

CUMMINS BILL TO BE BROUGHT UP FOR DISCUSSION

WASHINGTON, Aug. 4.—The House interstate committee voted today 6 to 5 to report out the Cummins railroad bill which restores to the interstate commerce committee the right to make rates during the remaining period of federal control. The bill was amended to provide that there shall be no change in transit rates until they have been approved by the state commissions.

IF THIN AND NERVOUS, TRY PHOSPHATE

Pharmacist Sought to Make Fortune By Trading Upon Reputation of Well Known Tonic. Tissue and Blood Builder—Imitation Did Not Contain Strength Giving Properties of Genuine Product.

PHOENIX, ARIZ.—The arrest of a pharmacist of this city revealed a gigantic plot to violate the state and federal statutes by selling a cheap, inferior substance represented to be genuine bitro-phosphate.

The authorities found thousands of counterfeit labels and materials indicating elaborate plans for the nationwide exploitation of the spurious tonic. The case is unique in the criminal records of Arizona and serves as a warning to the public against worthless imitations designed to sap upon the reputation of high grade, efficacious preparations.

For many years Bitro-Phosphate has enjoyed the confidence of its millions of users and the fact that reputable physicians prescribe and recommend it in cases of nervousness, excessive thinness and general weakness makes it the natural target for the unscrupulous substitution.

Frederick Kolbe, M. D., Editor of New York "Physicians Who's Who," says Bitro-Phosphate should be prescribed by every physician and used in every hospital to increase the strength and enrich the blood of weak, thin, nervous or anemic people.

The genuine bitro-phosphate is sold by all first class druggists under a definite guarantee of satisfaction or money back and cases of attempted substitution or the sale of an imitation should be reported to CHEMICAL CO., sole manufacturers, 31 Union Square, New York City.—Advertisement.

Canadian Shopmen Are Issuing Call For Strike Vote

MONTREAL, Que., Aug. 4.—The executive committee of the Federated Shop Trades of Canada will send out a call for a strike vote of the 35,000 railway shop employees of Canada, it was announced here today. The vote will be returnable at midnight, August 24.

The demands are for a 44 hour week, a minimum of 85 cents an hour for mechanics, a minimum of 60 cents an hour for helpers, and an increase of ten cents an hour for apprentices.

HEARTBURN or heaviness after meals are most annoying manifestations of acid-dyspepsia.

KI-MOIDS

pleasant to take, neutralize acidity and help restore normal digestion.

MADE BY SCOTT & BOWNE MAKERS OF SCOTT'S EMULSION

LIBERTY BONDS

\$50, \$100, \$1000, bought and sold at the best market prices. We pay accrued interest to date of sale on the last coupon.

J. A. Hogle & Co.
Eccles Bldg. 169 Main St. Ogden Salt Lake

Hermitage Park

DANCE EVERY NIGHT EXCEPT SUNDAY JAZZ BAND

LORIN FARR PARK

DANCING Every Evening. BAND CONCERT Every Sunday.

SLADES

Blade has moved to 432 Twenty-fifth Street.

BETTER ROAD TO BE CONSTRUCTED IN WEBER CANYON

Ogden and Evanston will soon be connected with a much better highway than exists at present, as plans of the officials of Davis, Weber and Morgan counties to have the Weber canyon road in excellent condition for the arrival of the army motor transport convoy are being put into effect.

The sheriff of Morgan county telephoned this morning to J. S. Lewis, president of the Merchants of Ogden, stating that every effort is being made to get the road in shape and asking if there is anything further that could be suggested in which the three counties might join for mutual assistance. This was in the nature of an official communication from that county, and was the result of the fact that the Merchants of Ogden drew the officials of the three counties together some time ago for a discussion of the necessary repairs to the highway.

It is believed that the cooperation of the three counties will be fruitful in getting consideration of that route as a section of the Lincoln transcontinental highway.

Western Union to Make Improvements

SALT LAKE, Aug. 4.—Radical changes in the service of the Western Union Telegraph company in the second division of the mountain district, of which Utah is a part, are not expected as a result of returning the wire service to private control, according to U. G. Life, manager of the second division of the mountain district. Mr. Life has just returned from a four of inspection of the service in Montana and British Columbia and will leave for Denver at noon today to confer with A. B. Cowan, general manager of the mountain division, and other officials of the company. Reorganization plans will be discussed at the conference.

Mr. Life said last night that it is proposed to open ten or fifteen new offices in Utah, Idaho and Montana. Some offices which are now being run in conjunction with the railroad will be made independent.

Reorganization plans for the Salt Lake district announced by Mr. Life include the appointment of H. W. Denke superintendent of the Salt Lake office and H. W. McLeod office manager at Salt Lake. Under federal control Mr. Denke was manager and Mr. McLeod assistant manager of the Salt Lake office.

Mr. Denke has been with the Western Union company for fourteen years. He was formerly employed as Mr. Life's chief clerk and later was put on the road as commercial manager for Mr. Life.

Mr. McLeod has been with the telegraph company for thirty years.

Mr. Life said the company is now employing 325 persons in Salt Lake and pointed out as an indication of the growth of the service here the fact that in October, 1916, there were just forty-one persons on the payroll. The monthly payroll in Salt Lake at present is \$16,000.

Mr. Life has been manager of the second division of the mountain district since 1910.

Boys and Girls to Have an Outing Next Saturday

At a meeting of the leaders of the boys' and girls' clubs of this county held in the federal building last Saturday afternoon, it was decided to hold the annual outing at the Hermitage grove in Ogden canyon, next Saturday. Approximately 700 boys and girls in this county are enrolled in the clubs. An excellent program, that will provide a good time for all follows:

Forenoon—Arrive at Hermitage 10 a. m.; get acquainted exercises; big break-the-ice pig race, prize \$1.

Lunch—Everybody bring their own lunch.

Afternoon—Six inning ball game, Huntsville vs. Pleasant View. Hooper plays winner. Big six-inning volleyball game (girls). Three teams entered.

Races: Chicken race, 10 entries, prize \$1. Potato race, (boys), 100 yards, 10 entries, prize \$1. Potato race, (girls), 100 yards, 10 entries, prize \$1. Girls' nail driving contest, prize \$1. Doughnut race, prize \$1. Needle threading obstacle race, prize \$1.

Water sports: Boat race, 100 yards, prize \$1. Swimming race, 20 yards, prize \$1. Free dancing for all.

Mrs. Bass Found Women Stirred on Cost of Living

WASHINGTON, Aug. 4.—Mrs. George Bass of Chicago, head of the women's bureau of the Democratic national committee who recently made a tour of 16 western states, told President Wilson today that she had found a strong feeling among the women in those states because of the high cost of living.

Mrs. Bass also said she had found an overwhelming sentiment among the women for the league of nations, and expressed the belief that women voters would oppose any candidate for president in 1920 who was not in favor of the league.

Captain Roosevelt Moved to Hospital For French Fever

CHICAGO, Aug. 4.—Captain Archibald Roosevelt was removed from his room in a downtown hotel to the Presbyterian hospital today, suffering from an attack of trench fever and the after effects of poison gas, due to hardships experienced in fighting with the American army in France. He arrived in Chicago yesterday from Oyster Bay, N. Y., to enter the employ of the Sinclair Refining company.

The attending physician said his condition was not serious and that he would be able to leave the hospital in a few days.

Thousands Are on Strike in Silk Mills of Paterson

PATERSON, N. J., Aug. 4.—Between 15,000 and 17,000 silk workers are estimated to have struck today in answer to a strike call involving all the silk mills of Paterson. The total number employed by the mills is between 25,000 and 28,000. Later in the day the strikers were reinforced by some thousands of workers who were locked out when they reported for work 40 minutes later than usual in an effort to put into effect a 44-hour week.

The question of a 44-hour week is the principal contention between the workers and the mill owners.

Read the Classified Ads.

FRIENDS ARE ALL TALKING ABOUT IT

Sacramento Woman Says Improvement on Tanlac Was Wonderful.

"Every time I meet any of my friends now, they have something to say about how well I am looking of late, and it just does my heart good to tell them how completely Tanlac has overcome my troubles," said J. G. Faria, who lives at 1105 O street, Sacramento, Cal., the other day.

"My kidneys went back on me about a year ago," he continued, "and although I have been taking medicine and treatment ever since, I gradually got worse right along until I got hold of this Tanlac. For the past few months, my condition has been much worse than it ever was, and I had a dull heavy pain in the small of my back all the time. I had no appetite to speak of, and when I did get a little hungry occasionally, I would eat just a bite or two and that would satisfy me. I work at night, and often when I would finish my work I would be so completely worn out and nervous I couldn't sleep more than a couple of hours during the day. I was badly constipated all the time, and suffered a lot from headaches.

"I heard about this Tanlac and made up my mind to give it a trial, and it certainly has done the work for me. Why, I honestly never felt better in all my life than I do now. I have completely regained my health. That awful pain in the small of my back is a thing of the past, and my nerves are in such good condition that I sleep like a log from the time I go to bed until time for me to get up, and go to work. I have such a good appetite that I just want to eat all the time nearly, and my food is agreeing with me fine. I have gained a good deal in weight, and all my strength has come back to me. I haven't had one of those terrible headaches since I finished my first bottle of Tanlac, and am entirely free from constipation. Yes, sir, Tanlac is a mighty fine medicine, and you will have to go a long way to find its equal."

Tanlac is sold in Ogden by A. R. McIntyre Drug Co. Two busy stores.—Advertisement.

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POSLAM FIGHTS ECZEMA'S GRIP RELENTLESSLY

Poslam is persistency itself when its healing powers are directed against Eczema or any stubborn skin trouble. Its continued use brings unmistakable improvements as the raw places that itched and burned no longer harass. You can safely and confidently leave all your skin troubles to Poslam; pimples, rashes, scalp-eczema, abrasions, chafings, inflammation, any itching defect.

Sold everywhere. For free sample write to Emergency Laboratories, 243 West 47th St., New York City.

Poslam Soap is the tonic soap for the skin and will freshen and beautify your complexion.—Advertisement.

RAIN STOPS FIRES

SPOKANE, Wash., Aug. 4.—Forest fires in the Pend Oreille, Coeur d'Alene and St. Joe forests in northern Idaho were practically extinguished by a rain which fell last night and today, according to reports received here.

No rain had fallen in the Selway, Clearwater and Nez Perces forests, in the southern end of the Idaho panhandle, and fires there were described as dangerous. More men were being sent to fight them.

Hair Removed DeMiracle

This method for removing superfluous hair is totally different from all others because it attacks hair under the skin as well as on the skin. It does this by absorption.

Only genuine DeMiracle has a money-back guarantee in each package. At toilet counters in 50c, \$1 and \$2 sizes or by mail from us in plain wrapper on receipt of price.

FREE book with testimonials of highest authorities, explaining what causes hair on face, neck and arms, why it increases and how DeMiracle destroys it, mailed in plain sealed envelope on request. DeMiracle, Park Ave. and 120th St., New York.

LABOR DEMANDS U. S. OWN THE RAILWAY LINES

WASHINGTON, Aug. 4.—Organized labor came out today with the unequivocal, formal demand that private capital be retired from the railroads.

A tripartite control composed of the public, the operating management and the employees is demanded instead.

Addressed to the American public and signed by the engineers, the firemen, conductors are the American Federation of Labor, a formal statement was issued announcing this proposal which will be carried before congress Wednesday.

"It marks," says the statement, "the step by which organized labor passes from demands for wage increases to demands that the system of profits in industry be overhauled."

This sentence sums up in a few words, the proposal of which there have been hints and indications, but which is now laid before the country for the first time. Everywhere in official Washington it is recognized as the most serious and far-reaching proposition the country will be called on to face.

Characterizing the proposal as "labor's bill" it is put forth as a remedy for the high cost of living, because the railroads are the key industry of the nation. It demands the "genuine co-operation and partnership based on a real community of interest and participation in control" of which President Wilson spoke to congress and which the statement says has been ignored by labor and the private owners of the railroads.

"We ask," it says, "that the railroads of the United States be vested in the public, that those actually engaged in conducting that industry, not from Wall street, but from the railroad offices and yards and out on the railroad lines, shall take charge of this service for the public."

Briefly, labor's plan demands: That private capital be eliminated from the railroads. That the private owners receive for their government bonds "with a fixed interest return for every honest dollar that they have invested."

That the tripartite control, heretofore referred to, be established in corporations which shall lease the roads and in which the public, the operating managements and labor shall be represented equally.

That the public, the operators and the wage earners share equally all revenue in excess of the guarantee to private capital, by granting to the operators and the employees one-half the savings which are expected to be made by such a perfected organization and to the public the other half as consumers, either by increasing service without adding costs or by reducing costs.

"This sole originates with labor," says the statement, "because labor happens to have firm organizations through which it may become articulate."

The trainmen are not represented in the statement because W. G. Lee, president of the brotherhood, was out of the city, but it was said that they join in it.

The statement follows:

"The innuendoes in telegraphed dispatches from Washington, appearing also in the speech of Representative Blanton of Texas, that the railroad unions are holding up congress and the government, may as well cease. This appeal is made to the American people direct. It invokes the judgment and common sense of public sentiment of all the public which earns a wage or a stipend. We recognize that the only way in which we can exist under the present system is to demand further increases in wages. But we agree with Representative Blanton that this affords but temporary relief. It does not offer a remedy.

"Labor's bill, on the other hand, provides a remedy and we ask merely that its terms be scrutinized. Our full argument in support of these terms will be presented on Wednesday before the house committee on interstate commerce. In this we are sounding the note of our basic principle.

To Benefit Public

"That this sole originates with labor is merely because labor happens to have firm organizations through which it may become articulate. It is to benefit labor as labor alone; it is to benefit the consuming public, of which labor at present is the audible part. In labor's bill providing that the public take over the railroads and establish a tripartite control between the public, the railway operating management and the employees, the labor organizations of America have established this new policy which envisages benefit not only as producers, but also as consumers.

"It marks the step by which organized labor passes from demands for wage increases to demands that the system of profits in industry be overhauled. Hitherto, during successive wage negotiations and arbitration awards, we have called for provisional settlements only, of questions arising out of differences as to wages, hours and conditions of labor. That people of genuine co-operation and partnership based upon a real community of interest and participation in control" of which President Wilson has spoken to congress, has been ignored both by labor and by the private owners of the railroads.

"What wage increases have been received during the past few years resulted only in immediately being followed by more than proportionate increase in the cost of living. Each rise in wages has turned out to mean only temporary relief for the affected workers. When the increases have gone around the circle, labor as producer loses the advantage of the new wages through the additional cost it pays as consumer. Moreover, through compounded profits taken on these wage increases each cycle becomes an upward spiral of costs which the consuming public vainly reaches to control.

"As the major part of the consuming public labor is entitled to representation on the directorate of the public railroads. As a producer of capital it is entitled to representation on the directorate of the railroads. Capital which is the fruit of yesterday's labor we now propose to discharge every just obligation. We demand that the owners of capital, who represent only

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This sentence sums up in a few words, the proposal of which there have been hints and indications, but which is now laid before the country for the first time. Everywhere in official Washington it is recognized as the most serious and far-reaching proposition the country will be called on to face.

Characterizing the proposal as "labor's bill" it is put forth as a remedy for the high cost of living, because the railroads are the key industry of the nation. It demands the "genuine co-operation and partnership based on a real community of interest and participation in control" of which President Wilson spoke to congress and which the statement says has been ignored by labor and the private owners of the railroads.

"We ask," it says, "that the railroads of the United States be vested in the public, that those actually engaged in conducting that industry, not from Wall street, but from the railroad offices and yards and out on the railroad lines, shall take charge of this service for the public."

Briefly, labor's plan demands: That private capital be eliminated from the railroads. That the private owners receive for their government bonds "with a fixed interest return for every honest dollar that they have invested."

That the tripartite control, heretofore referred to, be established in corporations which shall lease the roads and in which the public, the operating managements and labor shall be represented equally.

That the public, the operators and the wage earners share equally all revenue in excess of the guarantee to private capital, by granting to the operators and the employees one-half the savings which are expected to be made by such a perfected organization and to the public the other half as consumers, either by increasing service without adding costs or by reducing costs.

"This sole originates with labor," says the statement, "because labor happens to have firm organizations through which it may become articulate."

The trainmen are not represented in the statement because W. G. Lee, president of the brotherhood, was out of the city, but it was said that they join in it.

The statement follows:

"The innuendoes in telegraphed dispatches from Washington, appearing also in the speech of Representative Blanton of Texas, that the railroad unions are holding up congress and the government, may as well cease. This appeal is made to the American people direct. It invokes the judgment and common sense of public sentiment of all the public which earns a wage or a stipend. We recognize that the only way in which we can exist under the present system is to demand further increases in wages. But we agree with Representative Blanton that this affords but temporary relief. It does not offer a remedy.

"Labor's bill, on the other hand, provides a remedy and we ask merely that its terms be scrutinized. Our full argument in support of these terms will be presented on Wednesday before the house committee on interstate commerce. In this we are sounding the note of our basic principle.

To Benefit Public

"That this sole originates with labor is merely because labor happens to have firm organizations through which it may become articulate. It is to benefit labor as labor alone; it is to benefit the consuming public, of which labor at present is the audible part. In labor's bill providing that the public take over the railroads and establish a tripartite control between the public, the railway operating management and the employees, the labor organizations of America have established this new policy which envisages benefit not only as producers, but also as consumers.

"It marks the step by which organized labor passes from demands for wage increases to demands that the system of profits in industry be overhauled. Hitherto, during successive wage negotiations and arbitration awards, we have called for provisional settlements only, of questions arising out of differences as to wages, hours and conditions of labor. That people of genuine co-operation and partnership based upon a real community of interest and participation in control" of which President Wilson has spoken to congress, has been ignored both by labor and by the private owners of the railroads.

"What wage increases have been received during the past few years resulted only in immediately being followed by more than proportionate increase in the cost of living. Each rise in wages has turned out to mean only temporary relief for the affected workers. When the increases have gone around the circle, labor as producer loses the advantage of the new wages through the additional cost it pays as consumer. Moreover, through compounded profits taken on these wage increases each cycle becomes an upward spiral of costs which the consuming public vainly reaches to control.

"As the major part of the consuming public labor is entitled to representation on the directorate of the public railroads. As a producer of capital it is entitled to representation on the directorate of the railroads. Capital which is the fruit of yesterday's labor we now propose to discharge every just obligation. We demand that the owners of capital, who represent only

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LABOR DEMANDS U. S. OWN THE RAILWAY LINES

WASHINGTON, Aug. 4.—Organized labor came out today with the unequivocal, formal demand that private capital be retired from the railroads.

A tripartite control composed of the public, the operating management and the employees is demanded instead.

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