

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
P. R. ALBRIGHT, Gen'l Manager,
Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager,
Central of Georgia Railway.
C. L. BARDO, Gen'l Manager,
New York, New Haven & Hartford Railroad.
H. H. COFFMAN, Vice-President,
Southern Railway.
B. B. COTTER, Gen'l Manager,
W. J. Railway.
P. E. CROWLEY, Asst. Vice-President,
New York Central Railroad. | G. H. EMERSON, Gen'l Manager,
Great Northern Railway.
C. H. EWING, Gen'l Manager,
Philadelphia & Reading Railway.
E. W. GRICE, Gen'l Supt.,
Chesapeake & Ohio Railway.
A. S. GREIG, Asst. to Engineer,
St. Louis & San Francisco Railroad.
C. W. KOUNS, Gen'l Manager,
Atchafalaya, Tepehka & Santa Fe Railway.
H. W. McMASTER, Gen'l Manager,
Wheeling & Lake Erie Railroad. | J. D. McPHER, Vice-President,
Nashville & Western Railway.
JAMES RUSSELL, Gen'l Manager,
Denver & Rio Grande Railroad.
A. M. SCHOYER, Resident Vice-President,
Pennsylvania Lines West.
W. L. SEDDON, Vice-President,
Seaboard Air Line Railway.
A. J. STONE, Vice-President,
Brie Railroad.
O. S. W. (D), Vice-President,
Barnett Central Lines. |
|---|--|--|

War Group Stocks Gradually Drifting Back to Old Prices

NEW YORK, July 8.—It was again evident in the opening market that stocks in the war group are gradually drifting back to where they started.

The market for all stocks was generally irregular at the opening, with a firmer feeling developing as trading progressed.

During the early period the list stiffened and more than held its own, but at the end of the first hour a serious reaction set in, and was reflected in nearly every department.

Some sharp losses were sustained on the lower movement, and the recovery later in the day was as irregular as the reaction.

The rails held best as a class, and while they were not as active as during yesterday's market, prices maintained a comparatively steady trend.

Reading continued to lead, and the price was hammered below par at first, but absorption was of good order.

Crucible Steel fell off almost 2 1/2 points under close before the strong feeling was emphasized.

Steel common was steady around \$3 3/4 at first.

The copper stocks were unusually active, and considerable pressure was applied to that department. Anaconda, Butte & Superior and Inspiration were most affected.

Fuldwin and American Locomotive stocks sold down to heavy trading.

Marine preferred was weak.

Mexican Petroleum posted a large amount of business, with the price staying for the most part above 192.

In the first hour the total sales amounted to 187,200 shares.

GOOD PRICES PAID FOR WOOL IN OTHER STATES

With the Oregon wool clip about 80 per cent sold up, interest in the trade has shifted to other parts of the west, where a larger supply is available.

The strength of the market is clearly shown in the operations going on in Montana, where 34 cents was paid for a medium clip running largely to three-eighths grade.

This price is a half cent better than the top bid of the previous week. There has also been buying in Wyoming at full prices and in the Soda Springs district fairly good medium wools have brought 31 cents.

As in Oregon, the Texas clip has nearly all passed out of growers' hands. Boston dealers have purchased the wool warehouse at Kerrville, amounting to 2,000,000 pounds, paying for the 12 months a little over 30 cents, equal to 80 cents clean landed at Boston, and for the eight months on the scoured basis of about 67 cents.

New wools are selling in a broader way at Boston, Wyoming, Nevada and Soda Springs clips are available and are held firmly.

For graded fine staple 35 cents is asked, clean basis, and half blood to fine grade is held at 32 cents and in some instances a little more.

Three eighths fine staple territory has sold at 36 cents in the grease. New Arizona wools have changed hands at Boston on the scoured basis of 78 to 80 cents.

PENN CANNOT MAKE SHOES AT LOW PRICE

SALEM, Ore., July 7.—The state penitentiary is unable to make poor shoes at a price that will compare with what good shoes might be bought for, says Warden John W. Minto at Wednesday's meeting of the board of control.

Warden Minto suggested that it might be profitable to quit trying to make shoes for the inmates of the various institutions. With more up to date equipment he believed it might be possible to turn out shoes in competition with outside

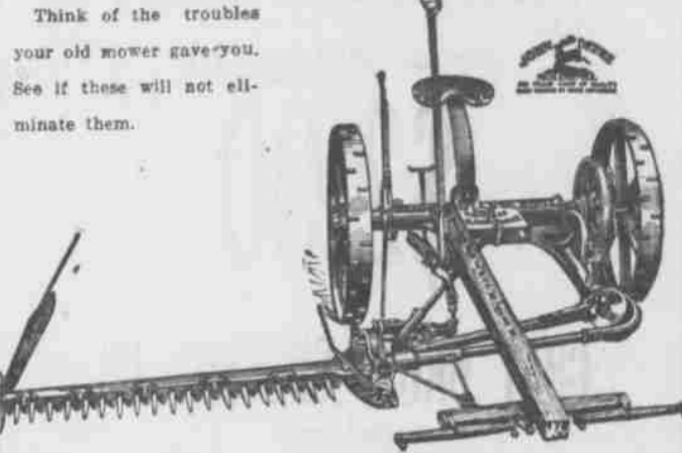
BEFORE YOU BUY A MOWER

IT WILL PAY YOU TO INVESTIGATE THOROUGHLY THE FOLLOWING FEATURES THAT CHARACTERIZE THE

JOHN DEERE-DAIN

Vertical Lift Mower

Think of the troubles your old mower gave you. See if these will not eliminate them.



Compensating Gears— That remove strain from the bearings and transmit instead of consume power.

Long Pitman Shaft— That has all end thrust removed, hence has no need of thrust bearings.

Alignment of Cutter Bar— Seldom necessary, but easily, quickly and positive made.

Centering the Knives— So that they always register perfectly in the guards, insuring perfect work.

Vertical Lift— A life so easy to operate, an ordinary boy handles it readily.

An Easy Foot Lift— So easy it's surprising, especially after using other kinds.

Adjustable Draft Hitch— Instantly set to remove side draft in the most severe conditions of work.

Material and Workmanship— Of the known Dain standard proven by service reliable and trustworthy.

COME IN AND SEE THIS MACHINE OPERATE.

McClintock & Simpson

Agents for John Deere Farm Implements.
400 East Court Street, Pendleton. Telephone 610

firms. The board will look into the matter before deciding.

The penitentiary shoes are made of whole leather, the men working at the various processes being paid 25 per cent of the labor cost of the finished product.

CHICHESTER'S PILLS

THE DIAMOND BRAND. Ladies! Ask your Druggist for Chichester's Diamond Brand Pills in Red and Gold wrapper. Take no other. Buy of your Druggist. Always in stock. Sold by Druggists Everywhere.

ECZEMA CAN BE CURED

Free Proof To You

All I want is your name and address. I will send you a free trial that will prove to you that I can cure your Eczema. I have cured thousands of people outside of Fort Wayne, Ind., according to their own statements, been cured by this treatment since I first made this offer public.

If you have Eczema, Itch, Salt Rheum, Tetter, never mind how bad—my treatment has cured the worst case I ever saw—give me a chance to prove my claim.

Send me your name and address on the coupon below and get the trial treatment I want to send you FREE. The wonders accomplished in your own case will be proof.

J. C. HUTZELL, Druggist, 1403 West Main St., Fort Wayne, Ind. Please send without cost or obligation, so you may receive your Free Proof Treatment.

Name _____ Age _____
Post Office _____ State _____
City and No. _____

CLASSIFIED DIRECTORY

- | | | |
|---|--|---|
| INSURANCE AND LAND BUSINESS
HARTMAN ABSTRACT CO. MAKES reliable abstracts of title to all lands in Umatilla county. Buys and sells all kinds of real estate. Does a general brokerage business. Pays taxes and makes investments for non-residents. Wires, fire, life and accident insurance. References, any bank in Pendleton.
JAMES JOHNS, Pres.
C. H. MARSH, Sec.
BENTLEY & MONTGOMERY, REAL estate, fire, life and accident insurance agents. 315 Main street. Phone 404. | ATTORNEYS.
RALEY & RALEY, ATTORNEYS AT law. Office in American National Bank Building.
GEORGE W. COUTTS, ATTORNEY at law. Estates settled, wills, deeds, mortgages and contracts drawn. Collections made. Room 17, Schmidt block.
FEE & FEE, ATTORNEYS AT LAW. Office in Despain building.
CARTER & SMYTHE, ATTORNEYS at law. Office in rear of American National Bank building.
JAMES B. PERRY, ATTORNEY AT law. Office over Taylor Hardware company.
PETERSON & BISHOP, ATTORNEYS at law; room 3 and 4, Smith-Crawford building.
DOUGLAS W. BAILEY, ATTORNEY at law. Will practice in all state and federal courts. Rooms 7, 8 and 9, Despain buildings.
FREDERICK STEINER, ATTORNEY at law. Office in Smith-Crawford building.
S. A. LOWELL, ATTORNEY AND counsellor at law. Office in Despain building. | AUCTIONEERS.
COL. W. F. YOHNKA, AUCTIONeer, makes a specialty of farmers' stock and machinery sales. "The man that gets you the money." Leave orders at East Oregonian office.
FUNERAL DIRECTORS.
J. T. BROWN'S FURNITURE STORE. Funeral director and licensed embalmer. Most modern funeral parlor, morgue and funeral cars. Calls responded to day or night. Corner Main and Water streets. Telephone 61.
JOHN S. BAKER, FUNERAL DIRECTOR and licensed embalmer. Opposite postoffice. Funeral parlor, two funeral cars. Calls responded to day or night. Phone 75.
MONTANA FARM LANDS.
NORTHERN PACIFIC RAILWAY. Lands in eastern Montana at \$2.50 to \$18 per acre. Suitable for farming or grazing. Easy terms. For information write or see W. E. Holt, Miles City, Montana. |
| VEAL SCARCE AND HALF TO CENT HIGHER
PORTLAND, Ore., July 8.—There is a scarcity of veal on Front street, and poultry is also firm. Veal prices are up today from 11 1/2 to 12c, and unless receipts are more liberal are likely to pop up higher yet. While prices of poultry have undergone no change, there is a scarcity of both hens and broilers, hence a rise in value would not surprise wholesalers.
Cantaloupes have advanced to figures so high that some Front street dealers do not respond to country orders, for the reason that outside buyers, not understanding the situation, would not be satisfied with the figures charged. The reason for the advance is that the supply has been from the Imperial valley, California, district and the season there is about ended. Usually Turlock, Cal., steps into the breach as Imperial valley steps out, so that there is no appreciable diminishment of receipts, but this season Turlock is a week or 10 days late. It is likely prices will be normal the latter part of next week, and remain so until the Oregon crop has matured.
Some Oregon peaches are on sale today at 50¢ to 55¢ a box. The fruit is not over-ripe, and some were slightly damaged in transit.
Eastern Texas tomatoes have arrived, and sell at \$2.75 a crate. They are of exceedingly fine quality, and very attractive to the eye. | BLAST BURIES 2 IN TUNNEL.
Great Northern Truck Is Covered and Trains Are Delayed.
SEATTLE, Wash., July 8.—An unexpected fall of rock from a blast in the new Great Northern tunnel at Embury on the west slope near the summit of the Cascades, buried two laborers under a mass of rock and seriously injured two others. It is supposed that the men buried are dead. The others were not seriously hurt.
The men were in the employ of the contractor, who is building the tunnel, which is a part of the work being done by the railroad to prevent interruption through winter snows.
The explosion covered the main line track and delayed trains. A large number of men were put to work digging out the buried laborers and uncovering the track.
Two-thirds of the world's correspondence is in the English language. | MISCELLANEOUS.
LEGAL BLANKS OF EVERY DESCRIPTION for county court, circuit court, justice court, real estate, etc., for sale at East Oregonian office.
LEGAL BLANKS OF EVERY DESCRIPTION for county court, circuit court, justice court, real estate, etc., for sale at East Oregonian office.
WIDOW 21. WORTH \$50,000 would marry. M. Box 584, Messenger, Los Angeles, Cal. |

"THE OLD RELIABLE"
PLANTEN'S C & C OR BLACK CAPSULES
REMEDY FOR MEN.
AT YOUR DRUGGIST.

Telephone operators in Egypt are required to speak English, French, Italian, Greek and Arabic.

How's This?
We offer one Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.
Hall's Catarrh Cure has been taken by catarrh sufferers for the past thirty-five years, and has become known as the most reliable remedy for Catarrh. Hall's Catarrh Cure acts thru the Blood on the Mucous surfaces, expelling the Poison from the Blood and healing the diseased portions.
After you have taken Hall's Catarrh Cure for a short time you will see a great improvement in your general health. Start taking Hall's Catarrh Cure at once and get rid of catarrh. Send for testimonials, free. F. J. CHENEY & Co., Toledo, Ohio. Sold by all Druggists, Etc.

BETTER AND SOFTER LIGHT

is assured by the use of some of these beautiful fixtures of ours. They give a light that illuminates the room perfectly, but that does not tire or strain the eyes. They are not expensive considering their extra efficiency and extra beauty. Why not at least see them?

J. L. VAUGHAN

WRITE TO YOUR FRIENDS ON Monogram Stationery W. G. SMITH & CO. WEDDING AND VISITING CARD ENGRAVERS. MORGAN BLDG., PORTLAND, OR.