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to loan on improved farms at
low rates, interest payable
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your farm with some new
buildings, or a new barn or
buy that adjoining 40 acres?
We furnish the money.

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We are prepared to take
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up-to-date sanitary manner.
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Abstracts of Title Examined

SCIO

OREGON

Without the support of public opinion
the railway brotherhoods could not
win a strike. —Milwaukee Free Press

If higher wages are due to
the men higher rates are conse-
quently due to the railroads. —
New York Tribune

A general strike, tying up the rail-
roads of the country, is inconceivable.
—Philadelphia Bulletin

Mortgage Loans

In amounts from \$2,500 to \$10,
000 on good cultivated farms. No
delay if your title is perfect. Call
on J. V. Pine, 203 West 2nd St.,
Albany, Ore.

LAWYERS

Abstracts examined. Corporation Law.
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LOANS PLACED ON PORTLAND PROPERTY

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PORTLAND, OREGON

MEN HIGHEST PAID DEMAND MORE WAGES

Earnings of Train Employees
Average \$1,253 a Year.

PUBLIC MUST PAY THE BILL.

Proposed Increase in Wages Will Nec-
essarily Result in Advance in Rates
to Be Borne Not by Rich Capitalists,
but by 100,000,000 People of United
States.

The employees in railway train ser-
vice, now taking a strike vote, are not
only the highest paid workmen in
America, but they have profited dis-
proportionately by recent advances in
wages, declares Samuel O. Dunn, ed-
itor of the Railway Age Gazette, in the
July issue of the North American Re-
view.

As a reply to the question whether
the railroads should grant the \$100,
000,000 increase demanded, Mr. Dunn
presents the following table showing the
average yearly wages of engineers,
conductors and other trainmen,
and the average of all these classes
combined.

	1906- 1914	Per cent in- crease	1914- 1914	Per cent in- crease
Engineers	\$1,771.31	42.2	\$1,614	51.6
Firemen	1,027.41	46.8	902.2	60.2
Conductors	1,233.62	42.1	1,114.6	36.6
Other trainmen	1,023.23	45.8	78.0	
All train service employees	1,253.31	44.2	57.9	

In another table he gives the aver-
age yearly wages of the remaining 82
per cent of railway employees and also
separately those of train dispatchers
and telegraph operators, station agents
and section foremen, showing the
marked contrast between their earn-
ings and those of the 18 per cent now
seeking a further advance.

	1906- 1914	Per cent in- crease	1914- 1914	Per cent in- crease
All other employees	\$666.68	34.5	49.3	
Dispatchers and dis- patchers	904.42	31.9	42.6	
Station agents	821.89	27.2	42.6	
Section foremen	767.28	32.0	37.1	

"The increase in the average wage of
all train service employees," Mr. Dunn
says, "in the eight years 1906-14 was
44 per cent, and in sixteen years 58 per
cent. The increase in the average wage
of the other 82 per cent of employees in
the same periods were 35 per cent, and
40 per cent. The average wage of the
300,000 train service employees in 1914
was \$1,253; of the other 1,281,000 em-
ployees \$667. The contrast between
the wages of the train service em-
ployees and those of train dispatchers
and telegraph operators, station agents
and section foremen is especially strik-
ing. The working day of dispatchers
and operators is limited to nine hours
by federal law, but that of station
agents and section foremen is ten
hours, and they must hold themselves
in readiness for duty at any time.

"The demands of the train service
employees cannot be fairly granted un-
less proportionate concessions are also
made to other railway employees, but
the railroads cannot grant the demands
of the train service employees, much
less a 25 per cent. advance in wages to
all their employees, which would
amount to \$250,000,000 a year with
their present freight and passenger
rates.

"Most people are disposed to regard
sympathetically all movements of
workmen to improve their condi-
tion on the assumption that any ad-
vantage labor may gain will be secured
at the expense of capital. No such as-
sumption can be made in this instance.
The proposed increase in wages would
necessarily result in advances in rates
and most of all of it would, therefore be
borne, not by rich capitalists, but by
the 100,000,000 people of the United
States. Probably 80 per cent. of all
the people of this country have smaller
incomes than the men in railway train
service, and it is impossible to find,
under present conditions, any justifica-
tion for a large advance in the income
of this relatively well paid class mainly
at the expense of that much larger part
of the public which is nowhere near as
well off."

CRISIS OVER RAILWAY WAGES

The conference committee of
managers, showed the good faith
of the managements in taking
this position by offering to sub-
mit both the proposals of the
employees and the proposals of
the railroads to arbitration el-
ther by the Interstate commerce
commission or under the New-
lands act. * * * There must be
either (1) a breakdown on the
part of the train service em-
ployees or (2) arbitration by
some impartial tribunal or (3) a
strike. There is no other way
out. —Railway Age-Gazette

DENVER BUSINESS MEN APPEAL TO CONGRESS.

They Want Interstate Commerce
Commission to Stop Rail-
road Strike.

Denver. Alarmed by the pro-
spective strike of railway train
employees to secure higher
wages, the members of the Den-
ver Clearing House association
unanimously passed the follow-
ing resolution:

Whereas, At a recent meeting in
New York between managers of the
railroads and executives of the
trainmen's brotherhoods, called for
the discussion of wage schedules,
at which conference interested par-
ties were unable to agree, and

Whereas, Subsequently the broth-
erhood representatives refused to
consider arbitration and are now
taking a strike vote, which may
end in a general strike such as
would paralyze the industry of the
country.

Therefore, be it resolved, That by
this resolution the Denver Clear-
ing House association, regardless of
the merits of the controversy, as
between the railroads and their
employees, does hereby express its
disapproval of a strike as a me-
dium of adjustment, and we here-
by call on our senators and con-
gressmen to interest themselves in
the passing by congress of such a
measure as will have the effect of
instructing and empowering the in-
terstate commerce commission to
take cognizance of these conditions
and effect a fair and equitable ad-
justment as between the railroads
and their employees, thereby pre-
venting a nation wide railroad
strike.

TO SETTLE LABOR DISPUTES.

Federal Body Should Fix Railway
Rates and Wages.

Baton Rouge, La.—Commenting on
the prospective railroad strike for
higher wages, the Times says:

Congress should pass an act at once
giving the interstate commerce com-
mission authority to settle the labor
disputes, just as it has the right to fix
rates.

It is more important that the inter-
state commerce commission have the
right to fix wages and settle disputes
than it is that it have the right to de-
termine freight rates and prohibit re-
bates.

Business can nobble along under
high freight rates. Death would fol-
low a general railroad strike.

Both the railroads and the railroad
men may be able to withstand a strike,
but the public cannot. The public is
not in a position to face a general
strike of the railroads in the country.

The calamity is too awful to
temple.

It would be more frightful than
dozen Mexican wars. It should not be
in the power of a set of men to bring
such a disaster to the public.

The commission has the right to
what the railroads shall charge for
their service.

This commission should be given
the right to say what they shall pay
for the labor that it takes to perform
this service.

And it should be given this authority
at once.

The public cannot afford a rail-
road strike. It will be more
disastrous to America than ten
wars with Mexico. —Chicago
Tribune

There is now on the market a mouse
trap which women somewhat lacking
in nerve can set without danger of get-
ting their fingers pinched. Incidentally
it might be mentioned that there are
some men who will appreciate the im-
provement noted, for the writer has
seen 'em who wouldn't any more dare
to set a mouse trap than a rabbit.

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AGRICULTURE, 16 Departments;
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Departments; FORESTRY, 2 Depart-
ments; HOME ECONOMICS, 4 Depart-
ments; and PHARMACY.

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Mechanic Arts. Pharmacy with a two-
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Linn County Fair Scio, September 6, 7, 8

Wednesday, September 6, Salem and Stayton Day

- 10 a. m. Aeroplane flight.
11 a. m. Address, Governor James Withycombe.
11:50 a. m. Stock parade.
1:30 p. m. Race program
No. 1. 2:30 Trot, 1 mile heats, 2 in 3 \$125
No. 2. 2:25 Pace, 1 mile heats, 2 in 3 \$125
No. 3. Buggy horse race, 1-2 mile \$25
No. 4. Pony race, 1-4 mile \$10
4 p. m. Carnival Company and other attractions.

Thursday, September 7, Albany and Harrisburg Day

- 10 a. m. Aeroplane flight. Stock Judging.
11:30 a. m. Stock parade.
1:30 p. m. Race Program
No. 5. 2:20 trot, 1 mile heats, 2 in 3 \$150
No. 6. 2:18 pace, 1 mile heats, 2 in 3 \$150
No. 7. Saddle horse race, 3-8 mile \$15
4 p. m. Carnival Company and other attractions.

Friday, September 8, Lebanon and Brownsville Day

- 10 a. m. Aeroplane flight.
11 a. m. Prize stock Parade.
1:30. Race Program
No. 8. 2:18 trot, 1 mile heats, 2 in 3 \$200
No. 9. 2:15 pace, 1 mile heats, 2 in 3 \$200
No. 10. Free-for-all, 1 mile heats, 2 in 3,
1st and 2nd money winners barred \$100
No. 11. 1-2 mile saddle horse race, handicap \$20
4 p. m. Carnival Company and other attractions.

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