

HUGE STRIKE PLANS READY

CAMPAIGN BY RAILROAD EMPLOYEES BIG.

Enormous Possibilities Seen—Roosevelt and Wilson Figure.

New York, Feb. 5.—A simultaneous strike on every steam railroad of the United States, tying up more than 250,000 miles of track, paralyzing the nation's freight and passenger business, is the plan of leaders of the four great national railroad unions, should demands to be presented to the railroads after March 1 be refused.

Jan. 10 a referendum vote was submitted to the 360,000 to 400,000 members of these four unions upon the question of authorizing the officials to present certain material demands to railroad owners. Information reached labor leaders here yesterday that authorization had been voted by an overwhelming majority, although the official count will not be made until March 1.

Want 8-Hour Day for 100 Miles.
The labor union leaders will be empowered to ask for an eight-hour day or 100 miles instead of a ten-hour day or 100 miles, except in passenger service, with pay for overtime at one and a half times the new pro rata rate instead of the old pro rata rate for overtime.

An official copy of the demands has come into possession of The World, which received yesterday an authoritative outline of the campaign which the labor leaders have prepared to enforce them. It is of course subject to such modification as later developments may necessitate, but at present the essential points are these:

Upon completion of the count of the referendum vote union leaders will present the demands to every steam railroad President in the United States, allowing thirty days for a definite reply.

Offers to arbitrate, if made, will be rejected immediately as will first offers of compromise, if made.

If the railroads refuse to meet the demands, as the union leaders anticipate, they will ask authorization of their members, by vote, to declare a nation wide strike.

With this authorization negotiations will be resumed directly with railroad heads, and no general strike will be declared until the latter have been given "full opportunity to do the right thing." If they fail to do this, as union leaders fully expect, a general strike will be declared.

First Nationwide Labor Movement.

The United States for the first time in its history is facing a concerted labor movement which is nationwide. Heretofore the battleground between labor and capital has never extended beyond one section of the country. The enormity of the interests involved is conveyed by the following summary:

Capital securities directly affected, \$20,247,300,000; number of men to be called out in case of strike 360,000 to 400,000; mileage affected, 250,000; roads involved, every steam railroad in the United States; wages paid men directly involved (1914), nearly \$400,000,000; wages paid railroad employees, all of whom would be directly or indirectly affected (1914), \$1,400,000,000; operating revenues of railroads involved (1914), \$3,047,019,908; proportion of gross railroad revenues from freight and passenger carrying paid employees, 45 per cent.; proportion of total operating expenses paid labor (1914), 66 2-3 per cent.; estimated increase granting of the demands would make in operating expenses (estimates by railroad managers), 25 to 40 per cent.; total operating expenses of railroad (1914), \$2,200,313,159; number of stockholders affected, 600,000; overtime wage increase asked (estimated by railroad managers), 87 1-2 per cent.; unions involved, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and the Brotherhood of Railroad Trainmen.

Carter Organized the Movement.
W. S. Carter, President of the Brotherhood of Locomotive Firemen and Enginemen, with a membership exceeding 70,000 is credited by labor men and capital alike as being the originator and chief organizer in this nationwide movement. W. G. Lee, President of the Brotherhood of Railroad Trainmen, which has a membership of approximately 160,000, is believed to be his chief lieutenant.

Labor men informed The World yesterday that Carter and Lee have preached the doctrine that these following circumstances can be turned through concerted action to gain material advantages for railroad employees and will prove the decisive factors in the fight they are undertaking:

1. That this is a Presidential election year.
2. That the threat of nearly half a million labor votes will be powerful enough to influence Congress and President Wilson; the first sufficiently to prevent unfavorable legislation and perhaps the passage of desired legislation; the second, enough to prevent Federal action in the event of a strike, to throw Wilson influence in favor of the strikers, or at least to make him "be good."

Hope to Use Roosevelt.

3. That Theodore Roosevelt is a member of the Brotherhood of Locomotive Firemen and Enginemen. He can be used either to force the Administration to "behave" or, should Wilson not yield to the Roosevelt and other threats, the solid strike vote would force the Colonel's nomination and election, insuring an Administration favorable to the strikers.

4. The general prosperity of the railroads throughout the country, and the tremendous business certain Eastern roads have, would be a powerful

PLANNING GREATEST OF AMERICAN STRIKES.



W. G. LEE, — RAILROAD TRAINMEN



W. S. STONE—LOCOMOTIVE ENGINEERS



W. S. CARTER—FIREMEN AND ENGINEMEN



A. B. GARRETSON—RAILWAY CONDUCTORS

These four men, chiefs of four great organizations of railway employees, embracing about 400,000 men, are now planning a strike, or rather demands on the companies which may lead to a strike that would be the most gigantic in American history. W. S. Stone is chief of the Brotherhood of Locomotive Engineers; William G. Lee is president of the Brotherhood of Railroad Trainmen; Austin B. Garretson is president of the Order of Railway Conductors, while W. S. Carter is president of the Brotherhood of Locomotive Firemen and Enginemen. They ask for an eight hour day with increased extra pay for overtime.

influence with them to "share" profits rather than lose them all.

5. That public opinion would be with the employees in the case of a national railroad strike, for the reason that the general public would not tolerate any lengthy interference with its business.

Whether a national strike would involve the strikers in a conflict with interstate commerce laws is a question which is giving the labor leaders grave concern, it is stated. Labor men, however, say that Carter and Lee have met this with the answer: "Who will enforce interstate commerce laws in a Presidential election year against a solid labor vote of half a million?"

Have a Political Lever.

Carter, responsible labor men have informed The World, has conducted a comprehensive Roosevelt campaign. According to this information, President Carter argues as follows:

That Col. Roosevelt is already considered a candidate of the combined Republicans and Progressives; that the votes the strikers could swing would make or unmake him; that both Col. Roosevelt and President Wilson would be acutely conscious of this fact, and that the railroad union men therefore hold the key to the political situation and are practically in a position to dictate terms to any party or combination thereof, and that it were better to throw such patent advantages away.

On the other hand, bitter opposition has already developed within the Brotherhood of Locomotive Engineers and Firemen to Carter's leadership. The headway this opposition has made is illustrated by the fact that last Saturday night in New Haven Henry M. Walker of Taunton, one of Carter's chief lieutenants in his own union, was defeated for general Chairman by a vote of 5 to 3. James P. Farrell, a strong supporter of Andrew P. Kelly, who is being groomed to oppose Carter for the Presidency at the union's general convention in Denver next summer, was elected.

His opponents charge that the demands and the national strike plan were evolved by Carter not in the interests of the employees so much as in his own. They say his real plan is to involve the union in a strike at the time his own re-election comes up, thereby leaving his own union in a position where it can do nothing but re-elect him.

Carter's supporters say, as do a large body of men who have sided actively with neither, that, settling aside all questions of Carter and his alleged motives, the demands he has formulated are fair ones.

Labor's argument is that engineers deserve more pay and shorter hours because of the excessive strain under which they are forced to work, a strain which, they say, has materially increased in recent years. The same argument is advanced in behalf of the firemen. And they say further that the referendum vote shows the existence of a general and honest demand for more pay and shorter hours.

Results of Demands Were Granted.

The railroads see in the situation grave menace. They declare that to grant the demands would force them to get the money "for the additional millions" they would have to add to their payrolls in one of four ways—reduce the wages of the million and a half employees outside the train service; reduce payments for interest and dividends to their security holders; curtail the betterment expenditures for new stations, reduction of grade crossings and other non-productive improvements demanded

by the public; or ask the Government to allow a proportionate increase in freight rates.

The railroads have determined upon a concerted appeal to public opinion. They say the engineers, firemen, conductors and brakemen are 19 per cent. of the army of railroad employees, but absorb 28 per cent. of the total payroll; that their demands for higher pay increased their yearly earnings from 1910 to 1914 by more than \$70,000,000 without any increase in the number of men employed; that even a "green" brakeman gets \$800 a year, while some of the engineers receive as much as \$4,000.

Railroad managers believe that if a deadlock is to be averted it will be through the failure of the Brotherhood of Locomotive Engineers and the Order of Railway Conductors to join in the national strike movement when it comes to a show-down.

They have information that W. S. Stone, head of the former union, who first declared against arbitration, has more recently said it might be advisable in this case. And they believe that both engineers and conductors are well contented with their present wages and would not vote to strike.

THE IDEAL HUSBAND.

Some Observations on the Side and a Dogmatic Conclusion.

You are probably a woman. Few men would pause to read an article headed "The Ideal Husband." Man hawks his fellow men too well.

Of course it is true that nearly every married woman has at some time in her life claimed to have found the one ideal husband, but not for long. He is not a stable article; he is only a fleeting glimpse.

Shortly after a young married woman declares hers to be the ideal husband he exhibits a tendency to crumble his crackers in his soup or to place a slice of bread in his empty dinner plate and submerge it in gravy. These things "are not done."

While a man is still engaged—held under option, as it were, but not definitely contracted for—he is for a short while considered ideal. However, he just begins to enjoy his perfection when it is discovered by his general manager elect that he rests his knife and fork half on the tablecloth and half on his plate, while they should be draped artistically across his plate midway between meat and potatoes. To save time, probably he also cuts his meat into small pieces before starting to eat it.

He has good reasons for doing as he does, but they do not excuse him. His sort of conduct and perfection simply do not walk hand in hand.

No young couple should be engaged long enough for either one to discover the other's shortcomings. So long as a man and a girl are so mutually mesmerized that the eyes of one never leave the eyes of the other he is perfect, but the moment he allows her glances to stray below his Adam's apple, the moment he loses control, he loses also perfection. She realizes that his knowledge of esthetics was gleaned from an abridged edition; that his tie is not in vogue, that his collar is too loose and too low and therefore too comfortable.

Ah me! I have strayed from my subject—the ideal husband. Let me return to it and proceed. There is no such thing.—Paul Wing in Century.



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