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The Theatrical Week

Norma Talmadge in "Going Straight" and William Collier in "The Bugle Call" have been the principal celluloid attractions at the Oregon during the week, the latter attracting special attention. Harry Ding and Ethel Bradley have contributed the vaudeville features, both very satisfactory.

Kitty Gordon in "As In a Looking Glass" and Ray Lawrence and the Fletcher children in clever vaudeville work, with the usual sprinkling of comedy, have had the Bligh patronage to normal.

Victor Moore in "The Clown" and Myrtle Steadman in "The American Beauty," both of the customary Paramount standard, have been the releases shown at Ye Liberty.

The Hippodrome vaudeville presented early in the week gave excellent satisfaction to good sized audiences.

Wise is the man who realizes that of two evils it isn't absolutely necessary to choose either.

A calculator that shows the money values of one country in the terms of several others and applies the values to various weights and measures has been invented by an Englishman.

An electric motor truck that resembles a huge refrigerator has been built for a Porto Rico ice dealer to enable him to deliver his wares with a minimum of loss by melting.

Though he could find only ten watches and clocks in Buckeye township, Illinois, the assessor reported taxing eighty-two automobiles and seventy-eight pianos.

The electric furnace is being used in Sweden to refine by a secret process chromium ores brought from South Africa and New Caledonia.

An apparatus to register automatically the percentage of oxide of carbon in illuminating gas has been invented by an Englishman.

All quacks are not hatched from duck eggs.

SOCIETY

(Continued from Page Two.)
with four candles and the other with more. Those at the dinner were: Mr. and Mrs. Settlemeier, Mr. and Mrs. J. W. Sadler, and the little guest of honor, Peggy Sadler, Mr. and Mrs. Poorman, Mr. and Mrs. Beebe and Miss Lois Beebe.—Aurora Observer.

STAYTON SOCIETY NOTES

Last Wednesday afternoon at her home Miss Ella Williams entertained with a "fortune party" honoring her sister, Miss Lois Williams, of Portland, and the Misses Carmelita and Nannie D. Clarke of Mobile, Alabama. The entertainment was largely furnished by fortune telling, Miss Lois Williams discovering the past, present and future in the tea cups, Mrs. J. R. Miller producing the same result with cards, Miss Sue Kearns demonstrating the art of palmistry and Mrs. Effie Miller delving into the mysterious by the aid of verses from the bible. The decorations were elaborate and beautiful and the luncheon served by the popular hostess was all that could be desired.

Those present to enjoy the occasion besides the honor guests and the hostess, were Mesdames H. Harold, W. P. Goodman, Effie Miller, B. Meloy and J. R. Miller, Misses Sue Kearns, Della, Ina and Alta Harold. A very pleasant birthday party was given at the A. M. Rauscher home in honor of Miss Anna's 18th birthday. The evening was spent in dancing and card playing a very dainty lunch was served at midnight.

Those present were Messrs and Mesdames N. J. Genken and family, J. Zuber and family, F. Van Ermen, Joe Etzel, Mrs. Barr and children of Mt. Angel, Mrs. M. Fuchs and son Johnnie, Tony Schindler, John, Nick and Hanna Higberger, Mike and Joe Benedict, Gus, Emma and Cecelia Hendricks, Andrew Larson, Wallace Smith, Frank and Ed Piezer, Geo. Fritz, Albert, Agnes and Ida Boedighermer, Ed Bell, Theo. Gehlen, Frank Grierson, Gerhard Toelle, Carl and Katie Schultzein, Katie and Annie Van Handel, Sim Etzel, Leo Willing, Frank and Clara Rauscher. The music was furnished by Gus and Emma Hendricks, Carl Schultzein and Nick Heuberger, violinist. All returned to their homes at a late hour, thanking Mr. and Mrs. Rauscher and Miss Anna for their pleasant evening.—Standard.



PAULINE FREDERICK
GREAT ROMANTIC DRAMA

Famous Players Star Here in "The World's Great Snare."

Around the life of the Western gold-miner there has never been cast a romantic halo. This breath of romance has been breathed into the thrilling novel, "The World's Great Snare," by E. Phillips Oppenheim and has been flashed into living fire on the screen by the Famous Players Film company in its adaptation of the celebrated novel in which beautiful Pauline Frederick is starred. It is the featured Paramount attraction at the Ye Liberty next week commencing Tuesday.

U. OF O. STUDENTS LIVE CHEAPLY

It cost Frank Beach and George Colton, two well-known University students, only 19 cents a day to live while attending the recent summer school here, yet they gained an aggregate of 12 1/2 pounds in weight, according to a statement of Colton yesterday.

During the entire summer school all expenditures were carefully kept track of. Very little meat was eaten. Five cents worth at one time was all that was allowed between them. Bread, fresh vegetables and fruit were the chief articles eaten. Gas was used for cooking and cost slightly more than two cents a day.

President P. L. Campbell was one shrdlu emfwpy shrdlu emfwpy vbkgk of the guests entertained in the kitchen dining-room. On this occasion the sum of 13 cents was spent on each man, which provided a six-course banquet.

The work was divided, Beach washing dishes and getting a breakfast while Colton cooked the other two meals. The weights were taken at the beginning and end of summer school. The "dishwasher" was found to have gained five pounds, and the "chef" seven and a half pounds. A time sheet showed that each worked about 55 minutes a day in the kitchen.

Both students will be seniors in the University next year. They are members of the Sigma Nu fraternity, in whose kitchen the economy experiment was carried on.—Eugene Register.

CHANGING SANTIAM CHANNEL

Geo. W. Irvine, of Albany, with a crew of men are at work above the big steel bridge with a donkey engine scooping out a new channel for the erratic Santiam. Whether it will be possible to keep the ever changing stream from finally going over into Linn county and leaving our \$60,000 bridge high and dry, remnants to be seen. However, the attempt will be made to straighten the river bed and it is to be hoped with success.—Stayton Mail.

PRESIDENT TELLS

(Continued from Page One.)

that before the final crisis has been reached, the railroad managers will be asked to the White House to indicate whether they will accept or reject the president's plan.

There is strong indication today that rather than reject it and precipitate a strike, they will ask for more time and further conferences.

The president's intimation that the interstate commerce commission might be expected to give a very fair consideration to rate increases, if the eight hour day change is made, is one of the things the managers will try to clear.

The president closed the conference with a 30 minute address to the presidents. He said that it is a "condition, not a principle," which is at stake in the present negotiations. It would be unfair and impracticable to insist upon arbitration when the men have repeatedly refused it and when there is no system or law to compel it, he added.

Not Acting as Judge.
He said he could not act as a judge, but only make suggestions. He offered, he said, what he believed was a practical means of meeting the situation and urged the executives to put it into effect.

When the commission has been appointed, it can see how the plan works and then the real facts in the case will come to light, he said. Pending an investigation by this commission, the president said, he was faced by a wide difference of opinion on the part of the men and the managers as to the task of applying the eight hour day principle to railway operation and that he himself was obviously unable to judge which contention was right.

While speaking the president paced back and forth in front of the men, stirred by the situation confronting him and showing plainly the strain he has undergone the last week. He declared he would not be the court in this matter—that the people of the country were the judges and that when the "naked truth in the situation" is laid before them the blame for any crisis will be placed by the people and will not fall upon him.

At the conclusion of the conference, one of the railroad presidents, who diagnosed the situation as "not hopeless, but very serious," said the executives would remain in Washington over Sunday and possibly longer.

The president, he said, has asked them for a final decision on his proposition and they are preparing to formulate this and lay it before him before they leave.

The President's Position.

At 11:45 o'clock the president issued the following statement from the White House, outlining his position in the strike situation.

"I have recommended the concession of an eight hour day that is the substitution of an eight hour day at present for the 10 hour day in all the existing practices and agreements. I made this recommendation because I believed the concession right. The eight hour day now undoubtedly has the sanction of a judgment of society in its favor and should be adopted as a basis for wages even where the actual work to be done cannot be completed within eight hours.

"Concerning the adjustment which should be made in justice to the railroads and their stockholders in the payment and privileges to which their men are now entitled (if such adjustments are necessary) there is a wide divergence of opinion. The railroads which have already adopted the eight hour day do not seem to be at any serious disadvantage in respect of their cost of operation, as compared with the railroads that have retained a 10 hour day, and calculations as to the cost of the change, if made now, be made without regard to any possible administrative economies of readjustments. Only experience can make it certain rearrangements would be fair and equitable either on behalf of the men or on behalf of the railroads. That experience would be a definite guide to the interstate commerce commission, for example in determination, whether as a consequence of the change it would be necessary and right to authorize an increase of the rates for the handling and carriage of freight (for passenger service is not affected).

Railroads Should Accept.
"I, therefore, proposed that the demand for extra pay for overtime made by the men, and the contingent proposal of the railroads authorities, be postponed until facts shall have taken the place of calculations and forecasts with regard to the effect of a change to the eight hour day; that, in the meantime, while experience was developing the facts I should seek, and if need be, obtain authority from the congress to appoint a small body of impartial men to observe and thoroughly acquaint themselves with the results with a view to a reporting to congress at the earliest possible time that facts disclosed by their inquiries, but without recommendation of any kind; and that it should then be entirely open to either or both parties to the present controversy to give notice of a termination of the present agreements with a view to inviting inquiries into suggested readjustment of pay or practice.

"This means to me a thoroughly practical and entirely fair program and I think that the public has the right to expect its acceptance."

President Wilson's statement was read to a meeting of the 640 members of the brotherhoods general committee this afternoon after which adjournment was taken until 10 a. m. Monday. W. L. Chambers of the Federal Board of Mediation met with the sub-committee composed of brotherhood presidents and is understood to have expressed the belief that a settlement of the controversy is possible. He expects negotiations to continue several days.

The railroad presidents in a long afternoon session prepared a 1,500 word statement to present their side of the controversy with the employees.

Agree Not to Accept.

Washington, Aug. 19.—President Wilson still has a serious problem to solve if he is to prevent a national railroad strike.

That was the situation when 31 railway presidents prepared to leave their hotels today for the White House where President Wilson wanted to go over the

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matter once more with them. They had not slept a lot, most of them having been engaged in conferences of their own up to a late hour last night.

The upshot of their conferences was not to accept the president's proposition for settlement of the controversy with the employees. They were prepared to hold out for arbitration, they said.

In a lengthy statement of their position, which they had ready to lay before the president, the railroad heads claim they cannot yield the principle of arbitration. They desire peace, they say, but declare such peace must be built up on arbitration.

It appears that the situation, if it is to be solved, must result now in mutual concessions. The railroad executives are willing to do this. The employees, it became known today, are willing also to tarry a while and "consider the question of possible trades."

May Appeal to Financiers.

The president let it be understood he is determined the situation shall not get away from him. He wants a settlement and it is understood he has not yet reached the end of his resources. There was more talk today that he would appeal to the directors of the roads and some of the biggest financial interests back of them—as a court of last resort.

The more likely plan in view, however, was the formation of an entirely new proposition to present to both sides. There is no question that the railroads will not yield to the eight hour plan unless its inauguration is preceded by a thorough investigation by an impartial commission to prove its application to railroad operation. The railroads are willing, they say, to submit such an investigation at the hands of the interstate commerce commission or a board appointed by the president or any other body capable of acting.

Their contention is that before they can raise rates, they must submit to investigation, and therefore, before they raise salaries—or make a change equivalent to this—they should be entitled to an investigation. To yield without this investigation, they claim, would prejudice later appeals to the interstate commerce commission for increased rates.

Hill Issues Defi.

St. Paul, Minn., Aug. 19.—"We will stand out against the eight hour day and President Wilson's present plan for averting the strike, as we now understand it, even if every other railroad in the United States accepts the plan," said Louis W. Hill, heading the Hill interests, today. These interests control the Great Northern, Northern Pacific and Burlington lines.

"Such a plan means receivership for the roads," Hill continued.

"In addition it would cripple our train service. In the south 28 railroads operate under the eight hour day principle and every one of them without exception, are in the hands of receivers. We won't be. We would not get any increased rates to balance the increased cost. We know that. So we simply will not accept the principle."

"Our government operates a railroad in Panama," continued Hill. "It gets four times the freight rates we get here. Yet that road has no winter conditions to surmount, no hills to climb and no mountains to tunnel."

Although Hill heads the interests that control the Burlington, Northern Pacific and Great Northern lines he said he was only talking directly for the Great Northern.

"And for them, I can say unequivocally and without recourse that we never will accept the eight hour principle."

STATE HOUSE NEWS

"While residing in your state a few years ago I had the opportunity of noting the most excellent results of your primary election law," says H. M. Monson, of Ogden, Utah, in a letter received by Secretary of State Olect, this morning, "and am proud of referring to having enjoyed its benefits. We are greatly in need of such a law in this state, and I am taking the liberty of asking you to send me a copy of law referred to, which I will be able to use in helping put a similar law on our statute books." Mr. Monson's request has been complied with.

The public service commission will hold a hearing on an irrigation matter pertaining to the requested merger of two telephone companies, and on the 31st they will take up the question of train service petitioned for by people



HAROLD LOCKWOOD in THE MASKED RIDER

Shown at the Oregon Sunday and Monday

on the Southern Pacific between Cottage Grove and Drain.

At the office of the corporation commission this morning were filed a certificate of the Gebhardt Lumber company of Portland decreasing its capital stock from \$10,000 to \$3,800, a certificate of the Portland Marine Supply company increasing its capital stock from \$10,000 to \$25,000, and supplementary articles of incorporation of the Miniature Lumber company of Portland enlarging its powers.

Two claims were passed upon by the industrial accident commission yesterday afternoon. Ambrogio Toma, whose back was broken while he was engaged in working for the Pacific Line & Gyp-

sum company in eastern Oregon, June 10, 1915, receives \$30 a month from the date of his injury, and the sum of \$7,074.55 has been set aside from the segregated accident fund to meet the payments in the case. Should Toma live to his expectancy he will have received \$14,156. G. W. Sanders, who was injured while piling lumber at Sandy, July 21, 1914, and who died about two years later, has received \$47 a month since the date of his injury. The commission has set aside for his widow the sum of \$6,595, for his eight-year-old daughter \$184.17, and for his five-year-old son the sum of \$584.25. Should the three live to their expectancy and should the widow not remarry the family will have received a total of \$13,413.

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