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A large shipment of Boys' Clothing has just been received. The Suits are priced right.

A large assortment of Men's Pants will be sold at cost for the next 10 days.

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25 Acres, well improved soil, all under cultivation, 5-room bungalow nearly new, barn and other out buildings, nice maple shade. Soil clay loam, suitable for berries, grain or grass farming. Nicely located as to schools, churches, stores and canneries. Possession at once.
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137 Acres, 112 acres under high state of cultivation, 15 acres of meadow pasture, will take care of 15 head of cattle, running stream of water all the grazing season, 10 acres wood land an ideal grain and stock farm. Within one mile milk condensing plant, depot, canneries, high schools, factories and all that goes with a progressive town of 2000 inhabitants. 6-room dwelling in thorough condition inside and outside. Barn will take care of 20 head of cattle and horses. Implement sheds, cribs, granary. Surround- sheds, cribs and granary. Surroundings first class. A great chance for a young man to make money as a dairy farmer.
PRICE $10,000.00

40 Acres, 25 acres under cultivation, balance in wood land. Soil medium clay loam, 5-room dwelling in need of some repair. Barn and other outbuildings. Nice maple shade. Good surroundings. Conveniently located. Plenty of fruit. Possession in 30 days.
PRICE $2500.00

18½ Acres, 12 acres under cultivation, balance in timber. Soil clay loam, ideal berry land. Nicely located. Good surroundings. Two miles from depot, one mile State Road. 6-room dwelling, barn and poultry house, a real bargain. Posession at once.
PRICE $1600.00

46½ Acres, 30 acres in cultivation, balance in wood land. Soil sand and clay loam, nice trucking land. 6-room dwelling, barn, potato house, poultry house, with stock and equipment. 2 horses, 1 cow, 2 hogs, 20 chickens, 3 plows, 2 dragharrows, seed harrow, buggy, surrey, binder, grain drill, cultivators and harness. Possession at once.
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NOTICE TO FORD OWNERS

When your car needs repairs come to our service station where we have recently installed several hundred dollars worth of special Ford tools and where you are assured of getting genuine Ford parts.

We have two FORDSON PLOWING OUTFITS for Hire. See us for terms.

RAILWAY INQUIRY IN WASHINGTON

Excessive Labor Costs and Working Conditions Chief Causes of Trouble.

NO CONTROL OVER EXPENSE

Prices and Wages Fixed by Government Leave Little Scope for Managements.

Washington, D. C.—In testifying before the Senate Committee on Interstate Commerce in the general investigation into the railroad situation, witnesses for the railroads contended that:

(1) The costs of operation are abnormal, owing chiefly to wage scales established by the government which exceed wages paid for similar work in other industries, and to wasteful labor costs, often for work not done, enforced upon the railroads by the so called "National Agreements."

(2) That 97½ cents out of every dollar of operating expenses in 1920 were at prices fixed directly by the government, or by general market conditions and over which the railroad managements had no control.

(3) That the general business depression was not due to the high freight rates, but to the lack of buying both here and abroad.

One of the most striking facts brought out in the testimony presented by the first witness, Julius Kruttschnitt, chairman of the board of directors of the Southern Pacific, was the following, in explanation of the chief reason for the increase in operating expenses since 1916:

"The labor bill of the carriers in 1916 (which was before the Adamson law took effect) stood at $1,468,576,394. In 1920 it was $3,698,216,351, an increase of $2,229,839,957.

"The increase by years since 1916 has been as follows:

Increase in 1917	$270,905,748
Increase in 1918	874,331,209
Increase in 1919	229,315,081
Increase in 1920	855,087,919
or an aggregate increase since 1916 of	$2,229,839,057

Exhibits were placed before the committee showing that for the railroads of the whole country, increased expenses in 1920 over 1919 were as follows:

Actual expenses for 1920	$6,163,138,341
Actual expenses for 1919	4,667,774,131
Inc. for 1920 over 1919	$1,495,364,210

Mr. Kruttschnitt, in showing how little control the railroads had over necessary expenditures, said:

"Sixty-four cents out of every dollar of operating expenses were, in 1920, paid out to labor, and the wages of labor are fixed by the government.

"Fifteen cents out of every dollar of operating expenses was paid for materials and supplies at prices fixed by the government.

"Three and one-half cents out of every dollar was paid for other expenses incurred by the government in the first two months of 1920.

"A total, therefore, of 82½ cents out of every dollar of operating expenses for 1920 was paid out at prices directly fixed by the government.

"The remainder, up to 97½ cents, was for materials and supplies, purchased at prices fixed by general market conditions and beyond the power of the railroads to control."

To illustrate how labor costs were inflated by the "National Agreements" entered into during federal control, fixing rules and working conditions, the following examples were cited:

1. The Pere Marquette Railway was compelled to pay $9,364 in back pay to four employees because their titles under these agreements were changed by a decision of the Director General, while the nature of their duties and the volume of their work remained the same.

2. A car repairer on the Virginian Railway was paid $1,000 for work he never did. He was laid off with other employees because there was no work for him to do. When he became entitled under his "seniority rights" to be re-employed, he received back pay and overtime.

3. The Shop Crafts Agreement provides that when employees are required to check in and out on their own time they will be paid for one hour extra at the close of each week, no matter how few hours they may have worked. This rule in the first six months of 1920 cost the railways $6,500,000, or at rate of $13,000,000 a year.

4. On the Chesapeake & Ohio Railroad piecework car repairers decreased 41.4 per cent and airbrake repairers 33.4 per cent in efficiency under a guarantee of a fixed minimum rate per hour.

5. On the abolition of piece work on the Union Pacific Railroad in the wheel shop at Omaha, Nebr., the time required for the same work was increased 31.9 per cent and the output was cut down 24 per cent; and in a coach-cleaning yard at Denver the time required was increased 38.5 per cent and the output decreased 28 per cent.

6. Southern Pacific employees, whose sole duty was to keep watch on stationary engines and to stop the engine in case anything went wrong, were reclassified by Director General as "electrical workers," one man on the Salt Lake division being given back pay of $2,381, another $2,054, another $2,009, another $2,002, and six others amounts vzrying from $1,500 to $1,900.

7. Under the present classification rules of the shop crafts, in order to change a nozzle tip in the front end of a locomotive it is necessary to call a boiler maker and his helper to open the door, because that is boiler makers' work; to call a pipeman and his helper to remove the blower pipe, because that is pipemen's work; and call a machinist and his helper to remove the tip, because that is machinists' work; also for the same force to be employed for putting in the new tip.

Questioned by Senator Poindexter, Mr. Kruttschnitt stated that these instances might be increased indefinitely and were characteristic on railroads of the country, as a result of the "Agreements" left over from federal control.

The Tunnel's Part in Progress.

In the history of civilization the tunnel has played a mighty part. In Europe the St. Gothard tunnel through the Alps is famous; it connects Goschenen with Airoto, in Switzerland, and is over nine miles long. The Simplon, which also penetrates the Alps, is reckoned one of the seven modern wonders of the world; it is 12½ miles in length. Still another Alpine bore is the Wasserfluh, two miles in extent from entrance to entrance. Another notable tunnel is the Khojak pass, in India.

Among the important American tunnels is that which penetrates the Cascade mountains, in Washington; the Cumberland, under the Cumberland mountains in Tennessee; the Hoosac, in Massachusetts, and the tunnel under the Detroit river.—Harry C. Drum, in Leslie's.

Revolving Door Etiquette.

The etiquette of the revolving door has yet to be standardized. At present there are two schools of opinion on the subject. One holds that when a man and a woman approach a revolving door it is the man's place to go first, pushing the door slowly so as to allow his partner to follow in the next compartment without any effort on her part. The other contends that ladies first still holds sway It is good manners, these theorists say, for the man to step aside, let the woman start the door revolving, and then jump into the compartment behind her. In this way, it is contended, the man may assume control of the door and guide it until the woman ahead of him is safely out. The bitterest rivalry prevails between the two schools.—Argonaut.

HOARDER CHASTISED IN 1777

"Coffee Party," Composed of Boston Women, Confiscated His Goods, According to Old Letter.

"Females" of ye olde Boston, staging a "coffee party" in 1777 which rivaled in a small way the famous "Tea Party" in 1773, personally chastised a profiteer hoarder of foodstuffs and confiscated some of his stock, according to a letter from Abigail Adams to her distinguished husband, later second President of the United States.

Writing at Boston, under date of July 31, 1777, Abigail wrote to John, then attending the Continental congress at Philadelphia:

"There is a great scarcity of sugar and coffee, articles which the female part of the state is very loath to give up, especially whilst they consider the great scarcity occasioned by the merchants having secreted a large quantity. It is rumored that an eminent stingy merchant, who is a bachelor, had a hogshead of coffee in his store, which he refused to sell under six shillings per pound.

"A number of females, some say a hundred, some say more, assembled with a cart and trunk, marched down to the warehouse and demanded the keys.

"Upon his finding no quarter, he delivered the keys, and they then opened the warehouse, hoisted out the coffee themselves, put it into a trunk and drove off. A large concourse of men stood amazed, silent spectators of the whole transaction."

Jnly 2 To Be Holiday

Governor Ritchie has about decided to declare July 2, the day on which the boat races being arranged by the Sun and Evening Sun are to be held off Claiborne, a legal holiday. The day is Saturday and a half-holiday anyhow, and is followed by two legal holidays, Sunday and July 4. In addition to the many who want the full holiday Saturday to attend the boat races, there are thousands who are planning a three-day holiday out of the city, and who could get away from their work more easily if the day were declared a legal holiday. The proclamation probably will be issued this week.

PAIGE CARS

Change In Prices

GLENBROOK	$1635
ARDMORE	1925
LENOX	1635
44-SEDAN	2570
44-COUPE	2450
LAKEWOOD	2875
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66-COUPE	3755
66-SEDAN	3830
LIMOUSINE	4030
DAYTONA	3295

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Footwear Is Fanciful



THE reputation of Americans as being the best shod of all people is being more than upheld by the feminine portion of the population. Women have grown so fastidious in the matter of footwear that manufacturers have provided them with the most refined and elaborate shoes for the summer season that have ever been presented. Shoes are becoming fanciful and have graduated, along with hats, into the rank of "creations." They are made in many styles and each style in many varieties, so that there is as much chance for individuality in their choice as in the choice of blouses or millinery.

Women have taken to low shoes with one accord, as may be gathered from the examples of fashionable footwear shown in the picture above. But low shoes include all the different kinds needed in the wardrobe—street shoes, those for sports wear, dress or semi-dress. Combinations of two kinds of leather are popular, fabrics are employed and stitchery for decoration. Straps and buckles are featured, some of the latter, for evening wear, may be described as magnificent. The shoes chosen for illustration here are among the most conservative of the new styles, where little individual tricks of cutting or finishing make almost every pair interesting.

The fashionable walking oxford—appropriate for afternoon wear—appears with two smart straps fastened with buckles and decoration of perforations and stitching. These are made in tan calfskin. A shoe on the same lines is shown with patent leather having gray suede inserts and a single strap that buttons. This style is varied by making it of tan calf with fawn suede inserts, or it may be had in gray or brown suede. Another single strap model appears of tan calf with suede inlay to match, making a smart and very up-to-date and dressy looking street shoe. One of the most pleasing models has a patent leather vamp with uppers and strap of suede in gray.

The three pairs of dressy shoes pictured include a pair with straps extending to the soles. This offers a choice of either tan calf, black suede or patent leather, with patent leather straps or of brown suede with brown kid straps. Gray silk decorative stitching, on patent calf, adorns the pretty dress shoe, with a single strap that fastens with tiny buttons. For those whose quiet taste holds their allegiance to the very plain shoe, daintily made, the hand-stitched strap slipper pictured is made in fawn, gray or black suede, bronze kid or patent leather with suede quarters.

Julia Bottomley

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