

# Labor 100 Years Ago - May 20, 1916

A look back at the front page stories of the Oregon Labor Press, May 20, 1916. A digital version of the front page can be seen at [www.nwlabourpress.org/100yearsago](http://www.nwlabourpress.org/100yearsago)

## \*A SAFE AND SANE SYSTEM OF ROAD LAWS

Oregon's real problem is her road problem. The sooner Oregonians realize this, the better it will be for the state. Good-road enthusiasts would have the people of Oregon believe that it is a matter of laying our roads with hard-surface pavements. But it will be decades before even one-tenth of the roads in Oregon can be hard-surfaced, for there is at the present time more than 37,000 miles of established road in this state. Think of it, enough roads in Oregon alone to go from

ocean to ocean across the continent more than ten times. Anyone can see that the greater part of these roads will be earth roads for another hundred years. And everyone should realize the stupendous problem that is before the state.

The building of good roads is an important problem in the most thickly settled and most prosperous states of the East. In the West with its magnificent distances, its thin population, and its low assessment valuations, the good-road

problem is a staggering one, for it takes money to build and maintain good roads. Yet western states must have good roads in order to deal with their distances efficiently and economically. The automobile and the auto-truck have come as a great help in coping with these distances. But in order to use the automobile, and especially the auto-truck, economically, it is necessary to have good roads. The two go hand in hand. Indeed, it is use of automobiles that is awakening city dwellers to the importance of roads in the development of a country.

### Oregon's Road Problem Not Merely the Paving of a Few Trunk Roads.

In Oregon, we have at the present time more than 37,000 miles of established road serving an area of 95,607 square miles. To keep up these roads we have an assessed valuation of \$934,000,000, and in the whole state a population of only 672,675, or less than seven persons per square mile of area. True, our assessed valuation will increase rapidly with the years, for new people will come, and with them money and energy. But the increase in assessed valuation is dependent mainly upon increasing the value of the land in the outlying districts, through opening them up properly by an adequate system of good roads, rather than through increasing the present values of our inlying farm and orchard lands. For we all know that our tillable land that is near railroads and rivers has already been forced to such high valuation that it can be made to pay interest upon the investment only by especially able and wide-awake management. No doubt our city valuations are destined to be increased greatly by the coming of factories. Then again, our assessment valuations will be increased considerably by the development of our sources of water power, for these factories will have to have cheap power supplied them so that they can pay the higher wages that they must in the West. But the great increase in the assessed valuation that is to supply the funds with which to build and keep up our good roads must, as has already been said, come from the increase valuation given to tillable land in our more outlying districts through the improvement of our roads.

## \*A SAFE AND SANE SYSTEM OF ROAD LAWS

The eighth of a series of ten articles upon the paving situation in Oregon

...the present leaders of the good-road movement in this state would have Oregonians think so. Moreover, it is a problem that must be attacked from the engineering standpoint. Our road-building must be taken over for all out of the hands of politicians. We cannot go after the problem in a hip-hip-hoorah manner as the present good-road enthusiasts would have us. We cannot solve our road problem simply by voting a few million dollars of bonds to provide funds for building a few miles of hard-surface roadway at ridiculously high prices. Instead, Oregon taxpayers must, for many years to come, spend several hundred thousands of dollars each year for good roads if the state is to get any kind of a road system. The sooner Oregonians awaken to the fact that the building of a modern road is as much an engineering problem as is the building of a railroad, the better they will get the cost of their roads down to an equitable basis.



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## The Kerchen Case Reviewed Brewery Workers' New Label The "Springfield Survey"

**(By Observer.)**  
Every man and woman living in Portland must of necessity be interested in the Kerchen case. It is a case which has occupied much time of the school board for 10 days. The hearing was being held, ostensibly, but because the community was questioning the individual in last sight of when questions of community relations and questions of labor unionism are involved. Whether J. L. Kerchen is a socialist or an anarchist, for that matter, means but little, and should not be given the importance of a hearing. Kerchen has never harmed labor union men in his work, and he has done so in an active way. Some of his troubles would have been averted, had labor union men been consulted. Kerchen, perhaps, does not believe in the work of the labor unions in any matter he has the right to his belief. The hearings were undignified be-

cause of the presentation of a lot of important stuff, a lot of talk about religion, sociological and industrial questions, which were foreign to the work of the manual training department. It is true, but the discussion never indulged in any more, and men should have heads enough of their own to accept or reject as seems best. The wisdom of Mr. Kerchen in bringing or allowing these subjects to be brought into the meetings of teachers is debatable, but the discussion certainly could not be considered of sufficient importance to warrant his dismissal from the position he holds. The one important question, and the only truly important question, brought out by the hearing was whether the exhibits of school work offered the public in this city and the school for "Social Factors" were genuine or faked. If the people believed that the work was genuine, it was done by teachers, a grave de-

Springfield, Ill., May 21.—Rock bottom wages and work conditions below which industry must not fall, is the report for the standard that civilized society has come to set for itself are laid down in a report on industrial conditions in this city now ready for publication. This report is one of a series known as the "Springfield Survey." In gathering the data the investigators visited factories and mercantile establishments and called upon many workers in their homes. Information was secured from labor organizations, the Springfield Commercial Association and various official agencies. The facts were gathered and the report written by Louise C. Odensera, committee on women's work, and Zenas L. Potter, department of surveys and exhibits, Russell Sage Foundation. The full report offers various suggestions to employers and state legislators dealing considerably higher than the wages set for measuring conditions in Springfield. "Workers who give their full working time to an industry," says the report, "should receive as a very minimum a wage which will provide the necessities of life. If the business cannot provide this there is serious question whether it has a right to exist." Men with families dependent upon them should receive enough for the support not only of themselves but of a normal family. Otherwise family life will be undermined. "Whether the necessities of life should include automobiles, also workers for old age insurance and savings for carry on or else industry should provide directly for the care of incapacitated workers and for the dependents of workers who are killed at work by payment made by the employer—the cost to be distributed over society by some form of insurance, or by some other method. "Irregularity of employment should be minimized and when workers lose their positions adequate facilities should exist to help them find new work. "Under 14 children should not be employed. Until they are 18 years of age it is of first importance that they develop normally and receive training for the work of later life. Any occupation, therefore, is objectionable which interferes with such development or training. "Eight hours for a day's work is the standard which is now widely accepted. Hours of labor should not be so long as to injure health or to deny workers opportunity for self-improvement. The development of home life, and an intellectual interest in public affairs. "Women and children should not be employed in night work. "Every worker should have one day of rest in seven. "Working conditions should be made as wholesome and safe as possible. Fire hazards should be minimized. Machinery equipped with safety devices should be maintained, industrial diseases prevented, and good light and ventilation provided.

## The "Two-Platoon" System

Mr. H. H. Editor Oregon Labor Press: I have been an interested spectator, but was unable to attend the hearing of the Kerchen case. I am working conditions, since I have been acquainted with the principles of the two-Platoon system. The class of work in which I am engaged is a very busy one, and I am occupying my attention at night. The fire departments of our country, generally, are left out of our consideration. Shorter hours for those who work for hire, or who have generally been for an increase of pay, often to have an hour in light to prevent a cure for which has happened to be as they were raised. However, the tendency has been to allow, but gradually, to be in that. Like that of most laborers, my long pace with the office work of my community. The last few years more attention has been paid to a more reason, one of duty for firemen, and in this subject that I wish to bring to your attention. I have been connected with the department we were told to devote 12 hours a week to our private affairs, which is a very reasonable thing.

Herewith is a list of the card now being used by the phytologist of fair breweries to distinguish their products from that of the unfair plants. You will find the card displayed in the soft drink boxes that handle near here that is produced under fair conditions and are urged to look for the card. Following is a partial list of the houses that are displaying the union card: Popular Saloon, 125 First Street. Tanchers, 145 Second Street. Dahl & Pense, 204 Alder. Fred Baker, 105 Fourth Street. Olympian, 309 Washington Street. Green Tree, 12 Gilsan Street. Old Corner, 405 Gilsan Street. J. V. Linkin, 205 First Street. The Palm Leaf, 224 First Street. White House, First and Main. Gardner Bros., 227 1/2 Madison Street. The Kaiserhof, 257 1/2 Madison Street. August Dehne, 265 Second Street. Al Seguin, 314 Second Street. Mason, 321 First Street. Dawson Cafe, 314 First Street. Coney Island, 335 First Street. Swiss Hall, 289 Third Street. Peter Amacher, 188 Third Street. The Log Cabin, 107 Third Street. Edel Bran, 210 Morrison Street. The Arcade, Sixth and Couch Streets. Muller-Meyer, Twelfth and Stark Streets. H. Shattner, 335 Washington Street. Soft Drink Bar, 354 Washington Street. Pat Douglas, 601 Stark Street. L. Block, Twenty-Fourth and Nicolai Streets. Harmon Schroeder, Twenty-Fourth and Vaughn Streets. Old Club, 375 Twenty-Fourth Street. Hinner Platz, 354 Savier Street. Old Buffet, Seventeenth and Northrup Streets. Pool Hall, 375 Sixteenth Street. Zeck Place, 355 Fourteenth Street. Fred Clark, 451 Washington Street. The Cabinet, 30 Sixth Street. Portland Transfer, Sixth and Gilsan Streets. Victoria Cafe, 120 Broadway Street. Searchlight, 141 Sixth Street. Santa Clara, 124 Hawthorne Ave. East Portland Bar, 49 Union Ave.

## ENGINEERS' EXCURSION

Sunday, May 28, Engineers' Local No. 57, will take an excursion to Corvallis. The trip will be taken upon invitation of the President of the Oregon Agricultural College and is the direct result of the interest shown by members of the Engineers' Local in the extension lecture course that have been given during the winter. The train will leave Portland at 7:35 A. M. and will arrive in Corvallis at 11:50 A. M. Returning will leave Corvallis at 9:05 and will arrive in Portland at 10:15 P. M. The excursionists will be the guests of the faculty of Oregon Agricultural College and there will be no cost to any engineer wishing to make the trip. Any engineer wishing to make the trip may notify Wm. Mackenzie, Main 482; E. C. Kroll, Labor 1284; or J. P. Byrne, East 773. The names of those wishing to go may be in the hands of the committee on or before Saturday, May 27.

## NEW CLOTHING AND FURNISHINGS STORE

H. Rankin, for the past year has been manager of the Lion and Street store of the Lion Clothing Company. He has several connections with the Lion Clothing Company and will be moving to a new store at 124 Sixth Street, under the firm name of H. Rankin Company. Mr. Rankin's connection with the Lion Clothing Company is a complete lack of connection. I have a wife and two babies to feed.

## WOMEN UNIONISTS WIN

Mad. Makers' Union, composed of 12 women, has won its strike against the American Coat and Suit Company of Baltimore. The women were recently recognized and affiliated to the American Federation of Labor. After suspending work for two weeks they secured an agreement and gained wages 15 per cent.

## PRESIDENT SIGNS BILL

President Wilson has signed the joint resolution to print the full report of the exhibits and testimony submitted to Congress by the recent Commission on Industrial Relations. The exhibits will comprise three volumes, the report one volume, and the testimony seven volumes. Ten thousand copies of the exhibits and the testimony will be printed and 100,000 copies of the report. The latter consists of recommendations of the various groups of the Commission. The documents will be divided among Congressmen and Senators for free distribution.

## WM. STACK WINS FAME

William Stack, brother of E. J. Stack, secretary of the State Federation of Labor and the Central Labor Council, is winning higher praise from the press of London for his work in Shakespearean plays. He is now playing at the Victoria theater. The London Star, commenting on his delineation of the part of Hamlet, says in part: "The London theater public is surprised that the name of so good an actor should be so little known to it. It never learns that the youthful hero of all its favorites is given to the provinces years before they reach London boards. Mr. Stack has been acting up and down the country for some 10 years. He knows the country better than a lot of us and studied singing in Paris for two years. He is quite young and there is plenty of time for London to learn more of him."

## PRINTERS RAISE WAGES

The Typographical Union of Berkeley, Cal., N. E. has signed a three-year agreement with the newspaper publishers of that city. For the first two years wages will be increased from \$27 to \$28.50 a week. For the third year, \$28 will be paid and beginning the fourth year and during the life of the contract, \$30. Arbitration provisions are inserted in this contract.