

People Here and There

Dr. H. H. Hattery returned yesterday after a fishing trip to the McKenzie River.

George J. Burd, traveling auditor of the O. W. R. & N., was a business visitor in Pendleton today.

F. W. Fulconer returned this morning from Portland where he has been for several days on a business mission.

One of the pioneer wool manufacturers of Oregon is C. P. Bishop, of Salem. Mrs. Bishop, who has been here as the guest of his son, Chauncey Bishop, and who left last night for his home, recently returned from the east where he represented Western manufacturers at an important conference. With his sons, Clarence, Chauncey and Roy Bishop, Mr. Bishop is engaged in the manufacture of wool goods in Pendleton, Eureka, California, and Washougal, Washington.

Twenty years ago C. S. (Doc) Evans of this city, loaned \$15.50 to a youth who was making a hard struggle to meet financial demands at Monmouth College. During a recent trip, Mr. Evans stepped off the train at The Dalles and was approached by a man who recognized the local citizen as his benefactor. The youth who has grown to manhood, an employee of the telephone company of that city and who to show that early confidence in him was not misplaced, sent in yesterday's mail a check for \$15.50, made out to Mr. Evans.

Business took Henry W. Collins and E. P. Marshall to Connell, Washington, today. They have furnishing interests there.

Hugh Stanfield, of Butter creek, is a Pendleton visitor today. Mr. Stanfield makes his home on the Stanfield ranch in the west end of the county.

L. A. Cruickshank, of the firm of Cruickshank & Hampton, furniture dealers, left yesterday for the coast to join Mrs. Cruickshank and children. They have been there for the summer.

C. P. A. Longman has returned after a business visit to Redmond. Mr. Longman was awarded the contract for the building of four miles of concrete sidewalk in the Deschutes county city. The contract is for \$20,000.

Thomas Thompson, local postmaster, will leave tomorrow by motor for Portland. He will be accompanied by his little granddaughter, Mary Boyden, daughter of Dr. and Mrs. Gus Boyden, of Portland, who has been a guest at the Thompson home.

The generosity of motorists in giving the hiker a ride is attested by Jack Tuttle, 18 year old youth who was in Pendleton last evening en route from California to Salt Lake. Young Tuttle, weary of roving, is anxious to join his father and recently started walking from California, to Salt Lake. A California car brought him to Portland and he came here with local people who returned yesterday from an

auto trip. This morning the boy continued on his way, starting afoot in the hope of "catching rides" to Salt Lake.

Sam Walker was here from his ranch on McKay creek today visiting with friends.

RAILROADS NOT TRYING

(Continued from page 1.)

that demand become more and more insistent. Business depression, or at least the failure of business to resume its normal volume, was attributed persistently to what were called excessively high transportation charges. It was quite apparent to the railroad managements that rate reductions would be ruinous unless operating expenses, labor, materials and supplies, were lowered proportionately.

"An exhaustive survey of employment conditions throughout the country showed conclusively that the wages of railway employees were far above those being paid for comparable work in other industries, and out of line with the cost of living, which was steadily falling. Confronted with demands for rate reductions and the knowledge that these demands could not be met without further reductions in operating expenses, with the proof that railroad labor could contribute to the inevitable readjustment without violating any measure of fairness or reasonableness in the transportation act, the railroads took their case before the labor board just as the employees did when the conditions were reversed. The whole case of the railroads was based on the relevant factors in wage fixing as enumerated in the law. The result was the ordering by the board of comparatively small reductions in the wages of shopmen, maintenance of way men, clerks, station and signal employees and stationery engineers and boiler room workers. These wage reduction orders have been the subject of a great deal of bitter criticism, but it should be kept in mind that all three of the public's direct representatives on the board have concurred in them, and one of the public's representatives, the chairman of the board, has repeatedly defended the actions.

"The assertion widely circulated by labor leaders that the railroads have cut the pay of their sectionmen to 23 100,000 such men, is not true. Indeed, cents an hour affecting more than the average wage by the hour is 32.7 cents. The 23 cent rate actually affects fewer than 7,000 employees, and this only on a few roads in the south and southwest where the railroad administration itself believed lower pay justified because of the difference in living conditions. This class of labor received an average hourly rate of 15 cents in 1915 and an average hourly rate of 19.3 cents in 1917. The hourly rate of this class of employees has increased therefore 69.4 per cent over 1917 and 11 per cent over 1915. The average pay of section foremen under the new decision is \$119.7 per cent higher than it was in 1915, and the purchasing power of a section foreman's wage is more than 35 per cent greater than it was in 1915. His average hourly rate in 1915 was 23.3 cents, and under the new decision it is 51.2 cents.

Labor leaders, Mr. Dillon said, had proposed an economic impossibility in demanding for all their members a "living wage" of between \$2,132 and \$2,637. This amount, if paid to all the railroad employees as a minimum would cause the roads to show a loss every year in hundreds of millions of dollars which the public of course would have to make up in some way. The railroads, the speaker declared, had accepted the decisions of the Interstate Commerce Commission making rates so much lower that the roads would lose about 400 million dollars a year, compared with the earnings of 1921, and the wage awards of the Railroad Labor Board cutting the labor bill only 125 millions. The difference between the two, he said, can be made up only by increased volume of traffic which means higher operating expenses, and increased efficiency in operation, with every possible economy.

Mr. Dillon said the contract system complained of by some of the men had been adopted by only 13 or 20 of the 200 or more Class 1 railroads, and that all except three or four of these had voluntarily discontinued it when the labor board declared it illegal under the board's understanding of the Transportation Act. This concession the roads had made, Mr. Dillon said, despite their firm belief that they were well within their rights. The system had been used, he said, in

the interest of economy of operation strictly enjoyed by the law. It was not a new device, the speaker said, having been used since 1859 by some roads.

Figures were presented to prove that rate reductions had not in recent years caused any increase in traffic, and that the largest grain exports in the country's history had been handled under the highest rates ever imposed. Business revival, the speaker said, actually began more than sixty days prior to the recent rate cut, and car loadings, despite the coal strike which normally supplied one-third of the traffic, had been larger than in other years. This, Mr. Dillon said, gives rise to the question whether the railroads will be able to handle a largely increased traffic, if offered, when about 15 per cent of the freight cars and 25 per cent of the locomotives are in bad order.

"If total earnings do not increase very materially," said the speaker, "the rate reductions and the recent wage cuts will allow the railroads about three and one-half per cent on their valuation. There is a difference of about \$442,000,000 between this three and one-half per cent and the 5 and three-fourths which the Interstate Commerce Commission says the roads may earn. A national authority estimates the roads must have a billion dollar increase in total earnings in 1922 if they expect to get the low return of five and three-fourths per cent contemplated by the Interstate Commerce Commission. The railroads expected the Interstate Commerce Commission to continue to recognize six per cent as the lowest fair return to be recognized and on that belief ordered, this spring more than 90,000 freight cars and arranged to make other expenditures for increased and improved facilities. No one supposed the rate of return would be lowered before the roads had had a chance to earn it. Now, with rates cut, also, there seems little chance of the roads as a whole getting within sympathetic touch of the new net. If the net return from your business were reduced as to the net return of the roads has been you probably would close it out, but the railroads cannot do this, they must operate. But more than this, they must be prepared to handle an increasing traffic when it is offered. Your business will prosper largely according to the volume the roads can handle promptly. The whole present controversy, therefore, becomes as much your concern as it is the concern of the railroads, because without a fair net return, unless investors are assured a reasonable reward on their capital, will not be available—and without this it will not be possible to provide adequate facilities."

The speaker discussed government operation of railroads briefly, referring to the large deficits recorded in the United States and in Canada and other countries under that system. If they were to operate in the highest degree of efficiency for the benefit of the public toward the roads must be changed. On this point he said: "Business men should familiarize themselves with the actual conditions, keep their minds free from prejudice planted there by selfish interests; give as much time to investigating the railroad question as they give to the operation of a department of their own business, which certainly the railroads are, and realize that in helping to make the railroads prosperous they are merely assuring themselves continued operation with a fair profit. They can realize, which few do, that our railroads are not the property of a select few Wall Street financiers, but that they are owned by the people, not in theory, but in fact, that it is true that some of the largest roads have 25 to 40 per cent of some stockholders on their books; that most of the great insurance companies have invested the people's premiums in railroad stocks and bonds, that the railroads are indeed a great private enterprise conducted so much in the people's interest that they are in every respect a public utility in which the interest of the people never ends."

GREAT SCIENTISTS

(Continued from page 1.)

Joy when he heard over the wire Bell's voice saying: "Mr. Watson, come here, I want you." On his 29th birthday, Bell received his patent. It was at the Centennial Exposition held at Philadelphia, two months later, where men of science the world over had come to examine and study the numerous inventions exhibited, saw Prof. Bell give a practical demonstration of the transmission of the human voice by electricity. As for Bell himself, he had not planned to attend the Centennial at all. He was poor and had reorganized his classes in vocal speech. Toward the end of June he went to the station to see Miss Hubbard off

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Riot Call in Street Car Strike



This photo was taken as police rushed with rifles in answer to a riot call in the street railway strike at Buffalo, N. Y.

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The distinguished inventor was the recipient of many honors in this country and abroad. The French government, ever quick to recognize science, conferred on him the decoration of the Legion of Honor, the French Academy bestowed on him its valuable Volta prize of 50,000 francs, the Society of Arts in London in 1902 gave him its Albert medal and the University of Wurzburg, Bavaria, made him a Ph. D.

One of the curious things about the invention of the telephone is that Bell knew almost nothing about electricity when he started. He knew a great deal about acoustics, thought, and the formation of the human organs of speech and hearing. Bell was called to Washington once when he was in the slough of despond and took the opportunity to call on Prof. Joseph Henry, who knew as much about electricity and the telegraph as any man then alive. Henry told him he had the germ of a great invention.

"Huh," said Bell, "I have not got the electrical knowledge that is necessary."

"Get it," said Henry.

Bell did get some of it—enough.

"Had I known more about electricity and less about sound," he said, "I would never have invented the telephone."

While Dr. Bell will be best remembered as the inventor of the telephone, a claim that has been sustained through many legal contests, he also became noted for other inventions. He was joint inventor of the graphophone with Sumner Tainter. He invented an ingenious method of lithography, a photophone, and an induction balance. He invented a telephone

for Philadelphia. There had been some talk of his going, but he had not quite decided. She believed he was going; when they reached the station she pleaded with him and was refused. As he put her aboard the train and it moved out, leaving him on the platform, she burst out crying. Bell dashed after her and sprang aboard the train, without baggage, ticket or any other trifles.

The next Sunday afternoon Bell was promised an inspection of his invention by the judges of exhibits. It was a hot day and the judges had seen a great deal. Some of them were for going home; one jeered, and there was a general boredom. Then there appeared the blonde-bearded Emperor of Brazil, with outstretched hands. He had heard some of Bell's lectures in Boston; the deaf-mute work appealed to him. His greeting made a stir. Bell made ready for his demonstration. A wire had been strung the length of the room. Bell took the transmitter. Dom Pedro placed the receiver to his ear. He started up amazed.

"My God—it Talks!"

Alexander Lord Kelvin—plain William Thompson then—took up the receiver. He was the engineer of the first Atlantic cable.

He nodded his head solemnly as he got up.

"It does speak," he said emphatically. "It is the most wonderful thing I have seen in America."

The judges took turns talking and listening until 10 that night. Next morning the telephone was brought to the judges' pavilion. It was mobbed by scientists the remainder of the summer.

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