

ROSEBURG NEWS-REVIEW

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WEATHER
Clear yesterday
Cool at night
Light and Saturday
Clear

ROSEBURG REVIEW.
ROSEBURG, OREGON, FRIDAY, OCTOBER 28, 1921.
VOL. X, No. 251, OF THE EVENING NEWS.

RAILROAD STRIKE CALLED OFF TODAY AS UNIONS AND BOARD REACH AGREEMENT

Employees Accept Twelve Per Cent Cut When Board Promises To Defer All Further Reductions Until Rules and Conditions Are Determined.

(By United Press.)
CHICAGO, Oct. 28.—The Brotherhoods formerly called the October 10th strike order off today after conferences lasting far into last night, and the basis for settlement is: That the railroad board accept the railroad brotherhoods' assurance that it will not consider further wage reductions until decisions are reached on the rules and working conditions. This means that the men will not face another wage cut for at least a year, for the railroad executives have promised not to act arbitrarily in matters of wages and working conditions but will submit all of these matters to the Railroad Labor Board. Bon Hooper, president Harding's spokesman on the railroad board, achieves the credit for averting the strike. Hooper offered the board's recent resolution relative to further wage cuts and this was made the basis for the settlement. The men accepted the twelve per cent wage cut applied by the board last July. The action of the brotherhoods came rapidly last night when the railroad department of the American Federation of Labor refused to support the brotherhoods.

Recall Order Sent Out.
(By Associated Press.)
CHICAGO, Oct. 28.—The official recall order was sent out today to switchmen, trainmen, conductors, engineers, firemen and telegraphers, following the vote taken last night by the union leaders. The brotherhood chiefs said that two important points were gained by the men: First that the action of the railroad labor board on further wage cuts that the railroads may ask, will receive consideration after the pending questions before the board are cleared, thereby deferring immediate action on further reductions and possibly postponing the question of a new wage revision nearly a year, and second that action on the rules which the unions wished to maintain, will likewise take its place on the calendar of the board, so that it will not likely become an immediate issue.

No Orders Received.
The following statement regarding the rates of pay for engineers and firemen was issued today by W. L. McDonald, chairman of Division 476, Brotherhood of Locomotive Engineers. Mr. McDonald stated at noon today that he has received no official notification of the strike recall and that preparations for the strike will be continued until the withdrawal order is received from official headquarters. Unless this order is received before Sunday the men are under instructions to walk out. Although the press reports of the strike recall are being looked upon by the railroad men as being authentic, yet they have no authority to change their plans until official notice is given. In the meantime they continue their preparations for a strike.

Statement follows:
Rates of Pay Quoted.
I am submitting below the rates of pay for engineers and firemen on the Pacific system of the Southern Railway and believe that it will enlighten quite a percentage of the general public, who are under the belief that engineers receive a much higher rate of pay than they do receive.
I believe it will not be out of place to give the rate of pay that we received on the small locomotives that were in general use in 1903-05, and up until the time the heavy power came in 1906, and incidentally mention the difference in what the crew handled in the way of tonnage at that time and at present, and would respectfully ask that you follow the rates closely that you may note what we handled at that time and at present, to show you that the rate of pay was one commensurate with the increased tonnage that was handled.
The ten wheelers at that time carried a load of 44.50 per hundred miles or less for engineers, and \$2.95 or less for firemen, and the engine handled around 15 cars, or one-half the tonnage that the heavy power handled that replaced them in 1906, and the rate on the heavy power was \$5.57 per hundred miles or less for engineers and \$3.11 a hundred miles or less for firemen. You will note engineers received 77 cents more for handling twice the number of cars handled on the Roseburg and Ashland. The same locomotive has been superheated and the steam pressure raised from 200 pounds and has had the tonnage raised to 3600 M., and around 42 cars, and the rate of pay has been raised to \$7.75 per hundred miles. In other words, with the raise under general order No. 27 and supple-

BRUMFIELD GAINS IN STRENGTH

Doc Brumfield today requested the assistance of the guards in getting from his bed and walking about the cell for a few moments. His strength is returning to him rapidly and this morning he expressed a desire to leave his bed where he has been confined since his attempt at self-destruction. He walked about the cell assisted by the guards and appeared to enjoy the exercise. He remained up for about ten minutes and then being tired returned to his cot. Several times during the day he walked about and appeared to be getting much stronger.

CONFERENCE POSTPONED

WASHINGTON, Oct. 28.—The armament conference scheduled to start November 11 will not convene until November 12. It was decided today, the postponement being made so that the parity will not conflict with the ceremonies at the burial of the unknown soldier at the Armistice Day.

Eugene Men Buy Rose Confectionery

An important business deal was consummated today when the Rose confectionery, owned by W. D. Bell, was sold to L. E. Bourquin and F. J. Hills, business men of Eugene. Mr. Bourquin and Mr. Hills took possession of the Rose this morning and will be assisted for several weeks by Mr. Bell. Mr. and Mrs. Bell will leave the latter part of November for Portland where they will reside as there. Mr. Bourquin and Mr. Hills, the new proprietors are experienced business men and are much interested in the future of Roseburg. They expect to build homes here and identify themselves with every movement for the betterment of the city. Mr. Hills was formerly connected with the Dundas Martin Co. of Portland. They will make no changes at present but will continue to specialize in lunches and courteous prompt service.

Voting Places For Monday's Election

Four voting places have been designated for Monday's election on the municipal light and water plant. Voters of ward 1 will cast their ballots at the courthouse. Ward 1 comprises all that part of the city north of Oak street and east of Jackson. Ward 2 voters will vote at the Douglas Abstract office, ward 2 being the district west of Jackson and north of Lane streets. The Roseburg hotel is the polling place for ward 3, which is the district south of Lane street and west of Howe, Cobb and Benson streets. Ward 4 votes at the city hall and is the district south of Oak and east of that part of Jackson street north of Lane and east of Rose, Cobb and Benson streets south of Lane.

FOCH IS CHEERED

(By Associated Press.)
NEW YORK, Oct. 28.—A mighty bombardment of cheers greeted Marshal Foch when he steamed into New York on the liner Paris to sit with the American "bundlers" in the legion convention at Kansas City.

DIVINITY SCHOOL, PRESIDENT COMING

Dr. Claiborne M. Hill president of the Berkeley Baptist Divinity school of Berkeley, California, will be the guest of Rev. Mr. Caldwell at the guest of Rev. Mr. Caldwell at the Baptist church at 6 o'clock, and at the eleven o'clock service on Sunday morning. He was prominent in the religious life of Oregon for many years before he went to be the president of the Berkeley institution.

HIGHWAY IMPROVED

Taking advantage of the good weather today, the road crew working on the bad section just north of the city at the head of Winchester street, eliminated the bad mud hole there. Gravel and crushed rock in large quantities were dumped in and a new surface built up. Loaded trucks were able to use the roadway today.

J. W. Wheeler, manager of the power plant at Winchester, motored to this city this morning, to spend a few hours attending to business matters.

they will have to reduce their freight rates and take their share of the readjustment as well as the man who is the hub of the wheel, the farmer. W. L. McDONALD, Chairman Division 476, Brotherhood of Engineers.

Marshal Foch Reaches U. S.

(By Associated Press.)
NEW YORK, Oct. 28.—General Pershing arrived today from England on the steamer George Washington. He arrived ahead of Marshal Foch, who arrived from Paris a few hours later. General Pershing was on hand to greet the former commander of the allied armies upon his arrival in this country. Marshal Ferdinand Foch might well be called the fighting professor. One of the foremost lecturers on military subjects in Europe, he has won honors on the early battlefields of the world and in his last year, as the supreme commander of an allied force of 10,000,000 men, successfully practiced the strategy he had preached so many years in the French War College.

The morning of November 11, 1918, found him a marshal of France sitting in his private car behind the lines, smoking his pipe and waiting in the unnatural calm that followed the husking of the big guns, the coming of the German envoys to ask for peace at the Allies' price. The professor's theories of strategy and moral force in warfare had been vindicated.

Foch fought in the Franco-Prussian war as a second lieutenant, as did Joffre. They were both born in the south of France. Foch worked for the rest of his life with the shame and humiliation of that debacle in his mind. He studied the battlefields of that war until he knew them as well as his own backyard. He studied the German war machine, the psychology of its leaders, the reasons for their mistakes and their successes.

Later as a professor in the War college, he wrote text books on the conduct of war and the principles of war. He worked with enthusiasm and patriotic fervor to indoctrinate the young French officers with the principle of the offensive at all costs. Battles are won morally, as well as materially, he said, and he stressed the moral element in modern warfare.

As a General commanding a force of 120,000 men, Foch found himself opposed by a German army of 200,000 men at the first battle of the Marne in 1914. As the battle progressed aides rushed in to warn him both his wings were being pushed back. "We must attack in the center," said Foch. "Order up the Moroccans."

The German center, composed of Prussian guards, the flower of their army, gave way under this unexpected onslaught and later airplane observation brought news to Foch of a gap in the German line. He pushed in a wedge of infantry, supported by heavy artillery, and dawn found the Germans in a panic and retreat.

STRONG POINT IN ARBUCKLE DEFENSE

(By United Press.)
CHICAGO, Oct. 28.—One doctor and two nurses, today swore in the district attorney's office that Virginia Rappe, movie actress for whose murder Percy Arbutkule stands accused, suffered from a chronic illness, contracted nine years ago, an ailment which might easily have resulted in a possible rupture of the bladder, following excitement.

PASSENGERS ARE RESCUED

(By Associated Press.)
SEATTLE, Oct. 28.—The crew and passengers of the Japanese steamer, Fukui Maru, were rescued by the freighter West Ivan, when the Japanese boat sank in a hurricane twelve hundred miles west of Cape Flattery.

TRAIN IS WRECKED

(By Associated Press.)
NEW YORK, Oct. 28.—Postmaster General Hays and a score of passengers were severely shaken up when the train in which they were riding crashed into a local train in a dense fog early today.

MOVIE INDUSTRY BEHIND PATTY ARBUCKLE'S DEFENSE

SAN FRANCISCO, Oct. 28.—The fight to save Arbutkule from prison today widened into a battle involving the whole motion picture industry, according to producers. Movie money bags as well as Arbutkule's alleged half million will be used to free the famed comedian. The best San Francisco lawyers are secured to aid the defense and a nation wide search for evidence is causing comment. Gavin McNab stated frankly that the motion picture interests have employed him. Charles Brennan is now in Chicago gathering evidence for the defense which is probing Miss Rappe's life for evidence favorable to Arbutkule's case.

FOOTBALL TEAM GOES THROUGH

The University of California football team went through the city last night on the way to Portland where the team will meet the Washington State gridironers tomorrow. The team was accompanied by several supporters but the bulk of the rooters went through this afternoon in three special cars. The game is to be one of the biggest of the coast conference.

SLACKER LIST PUBLISHED

PORTLAND, Oct. 28.—Names of a large number of slackers from Clackamas, Gilliam, Lane and Douglas counties were placed in the hands of the federal authorities yesterday by heads of the ninth army corps in San Francisco. This list is a supplement to the list issued several days ago. The men listed were called for the draft after registration but failed to respond when summoned to service. They are now listed as army deserters and a reward of \$50 is posted for the arrest of each. The Douglas county list follows: Charles Rudolph Leighton or Charles R. Leighton, Roseburg; Eldon N. Maine, Roseburg; James or Jane Alexander Martin, Glide; John Richard W. Carlson or John Richard Walfried Karlson, Glendale.

Entertains With Halloween Party

Mrs. Woodley Stephenson was a charming hostess last evening to a number of her girl friends at her home on East Douglas. The affair was in form of a Halloween party and everyone enjoyed a most entertaining evening. The occasion honored Mrs. Leo G. Devaney, a recent bride.

The evening was spent with sewing. At a late hour the hostess invited her guests to a lovely table where they enjoyed a luncheon of Halloween delicacies. Unique place cards of orange and black, and dainty napkins of corresponding colors were placed by each cover. A huge pumpkin basket adorned the center of the table.

Covers were laid for Mrs. Leo G. Devaney; Mrs. Archie Taylor; Mrs. Bert G. Bates; Mrs. Leon McClintock; Mrs. John McClintock; Mrs. Earl Burr; Mrs. Francis Dillard; Mrs. James Goodman; Mrs. Hollinger, a visiting guest from Salem; Mrs. Ray Ward; Mrs. Lynn Creason; Mrs. Harley Watson; Mrs. Fred Powell; Mrs. Herbert Quine; Misses Leah Sykes, Roulah Jewett, Clyde Black, Phillip Powell; and the hostess, Mrs. Woodley Stephenson.

TWO KILLED IN AUTO WRECK

SALEM, Oct. 28.—Miss Ruth Wortham, colored Alaska Missionary, and James Wilson, dead; Mrs. James Wilson, suffering from a crushed chest and two men uninjured, were the results of an automobile crash early today on the Jefferson road, five miles south of Salem. Joseph Ruzick, driver of an approaching car, hited him and he got too far off the roadway to be caught up in Taylor Creek. The driver of the offending car was not found.

NON PARTIZANS UNDER FIRE IN NORTH DAKOTA

(By United Press.)
FARGO, N. D., Oct. 28.—North Dakota is facing a crucial contest, deciding today concerning non-partisanship. The independents are seeking to oust Governor Frazier through the recall as well as to quash the major portion of the Non-Partisan league program. Two hundred thousand votes may be polled.

BLANTON WRITES APOLOGY

(By United Press.)
WASHINGTON, Oct. 28.—Representative Blanton, of Texas, who was censured yesterday by the unanimous congressional vote for using objectionable language in the Congressional Record, today wrote a letter of apology to the house. His colleagues applauded as the letter was read and many rushed to shake hands with the fiery Texan.

JAPAN DRAWS BUDGET

(By United Press.)
TOKIO, Oct. 28.—Japan has drawn up a tentative budget calling for eight hundred million dollars for government expenditures it was announced today. The Government admitted doubts as to its ability to raise the sum. Of the total amount thirty per cent is for the navy and eighteen per cent for the army.

ARREST IS ORDERED

(By United Press.)
LEAD, S. D., Oct. 28.—Officers wired requests today for the arrest of Andrew Rolando, aged 22, wanted in connection with the death of Father A. B. Belknap, catholic priest, slain here Wednesday.

WILL ATTEND CONVENTION

Several local real estate men are to leave tomorrow morning for Eugene where they will attend the state convention of real estate dealers. Those expecting to go from here are Roy Young, G. O. Helbig, J. V. Casey, N. Rice and H. O. Pargeter. They will drive down by auto.

THREE MEN HOLD IN THEIR HANDS THE GREAT POWER OF THE BIG LABOR UNIONS

Life History of the Men Who Are Now Heading the Movement of the Railroad Workers in Their Fight to Maintain Working Standards.

With the railroad controversy practically ended for the time being, three men who have had a great deal of responsibility placed upon their shoulders are being frequently mentioned. These men have had in their hands the authority to act for millions of railroad laborers who have delegated their individual powers to these men as a united weapon to gain certain ends. These three leaders have been called upon to decide the issues which have occupied the attention of the entire nation and while they were making their momentous decision the people of the country have been waiting anxiously to learn the result. These men are Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers; William S. Carter, president of the Brotherhood of Locomotive Firemen and Enginemen, and W. G. Lee, president of the Brotherhood of Railroad Trainmen.

Warren S. Stone, grand chief engineer of the Brotherhood of Locomotive Engineers since August, 1903, is one of the most prominent union railroad men in the United States. Besides holding this position, he is head of the brotherhood's co-operative bank and treasurer of All-American Fudner-Labor Co. operative Commission, organized to promote direct dealing between farmers and consumers.

It was Mr. Stone who at a conference with President Wilson on July 30, 1919, made the statement in Washington which resulted in a movement of the government to curb speculation and profiteering which resulted from the world war. Before becoming head of the engineers' brotherhood, Mr. Stone occupied the cab of a freight locomotive on the Rock Island railroad for twenty years. He started as a fireman on that system in Iowa at the age of 19 years, fired five years and six months and then was promoted to the chief position in the cab. He operated a freight engine in the same territory for nineteen years and six months, on a run between Rock Island and Eldon, Ia.

Mr. Stone was born February 1, 1860, on a farm near Ansonia, Washington county, Iowa. He attended the old district school, where he picked up the rudiments of a preliminary education. He also was in an academy for six months and that constituted his early education. All the time he was working on his father's farm.

He became grand chief of the Brotherhood of Locomotive Engineers on July 23rd, 1903, when P. M. Arthur, who had been head of the organization for thirty years, dropped dead while delivering an address at a convention at Winnipeg, Canada. The board of trustees, at once selected Mr. Stone as Arthur's successor, and he has held the position ever since.

He is now one of the highest paid national labor executives in the United States. The last triennial convention of the organization here last June voted him a salary of \$25,000 annually.

William S. Carter.

Nearly every fireman, whose livelihood is derived from scooping coal or turning oil into the furnaces of our modern locomotives, is familiar with the career of William S. Carter, president of the Brotherhood of Locomotive Firemen and Enginemen.

He was born in Austin, Texas, August 11, 1859, and his boyhood days were spent in western Texas, at that time a wild frontier country. Up to eighteen years of age he led the life of a typical cowboy. Two years later he took his first job as a fireman on the old Central Montgomery railway. He worked in the small cab of this old wood-burner until November, 1880, and for the next three years he was out of the railway service.

During part of 1883-84, Mr. Carter labored in the baggage department of the International and Great Northern railroad, and from 1885 to 1889 he was in the locomotive service as fireman on the same line.

From 1889 to June, 1890, he handled the throttle of a switch engine for the International and then entered the service of the Denver & Berkeley Park railroad, suburban lines, and continued therein until May, 1891.

The scene of Mr. Carter's next labors was down in Mexico on the Monterey and Mexican Gulf railroad, where he hosted and ran a road engine until May, 1892. The next few years he was a fireman on the Missouri, Kansas and Texas.

On October 1, 1894, he became editor and manager of the Brotherhood of Locomotive Firemen and Enginemen's Magazine, and on Jan-

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