

## Stunts

Continued from page 1

ty, furnished an exhibition of school days, ancient and modern. They showed, with a partition between, two schools in session. One was the old variety, where the birch was wielded, the water pail passed, and the three R's pounded into the understanding by forcible means. The other side exhibited modern processes, with pictures on the blackboard,

with the reading acted out, and sand modeling. A special feature was take-offs on members of the faculty, which were very cleverly done. N. A. Baker was chairman of this group and Mrs. Gladys Smith, head of the stunt committee.

The Tilwayans, group 10, presented a tragedy. This group consists of Tillamook, Yamhill and Washington counties. The tragedy featured the attempt of the king of Yamhill and the queen of Tillamook to prevent

# RAILROAD WAGES

## Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers . . . . .	\$1747	\$2195	\$1537	\$2071	\$1056	\$1378
	3094		3076		2445	
Conductors . . . . .	1543	1878	1454	1935	1151	1355
	2789		2933		2045	
Firemen . . . . .	0.3	1317	751	1181	418	973
	2078		2059		1552	
Brakemen . . . . .	854	967	874	1135	862	1107
	1719		1961		1821	

The average yearly wage payments to all Western train employes (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers . . . . .	\$2038	\$1737	\$1218
Conductors . . . . .	1772	1624	1292
Firemen . . . . .	1218	973	832
Brakemen . . . . .	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

### Shall a nation-wide strike or an investigation under the Government determine this issue?

#### National Conference Committee of the Railways

- |  |  |
|--|--|
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the Prince of Monmouth from wedding their daughter, the princess. There were several acts to this, giving an opportunity for the footlights, three girls in red, to go dim, and to brighten up again and allow the scenery, six girls in green, to shift once in awhile. The burlesque ended when the princess and prince, who had stabbed themselves fatally, were brought to life again and all lived happily ever after. Claud A. Arehart was chairman of the group, and Howard Hanscom chairman of the stunt committee.

Group 9, Chintimini, Lincoln, Benton, and Linn, gave an animated exhibition of the Normal pipe organ with students in high caps white and black, representing the keys. Miss Vera Tracy was chairman of the group and Miss Elsie Grieg, of the stunt committee.

On Saturday night Group 1, Multnomah county, gave an elaborate presentation of the "King of the Land of Nod." A number of local children had been borrowed for the occasion and the different scenes, with the Sand-man and Jock of Dreams as heralds, the dream fairies and the King and Queen of the Land of Nod to supervise, was prettily done. The stunt was a high class production and worthy of comparison to professional effort. Floyd D. Moore was chairman of the group and Miss Clayton Burrow, chairman of the stunt committee.

Group 3, consisting of Polk county, presented an old-fashioned singing school, many features of which were greeted with uproarious laughter. Ivan Wood presided as songmaster and finally with considerable persistence he managed to get his class within gunshot of the tone of his tuning fork. They sang a few of the old time classics and then indulged in a Virginia reel, to the inspiring music of a harmonica. R. W. Dobell was the chairman of this group and Miss Gretchen Kraemer, chairman of the stunt committee.

## Try our lost and found column

Trains into Monmouth	
L'Ve Portland 7:15, a. m.	Gerlinger 10:33, Independence 11, Monmouth 11:10
" Salem 9:45, "	" " " " " " " " " "
" " 1:40, p. m.	Dallas 2:55, " " " " " " " " " "
" " 4:00, "	Gerlinger 4:38, Independence 4:55, Monmouth 5:05
" " 6:15, "	" 7:00, " 7:20, " 7:30
" Portland 3:20,	Connects with above
" Corvallis 6:45, a. m.	Independence 7:35, Arrive Monmouth 7:45
" " 1:15, p. m.	" 2:20 " " " " " " " " " "
" Dallas 7:00, a. m.	Arrive Monmouth 7:25
" Airlie 8:30, a. m. and 3:55, p. m.	Arrives Monmouth 9:05 a. m. and 4:30 p. m.
Leave Independence, 7, a. m.	7:35, 8:45, 11, p. m. 1:30, 2:20, 3, 4:15, 4:55, 7:20

Trains out of Monmouth	
L'Ve Monmouth 7:15 a. m.	Independence 7:35, Gerlinger 7:49, Ar Salem 8:30
" Same as above	Portland 11:10
" Monmouth 1:50, p. m.	" 2:14, " 2:27, Salem 3:15
" Same as above	Portland 5:55
" Monmouth 4:35,	" 4:55, " 5:10, Salem 6:00
" " 9:05, a. m.	Dallas 10:10, " " " " " " " " " "
" " 4:30, p. m.	" 4:55, " " " " " " " " " "
" " 9:05, a. m.	Independence 10:50, Corvallis 11:50
" " 5:10, p. m.	" 7:15, " 8:15
" " 7:25 a. m. and 3:20 p. m.	Arrives Airlie 8 a. m. and 3:50 p. m.
Leave Monmouth 7:15, a. m.	8:15, 9:05, 11:15, 1:50, 2:35, 3:20, 4:35, 5:10, 7:35

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The Mariclacks, Marion and Clackamas, presented a pioneer meeting at Champoeg, in which a debate was indulged in, as to which had done the most for Oregon, Marion or Clackamas, with Uncle Sam and the thirteen original states as judges. The decision was a tie. Frankie Launer was chairman of this group and Miss Margaret Parrott, chairman of the stunt committee.

The Blue Mountain Stars, Grant, Gilliam, Baker, Willamette, Harney, Malheur, Umatilla, and Union, presented a very pretty sketch, entitled the Fountain of Youth. It dealt with the attempt of DeLeon to find the fountain of youth, of his finding it and refusal to accept it because of the conditions. A fine sketch and well rendered.

Group 4, the Mt. Hoods, consisting of the counties of Crook, Jefferson, Sherman, Wheeler,

Wasco, Morrow and Hood River, presented two scenes from the famous pageant play, "The Bridge of the Gods." The two scenes depicted represented the Great Council held to debate whether or not the tribes would remain under the sway of the Willamettes, ending with the falling of the bridge. The last scene showed the death of Multnomah. The colored blankets, the camp fires, helped to make this a picturesque spectacle and the introduction of riders on horseback added realism to it.

A part of the exhibition was the students. Seated on the planks that were raised on the tennis court, with their banners and sectional cheering, they recalled in a small way a political convention. Each group had its yell leader and nothing in this line was slighted, some of the compositions showing considerable literary ingenuity.