

**The Evening Herald**

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WEDNESDAY, MARCH 30, 1921

**The Office Cat**



BY JUNIUS

**A Song Of Silence.**

I can not sing the old songs,  
 The words I don't recall;  
 I've never learned the new ones  
 So I cannot sing at all.

I can not sing the old songs,  
 I simply squeal or bawl  
 So pass me by in silence  
 As I stand around and "stall".

**They Like Punishment**

A Terre Haute (Ind.) man married  
 another fifteen minutes after being  
 granted a divorce.

**Just So.**

Save daylight as we may, night al-  
 ways arrives in dew time.

**Next**

**Buffalo News.**

The man who used to spend all his  
 time perfecting perpetual motion has  
 a new diversion; he's trying to cross  
 aeroplanes so they'll lay eggs.

Bert Thomas wants to know what  
 has become of the old-fashioned man  
 who used to own two pairs of trousers,  
 both with suspenders.

Many a hero has transformed him-  
 self into a zero in the course of a  
 three-minute banquet speech.

One editor wants to know if wom-  
 en are inferior to men. To decide that  
 question permanently, the editor  
 should get married.

We have just received a copy of  
 the "Compressed Air Magazine." No,  
 not the "Congressional Record."  
 That's the relaxed air magazine.

**Two Great Periods**

One of the happiest periods in a  
 girl's life is when she can say, "I  
 am engaged," and one of the hap-  
 piest, likewise, for some of them, is  
 when they can say, "Well, I got my  
 divorce today."

Then He Took His Hat and Left  
 She—And did you bring me back  
 any souvenir?

He—Yes, here's a German bullet  
 that the doctor took out of my leg.  
 She—Oh, I wish it had been a Ger-  
 man helmet.

But No Sky-Scraper Speaking  
 Second-story men are in demand at  
 diners—providing their first stor-  
 ies make a hit.

Some Doings On a Street Car.  
 Dubuque (Iowa) News  
 Will the person who took pair of  
 pants off Main St. car Friday please  
 return to this office?

A woman can never understand  
 why a man will stay up all night with  
 his friends and always be so anxious  
 to go home early when she has him  
 out at a little party.

Doc. Powell says that every once  
 in a while you see a fellow with an  
 \$5,000 touring car who the week be-  
 fore was borrowing money to pay his  
 house rent.

Mrs. Junius' opinion that a hus-  
 band is an animal who knows that 50  
 cents won't get a dollar's worth of  
 cigars, but imagines that \$10 worth  
 of groceries ought to be bought for  
 \$5.

**In the Glare of Liberty's Light**



News Item—New York health authorities and welfare workers charge ill-treatment, neglect, and inadequate accommodations exist at Ellis Island, through which 80 per cent of our immigrants enter.

**BIG WASTE IN R. R. EXPENSE**

At 7 o'clock tomorrow morning a short passenger train will start from a certain small town in New England to make a leisurely run of sixty miles over a branch line to the point where it joins the main stem of the system. The train will reach the junction at 10 o'clock. At that point the cars and the crew will wait with nothing to do until 3 or 4 in the afternoon, when the return trip will start. At 7 tomorrow evening the train will pull into the same terminal it left twelve hours before.

This train crew—conductor, baggagemaster and brakeman—will actually have worked six hours. The "spread of their day" will have been twelve hours. But for making that 120 mile turnaround run every day but Sunday, or twenty-six times a month—in February only twenty-four times—they each will receive \$255.50.

**Why Pay Is So Big**

It works out this way: "Under the rules" there exists in the railway passenger service a monthly guarantee that gives these men a thirty-day month no matter how many days they may actually be on duty. Specifically the rule is based upon some clauses in an article in "Supplement 25" to "General Order 27." These employees are entitled to a wage of \$7 a day. Their guarantee of a thirty-day month brings them a minimum of \$210. But their twelve-hour "spread" adds in overtime enough to make the wage for each working day \$8.75. For their twenty-six working days therefore they must have \$227.50. But—there is a difference of four days between the actual working time and the thirty-day month of the guarantee. Add in then four times \$7 for those days and you reach the grand total of \$255.50.

This is not an isolated, and it is an actual, case. All of the New England roads have such branch lines, some of them longer than sixty miles, others shorter, upon which the rules operate precisely in the manner described. In the instance cited that train crew in the present month of February will receive \$252 each for making that run twenty-four times. **Over \$10 an Hour.**

Some weeks ago a railway repair man made a trip over his line at the road's expense on an assignment to repair a motor car. He spent several hours on the train, fixed the car, and took another train back home. In all he was away from his home station twenty-seven hours, of which three hours, or one ninth of the time, were spent in actual labor. His pay envelope contained \$32.73 as his due "under the rules" for that job.

**We Told Ours, But He's Hard of Hearing**  
 Boston Globe)  
 Don't forget to tell your grocer about that reduction of a cent a pound in the wholesale price of sugar over in New York.

Another case of exactly the same nature kept the employe away from home thirty-two hours; one-sixteenth of the time, or two hours, sufficed to fix the car; the workman "under the rules" got his expenses and \$38.25 for that task.

On New England roads also occurred these cases: A few months ago a repairman spent twenty-one hours, away from his home station. He did his work in four hours. He drew for the trip \$23.76. Another man consumed six hours in repairing a pump and twenty hours in all away from his base. The rules allowed him \$24.56. Yet another workman received \$28.08 for repairing a standpipe, having been absent from the home station twenty-seven hours and worked one day even, or eight hours.

Things like this abound not only in New England, but all over the land. Before the United States labor board in Chicago some days ago a Western line presented this case: A man traveled to an outside terminal, slept there, did some labor, and traveled back. He claimed, "under the rules," time-and-a-half and double time for overtime for the period of his absence from his home station. He actually worked one hour; the company paid him \$34.84.

These sums are collected under the "agreement between the United States railroad administration and the railway employes' department of the American Federation of Labor." Rule 6 of this agreement reads thus: "All overtime outside of bulletin hours, up to and including the sixteenth hour of service in any one twenty-four hour period, computed from the starting time of the employe's regular shift, shall be paid for at the rate of time-and-a-half and thereafter at the rate for double time, up to the starting time for the employe's regular shift."

**Big Job to Calculate.**

The computation of overtime and of back pay has come to be a colossal job in every railroad office in the

United States. The forces of the time-keepers have been devoted for almost two years here in New England and in all other sections of the country to figuring out how much back pay the men are entitled to under the terms imposed by the railroad administration. On May 25, 1918, the director-general issued General Order 27. One section provides that the wage increases granted therein are effective as of Jan. 1 preceding. Thus at the end of May two years ago the clerks who keep the time of the thousands of railway workers started on the back pay task.

They are still figuring with all their might. Of course, the back dues include the difference between the old wages and the new and the additional amounts assessed for overtime, and the timekeepers are enmeshed in a great web of rules and interpretations trying to figure out how the overtime is to be reckoned. The whole problem is about as complicated as the Versailles treaty.

There are fifty-seven kinds of engine service wages, fourteen kinds of train service rates, and five kinds of passenger train service rates—and it is said to be possible for one man to get all five "under the rules." The old boards of adjustment went out of existence when the roads came back to private ownership, but their decisions remain in effect. Board No. 3 made 1051 decisions, Board No. 2 made 2039 decisions, Board No. 1 made 2276—in all 5366 decisions. Are these decisions harmonious, all fitting together? They are not. Later decisions conflict with earlier ones, some decisions conflict with orders of the director-general, some with the wage awards, and in some instances decisions on the same question do not jibe. No wonder the timekeepers thus far have figured for two years. They are required "as promptly as possible to ascertain the amount due in back pay," and they "must compute the payment due employes separately from the regular

**WATCH FOR A SLIP in Klamath Falls Creamery butter which if presented at our office will be cashed for \$5.00 CASH.**

**KLAMATH FALLS CREAMERY**

**MUSICIAN'S DANCE**

**FRIDAY NIGHT  
 SCANDINAVIAN HALL  
 CONTINUOUS DANCING  
 TWO BIG ORCHESTRAS**

Gentlemen \$1.10

Ladies Free

monthly payments" in order that the employe "may know the exact amount of those back payments."

**Inconsistencies in Rules**  
 One more illustration of the conditions that afflict the roads today. This happened on a Western road. It might have happened in New England, for the same rule binds all the roads. The list of roads runs right through the alphabet from the Alabama & Vicksburg to the Zaneville & Western. It often happens that when a New England line wants to know how the rules interpret the case of a Maine machinist, or a New Hampshire blacksmith, or a Massachusetts sheet metal worker, they find the rule in some decision in an Oregon, or an Arizona or a Minnesota case. Local conditions, "like the flowers that bloom in the spring," "have nothing to do with the case."

**Personal Mention**

Douglas E. Cadman, representing a San Francisco electric supply house, is here visiting the local agency, the Electric Shop. On his previous visit he installed the electric ranges in the new Evans apartments.

The Union Taxi company reports that one of their cars made a trip over the old Fort Klamath road yesterday, the first car over the road this season. With the exception of washouts the road was in fair condition.

The French Government benefits at a rate of \$50,000 a day as its share of the profits of one popular gambling casino.

**You have a Cold**

Purchase a box of Rexall Laxative Aspirin (U. S. Co.) Cold Tablets, take a few doses and note the results. Read the money back guarantee that is on every box. You will be convinced that no man, woman, or child can afford to take chances and neglect a cold when such an effective remedy that acts so thoroughly, quickly and naturally without discomfort is so easily obtained at a small cost.

Then put the question squarely to yourself. Why take a chance of being without this splendid combination when you can keep a box handy and ready to meet any emergency?

**IF YOU COUGH**—you will find Rexall Cherry Bark Compound Cough Syrup very soothing and healing to the irritated mucous membranes; it relieves soreness and aids you in throwing off the phlegm.

**Your Chest Is Sore**

Your chest and lungs are sore and feel tight. This condition is beneficially treated with Rexall Bronchial Salve, applied directly to the chest, placing a hot flannel over it and leaving it on over night. One or two thorough applications does the work. You will save yourself suffering, time and money by keeping these remedies in your medicine chest and using when first symptoms of a cold appear.

Get of us a box of these Cold Tablets today. Take them according to directions the moment the first symptoms appear and you will obtain real relief.

We guarantee them.

**STAR DRUG CO.**

The Rexall Store  
 Klamath Falls Oregon.



**Del Monte CATSUP**

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That we know what is best in the Optical Profession has been well illustrated in the history of "Shur-ons." We originally introduced this most popular style of eyeglass to that glass wearing public of this county. They looked odd in those days, but the prevailing style then looks odd now. You are sure of genuine Shur-ons when you come to us.

**H. J. WINTERS**  
 GRADUATE OPTICIAN  
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Special machines are now designed for testing the alertness and other abilities of telephone operators.



**OAK FLOORS OVER OLD FLOORS**

Oak floors are often found in such costly surroundings that few imagine how little they cost. Very few people realize how much they can get for their money by laying 3/4-inch Oak floors over old floors.

The distinctive modern and artistic appearance of a home, as well as its health and comfort, will be greatly increased by the use of Oak flooring. Oak flooring is rich and cheerful in color, and imparts an air of elegance and refinement to a home.

For permanently artistic floors we recommend Long-Bell Forked Leaf Oak Flooring. It is uniform as to color and texture, perfect as to manufacture and is of superior quality. Its remarkably smooth surface is unsurpassed, and it makes an ideal foundation for a beautiful interior.

Let us know the size of the rooms you wish to floor. You will be surprised and pleased at the figures we can quote you on 3/4-inch Long-Bell Forked Leaf Oak Flooring.

**Big Basin Lumber Company**

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