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Official Paper of the City of Jacksonville, Oregon

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The Proposed Strike

As we go to press everything seems to indicate that an industrial strike, which promises to be the greatest and most far reaching in its effects of any in the history of the world, will be in effect in 48 hours, although every effort to avert it is being made by President Wilson, who after several conferences with representatives of the disaffected men and of the railroads, has taken the matter to congress and asked for legislation to empower him to take drastic action to stop the strike if other plans fail.

While it would be useless to attempt a discussion in our limited space as to the "rights or wrongs" of the matter or of the cause which led up to the strike, suffice it to say: that there is two sides to this question as to most others; that the men may be entitled to shorter hours, more pay, etc. On the other hand, the railroads accustomed to certain profits from the operation of their respective lines, feel that to grant the demands of the men would be the signal for the making of other and greater demands until the profiit of the business would be taken to pay the operating expenses.

Looked at impartially, it seems it is a matter of pure sefishness on both sides and for which there is no lasting or adequate remedy save one and that is an entire change in the hearts of men—both laborers and capitalists: a change to that condition or frame of mind which will recognize and allow to others those rights which we claim for ourselves.

WILSON ASKS CONGRESS TO AID

Wants 8 Hour Day And Authority To Operate Roads

Washington, Aug. 29.—President Wilson laid the railway strike situation before congress this afternoon in an address to both houses assembled in joint session. The president told congress of his efforts to bring the railroad managers and the men into some sort of agreement, and saying he wes powerless to do more, he asked to enact legislation to deal with the situation.

Pointing out the distress and hardships which a nation-wide strike would bring upon the country, the president asked congress to empower him to draft into the services of the United States the very managers and men who have been unable to adjust their differences so that the government may operate the railroads in case of military necessity.

Direct negotiations between the rail road executives and employees through President Wilson were practically closed today when the executives refused to acede to a proposal made to them yesterday by Mr. Wilson and presented to him a statement of their position containing another argument for arbitration.

While President Wilson was announcing that he would lay the railway strike situation before congress the brotherhood leaders rejected the latest proposition of the committee of railway presidents and actually ordered the strike to begin at 7 a. m. Labor day unless a settlement satisfactory to them is reached in the meantime.

Their previous order for the strike was tentative and required a secret signal to put it into effect. Unless a settlement satisfactory to the labor leaders is reached by that time or unless President Wilson and congress find some way to prevent it, the strike will start Labor day without further notice.

In his address to congress, Wilson proposed that it first enlarge the membership of the interstate commerce commission to equip it to deal with larger situations; second, that an eight-hour day be established for all traimen in interstate commerce; third that a commission investigate the effect of the eight-hour day; fourth, that the interstate commerce commission consider the increased cost of the eight-hour day in making rates, and fifth, amend the mediation law to prevent strikes or lockouts while industrial disputes are being investigated. The sixth proposal was that the president be empowered to operate railways in case of military necessity. How these recommendations are to be carried out, President Wilson left entirely in the hands of congress.

Plimsoll's Mark.

Any sailor will tell you that the plimsoll is a conspicuous mark on the hull of a vessel, usually an oval or eclipse of white paint with an arrow drawn through it to indicate the extreme water line when the ship has been loaded. As long as the plimsoll mark shows above the water the burden of freight in the ship's hold is not too great for her carrying capacity. The curious word is the badge of immortality of a philanthropist, Samuel Plimsoll, who was born in Bristol, England, in 1824. When he went into the coal business he learned of the horrible conditions under which the men of the British merchant marine had to work. Owners figured that it was cheaper to lose an occasional ship with all on board than to restrict the load and make the voyage reasonably safe. In order to thwart this rapacity Plimsoll entered parliament in 1868. His persistent work resulted in the passage of the "merchant shipping act" in 1876 to prevent ships from going to sea in an unsafe condition.

Hetty Green's Firmness.

Hetty Green nearly brought Collis P. Huntington to ruin once. She had $1,600,000 deposited in one of his banks and found that he was using the bank's money in investments that she regarded as ticklish. Besides, there had been deals in which she thought she had cause to make Huntington sit up and take particular notice of her. She appeared before an officer of the bank, a Mr. Stewart, and said:

"I'd like my money right away—not in checks; in cash, please."

"Is there no other way, Mrs. Green?" he asked, beginning to perspire.

"None," said she. "Cash, please."

She got it—after a scurrying of many bank messengers—in all kinds of money and in such bulk that four messengers had to carry it for her, the while the rumor got out that Huntington was going to smash. As a matter of fact he did have a narrow escape.—New York World.

No Husband Is Perfect.

Don't expect all the virtues in one man. If he is good natured he may be lazy; if he is scholarly he may be cold; if he is thrifty he may be stingy; if he is generous he may be wasteful; if he is smooth he may be deceitful. The man who charms you with his immaculate appearance is likely to be something of an old maid; the man who is careful to pick threads off your skirt is prone to pick flaws in you; the man who takes an undue interest in the selection of your hats may take an undue interest in the bill which comes home; the man who before marriage jumps to open the door, lest your fingers be contaminated by the knob, may after marriage allow those same fingers to be contaminated by the washboard.—Woman's Home Companion.

A Valuable Tooth.

There is an amusing story of the economy necessary in the early days of the Norwegian theater at Bergen. It was in 1849, when Ibsen and Bjornson were creating the national drama. A lady had been engaged for the part of "second old woman" when it was discovered that her elocutionary powers were impaired by the fact that she had lost one of her front teeth. Impoverished as she was, the management came to the rescue and bore the expense of the necessary dentistry. When she retired, however, after two seasons, she had to leave the tooth behind her, the example of the dentist's art being the property of the theater. The management was too poor to part with it.

She Was One of Them.

Once a high school principal was having a dispute with one of his teachers, a vivacious young lady. She claimed that the word "man" meant mankind as a whole, while "men" always signified the masculine gender.

The principal maintained that there were exceptions and triumphantly quoted, "Though I speak with the tongues of men and of angels."

But the young lady answered demurely, "That won't do, for, you see, both genders are mentioned there."—Ladies' Home Journal.

The Art of Carpentry.

How many common figurative expressions in our language are borrowed from the art of carpentry may be seen from the following sentence: "The lawyer who filed the bill, shaved the note, cut an acquaintance, split a hair, made an entry, got up a case, framed an indictment, impaneled a jury, put them into a box, nailed a witness, hammered a judge and bored a whole court, all in one day, has since laid down law and turned carpenter."

Wasted Labor.

Little Edna, who was watching the men working a pile driver in the lot opposite, said to her mother: "I'm so sorry for those poor men, mamma. They've been trying and trying to lift out that big weight, and every time they get it almost to the top it falls right back again."—Boston Transcript.

The Elevator Boy

By M. QUAD

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As the first boy in the world who ran the first elevator ever made and to make a record of holding a position for twenty-eight years without the loss of a day, I feel that I have a right to talk plainly to the boys who have just entered upon the noble work of elevating elevators.

If you have been selected to conduct a wire cage up and down, no matter whether in a skyscraper or an apartment house, the first thing to be done is to ask yourself these questions:

"Am I a modest, unassuming boy?"

"Is my position going to make me a conceited young jackass?"

"Will I keep my mouth shut and let others do the talking?"

"Have I the proper respect for old age?"

Having answered these questions satisfactorily to yourself, you can begin your duties. If you have any doubts of yourself take up some other profession, for you will be a failure in this. I have watched the career of scores of elevator boys and lamented the failure of a good share of them. There was Johnny Beers. He was a red headed boy with a turned up nose and ears that started out to be palm leaf fans, but stopped halfway. His mother wanted him to be a lawyer and his father wanted him to be a doctor, but he thought that elevating an elevator was the only thing for him.

Within three months he fell in love six or seven times, and it was his proposal of matrimony to a widow forty years old that finally sent him out of the building with the agent's boot behind him.

And when Mike Salters was offered a place to conduct a gilded cage in a twelve story palace of an apartment house he came to me to get pointers. It was a grand opening. The house was occupied by aristocrats. Success would be his if he only struck the right road. I warned him of the pitfalls, and with tears in his eyes he solemnly promised to avoid them. Maybe it was his mother's fault that he failed to do so, for she was a romantic lady, and the first thing she did was to have him change his name to Claude La Salle. He was told to address every man as monsieur and every woman as madame and to lift his cap and smile a smile as he addressed them. He was told that in case he carried a lone lady up or down he should ask after her health, refer to the weather and be as entertaining as he could.

The tenants were amused for awhile and then began to make complaints, and one day after he had advised a broker to quit that trade and open a sawmill somewhere he vanished from the building and never came back.

My heart saddens as I think of the case of Jim Clark. He came to me as others had done, and, though he had once licked me when I had a sore finger and could not use my right hand, I sat down and had a fatherly talk with him. He agreed to do as I told him, and if he had kept to his promise he might now have been the owner of the zoological gardens in the Bronx, to say nothing of being the husband of a widow worth $10,000,000.

Jimmy restrained himself for a couple of weeks and then broke out. He felt that his passengers expected to be surprised, and he went at it to surprise them. He jounced and bounced that elevator until women screamed and men swore, and one day when he got stuck between the nineteenth and twentieth floors and every passenger was half scared to death Jimmy held up his hands and shouted:

"All of you shut up! What's all this row about, anyhow? Let me explain to you that this cage got tired and is only restin'. There is no danger whatever. It will start up agin when it feels like it. I am here to save you."

When the elevator at last reached the first floor Jimmy was the first one out. He went out as if kicked from behind, and he kept on down the corridor and out of the front door and out on the sidewalk. Jimmy is now the driver of a motor truck, and, though he runs over three or four people a day on the street, he has no future before him. To be a success as an elevator boy is as easy as to be a failure. One need not be slavish, but he must be modest and respectful. He may be cheerful, but not enthusiastic. He may be dignified but not surly. If a traveling drummer takes his cage for the twelfth floor and slaps him on the back and calls him "old man" he may smile in reply to show that he appreciates humor, but he should not go further than that.

The car starter in a skyscraper is always a young man of great dignity when on duty. The elevator boy must respect that dignity. He is expected to divide his tips with the starter, and if caught holding out on him there is sure to be a row.

The engineer of a skyscraper expects the elevator boy to keep him in cigarettes. This sometimes comes hard upon the boy's purse, but it is only a milepost on the road to success. If the cigarettes come promptly and without a kick the boy can take his revenge in later years. He can save up his tips and salary until he can buy that skyscraper, and then he can send downstairs for that engineer and say to him:

"John, I don't need your services any longer. Get your duds together and get out of here." And the boy's revenge will be complete.

Submarine Carried No Gold

Baltimore, Aug. 28.—There was no gold in the cargo of the German merchant submarine Deutschland when she sailed from this port on her return voyage to Germany, August 1 last, according to the underwater liner's manifest, made public today at the custom house. Her cargo consisted only of crude rubber, bar nickel and crude tin, and weighed 1,735,760 pounds.

Bankers Shoot Notice Posters

Teague, Tex., Aug. 28.—Johnson S. Patterson of Austin, state commissioner of insurance and banking, was shot and probably fatally wounded late today in the lobby of the Farmers and Merchants bank, which, it is said, he started to post a notice that the institution should be examined. J. E. McKinnon, state bank examiner, was fired at three times, but no bullets took effect.

Ten Nations In Arms Against Teutons' Four

Roumania's declaration of war on the side of the allies makes the 14 fighting nations line up as follows:

Allies—England, France, Italy, Japan, Russia, Montenegro, Portugal, Serbia, Belgium and Roumania.

Central powers—Germany, Austria, Turkey and Bulgaria.

Roumania's entrance into the war with approximately 600,000 men, gives the allies a present battle strength of 16,000,000 men compared with 9,500,000 for Germany and her allies.

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Sports and Races of all kinds, including Roping and Bucking Contests. Cowboy and Cowgirl Races, Bulldogging, Ladies' and Men's Relay Races, Running Races, Wild Horse Races, Goat Roping Contests, etc.

Ashland Day, Friday, September 15th.

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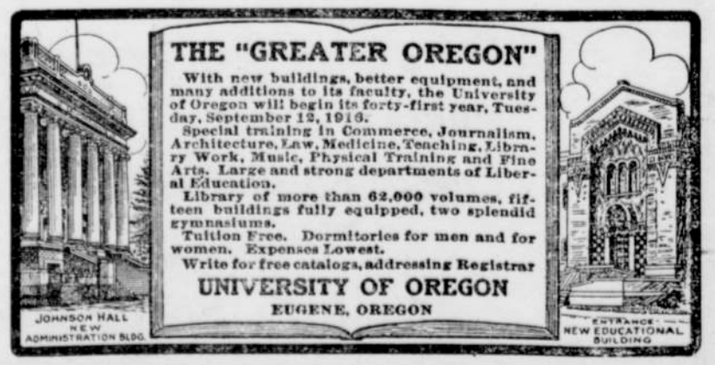

The loss of the bridges has had little perceptible effect on the aviation industry.

With Mr. Taft behind him, Candidate Hughes already has a large following.

The rivers have caused a lot of damage and it will be hard to get over them.

The Kaiser's jouneys to the respective fronts are becoming shorter and shorter.

Gen. Carranza recognizes the fact that Mexico cannot pull off its regular revolutions in peace until it makes some sort of terms with the United States.

Any American boy can become President, but no American boy scout cares thus to step down from higher altitudes.

In this war the grandeur that was Rome seems to be leading the Glory that was Greece by several laps.