

## Slip a few Prince Albert smokes into your system!

You've heard many an earful about the Prince Albert patented process that cuts out bite and parch and lets you smoke your fill without a comeback! Stake your bank roll that it proves out every hour of the day. Prince Albert has always been sold without coupons or premiums. We prefer to give quality!

There's sport smoking a pipe or rolling your own, but you know that you've got to have the right tobacco! We tell you Prince Albert will bang the doors wide open for you to come in on a good time firing up every little so often, without a

regret! You'll feel like your smoke past has been wasted and will be sorry you cannot back up for a fresh start.

You swing on this say-so like it was a tip to a thousand-dollar bill! It's worth that in happiness and contentment to you, to every man who knows what can be gotten out of a chummy jimmy pipe or a makin's cigarette with Prince Albert for "packing"!

# PRINCE ALBERT

the national joy smoke

R. J. REYNOLDS TOBACCO CO.  
Winston-Salem, N. C.

This is the reverse side of the tin

THE Prince Albert tin, and in fact, every Prince Albert package, has a real message-to-you on the reverse side. You'll read—Process Patented July 30th, 1907. That means that the United States Government has granted a patent on the process by which Prince Albert is made. And by which tongue bite and throat parch are out of it! Everywhere tobacco is sold you'll find Prince Albert waiting for you in toppy red bags, so tidy red tins, tin; handsome round and half-pound tin humidors and in that clever crystal-glass humidifier, with sponge-moistener too, that keeps the tobacco in such fine condition—always!



## Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

### Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:

1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

### Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employes, the owners of the railroads, and the public.

### A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

### National Conference Committee of the Railways

ELISHA LEE, Chairman  
F. B. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.  
L. W. BALDWIN, Gen'l Manager, Central of Georgia Railroad.  
C. E. BARDO, Gen'l Manager, New York, New Haven & Hartford Railroad.  
E. H. COAFMAN, Vice President, Southern Railway.  
B. E. COTTER, Gen'l Manager, Wabash Railway.  
F. E. CROWLEY, Asst. Vice President, New York Central Railway.

G. H. EMERSON, Gen'l Manager, Great Northern Railway.  
C. H. EWING, Gen'l Manager, Philadelphia & Reading Railroad.  
E. W. GIBCE, Gen'l Supt. Transp., Chesapeake & Ohio Railway.  
A. S. GREIG, Asst. to Engineer, St. Louis & San Francisco Railroad.  
C. W. KOUNS, Gen'l Manager, Atchafalaya, Topoka & Santa Fe Railway.  
H. W. McMASTER, Gen'l Manager, Wabash & Lake Erie Railroad.

N. D. MAHER, Vice President, Norfolk & Western Railway.  
JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.  
A. M. SCHUYER, Resident Vice Pres., Pennsylvania Lines West.  
W. I. SHEDDEN, Vice Pres., Seaboard Air Line Railway.  
A. J. STONE, Vice President, Erie Railroad.  
O. S. WAID, Vice Pres. & Gen'l Mgr, Sunset Central Lines.

Identified.  
In many parts of England and especially in the villages of the Black country it is quite a common thing for a man to be known so exclusively by a nickname that his real name is forgotten. A gentleman had occasion once to ask a potter for the whereabouts of a certain John Williams.  
"John Williams?" repeated the man thoughtfully, knitting his brows. "I have heard tell of it, John Williams—is it familiar. I say, sir," he explained, "is it set by a sudden inspiration, 'do be married?'"  
"That's so," was the reply.  
"And has three of a family?"  
"I believe so."  
"Well, sir, I'm John Williams."

Hopetul.  
Torsorial Artist—And what will you have on your face when I finish shaving you?  
Optimistic Stud—Oh, probably both lips and part of my nose.—Cornell Tribune.

When Poland Drank Hard.  
Poland was a great country for hard drinking in the old days. Its last king, Stanislaus II., was solemnly warned by the grand hetman, Branicki, that he must never expect to become a czar unless he got drunk at least twice a week. Pan Kemarzewski, who could empty a bucketful of champagne at a draft without noticeable consequences, once in company with Pan Sosiejkow skil high chamberlain of Volhynia, disposed of a whole butt of old Hungarian wine at a single sitting. One held his beaker under the bung-hole until it was full and then drank while the other filled his beaker, and so, turn and turn about, they achieved the feat.—London Chronicle.

Another perfectly good reason for "pure shoes" legislation is that it is so disappointing to an arctic explorer to bite into a boot which he bought at cowhide prices and find that it is imitation leather.

Trying For the Cheerful.  
A Boston doctor says that one should always be cheerful at the breakfast table. But what is a chap going to do when some selfish, self-centered member of the family hustles down early to cop the morning newspaper and then hangs onto it like grim death throughout the course of the meal?—Philadelphia Inquirer.

Who made the sauceman with left sided spoon?  
"I," said the mere man; "I thought it out."  
Women, oh, mere man—why not use your right?  
Pour with the left hand and stir with the right!  
—Judge.

"We all think our own job the hardest," observed the humorist in his vacation.  
"Yew bet!" agreed the farmer. "I hev to talk like this, and yew hev to spell it."—Pack.

Dr. Guy Via, of Buxton, was down the Fourth, accompanied by his wife, to spend the celebration here. He reports a fine son for Mr. and Mrs. Wm. Best, of Buxton, born July 1. This is their first son, and he will act as the autocat over three sisters.

A. G. Watson and K. N. Staehr, of Forest Grove, went over to Garibaldi, yesterday morning, where Mr. Staehr and Dr. Large have some cottages. Bud will decorate the buildings with paint.

H. V. Gates recently returned from a trip up to central Washington and British Columbia, where he visited the mining sections. He says that everything is bowling along nicely up that way.

Born, to Mr. and Mrs. Ralph Hannan, of Buxton, July 3, 1916, a daughter, weight, 11 pounds. The happy father is Buxton's pioneer merchant.

Mr. and Mrs. Geo. Bonner, of Portland, were here Tuesday, guests of Mrs. A. Jack and family.

Historic Water Clock.  
In the days of the Roman empire the water clock was nothing more than a vase, with a small opening in the bottom, through which the water dripped at a known rate. This gave the name clepsydra, or water stealer, to the kind of clock which preceded both the pendulum and the spiral spring. Of all the clepsydras of history the most remarkable was the one sent to Charlemagne by Haroun-al-Raschid. It had twelve gates, behind which were as many brass balls as the number of the hour indicated. As the gate opened the balls struck the hour by falling on a metal base. At 12 o'clock tiny horsemen issued from all the open gates, made the circuit around the disk, put the balls back and closed the gates, all by means of the delicate and complex mechanism that was run by water pressure. It was a sample of the state of culture in Bagdad in 786 A. D.—St. Louis Globe-Democrat.

How to Pronounce "Depot."  
A student asked Dr. MacAllister, who was then president of Drexel Institute, how he pronounced depot.  
"As if spelled station," replied the old scholar.

Depot is surely a dead one. In large cities the word is now never heard as applied to a railroad station. But it must have been otherwise fifty years ago.

The literature of America from the debut of the locomotive up to a generation ago was full of depots. A train never seemed to stop at any place other than a depot.

More than seventy years ago Longfellow referred to a fellow traveler who pronounced it to rhyme with depot. The classier folks said daypo, but ordinary men and women said deepo.—Philadelphia Ledger.

Storm Often Misnamed.  
It is a curious fact that what is generally known in some of the eastern states as a northeastern storm is in reality, says Popular Mechanics, of quite a contrary origin. Because a strong wind which frequently carries heavy rain is apparently driven from a northerly direction it is popularly assumed in a specific area that the storm originates somewhere in a northern eastern zone, while in truth its real source is in the west or southwest. The explanation is that such a disturbance is merely an air draft of a barometric depression in the opposite direction. The storm is known as a "backblast" and is one of the conditions which cause a weather forecast of difficulty.

Absolute Reality.  
What does our science, so sublime compared with the frailty of our means, so contemptible in the face of the boundless spaces of the unknown, what does our science know of absolute reality? Nothing. The world interests us only because of the ideas which we form of it. Remove the idea and everything becomes sterile, chaos, empty nothingness. An omnium gatherum of facts is not knowledge, but at most a cold catalogue which we must thaw and quicken at the fire of the mind; we must introduce thought and the light of reason; we must interpret.—Fabre.

A Traveler's Tale.  
The early explorers of the Brazils brought back some strange tales. One of the most curious of those which Guy Rothery recalls in his book on "The Amazons" is of a race of men "whose feet were turned the wrong way around, so that if any one attempted to follow in their tracks the pursuers were misled, actually receding from those whom they desired to catch up."

His Unreasonableness.  
"Thunder and guns" snarled Kidderpop. "I dropped my collar button and the baby swallowed it. Now, how am I going to button my collar?"  
"Dear me! How should I know?" sweetly replied his wife. "Some men are so unreasonable!"—Judge.

Short Stories.  
Budapest, Hungary, is to have a small prevention bureau.  
It is said that about 1,400 earth tremors were felt in Japan last year.  
More than 4,800 persons have applied to join the latest British polar expedition.  
The annual capacity of the forest nurseries of the government is about 25,000,000 trees.  
Sugar consumption in the United States is now about a pound and a half a week for each person.  
Elopements are prevented in New Guinea by compelling eligible girls to sleep in the trees. The ladders are removed after they retire.

Industrial Items.  
There are about 1,500 factories in Sweden manufacturing machinery, and these give employment to about 60,000 workmen.  
A recent government report shows that wages of farm laborers have increased more than those of city workmen in the last twenty years.  
The average wages earned by ready-made clothing operators in England are as follows, depending on age and skill: Girls, 5 to 12 shillings (\$1.20 to \$2.00 a week); boys, 6 to 12 shillings (\$1.46 to \$2.90); women, 18 to 20 shillings (\$4.38 to \$4.80), and men, 21 to 26 shillings (\$5.10 to \$6.32).

Laundry Lines.  
To insure bluing being evenly distributed add a little salt to the water. If you wish laundered lace to look nice, iron it while quite damp, with cheesecloth over it.  
To set colors in laundering pink, green, aniline reds, lavender and purple, use water containing dissolved alum, two ounces to a tub.  
To restore dingy towels to whiteness put them in a boiler of cold water, add white soap shavings and lemon juice and let them come to a boil. Rinse in tepid water, then blue water. Hang in the sun to dry.

Train and Track.  
The Canadian Northern will this year build 100 miles of railway between Oliver and St. Paul de Motis, Canadian Northwest.  
Operating expenses of American railroads in 1913 amounted to \$2,184,851,000; gross revenue, \$3,118,929,000; net, \$825,077,000.  
Railroad ties made of re-enforced concrete into which asbestos fibers have been introduced, tried out on a Bavarian railway, can be drilled and laminated like wood, which they far outlast.  
The Woman of it.  
"I never saw any one so obstinate and set as John is."  
"You surprise me."  
"Yes, indeed. Why, only this morning we had a dispute, but I stood firm and told him he might move the pyramids, but he couldn't budge me when my mind was made up."  
"And he finally admitted that he was wrong?"  
"Well, about the same thing. He said, 'Have your own way, Maria.'"  
"Of course. But what was the argument about?"  
"Oh, I haven't the slightest recollection, but it was the principle, you know."—St. Louis Post-Dispatch.  
Attar of Roses.  
Over 3,000 pounds of rose petals are used in the manufacture of one pound of attar of roses perfume.

## Daily Journal

and The Weekly Argus  
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Journal and Argus, One  
Year, \$7.50. Do It Now

## Weekly Argus

Notice to Creditors  
IN THE COUNTY COURT OF THE STATE OF OREGON FOR WASHINGTON COUNTY.  
In the matter of the Estate of Jennie K. Haines, deceased.  
Notice is hereby given that the undersigned has been duly appointed by the above entitled Court as Executor of the above named estate and has duly qualified as such by law prescribed.  
Now therefore, all persons having claims against said estate are hereby notified to present the same together with proper vouchers therefor, to the undersigned at the law office of William G. Hare in the American National Bank Bldg., Hillsboro, Oregon, within six months from date hereof. Dated June 1, 1916.  
Eola Haines, Executrix of said Estate.  
William G. Hare, Attorney for Executrix.

Notice of Final Settlement  
Notice is hereby given that the Final Account in the Guardianship of Leslie L. Lyon and Winnie S. Lyon, Minors, has been filed in the County Court of the State of Oregon for Washington County, and that said court has designated Monday, the 1st day of July, 1916, at the hour of ten o'clock A. M., of said day, in the County Court Room in the County Court House at Hillsboro, Washington County, Oregon, as the time and place for hearing objections to said Final Account and for the settlement of said Guardianship Estate.  
Dated this 28th day of June, 1916.  
John Ira Mars, Guardian of the Last Will and Testament of G. W. Marsh, Deceased, Guardian of Leslie L. Lyon and Winnie S. Lyon, Minors.

## John Philip Sousa

by Wall-Mason

The March King's stately name is known wherever music holds its own, wherever drums and cymbals throb, and orchestras hold down their job. A Sousa march—just mention that, and mark how people smile therat; they know what Sousa's music is; it's melody without the fizz; it's full of energy and pep, and makes old graybeards dance a step; they hear the sound of marching men, of chargers trotting down the glen, the shock of battle and the roar, and billows beating on the shore. And Sousa, when he would compose that music which the whole world knows, fills up his pipe with good old "Tux" (name t'other brands, and he says, "Shucks!"). Tuxedo is the smoke of men who do big things with lyre or pen, who make the old world's wheels go round, whose names will down the ages sound.

JOHN PHILIP SOUSA  
And His Band, Says:  
"All the old songs and melodies are put into the playing of 'The Star' and 'Stipes Forever' we find in the melody of 'Tuxedo.'"  
John Philip Sousa.  
And His Entire Band.

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