already made, tariffs 10 per cent under present rates will prevail. The usual differentials under the coast group rates from interior points will be observed.

It will be noted that rates to Omaha are higher than to the Duluth group, but the lines serving the north coast and interior, also California points of origin, will be permitted to meet the rates to St. Paul, Minneapolis, etc., via Omaha, or the interstate territory under the fourth section relief granted by the interstate commerce commission.

Transcontinental carriers will proceed immediately to establish, upon filing notice of intended rate changes, a freight charge on lumber to St. Paul, Minneapolis, Duluth, etc., of 62 1/2 cents from the Pacific coast group points of origin and to publish the same rates, 62 1/2 cents, at Omaha and Missouri river points. The establishment of the proposed rates, 62 1/2 cents, at the Missouri river, any officials of the Portland headquarters, will also have the effect of restoring the same differential between Pacific coast fir lumber and southern pine as prevailed before the southern lines reduced their rates at Omaha and Missouri river points.

John H. Lothrop, who for the past ten years has been secretary of the Portland Traffic and Transportation association, has resigned his position, and following the first of the month the affairs of the organization will be in the hands of the law firm of Teal, Minor & Winfree. This admission was made last night by Mr. Lothrop and A. H. Devers, president of the association.

Mr. Lothrop had little to say regarding his resignation, other than that he had contemplated the move for some time. What his future plans are he was unable to state.

Mr. Lothrop came here 11 years ago from Spokane. He has been in the transportation business practically all of his business career. Before accepting the position from which he has resigned, he was engaged in the railroad business for more than 20 years.

At a meeting of the Women's Realty board of Portland last night in the Oregon building the annual election of officers was held. Those elected are Mrs. T. B. Neuhausen, president; Mrs. Mary E. Lent, first vice-president; Mrs. I. H. Zemp, second vice-president; Mrs. Alvin Johnson, secretary, and Mrs. Emma B. Keller, treasurer. Those elected members of the executive committee are Mrs. Maxine Albaugh, Mrs. John Brooke, Mrs. Grace Tate and Mrs. Lena Burke.

The special order of business at the meeting was the formulating of plans for the members to attend the annual convention of the Northwest Real Estate association to be held in Vancouver, B. C., July 13, 20 and 21. The next meeting of the board will be at luncheon at the Washington-street Hotel at 12 o'clock, Friday, July 7.

John H. Lothrop, who for the past ten years has been secretary of the Portland Traffic and Transportation association, has resigned his position, and following the first of the month the affairs of the organization will be in the hands of the law firm of Teal, Minor & Winfree. This admission was made last night by Mr. Lothrop and A. H. Devers, president of the association.

Mr. Lothrop had little to say regarding his resignation, other than that he had contemplated the move for some time. What his future plans are he was unable to state.

Mr. Lothrop came here 11 years ago from Spokane. He has been in the transportation business practically all of his business career. Before accepting the position from which he has resigned, he was engaged in the railroad business for more than 20 years.

At a meeting of the Women's Realty board of Portland last night in the Oregon building the annual election of officers was held. Those elected are Mrs. T. B. Neuhausen, president; Mrs. Mary E. Lent, first vice-president; Mrs. I. H. Zemp, second vice-president; Mrs. Alvin Johnson, secretary, and Mrs. Emma B. Keller, treasurer. Those elected members of the executive committee are Mrs. Maxine Albaugh, Mrs. John Brooke, Mrs. Grace Tate and Mrs. Lena Burke.

The special order of business at the meeting was the formulating of plans for the members to attend the annual convention of the Northwest Real Estate association to be held in Vancouver, B. C., July 13, 20 and 21. The next meeting of the board will be at luncheon at the Washington-street Hotel at 12 o'clock, Friday, July 7.

John H. Lothrop, who for the past ten years has been secretary of the Portland Traffic and Transportation association, has resigned his position, and following the first of the month the affairs of the organization will be in the hands of the law firm of Teal, Minor & Winfree. This admission was made last night by Mr. Lothrop and A. H. Devers, president of the association.

Mr. Lothrop had little to say regarding his resignation, other than that he had contemplated the move for some time. What his future plans are he was unable to state.

Mr. Lothrop came here 11 years ago from Spokane. He has been in the transportation business practically all of his business career. Before accepting the position from which he has resigned, he was engaged in the railroad business for more than 20 years.

At a meeting of the Women's Realty board of Portland last night in the Oregon building the annual election of officers was held. Those elected are Mrs. T. B. Neuhausen, president; Mrs. Mary E. Lent, first vice-president; Mrs. I. H. Zemp, second vice-president; Mrs. Alvin Johnson, secretary, and Mrs. Emma B. Keller, treasurer. Those elected members of the executive committee are Mrs. Maxine Albaugh, Mrs. John Brooke, Mrs. Grace Tate and Mrs. Lena Burke.

The special order of business at the meeting was the formulating of plans for the members to attend the annual convention of the Northwest Real Estate association to be held in Vancouver, B. C., July 13, 20 and 21. The next meeting of the board will be at luncheon at the Washington-street Hotel at 12 o'clock, Friday, July 7.

John H. Lothrop, who for the past ten years has been secretary of the Portland Traffic and Transportation association, has resigned his position, and following the first of the month the affairs of the organization will be in the hands of the law firm of Teal, Minor & Winfree. This admission was made last night by Mr. Lothrop and A. H. Devers, president of the association.

Mr. Lothrop had little to say regarding his resignation, other than that he had contemplated the move for some time. What his future plans are he was unable to state.

Mr. Lothrop came here 11 years ago from Spokane. He has been in the transportation business practically all of his business career. Before accepting the position from which he has resigned, he was engaged in the railroad business for more than 20 years.

At a meeting of the Women's Realty board of Portland last night in the Oregon building the annual election of officers was held. Those elected are Mrs. T. B. Neuhausen, president; Mrs. Mary E. Lent, first vice-president; Mrs. I. H. Zemp, second vice-president; Mrs. Alvin Johnson, secretary, and Mrs. Emma B. Keller, treasurer. Those elected members of the executive committee are Mrs. Maxine Albaugh, Mrs. John Brooke, Mrs. Grace Tate and Mrs. Lena Burke.

The special order of business at the meeting was the formulating of plans for the members to attend the annual convention of the Northwest Real Estate association to be held in Vancouver, B. C., July 13, 20 and 21. The next meeting of the board will be at luncheon at the Washington-street Hotel at 12 o'clock, Friday, July 7.

John H. Lothrop, who for the past ten years has been secretary of the Portland Traffic and Transportation association, has resigned his position, and following the first of the month the affairs of the organization will be in the hands of the law firm of Teal, Minor & Winfree. This admission was made last night by Mr. Lothrop and A. H. Devers, president of the association.

Mr. Lothrop had little to say regarding his resignation, other than that he had contemplated the move for some time. What his future plans are he was unable to state.

Mr. Lothrop came here 11 years ago from Spokane. He has been in the transportation business practically all of his business career. Before accepting the position from which he has resigned, he was engaged in the railroad business for more than 20 years.

At a meeting of the Women's Realty board of Portland last night in the Oregon building the annual election of officers was held. Those elected are Mrs. T. B. Neuhausen, president; Mrs. Mary E. Lent, first vice-president; Mrs. I. H. Zemp, second vice-president; Mrs. Alvin Johnson, secretary, and Mrs. Emma B. Keller, treasurer. Those elected members of the executive committee are Mrs. Maxine Albaugh, Mrs. John Brooke, Mrs. Grace Tate and Mrs. Lena Burke.

The special order of business at the meeting was the formulating of plans for the members to attend the annual convention of the Northwest Real Estate association to be held in Vancouver, B. C., July 13, 20 and 21. The next meeting of the board will be at luncheon at the Washington-street Hotel at 12 o'clock, Friday, July 7.



SALE of Bathing Suits 1/2 Price

RIGHT at the beginning of the season. Styles and coloring that assure a good appearance. Good fit with plenty of freedom for action. Some as low as 75c.

Sam'l Rosenblatt & Co.
Fifth at Alder

ally all of his business career. Before accepting the position from which he has resigned, he was engaged in the railroad business for more than 20 years.

TRAFFIC MAN QUILTS JOB
John H. Lothrop to Leave Local Transportation Association.

MRS. NEUHAUSEN WINS
Election as President of Women's Realty Board Announced.

PRUNE PRICES ADVANCED
Oregon Growers' Association Reports Strong Demand.

Quality Sunshine Cleanliness

All these go into the making of that delicious new food—

Fruit-Kist

ICE CREAM

The tropics' most delicious fruits, together with the luscious berries of our own Oregon country, grown to maturity and mellowness in the valleys and mountains—plucked at exactly the right moment and put away to be combined with pure, rich cream, by the "know-how" of experience and science.

SUNSHINE plays in every corner of the plant in which this ice cream is made every hour of the day.

Man's greatest food gift is pure, wholesome milk—with just enough fat and just enough solids that we might enjoy the heat of the fat, and the bone and sinew building qualities of the solids.

Feeling that man cannot improve upon Nature's perfect food—MILK—we have built our ice cream up to contain the same food properties in the same proportions as milk. To insure its purity and safeguard the VITAMINES, it is

Heathized
All these combine to make FRUIT-KIST the delectable and inimitable food that it is.

**WEATHERLY
ICE CREAM**
(Crystal Ice & Storage Company)

**HAZELWOOD
ICE CREAM**
Company

**MOUNT HOOD
ICE CREAM**
Company

ASK FOR IT BY NAME
**Brick-Bulk
Cones**

For sale by
all our regular
DEALERS

IT'S THE "SHOE HOME" OF THOUSANDS

Think of it! I've met customers here—many of them—who have bought Shoes of the firm since it first started in business 40 years ago! That's satisfaction, if the word means anything! Just people, REAL people; plain, solid folks, the kind who compose the backbone of America, come in here to trade. And there are lots of them—I want to tell you LOTS of them. Come in, shake hands with proprietors and salesmen alike; glad to see each other living; human confidence, human interest in each other. No "high-brow" stuff here!

and now--

This old concern has bought a NEW HOME—127 Sixth St.—no more moving; in fact NO moving at all, for they are

Closing Out

EVERY PAIR of Shoes in this Mammoth Stock, rather than move them. Closing them out as completely and at as LOW PRICES as would be possible were they going out of business entirely. No juggling of PRICES or VALUES—they're exactly as told to you. BUT—a sale like this can't last forever, so don't wait. It's no time to wait!

Broken lines Women's \$5 to \$8 Shoes	Broken lines Women's \$5 to \$9 Shoes and Pumps	Broken lines Women's \$8 to \$15 Shoes
\$1.00	\$2.00	\$3.00
Broken lines Men's \$5 to \$7 Shoes	Broken lines Men's \$6 to \$7.50 Shoes	Broken lines Men's \$7 to \$10 Shoes and Oxfords
\$2.80	\$3.80	\$4.80
Women's \$6 to \$12.50 Shoes, broken as to sizes, some are Laird's	Women's \$10 to \$15 Shoes, broken as to sizes, but all sizes in group. Some are Laird's	Women's \$10 to \$15 Shoes, some are Laird's; most lines complete as to size
\$3.80	\$5.40	\$6.40
Another group of Women's \$10 to \$15 Shoes, comprising nearly every wanted style. Some of these are Laird's	Women's \$11 to \$16.50 values, comprising the cream of the stock	Men's \$8 to \$11 Shoes, tan or black in this group, every size
\$7.40	\$9.80	\$5.40
Men's \$8.50 to \$12 Shoes, tan or black, complete lines	Men's \$9 to \$12 Shoes, tan or black, all sizes	Men's \$10 to \$12.50 Shoes, tan or black, full of style and wear
\$6.40	\$7.40	\$8.40
"J. & M." "Stetson" and "Hurley" Oxfords	"J. & M." "Stetson" and "Hurley" Shoes	Boys' \$5 to \$6 Shoes, several styles
\$10.40	\$11.40 to 12.80 Some are less.	\$3.80
Boys' \$4 to \$5 Shoes in a number of styles	Misses' \$3.50 to \$4 Shoes	Misses' \$5 to \$6 Shoes, several lines at
\$2.80	\$2.80	\$3.80

C. W. SHIVELY, for

Eggert, Young Co.

129-131 THIRD STREET—NEAR ALDER

Yeast No "Fad" Say Scientists

The greatest scientific minds agree that yeast is one of the most important medical discoveries. No method of banishing skin eruptions or building health has yet been found which can equal it. This is because yeast contains certain vital elements which are lacking in the modern diet. Already millions of people have secured amazing benefits from yeast. Recently, however, a new process has been discovered called "ironization," through which people are securing benefits from yeast in just half the usual time. This process, embodied only in Ironized Yeast, helps to immediately convert the vital yeast elements into firm tissue and rich pure blood. If weak, thin or run down, or if troubled with pimples, blackheads or boils, it will pay you to try Ironized Yeast at once. To try Ironized Yeast, entirely free simply mail postcard for Famous 3-Day FREE Test. Address Ironized Yeast Co., Dept. 87, Atlanta, Ga. Ironized Yeast is recommended and guaranteed by all good druggists—Adv.

Look Out!



**ONE
CLEAR
CALL**

A Woman's Problem

Benetol, the new-day antiseptic, the product of University of Minnesota scientists, solves the personal hygiene problem for every woman. Benetol is 20 times as powerful as any usable strength of carbolic acid, yet may be swallowed without harm. It is the one germicide and disinfectant that you can use full-strength freely. An instantaneous and certain destroyer of all germs life, yet soothing and healing. Benetol has a hundred uses for health and household. Amazingly beneficial as a mouth-wash and for sore throat, pyorrhea, dandruff, skin diseases, wounds and all infections. Buy a bottle at your drugstore today, and never be without it.

Benetol

Sloan's Liniment

Quick Relief!



Over-exercised
Vacationing—no easy to overdo—but easier still to relieve exhausted, aching muscles. Spread on a little Sloan's—don't rub, it penetrates. Then enjoy quick, tingling comfort. A friend in need to campers for all emergencies—
—it kills pain!