

NEW TODAY

CLASSIFIED ADVERTISING RATES
Each insertion, per word...
One week (6 insertions), per word...

- FOR SALE—Excellent milk cow, 1125 Walder, April 17.
WANTED—Young lady wants office work...
COMPLETE HOUSEHOLD GOODS...
WANTED—Second hand harness and collars...
FOR SALE—Chill plows, disc, mower, rake, sully, buggy, seed potatoes...
RELIABLE PARTIES—Wool like plans for the care of it...
FOR RENT—Furnished or unfurnished 5 room strictly modern house...
FOR RENT—Furnished complete modern 6 room cottage...
I BUY ACCOUNTS—Bills, notes or judgments...
FOR SALE—100 stands bees, mostly golden Italians...
FOR SALE—At once, lot 50x150, small house...
SEED POTATOES—Smooth Burbanks, raised on new ground...
STOCK HOGS FOR SALE—Also sow and pigs...
FOR SALE—Heavy work horse, 4 years old...
FOR SALE—Two passenger Studebaker...
CITY MESSENGER SERVICE—And parcel delivery under new management...
FOR RENT—Store room, 22x70 in center of retail district...
FOR SALE OR TRADE—A beautiful 1-2 acre home...
PURE BRED—Electrically hitched Crystal White Leghorn day old chicks...
FOR EXCHANGE—We have a fine ten acre home near Weiser, Idaho...
SALESMAN—Vacancy April 20th, experienced in any line to sell general trade in Oregon...
FIVE ACRES—Extra good soil, close in and an equally good five with family orchard...
BIGGEST SALE—Ever you can find: 20 acres, 16 to 17 acres plough land...
PROPOSALS FOR WOOD—The Oregon State Board of Control will receive sealed bids for furnishing 400 cords of wood...
WHITE ROCKS—An egg strain of exhibition quality...
FOR RENT—Business block room, size 18x80 feet...
FOR SALE—Or will trade for what have you...
WANTED—A man to take the job of cutting white fir logs into four foot wood...
FOR SALE—Cheap, 40 acres, timber land...
WANTED—Responsible position house-keeping, hotel, city or country...
FOR SALE—Cheap, 40 acres, timber land...
WANTED—Room and board in private family by young woman...
FOR SALE—Or trade, livery and transfer business in Texas...

FLOWERS THAT BLOOM DRESSES THAT HOOK

First In Spring, Last Up Back, Margaset Mason Tells of Them
By MARGARET MASON (Written for the United Press.)
'Alack, alack!! I see you're back! The wretched husband cried; 'Again I will be on the rack 'Twill take profanity and knock To fasten up my bride.'
New York, April 14.—And the flowers that bloom in the Spring (in la and the dresses that hook up the back are making a simultaneous debut. Steadily and insidiously hooks and snaps and buttons are sneaking to the rear and in consequence the fingers of all poor Benedicts are due to turn to thumbs for the summer months and bear the brunt of many a pinch and scratch from an obstreperous hook or an obstinate button.

- FOR SALE—100 stands bees, mostly golden Italians in good condition...
FOR SALE—At once, lot 50x150, small house, some fruit, east front, one block paved street...
SEED POTATOES—Smooth Burbanks, raised on new ground...
STOCK HOGS FOR SALE—Also sow and pigs, cow and calf, and registered mare 7 years old...
FOR SALE—Heavy work horse, 4 years old...
FOR SALE—Two passenger Studebaker 29, handy little car...
CITY MESSENGER SERVICE—And parcel delivery under new management...
FOR RENT—Store room, 22x70 in center of retail district...
FOR SALE OR TRADE—A beautiful 1-2 acre home...
PURE BRED—Electrically hitched Crystal White Leghorn day old chicks...
FOR EXCHANGE—We have a fine ten acre home near Weiser, Idaho...
SALESMAN—Vacancy April 20th, experienced in any line...
FIVE ACRES—Extra good soil...
BIGGEST SALE—Ever you can find: 20 acres, 16 to 17 acres plough land...
PROPOSALS FOR WOOD—The Oregon State Board of Control will receive sealed bids...

Edna Mayo and Henry B. Walthall.
The "Strange Case of Mary Page" to be shown at the Oregon Monday only.

Edna Mayo and Henry B. Walthall.
The "Strange Case of Mary Page" to be shown at the Oregon Monday only.

Edna Mayo and Henry B. Walthall.
The "Strange Case of Mary Page" to be shown at the Oregon Monday only.

Edna Mayo and Henry B. Walthall.
The "Strange Case of Mary Page" to be shown at the Oregon Monday only.

Sunday OREGON Monday
2500 Beautiful Souvenirs to be Given Away on these two days, ask for one

Mary Miles Minter
The Flower of the Screen in "LOVELY MARY"

A play especially written for Miss Minter
the daintiest little Miss of them all

EXTRA ATTRACTION SUNDAY
Charles Chaplin IN Shanghaied
THE FUNNIEST COMEDY HE EVER MADE
EXTRA ATTRACTION MONDAY ONLY—NO. 3
The Strange Case of Mary Page
Edna Mayo and Henry B. Walthall.
Owing to a misunderstanding with the booking office, we will only be able to show Mary Page on Monday only. Don't miss one of them.

Railroad Brotherhoods Present Their Side of It

A statement has been frequently made by the railroad that the present demands of the railway train service employees are not really for an eight-hour day, but are intended to secure increased wages.
This is not true, as the employees composing the four brotherhoods want shorter hours. They want their working day to be as near eight hours as it can be made.
To any reasonable person it will be apparent that it will be useless to secure an eight-hour day unless there is some penalty attached for overtime. In all the trades where the eight-hour day obtains, there is an extra charge for overtime; otherwise, there would be no eight-hour day, for the work would go on at the same rate per hour just as long as the employer cared to work the men.
It has been amply demonstrated that eight hours' hard work is enough for any man and any hour he works more than eight, simply draw on his reserve energy and vitality, shortening his life and his available working years. It has also been proven that a man working eight hours is more efficient, does better work, and is in every way a better citizen than a man working longer hours.
The railroad train service employees, in asking the railroad companies for an eight-hour day, also ask for time-and-one-half for overtime, but this extra rate is merely a "penalty" upon the railways and is considered an effective method for preventing overtime. "Overtime" is commonly called "blood money," and says the very life out of the employees. We trust that the public will consider the fact that it is the "overtime" and expense that is now "wearing out" the employees, and prompts many employers to set their employees' age limit at 21 to 35. In other vocations a man can work at least 50 years—note the difference in the railway employee. Considered in this way the railway employees could, in exact justice, ask for twice their present rate of pay, but the employees are not seeking the "enormous incomes," but desire a better living conditions.
The physical and mental strain on train service employees, compelled to work long hours, is beyond comprehension by the average mind. Virtually all the accident and old-line insurance companies classify railroading as extra hazardous, many of them refusing to insure railway employees on account of the great risk of loss, and where those employees are insured, there is a definite limit set on the amount of the risk, and an extra charge is made to the insured.
In reality, the railway employee receives a less hourly rate of compensation than almost any other trade. A locomotive engineer receives \$4.50 for eight hours—or about 56 cents an hour. The highest paid train conductor receives 55 cents an hour. If the locomotive worked as many hours as the railway conductor he would draw a larger salary and could then be named by the railways as the "aristocrat of the labor world."
If the railways complain that "time-and-a-half" means in some instances an increase, let them avoid the increase by avoiding the overtime, for that is the desire and purpose of the employees.
The railways claim there was an increase in wages to the men of between 30 and 45 per cent from 1903 to 1914. This is partly true, but the price of living and the additional work required of the employees has more than offset it. Also, the said wage increase came mostly to the employees serving regular assignments and established hours for service, but the very great majority of the employees, who work in the irregular

Easter Week Festivals Call for This Frock

and are dumped on the "scrap heap" with the other old machinery, and may be taken in by some kindly relative or perhaps find room in some distant "home" maintained by the employees' organization. Thus they conclude their days—these soldiers of the great transportation army, those men who have safely transported countless numbers of passengers and endless trains of freight. Though the engines and cars become larger and yet larger, and though the trains become even longer, and though the hours of service become more intensely fierce, the railway employee still measures up to his work.
In the great railway yards the switch man whose tired feet strike the engine "footboard" or the cinders all day, or night, or the man in the "cab" who pulls and throws the levers back and forth all day or night, working among countless and conflicting signals and endless danger and in every condition of weather—these are the true soldiers of industry. These men should not need to ask for better conditions. Better conditions should have been given them years ago. Twelve hours, or more, is their present day or night, when eight hours should be their limit.
The fostering by some railways of various unfair conditions, and their usual opposition to all suggestions towards improvement and their complaint about unfair regulations has provoked a report from one of the most conservative of our public men. In a speech before the New York Traffic club on February 21, ex-President Taft reproved the railways for their misdeeds and their opposition to the laws of the land and to reform. He accused them of corrupting councils and legislatures and defying the interstate commerce commission and being generally unreasonable, and fiercer, than even a republic. He warned them of a possible government ownership. The general public will give this conservative speaker serious consideration. The employees may well feel they have a counsel upon their side.
President Wilson has said that the workers have a right to say under what conditions they will work. The railway employees merely ask that the public approve their effort for a reasonable condition.
That Klamath Falls man who lost his purse containing \$300 on an Atlanta jitney and after 11 hours found it on the machine's running board can hardly be convinced there is no such thing as luck.



1916'S MAIDEN
(Peachblow taffeta bunched slightly lower than the usual farthingale effect gives this pretty drape over pale pink georgette crpe. This material is also used for the bobbed tunic, which has an empire girde of spring flowers pieced out across the back with a pink gauze ribbon. All edges of the tunic are bound with ribbon.)
It is significant that Louis Mann, who once starred in the "Man Who Stood Still" denounces the movie theatre as "the house of non-intelligence."

You All Know Me
If I am deserving of your support your vote will be appreciated. Candidate for Representative, Republican Primary, May 19.
W. Al Jones
(Paid Advertisement.)

Commercial Printing
at the Capital-Journal Office
81 82