

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, **the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President,** of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, **we cannot in conscience surrender without a hearing, the principle involved,** nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our respectful judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

BANNER BOUT PROVES SLOW

BOXING IS CLEAN BUT WITHOUT MUCH VIM.

Preliminaries and Wrestling Interested Fans at Program.

Ray McCarroll, Pendleton garage owner, and Jack Carpenter of Salt Lake, boxed to a 10-round draw last evening as the premier event on a sport program put on for edification of race meet visitors and the old guard. The bout lacked vim but as to the showing made, there was not much to choose from. McCarroll, who is a fighter that covers securely and hits hard when he hits, was matched against a man who fought more in the open but lacked the effectiveness of punches that McCarroll possesses. Weighing all this, a draw decision seems fair enough. McCarroll is as solid as a pine knot, and Carpenter couldn't feaze him, and on the other hand Carpenter was shifty enough to keep away from McCarroll's dangerous punches.

Now, be it said, the fighters didn't kill each other with pike poles and mallets, neither did they break any knuckle bones on each other, and had they milled it more vigorously they would have been more popular than they were, but nevertheless the fight was clean, contained shifty movement of feet, counters, leads ins and outs and other prerequisites of a boxing match. The fighters were under instructions to box, not maul, and in following the instructions they tamed it too much. While some lamented the absence of smashing blows, others prefer more science and less steam in the punches. But as stated, the boys loafed a little too much in spots. For all that spectators who see the Rose City matches, and are familiar with big-town cards went away saying the evening's entertainment was first class.

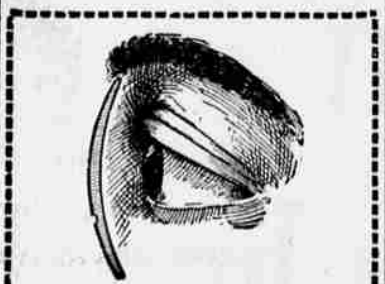
The evening's numbers began with a wrestling match between Vic Eckley and Scot Wheatley, both of whom volunteered to help the program committee without enough previous physical training and the gruelling exercise of wrestling quickly told on the two. It was well along in the second five-minute match before Eckley won a fall—in the first five minutes neither was dangerously situated, although both struggled hard for an advantage, until Wheatley got a toe-hold on Eckley, who grew careless and slipped into a trap. The going saved the eventual winner. Another 15 seconds and Wheatley would have had a fall.

The victor got the crown by applying a scissor hold on one of Wheatley's hands, and then prying his adversary's shoulders to the mat.

Amateurs Provide Sport. For three-quarters of an hour thereafter the audience witnessed really funny performances. Johnson and Larson began, mulling it all the way for three rounds. They kept the audience laughing uproariously. These were followed by Nutter and Brainerd who though not equally weighted, put up some fast and furious boxing, the audience again shouting its approval.

Then came Davies the fireman upon whom all La Grande looks as a sterling comer, matched against Johnson who hasn't boxed for three years and who merely went on to provide a chance for the fans to see Davies work. The fireman of course was master of the situation and refrained from taking advantage of the situation to punish Johnson. But the inexperienced lad waded in and gave

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Davies a chance to display much of his skill at times.

Then came the main bout which lasted 10 three-minute rounds.

Numerous ladies occupied ring seats and if their vociferous applause is indicative, they liked the program well.

Chairman Emahizer of the program committee deserves the compliments he is receiving for the program's smoothness and cleanliness. There was nothing to mar the sensibilities of any of the guests.

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