

Mothersingers Are Re-organized Here

The Mothersingers of the P.-T. A., formerly under direction of Mrs. Lloyd Morris, gathered at the home of Miss Woodward last Wednesday evening. The group enjoyed singing familiar songs, and plans were made for re-organization.

Ladies attending were Mrs. Bob Stanhurst, Mrs. M. C. Beem, Mrs. Jerry Watson, Mrs. Hastings, Mrs. Smith, Mrs. Bernadine Steele, Mrs. Nichols, Mrs. Mary Mendenhall and the hostess, Miss Ruth Woodward.

LOCAL NEWS

Most of the heavily traveled streets of town have been put into shape by the Ross Putnam grader the past week, thus eliminating many of the big holes which caused motoring to be anything but a joy on these streets. Probably in worst condition were Pioneer Road, Memory Lane and Easy Street.

Chick Chats

Size of Flock Affects Profit

Flock size has an important influence on the profits earned by a poultry-raiser. To illustrate, let's consider a laying flock, and how the size of that flock to a large extent determines its profitability.

First, we must recognize that it is the large laying flock that brings in the most money. Naturally, during periods of high egg prices farms with large flocks earn much higher incomes than those with small flocks.

FOUR REASONS

There are four principal reasons why large laying flocks are usually most profitable. No. 1. The raiser has more to work with. He has more eggs and more poultry to sell. Any profit on a dozen eggs or a pound of poultry meat is naturally increased as the size of the flock increases, thus producing more income. On the other hand, the owner of a small flock enjoys less total profit. Of course, in times of poor prices the large flocks works at a disadvantage. In this instance, however, favorable egg-feed ratios (when feed prices compare favorably with egg prices) usually help offset the effects of low prices.

Secondly, a large laying flock enables the raiser to utilize his labor, equipment and buildings more efficiently. For example, doubling the size of the flock does not always double the amount of labor, equipment and buildings required. Therefore, the cost of production is less.

BUYING AND SELLING

An owner of a large flock also has certain buying and selling advantages. By purchasing large amounts of feed, the raiser often gets a discount in price. And by supplying more eggs per shipment he can frequently get premium prices from egg buyers.

Finally, there is little difference in the number of eggs laid per hen in small and large flocks, so the egg production of individual birds does not vary significantly according to the size of flock.

The number of layers a raiser should have depends on amount of labor available, the buildings which can be used, and the finances on hand. But in any poultry-raising project the poultryman should adjust his time and labor at a level which will enable him to manage a flock large enough to provide a good profit.

Further information see the "Eggs Feed and Seed"

Project leaders from nine Curry county extension units will receive training on "Mending Tips" at the community church, Gold Beach, Nov. 15, beginning at 10:30 a. m. Miss Murle Scales, clothing specialist from OSC, will train the women who in turn will conduct demonstrations in their respective units in December.

A telephone call from Mrs. Ed F. Ackley to her husband the first of the week, stated that she had left the hospital after her surgery of less than two weeks ago, and was at the home of her mother at Santa Cruz. Apparently all seems to be well.

A happy man is Paul Davis of Davis Truck & Tractor, since he has his tractor club organized. Paul is a great believer in boys—and likes to work with boys—and he feels confident that in the next couple of years his boys in the 4-H tractor club will be heard from many times.

Boy Scouts met at the Odd Fellows hall, Monday night. All boys 11 years old or older are invited to become members.

Mrs. Charles Grayshel is at Portland for a complete physical check-up.

Mrs. Bill Browman, one of the owners of the Eu-Lee's Dress

shop, had he name misspelled last week in these columns. It was listed first as Bowerman.

Carolyn Kerr, who is employed at Coos Bay, is visiting her parents here this week.

Par Stores will announce a formal opening within the next week or ten days, in the New Goetz building on Main Street. Mr. and Mrs. M. A. "Bud" Phetteplace, owners, will be in charge with Mrs. Ruth Tuttle as assistant. The store will handle hardware, automotive accessories, toys and a line of sporting goods.

Mr. and Mrs. A. E. Griffiths of Hillsboro, who recently sold their

realty agency, were in this area last week, seeking a new spot to establish some type of business and will return soon. They spent a leisurely time returning home, trying to take in as many of the coastal sights as possible.

Robert, son of Mr. and Mrs. Cecil Young, of San Francisco, arrived by plane last Thursday. He accompanied his father to Los Angeles for special treatment Tuesday of this week. Mr. Young has been ailing for some weeks.

John Carlson of Carpenterville will assist Mike Page in the meat department of Freeman's Chetco store, starting with this week.

90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

Time to settle...

END THIS QUIBBLING!

On June 15, 1950, an Emergency Board appointed by the President under the terms of the Railway Labor Act—an Act largely fathered by the unions themselves—made its recommendations on certain wage and working conditions ("rules" in railroad language) which had been in dispute between employes and the railroads.

More Than 90% of Employes Accept

Since then, terms equal to or better than the Board recommendations have been accepted by about 1,200,000 railroad employes—more than 90% of the total of all workers. They are represented by 20 of the 23 standard railroad unions.

Less Than 10% Refuse

But three unions—with about 130,000 men, or less than 10% of the total—have refused to accept, even after months of negotiations. These three unions are the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors. These are three of the so-called "operating" unions. Already the highest paid men in the industry, their leaders demand still further advantages over other workers.

In all, there are about 270,000 operating employes. But not all of them, by any means, are represented by BLE, BLF&E, or ORC. As a matter of fact, less than half—132,000 to be exact—are in these three unions. More than half—about 140,000—are in other unions, principally the Brotherhood of Railroad Trainmen. What makes the whole situation so hard to understand is that these 140,000 operating employes are working under wages and rules which the leaders of the other 130,000 say they cannot agree to.

What Do the Railroads Offer?

They offer these three unions the same settlement which was contained in a Memorandum of Agreement signed at the White House on December 21, 1950, by four brotherhoods and the railroads. Later these brotherhoods sought to repudiate this agreement. But on May 25, 1951, the Brotherhood of Railroad Trainmen signed a complete agreement carrying out the

principles of the Memorandum Agreement of December 21. They have been working under this agreement since May 25.

What About Wages?

Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$.34 an hour (\$2.72 a day) and road engineers, firemen and conductors would now be receiving an increase of 19½ cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?

The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employes covered by signed agreements.

What About the 40-Hour Week?

The White House Agreement calls for the establishment of the 40-hour week in principle, for employes in yard service. The employes can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?

The continued quibbling of the leaders of the three unions has to do principally with

rules changes, which have already been agreed to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional service"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public, by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse.

Rules Can Be Arbitrated

The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed

With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employes.



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