

WRITE

As I See It

Barton W. Marsh

"Since 1914, peoples have grown more insecure and nations more fearful. In every area it would seem the elements of individual and mass neuroses has been multiplied and intensified — As a race we suffer from a major neuroses—we cannot face the magnitude of our failures or the ineffectiveness of the supports and drugs we have devised against our fears. We dare not confront ourselves with the evidence of the impotence of our devices and our sooth-saying to control our destructive drives."

Staggering from the effect of an \$8,000,000,000 liquor bill for 1946, and bills of similar astronomical proportions for drugs and tobacco, and facing a greater indulgence in these moral degenerative products for 1947 we are squarely up against the following vital question. "Are we as a nation in condition to face and with sound and clear judg-

ment decide the momentous problems we are forced to decide. If the United States of America ever needed the counsel of heaven it needs it now. The sincere prayer of every loyal American now should be, "God help us in this our great time of supreme need."

Coming Events

Set Your Calendar By These—

Meeting of Board of Directors of Dist. No. 17 is the first Tuesday of each month.

Every Monday evening, 7:30 Boy Scout meeting at Odd Fellows hall. Scouts urged to be present at all meetings.

Every first and third Wednesday of month, Post 966, Veterans of Foreign Wars and Auxiliary Sidney Croft Lodge, A. F. & A. M. meets each second and fourth Friday of the month a

the Odd Fellows hall. Visiting Masons are welcome.

Every Wednesday night at 7:30 Mutual Improvement Association, Harbor School. Old and young are invited to come.

Every Thursday evening, I. O. O. F. meets at the Odd Fellows Hall. Visiting Odd Fellows are welcomed.

Cub Scouts meet every Monday at 4:00 p. m. at Mrs. Widney's home on Easy Street, and at Mrs. Ruth Redfield in Brookings.

Second and fourth Tuesdays of each month, at I. O. O. F. hall, Topaz Rebekah lodge. Members urged to attend, and visitors always welcome.

Every Tuesday noon, Rotary club, at Vincen's Restaurant. All visiting Rotarians are welcome.

Local News Items

Mr. and Mrs. Fay Hardesty had as house guest Miss Wickam, of Kansas, for two weeks.

She left Thursday for San Francisco where she will visit before returning to her home.

Mrs. Nell Richardson left Monday for her home at Hermosa, Beach, Calif., after a month's visit with her brother and sister-in-law, Mr. and Mrs. A. E. Stonehouse.

Hans Nelson left Monday evening by bus for San Francisco on a business trip.

W. H. Hibbard left for Gold Beach Tuesday morning on a business trip.

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44 ways To get "Something for Nothing"

The railroads have received 44 "rules" demands from the leaders of the operating unions . . . representing engineers, firemen, conductors, trainmen and switchmen. They say they are seeking only changes in working conditions—NOT a wage increase.

More Money For Less Work

But what kind of rules are being asked for? Twenty-eight of them would compel railroads to pay more money for the same, or less work; 7 would require additional and unnecessary men to do the same work; the rest would bring about changes in operating practices at increased cost.

For Instance:

The Union leaders demand additional train and engine crews on Diesel-powered trains—one full crew for every power unit in the locomotive. A freight train hauled by a 4-unit Diesel would have to carry 4 engineers, 4 firemen, 4 conductors, and at least 8 brakemen, or a total of 20 men instead of 5.

"Made Work"—Sheer Waste

The Union leaders demand that full-length freight trains be cut to about half their length, even though such trains are most efficient for low-cost service to you. This rule would call for twice as many locomotives, would double the number of trains, and make accidents more likely.

Additional equipment, yards, and other facilities required to take care of these short trains would cost hundreds of millions. What the Union leaders really want is to make more jobs.

The Union leaders demand that when a crew in one class of service perform incidental service of another class, they will be paid not less than a day's pay for each class, even though all service is performed as a part of the same day's



work. The crew would get at least two days' pay for one day's work.

The Union leaders demand that the present basic day for passenger con-

ductors and trainmen be reduced from 150 to 100 miles, which would have the effect of increasing their pay 50%. Such a run often takes only two or three hours!

You Can't Afford This Waste

Demands like these are against the interests of the whole American people, who depend on railroad service for nearly everything they eat, wear and use.

These rules would cost a BILLION DOLLARS annually—a gigantic waste which neither the railroads nor the country can afford.

Railroad workers are good citizens and good employees, with pride in their calling. Their record during the war was outstanding. We do not believe they fully understand the "featherbed" rules which the Union leaders are demanding. We do not believe they understand the harmful results which these rules would have to the railroad industry, to the millions of men and women dependent on railroads for their livelihood, and to the shipping and consuming public.

The great strength of America is in production—an honest day's work for an honest day's pay.

For only through greater production can we hope to stop the steady upward surge of living costs.

Surely, if ever there was a time in our history when we needed to work, not waste, this is it.



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