

Engineers' Picnic Was Huge Success

Sunday, July 16 was the day. The engineers' picnic was the event. About five hundred people attended. The Joseph Kellogg carried about four hundred and the overflow crowd was taken care of by the Undine.

Benson Park recently given to the City of Portland by Mr. Benson was dedicated to the picnicers. The occasion will long be remembered by those attending as a most pleasant outing. Benson Park is a gem in the rough. The park lies under the great cliffs over which trouble Gordon and Mist



WM. MACKENZIE

Wearing the Iron Cross Presented to him by Commissioner Geo. Baker. Falls, the latter so named because, its waters never reach the lower levels, but are blown to mist by the ever present breezes, which do extra duty in cooling the atmosphere so that it is always pleasant even in the warmest weather. The engineers' picnic is a real family affair and the seventh was the most successful of their annual outings.

Dancing on the boat was indulged in by the younger folks. The music was furnished by Burchard's orchestra. The outing was in charge of the following committee: chairman Arthur King, Fred Kroll, C. H. Kimball, Arthur Porter, A. E. Eheriger, Frank Akers, Jasper Pederson, Wm. Mackenzie, J. P. Byrne, Andy Kermode. That the committee left nothing undone to make the picnic a success was proven by the happy crowd who enjoyed every minute of the time. Those present were: F. Kroll, G. Baker, W. McKenzie and others. Commissioner Baker promised the engineers that a year hence the park will be improved to such an extent that it will be second to none in the country. Mr. Baker decorated McKenzie with an iron cross sent by

Kaiser Wilhelm and the only thing in evidence to mar the pleasure of the return trip was the jealousy of Kron Prince Frederick Kroll, who attempted to steal the cross. He was not successful, however. No intervention was necessary, thus neutrality was preserved.

Program of Sports

Boys race 12 to 16 handicap, 100 yds. First prize, fountain pen won by Henry Reger.

Men's race, free for all, 100 yds. Prize, cash \$3.00, won by B. H. Greenhaw.

Girls' race, 12 or under, 50 yds. handicap. First prize, parasol won by Sara Byrne; second prize kupee, won by May Haselman.

Boys' race, 12 or under; 75 yds. handicap. First prize, roller skates, won by B. Thomas; second prize, pocket knife, won by O. Byrne.

Girls' race, 12 to 16; 75 yds. First prize, glove and handkerchief box, won by Bernice Bowers; second prize, purse, won by Miss Mullholland.

Ladies' free for all, 16 and over, 75 yds. First prize, silk parasol, won by Miss King; second prize, fern dish, won by Christy Young.

Fat man's race, 75 yds.; limit for entry 200 lbs. Prize, sofa cushion, won by O. Berg.

Married ladies' race, 50 yds. First prize, electric, won by Mrs. Bucanan; second prize, flower vase, won by Mrs. Reger.

Needle and thread race, 75 yds. Prize, cash, won by Dorothy Bradeby and G. C. Dirk.

Engineers race, 75 yds. First prize, stock and dies; won by U. Etchel; second prize, packing tool, won by Ernest Mayler.

Engineers' shoe race. First prize, set of Trimo wrenches, won by A. Porter; second prize 14 inch Salsion wrench, won by S. Symons.

Engineers over 40; 50 yds. Prize hack saw, won by Frank Akers.

CIGARMAKERS ELECT OFFICERS

At the last regular meeting of Cigarmakers Local Union No. 202, the following officers were elected for the term ending December 31, 1915: President, Ray Johnston; Vice-Pres., M. C. Kaufman; Financial Secretary-treasurer, Theo. Hirsch; recording secretary, S. Martin Kaplin; sergeant-at-arms, A. Thomaskri. Finance committee, H. O. Muehler, A. W. Jones, Geo. Miller, Trustees, L. A. Helbock, Alex Cheyne, Oscar Olson. Delegates to Central Labor Council, E. J. Stack, A. W. Jones. Delegate to Labor Temple Association, S. M. Kaplin.

Don't knock. If your mouth needs exercise, chew gum.

THE EMPLOYER'S STRATEGIC POSITION IN THE WORK OF PREVENTION.

By Ben H. Williams, Statistician, State Industrial Accident Commission

To instill into the minds of workmen a realization of the hazards that are annually reaping such a grim harvest amongst the ranks of the laboring class is the object of safety education. For this purpose the most convenient unit is the individual plant. Each factory is, in a sense, an industrial world unto itself. Each has its own organization and its own peculiar problems. In each the superintendent or manager, being the power in control, occupies a strategic position in the work of accident prevention. Upon his attitude depends the success or failure of this work. Many employers, realizing this, have arisen to the occasion with good public spirit and business insight, and have organized safety campaigns. The evil social consequences and the waste in dollars and cents of industrial accidents have been materially reduced.

At an Oregon mill, which is considered to be one of the safest in the Northwest, the management has taken the following steps to diffuse the safety spirit. Safety meetings are held about once a month. Prizes, consisting of cash, watch fobs, "Boost for Safety" pencils, etc., are given to the men for praiseworthy efforts in accident prevention. A conspicuous bulletin board, showing various pictures and posters, is maintained. Danger signs are placed in different positions around the plant. A Safety Bulletin is published periodically. A thorough inspection has been made by a force of mechanics, and modern safeguards have been installed at every possible danger point. And the result is that the accident rate has been reduced in a striking manner.

For the purpose of gaining a hearty co-operation many employers of the Northwest have placed workmen in positions of responsibility in this work. In the past the workman has been slow to report dangerous machinery or methods for fear of losing his job. The new movement takes the workman in as a part of the inspection force and encourages him to criticize dangerous conditions. The following description of the duties of the safety committee in a certain Washington sawmill may be taken as typical.

The committee consists of three men selected by the management. The members are a mechanic, a yard foreman and a watchman. They keep a watchful eye over the work and from their observations and from suggestions offered by other employes they make recommendations to the management. They post bulletins relating to safety which show the dangers of the work and the results of accidents. In short, they do everything possible to eliminate accidents and promote proper sanitary conditions. The chairman estimates that the number of accidents have been reduced 50 per cent since the appointment of this committee.

These are instances in which employers have attacked the accident problem with modern methods and have successfully reduced the accident rate. So far little of this work has been done in the Northwest outside of the state of Washington. It is to be hoped that Oregon employers will hasten to do their part and, by the adoption of these efficient methods, reduce the cost of compensation and aid in the conservation of human life.

WOULD JAIL ROCKEFELLERS

"If the next Congress represents the people of the United States, its first act will be to cite before it John D. Rockefeller, John D. Rockefeller, jr. and Mackenzie King, their tool. And if these men continue to defy the Nation they should be indicted for crime against the government and sent to jail."

Frank P. Walsh, chairman of the commission on industrial relations, made this declaration before several thousand men and women at a mass meeting called to protest the trial and conviction of John R. Lawson.

The demand that the Rockefellers and their press agent be jailed was made in connection with the refusal of these men to answer certain questions put to them while before the commission on industrial relations at Washington.

"The case of Lawson is the case of the mine operators and the mine workers," continued the speaker. "The Colorado Fuel and Iron Company, which John D. Rockefeller rules through his son, and of which Lamont M. Bowers, chairman of the executive committee, was local representative on the ground, controls Colorado industrially and politically. Realizing they could not secure the conviction of the miners in any other way, they had a bill passed in the legislature creating a new judicial district; and the newly elected governor appointed to the new

ALLIED TRADES PICNIC

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prize, box of socks; second prize, pair of suspenders.

Egg Race for Ladies (open). First prize, silk stockings; second prize, silk gloves.

Fat Men's Race (not less than 200 pounds, for members of Allied Trades only). First prize, union-made hat, by Lion Clothing Company; second prize, box of cigars, by Parsons Cigar Company.

Nail-Driving Contest for Ladies (open). First prize, cut-glass dish, by Harry Hale; second prize, leather purse.

50-yard Dash for Boys under 15 (open). First prize, catcher's glove; second prize, baseball bat.

40-yard Dash for Girls over 15 (open). First prize, pearl beads; second prize, box of candy.

50-yard Race for Women (open to women members, wives and daughters of members only). First prize, silver powder box, by Mailers' Union; second prize, box of candy.

Needle and Thread Race for Couples (open to members and families only). Ladies' prize, sewing set; gentlemen's prize, box of 25 cigars.

Ladies' Baseball Throwing Contest (open). First prize, pair of shoes, by C. H. Baker; second prize, box of handkerchiefs.

Married Women's Race, 40 yards (for women members or wives of members only). First prize, porch chair, by Powers Furniture Company; second prize, box of candy.

Tug of War Stereotypers vs. Allied Trades. Prize, box of cigars.

Potato Race for Girls under 15 Years (open). First prize, \$1 box of candy; second prize, 50-cent box of candy.

100-yard Race for Boys over 15 (apprentices only). First prize, fishing rod, by Mailers' Union; second prize, Ingersoll watch.

Horseshoe Pitching Contest for Teams of Two (card members only). First prize, two pairs of \$5 union-made shoes, by Will H. Daly; second prize, two \$2.50 union-label hats, by Oregonian Chapel; third prize, pipes, by Charles Van Glan and C. B. Taylor.

Race for Girls and Boys under 7 (special added event, by request of Miss Daisy Daly). First prize, box of candy; second prize, box of candy.

A guessing contest will be in progress throughout the day. Prize, choice of fine barometer, lognette, auto goggles or \$8 merchandise order, by Lon DeYarmond of the Wheeler Optical Company. All who hold excursion tickets are eligible to enter this contest, but will be required to register and give number of ticket.

The Labor Press is giving a suitably engraved gavel to the union having the largest proportionate attendance, to be determined by subsequent reports of secretaries.

No one person will be permitted to win more than two prizes.

Events not marked "open" are restricted to members of the various Allied Printing Trades Unions.

"Open" contests are for all who hold Allied Printing Trades Council Special excursion tickets.

Cash donations were made by nearly all the Allied Printing Trades Unions, and this money has been used to provide prizes in events for which there were no donations. Thanks are due

judicial position thus created a lawyer who had served in a subordinate capacity on the legal staff of the corporation. With this lawyer as judge, even then it was found necessary to pack the jury in order to obtain conviction for murder.

"In the trial of Lawson the honor and integrity of the United States judiciary is absolutely on trial."

REGULATING CHILD LABOR

The new child labor law, for Iowa, passed by the last legislature, is now in effect. Department stores, business offices, telegraph companies, laundries and factories will have to eliminate labor by children under 14. Mines cannot employ boys under 16. Girls under 21 cannot be employed at work which requires them continuously on their feet. Eight hours is the limit for children under 16. Boys between 11 and 16 may work at street trades but must have a badge from the superintendent of schools.

RAILROADS VIOLATE LAW

Officers of the Brotherhood of Trainmen have asked officials of the State of Iowa to start legal proceedings against the following railroads: Minneapolis & St. Louis; Chicago, Milwaukee & St. Paul; Chicago & Northwestern and the Great Western. It is charged that the first three do not use standard cabooses on freight trains and that the latter road violates the healtight law passed in 1907.

NONUNION MINERS STRIKE

Eight hundred miners employed by the Continental Coal company at Pineville, Ky., are on strike for a 10 per cent wage increase. These mines have operated on the non-union basis, but the first thing the workers did after walking out was to hold a mass meeting at the court house and make application to join the United Mine Workers' union.

TEAMSTERS RAISE WAGES

Coal dealers of Galesburg, Ill., have signed an agreement which calls for 62 1/2 cents an hour for drivers. The union is recognized and these workers say they now have a higher rate than any city in Illinois outside of Chicago.

to the Unions and many members for the aid given, Lon DeYarmond, Harry Hale, C. M. Rynerson and Commissioner Will H. Daly, among others, having made this splendid list of sports and prizes possible.

MISS LETTIE RITTER, JAY T. HADLEY, F. O. GALLUP, Sub-Committee on Sports

The trains will leave as announced, from East Morrison and Water streets, at 9 A. M., but the time of departure for Portland in the evening has been changed from 7:30, as stated on the tickets, to 6:30, as announced on the programme. While this is but an hour earlier than the time first announced, it will make two hours' difference in time of arrival in Portland, owing to the fact that the excursion train would have to follow a busy local at 7:30, whereas at 6:30 it will be ahead of a train, will have but one outbound train to pass, and will arrive in Portland at 8 o'clock.

We are looking for a big attendance, and there will be plenty of the members of the different committees at the train to see that all who failed to get them during the week are provided with tickets.

A prompt start will assure early arrival at the grounds. Come early.

Northwest Trade Conditions

The July report of the Northwest Typographical Conference, under date of July 21, gives the result of the referendum election increasing the salary of the secretary-treasurer. Portland Union was the only local of size which had anywhere near a representative vote, Seattle, with about 400 active members, recording but 25 as voting. Result, 457 for, 82 against.

Owing to the new system of reports which has been adopted it is difficult to know whether work has been good in a town or not. For example, the secretary in Aberdeen, Wash., reports that 21 men worked 383 days. There is no means of knowing whether this includes all printers in Aberdeen or only those without steady work.

The report is summarized as follows:

Bremerton, Wash.—State of trade poor.

Eugene, Ore.—Trade poor; two regulars working part time.

Everett, Wash.—State of trade better. Work is improving in Everett. The city directory is in and ads are on the increase.

New Westminster, B. C.—Very quiet.

North Yakima.—During June 12 members worked 252 days.

Olympia, Wash.—State of trade normal.

Salem, Ore.—State of trade fair; still looking for better times ahead.

The Seattle correspondent mentions the death of Colonel Alden J.

WANT TO HELP A GOOD CAUSE?

Salem, Ore., July 15, 1915. To the People of Oregon: During the year 1914 the people of Oregon spent \$145,000,000 for 333,600 text-books for grade schools.

In California for the fiscal year July 1, 1912, to June 30, 1913, 476,241 books were produced by the State Printing Office of that state at a cost, including royalties, of \$106,037.00.

Reduced to single units, this means that text-books of all kinds cost the people of Oregon an average of 43 cents plus, while Californians paid an average of only 22 cents plus.

In addition and this for the special consideration of the "Made in Oregon" boosters, all the Oregon money except the small percentage allowed local dealers, went to eastern people. In California all the manufacturing cost remained at home.

By the use of devices and methods of printing that have come into vogue since the California plant was installed, it is believed that Oregon can produce as fine or a finer grade of books at even less cost than California.

To further this idea, Capital Typographical Union No. 210 has appointed a committee to "start the ball rolling."

This committee asks the co-operation of individuals and organizations in launching a campaign to this end. All persons and societies interested are urged to communicate with the committee, giving suggestions as to the form of organization for the campaign, and the plan to be pursued in accomplishing the desired results.

Address L. E. Gotshall, Secretary Text-Book Committee, Capital Hotel, Salem, Oregon.

STATE TEXT BOOKS

State officials say California has saved \$257,000 in one year by printing its own school text books, which is one-half the cost charged by eastern manufacturers.

STATE UNIONISTS TO MEET

Officers of the Massachusetts state federation of labor have issued the call for the thirtieth annual convention to be held at New Bedford, beginning Monday September 20.

Blethen of the Times. Appropriate floral pieces were sent to the funeral both by the Times chapel and the Union. He was a national figure in newspaper lines and was considered a very fair and generous employer. No change in the local situation as far as work is concerned. The job business is abnormally quiet.

Spokane—Trade poor; sent four men to country jobs during past month. Campaign for keeping "Spokane printing in Spokane" is beginning in earnest. J. J. Amiot and C. W. Garrison leave first of August to represent No. 193 at the International Typographical Union convention.

Tacoma—Slightly improved.

Walla Walla, Wash.—During June 26 members worked 498 days.

Wenatchee, Wash.—During June 10 members worked 224 days.

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PORTLAND to SAN FRANCISCO
Meals and Berth Included
6-Deck, 24-Knot twin ships
"Great Northern" and
"Northern Pacific"
TUESDAY THURSDAY SATURDAY
Steamer train leaves North Bank station 9:30 A. M. S. S. arrives S. F. 3:30 P. M. next day.
Tickets—5th and Stark

HOW SAVINGS GROW

In order to illustrate the rapid growth of savings with 4 per cent compound interest added, we have prepared the following table:

Weekly Dep. of Savings	Rate of Interest	Will in 1 Year	Will in 10 Years	Will in 20 Years	Will in 30 Years	Will in 40 Years	Will in 50 Years
.25	FOUR Per cent	\$ 73.	\$162.	\$403.	\$1,024.	\$2,594.	\$6,794.
.50	per annum Com-	146.	324.	806.	2,048.	5,188.	13,588.
1.00	pounded twice a	293.	648.	1,612.	4,096.	10,376.	27,176.
2.00	year, January 1	585.	1,296.	3,224.	8,192.	20,752.	54,352.
5.00	and July 1.	1,462.	3,240.	8,060.	20,480.	51,880.	135,440.

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Road Bonds and Starvation

(Continued from Page 1.)

took over the trouble of spending our money and saying where it should be spent.

This road was not built through public demand or need; no accounting of how much it cost per yard, per bridge, per foot, or per mile has ever been made. All we know is that we poured several hundred thousand dollars in the laps of these gentlemen, and they gave us a road.

If somebody will give me a million dollars, ask no questions, request no accounting, refrain from prying into prices, or contracts, or other embarrassing matters pertaining thereto I'll contract to make quite a considerable showing myself.

From its inception the workers on the job have not had a square deal. Last year scores of complaints were made to me personally from workers who had suffered the conditions imposed on them by the county's contractors, and this year the million dollars is going the same way.

The contractors get fat; the paving monopolies do right well; the automobile club gets its bridges and highway paved; several volunteer philanthropists secure wads of free advertising, and the worker gets a dollar a day for building the road.

During the recent campaign for good roads the main fact impressed on the mutt worker was that this million and a quarter would go for labor; to vote bonds was to vote prosperity.

How much prosperity has arrived because of the money being so freely spent? Montague and Reilly are prosperous; they have a nice fat contract to fix up some of the road; they offer to the men who do the actual work on the road, not on the public, \$2 a day; they force the workers to live and board in camp and they charge from \$4.50 up a week for board. Take out hospital fees, and the other usual grafts on the sucker who works with his hands and you have along about a dollar a day for the fellow who builds the highway. The Warren Construction Co. gets the cream of the work at its own price, and is paid for the use of a pretty name; other contractors, lest they create a disturbance, are given their share of the huge sum; the money is spent where it will do the most good for the joy riders, the interested property owners, the holders of outside acreage, and the large fellows generally who pay taxes by proxy; the average taxpayer gets a neat receipt for his donation, and the man who does the work and "supports" a family gets about a dollar a day.

Labor profits about as much from this million dollar jack pot as the average poor sucker in the crooked poker game; it gets a chance to ante up and draw cards and "see" a tax raise, and the dealer takes the pot.

It is my fond hope, without present indication of realization, that some day the people of this county will get sense enough, care enough for their own pockets and contents, to refuse to vote ANY BONDS so long as the banking clique, the paving gang, the realty sharks and some lackey politician spend the money.

Under the present system there is no more chance of the tax payers getting their money's worth or the worker getting a living wage from the expenditure of public money, than there is for The First National bank to pay its share of the taxes, or the Ladd estate to sell a parcel of ground, say to the library association, for within ten per cent of its actual value.

The Columbia Highway has cost the public twice what it should; it has never benefited the mass who paid for it and never will, and the last place in Oregon for a white man to hunt a job is in a highway camp.

Will you ever wake up?