

WEATHER

Highest yesterday 92
Lowest last night 53
Tonight and Sunday fair.

ROSEBURG NEWS-REVIEW

DOUGLAS COUNTY



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R. R. SHOPMEN OUT ON STRIKE TODAY

100,000 WORKERS DROP TOOLS AND WALKOUT AT TEN O'CLOCK THIS MORNING

Chicago Is Greatest Strike Center—100,000 Shopmen Quit In That City—Guards Are Placed to Protect Railroad Property—Wage Slash Is Protested.

(By Associated Press.)
CHICAGO, July 1.—Railroad shopmen in all sections of the country dropped their tools today in a nationwide strike. Reports from the east and west up to noon indicated that 100,000 had already joined the suspension. Promptly at 10 o'clock the workers in the various eastern shops quit. The railroad officials declared the train movements would continue and for the time at least the public would scarcely be aware of the suspension. The train operating crews are not involved in the present controversy.

Six hundred thousand maintenance of way men and stationary engineers postponed their walkout temporarily as a result of the railroad labor board conference yesterday. The shopmen seek the nullification of the \$60,000,000 wage cut, restoration of the abolished bonuses and the revocation of all permission to the railroads to contract their shop work. The crafts involved in this gigantic strike are the machinists, boilermakers, blacksmiths, metalworkers, electricians, railway men for repairing coaches and the helpers and apprentices. The walkout means the suspension of repairs.

Many Men Idle.
CHICAGO, July 1.—(United Press.)—Four hundred thousand railroad shop workers were added to the nation's idle today when they went on a strike against wage reductions. The workers dropped their tools promptly on the stroke of 10 o'clock.

Chicago is the largest strike center in the country. The shops are closed. One hundred thousand men are on strike here. Guards to protect the railroad property appeared as the men left their work. The railroad executives made various announcements, mostly aimed to justify their position and show that in their opinion the shopmen were striking against the federal government and not against the railroads. At the same time the roads put in effect wage cuts that the railroad labor board ordered and the freight rate cut the interstate commerce commission ordered.

Portland Shopmen Strike.
PORTLAND, July 1.—Approximately 500 Union Pacific shopmen walked out here and about 300 in the Southern Pacific shops struck here and an equal number throughout the state. Reports from the Union Pacific in western Oregon indicated that the strike is 100 per cent at practically all points.
Strike in San Francisco.
SAN FRANCISCO, July 1.—The strike orders were generally obeyed on the Pacific coast and the intermountain states report from all points that the men were employed indicated practically a complete walkout.
Wait For Complete.
CHICAGO, July 1.—The announcement of the maintenance of way strike call, came after a long discussion between Mr. Grable and Chairman Hooper yesterday. Mr. Grable told the board that more

than half of the 228,000 votes had already been canvassed, the results thus far showing a "big majority" in favor of a strike.

Committee Meets July 3.
The employees' grievances, he explained, included the \$60,000,000 pay cut which goes into effect under a board decision tomorrow, the contracting of track labor and removal of the eight-hour day through several rules changes recently issued by the labor board. If the men could have some assurance of a rehearing on these grievances, Mr. Grable said, he volunteered to "use his influence" to prevent a strike. The power to sanction a walkout, the union chief continued, lies in his executive committee of five men. A meeting of that committee will be held in Chicago July 3. Mr. Grable said, and at that time, a thorough reconsideration of the situation will be made.

Laying Costs Declared Up.
Touching on the wage cut, Mr. Grable declared that the cost of living, as shown by government statistics, had actually risen in the face of the impending wage cut. Chairman Hooper immediately agreed that, whenever facts warranted, the board would readily reconsider wages in the light of changing conditions. Mainly upon this assurance of renewed consideration of his men's wages, Mr. Grable agreed that no strike call would be issued and that his own efforts would be directed toward averting one.

ARGUMENTS START IN HECKER CASE

(By Associated Press.)
OREGON CITY, July 1.—Five women and seven men who are to decide Hecker's fate today listened to arguments on the question as to whether he killed Frank Bowker in self-defense or in cold blood. Frank Mowry, deputy district attorney of Multnomah county, in his opening address for the prosecution, asked for first degree conviction.

Forest Crews Go Out Today

Forest lookouts, trail crews and fire crews went out today to take up their positions in the national forest in the anticipation of a hard season. The early dry weather has caused the forests to become exceedingly dry, and lookouts have been warned to be extremely careful in watching for fires. Forest fires have been reported from various parts of the state and although the Umpqua forest has been fortunate in not having had any fires to date, it is feared that with a dry year, there are apt to be many of them. The organizations have been formed with this in view, and arrangements have been made which should enable the department to easily reach and extinguish the small fires.

SITUATION QUIET THIS AFTERNOON

At 3 o'clock this afternoon all was quiet in the railroad strike situation in Roseburg. None of the men had returned to work, and none of the 3 o'clock shift reported. Trains were being operated on schedule time, both out of Roseburg and Portland. Trains from the south were reported on time. The deserted shops presented a funeral aspect with none of the machinery in operation. In the offices, the heads of departments were disposing of routine work and making out reports with very little activity manifest. L. L. Roberts, local auto salesman has taken the agency for the new Jewett automobile.

SEVEN FACTORIES IN GIANT MERGER

(By Associated Press.)
DAYTON, O., July 1.—An \$80,000,000 consolidation of the manufacturers of automobiles, trucks and auto parts, with factories in seven states, has been completed here under the name of the Associated Motor Industries.
Will L. Ohmer, of Dayton, is chairman of the board. The merger includes seven automobile and truck factories in addition to motor, body, gear, ignition and other part-makers. The offices will be in this city.

Rev. J. B. Needham, of the South Methodist church, and Miss Marion Needham, drove to Roseburg from Tangent, Oregon, yesterday. Miss Needham has been visiting there for several weeks. Miss Nina Needham, who is attending school at Monmouth, is also home for several days vacation.

GUARDS APPOINTED OVER R. R. PROPERTY

Special Deputies are Sworn in by Sheriff Starmer to Prevent Violence

NO TROUBLE EXPECTED

Officers Do Not Look for Disorder, But Are Prepared to Meet Any Emergency Which May Arise—To Favor Neither Side.

Special deputies with power to prevent violence and disorder or damage to the railroad company's property, will be appointed immediately, according to an agreement reached today between the officials of the Southern Pacific company and the county law enforcement officers. The district attorney and city attorney, together with the sheriff and city police officers are concerned in the agreement by which they agree to protect the company's property from damage. "The law enforcement officers are not concerned in the strike except to see that the law is observed by both sides," said District Attorney Neuner this morning in a public statement in which the other officers concurred.

"The sheriff will appoint certain deputies, not for the purpose of prosecuting or protecting either side, but to see that the law is upheld and observed by both. Trespass notices are and will be posted on the grounds, warning persons off the private property of the S. P. company. As long as no person interferes with the traffic or the operation of legitimate business there will be no interference, but upon the violation of any law connected therewith or an overt act constituting a violation of the criminal law, the perpetrator thereof will be arrested and prosecuted according to the laws of this state.

"Working men have a lawful right to strike, and men have a lawful right to work without being molested. There will be no interference of the rights of either tolerated. We trust and believe that there will be no difficulty, but we want a clear understanding between the railroad men, the railroad company and the officers, so that any violence may be prevented.

"We must face these problems as they exist, and we, as officers, are only concerned in the performance of our sworn duty. We will not concern ourselves with the difficulties of either side, and will take up neither side of the question concerned. If either side or any person not associated with either side, makes any move toward violence the officers will be prepared to arrest that person."

The officers who will be deputized for this work will be given police power only while in the vicinity of the railroad company's property. Sheriff Starmer said. He will appoint men who are neutral in every respect and who will take no sides in the dispute. If any deputy shows a leaning toward either side, he will be immediately released from service, the sheriff says.

STRIKE SUMMARY

THOSE OUT ON STRIKE.

International association of machinists, 60,000.
International brotherhood of boilermakers, iron shipbuilders and helpers of America, 18,000.
Amalgamated sheet metal workers' international alliance, 11,000.
International brotherhood of blacksmiths, drop forgers and helpers of America, 10,000.
International brotherhood of electrical workers, 12,000.
Brotherhood of railway Carmen of America, 160,000.
Repairmen, not included in above, 110,000.
Apprentices, 20,000.

(By United Press.)
The strike call is generally effective in all of the railroad shops throughout the entire country.

Salt Lake, Omaha, Cleveland, Chicago, Columbus, New York, Philadelphia, Washington and other eastern centers reported that the men quit work without a demonstration. The strike is practically 100 per cent effective at every center.

On the coast approximately 12,000 men quit work, the strike averaging 90 per cent effective an hour after the walkout occurred.

In many cities of the east and central west, guards were immediately placed in the shops to prevent property damage in case of demonstrations.

The coast center shops were practically unguarded as the men took the walkout calmly.

Through trains moved as usual, with little trouble on the Pacific coast even in suburban travel.

It is the greatest strike in the nation's history since 1894.

Four hundred thousand railway employees are added to the million striking miners. Wage cuts in each case are responsible.

The effect of the railroad strike will not be felt by the public for several weeks, according to the railroad executives.

Many Auto Owners Get Licenses

Dating from today automobile owners can obtain a license for their cars at one-half the amount of the yearly fee. Many owners who have been holding their cars in the garage and those who have bought new or used cars lately holding them for the first of July in order to get the reduced fee, rushed in today and made out their applications and obtained temporary license plates. The sheriff's office today issued over 60 temporary cards to auto owners who filed for the state license.

WHEAT DUTY APPROVED

(By Associated Press.)
WASHINGTON, July 1.—A duty of 30 cents per bushel on wheat and 70 cents per hundred pounds on flour was approved today by the senate. The democratic opponents asserted that the increase would cost the people approximately a million dollars a year and would benefit the farmers only in the Dakotas and Minnesota.

STRIKERS PAID OFF.

All striking railroad men were given pay vouchers as they left their jobs today and will receive their money for the time they have worked up until 10 o'clock this morning. Pay vouchers were issued to each and these will be turned in to the Portland office where they will be checked up by the pay clerk and the money paid out to the strikers through a local bank.

MYSTERY MURDER CONFRONTS POLICE

(By United Press.)
THE DALLES, Ore., July 1.—Sheriff Levi Christian and the peace officers throughout this section are seeking today to unravel the mystery of the murdered man found in the Columbia river 14 miles east of here last night. The dead body has not been identified. The head was beaten to a pulp, and the body is believed to be dressed in the clothing of the man who killed him. The tracks of an automobile was traced to a spot near the bank, and blood stains and a hand imprint on a concrete retaining wall marked where the murderer dragged the victim. The body was tied in a blanket with wire and weighted with a stone before being thrown in the river. Railroad men reported seeing a hand protruding from the water and the police found the body.

STRIKE WILL NOT DELAY TRAINS

Assistant Superintendent Says That all Trains Will be Operated on Schedule

ENGINES ARE ON HAND

Strikers Leave Twelve Locomotives in Good Condition and These Will Serve the Company for Several Days.

"There will be no delay in passenger trains and the Southern Pacific Company will continue to operate its trains as near schedule as possible," says D. S. Weir, Assistant Superintendent. Assistant Master Mechanic, G. W. Hammond and General Car Foreman, Frank Cavender, both of Portland are here to aid Mr. Weir in handling the local strike situation. "The public need have no fear regarding the passenger schedule, Mr. Weir said. "We will continue to operate our passenger trains on the regular schedule. We may be delayed temporarily on freights but we will operate all of our regular trains."

There were twelve engines in good condition when the strike was called this morning. These engines are already for use and will probably make several trips before they have to be laid up for repairs. This will give the company sufficient engines to operate trains for several days, while it is attempting to perfect its shop organization so that it can continue with the repair work.

Mr. Weir says that an ultimatum will be issued probably tomorrow calling upon the strikers to return to their work and announcing a penalty in case they refuse to do so. If the strikers refuse to obey this call to return to work steps will probably be taken to break the strike, Mr. Weir says.

Following statement was issued today to all Southern Pacific shop and car department employees by J. H. Dyer general manager Southern Pacific Co.

"Southern Pacific shop and car department employees: Reports are to the effect that the leaders of your labor organizations may attempt to require or influence you to quit work and go on strike at 10 a. m., Saturday, July 1st, the proposed strike being against decisions of the United States Railroad Labor Board which as you know was created by the Transportation Act of 1920, for the express purpose of deciding disputes between the railroads and their employees as to wages and working conditions. The provisions of the decisions against which you may be asked to strike were found to be just and reasonable after full consideration of all the facts having a bearing upon the points at issue. Therefore the proposed strike will be in violation of federal law and against your government, because the labor board is the government under the law. You accepted the increased wages and improved working conditions awarded by the Railroad Administration and the Labor Board during the period of high prices caused by the war and should go in all justice contented with the conditions then prevailing. (Continued on page eight.)

ONE HUNDRED AND FIFTY LOCAL RAILROAD WORKERS QUIT JOB THIS MORNING

Walkout Is Accomplished Without Confusion or Disorder—Men Are 100 Per Cent in Their Determination to Enforce Their Demands For a Liveable Wage.

With high determination marked in sober faces, with a full knowledge of the seriousness of their action, but yet without the slightest indication of hesitation, 150 railroad shop workers in Roseburg quietly laid down their tools this morning and at the stroke of ten walked out of the roundhouse without a trace of disorder or confusion. Promptly at 10 o'clock the roar, which filled the shops until it was almost deafening, ceased, and in the sudden silence nothing was to be heard but the rattle of the tools as they were put into their places on the benches, and the shuffle of feet as the men moved out, time-cards in hand, to remain out until some settlement is made.

At no time was there the slightest trace of disorder. No voice was lifted in reviling. Every man seemed to be filled with a spirit that although he must sacrifice his position he is doing it for the good of humanity, and that although he must suffer that others will reap the benefits of his action.

Long before the hour of 10 arrived there was an air of suspense and tension keenly felt. The men moved about their work with an unusual slowness. They made no pretense of real work, frequently gathering in groups to talk over the situation. A group went out and hauled down the flag from the flagpole. That flag was bought by the workmen and they are proud of it. Every day in fair weather it has been conscientiously flung to the breeze. They were not going to leave it behind, and it was carefully lowered and folded and placed in the hands of those who will guard it until the men return and again run it to the top of the pole. Men who owned tools packed them in boxes or bundled them up with their greasy overalls. Towels were removed from lockers. All dirt and grease was cleaned from the machines and everything prepared for a period of idleness. Here and there watches were pulled from pockets, and those nearby would ask the time. The second-hand reached the top of its circuit and someone shouted "Let's Go!"

A rough line was formed and the men marched out single-file, their time-cards in their hands. There was no jostling and loud talking as is usually the case, it was too serious an occasion. The men realized the gravity of the situation and although here and there a man smiled, it was not the spontaneous smile of humor, but it was forced to his lips by a courageous heart.

Near the door stood Assistant Superintendent D. S. Weir. Nearly all of the men knew him and as they walked out they nodded and it was always "Goodbye." These men did not want to strike. They would rather stay with their jobs if by do-

ing so they could obtain sufficient wages to provide the necessities of life, but the "starvation wage," as the railroad board's ruling is generally known, could not be tolerated, and the strike is the workingman's protest.

"I've been with the railroad company now 29 years," said one man, his hair grayed with age. "It may be I'll never work for the company again, but if I don't, I've done something for humanity and I won't regret it. I've always found the Southern Pacific company to pay the best wages of any, but when they try to reduce us to a starvation wage, we must do something to protect ourselves. I'm getting old, I don't know what I'll do, but I don't regret this. It is in the name of humanity, and if we don't benefit, the next generation will. But I believe we'll win."

The strike takes approximately 150 men out of the Roseburg shops. The first shift was 100 per cent. Not a man remained at work, although some of them have spent practically all of their lives in railroad labor. It is believed that every man employed in the Roseburg shops will stick with organized labor until the end. There is to be no shirking, and the men are ready for all emergencies.

A strike meeting was held last night at the Moose hall, and every man not on duty was present. The Moose hall was selected as strike headquarters and the leaders will be there every week-day from 8 until 4 o'clock. Tomorrow they will be there between the hours of 12 and 1, but on future Sundays and holidays, the headquarters will be closed.

There will be no violence and no disorder on the part of the union men, they say. All of their members have been instructed to refrain from violence and they will endeavor to prevent others from doing anything which might discredit the union. There are always sympathizers, they point out, who have no personal interest, but who become over-zealous and are willing to indulge in violence. These are dangerous to the interest of the union, and members of the organizations are asked to assist in preventing their activities.

When the strike was called this morning, there was a large crowd gathered outside the property. Several officers were present to quell any disturbances, but nothing out-of-the-ordinary occurred. The shops were quiet, not a wheel was turning. The maintenance of way men who received orders to stay on the job for the present, went on with their duties, but disdainfully refused to do anything pertaining to the work of the shop crafts. Mike Devaney, at the stationary boilers, kept up a good head of steam, and remained at his post keeping fire under the boilers.

(Continued on page eight.)



A Group of Local Railroad Shopmen Who Went Out Strike this Morning To Prevent Wage Reduction.