

TRAIN MEN TO EASE; NO TROUBLES SEEN

Brotherhood President Says Employes and Directors Understand Each Other.

BENEFICIAL LAWS NEEDED

William G. Lee Pleads for Safety That Is Safety, Since Records Show One Trainman Is Killed Every Hour and 17 Minutes.

"Railroad employes and railroad directors have common interests. They should, and generally do, work in a common direction to accomplish a common end," says William G. Lee, president of the Brotherhood of Railroad Trainmen, who arrived in Portland on an official visit yesterday, accompanied by Mrs. Lee.

"We seldom have any serious differences with our employers," he continued. "We understand one another well enough by this time. We both know that our progress or our adversities are mutual. Why shouldn't we work together?"

Mr. Lee is typical of the same, progressive, conservative labor leader of the present day. Under his jurisdiction, first as vice-president and then as president, extending over a period of 20 years, the trainmen's differences with the railroad operators have been kept at a minimum. He has seen the trainmen's wages increased 40 per cent, and the personnel and efficiency correspondingly improved.

No Troubles in Sight.
"And we have no troubles in sight, either," he commented good naturedly but emphatically.

"This would be a nice time to begin demands for wage increases," he continued with a touch of satire. "Business all over the country has been bad, and it has been worse for the railroads than for many other industries. Our men are feeling the effects of hard times."

Within the last year, he said, more than 50,000 members of his organization have been laid off, but conditions are beginning to improve, especially in the West, he reported.

"Everyone is hopeful of better times in the East," he explained, "but they are rather slow in coming. But out here in the West it is getting better. Our men are beginning to feel it."

"Full Crew" Law Enacted.

Within the last few years Mr. Lee, together with the heads of the other organizations of railroad men, has been active in obtaining the enactment of "full crew" laws in various states, against the active opposition of the railroads. Sixteen such states now have such laws.

"That's one point where we differ," he said, with a grave, sideways nod of his head. "The railroads are opposing us because it adds slightly to their operating expenses. But it is a natural development of the 'safety first' movement. It provides additional safety for the property of the railroads as well as for the lives of our men. It is true that an extra trainman is not needed on every trip, but when he is needed he is ready and waiting."

Just the same as that fifth tire, pointing to an automobile with the familiar "extra" tire attached. "That man may not need that tire in a dozen trips, but when he does need it, he will need it bad."

Longer Trains Hauled Now.
"And then another thing. The railroads are hauling much longer trains now than when the present standard of crew was established. In the past, a motive power has made that possible. There is no limit to the motive power. Where they haul longer trains, three years ago they are hauling from 10 to 100 cars now. The extra man in the crew does not entail an expense, by far, in proportion to the increase in the volume of traffic handled by a single crew in a single train."

But Mr. Lee was equally insistent that the trainmen are co-operating with their employers in obtaining legislation that is mutually beneficial. They have secured the enactment of the radical rate reductions proposed in some states and have joined hands in the "safety first" movement.

"But we want safety that is safety," he insisted. "We don't believe that sticking the sign 'safety first' on a fence post or in a building, is going to provide safety. There must be some active effort by the officials as well as by the employes. Our records show that one of our men is killed every hour and 17 minutes. Why shouldn't we favor safety?"

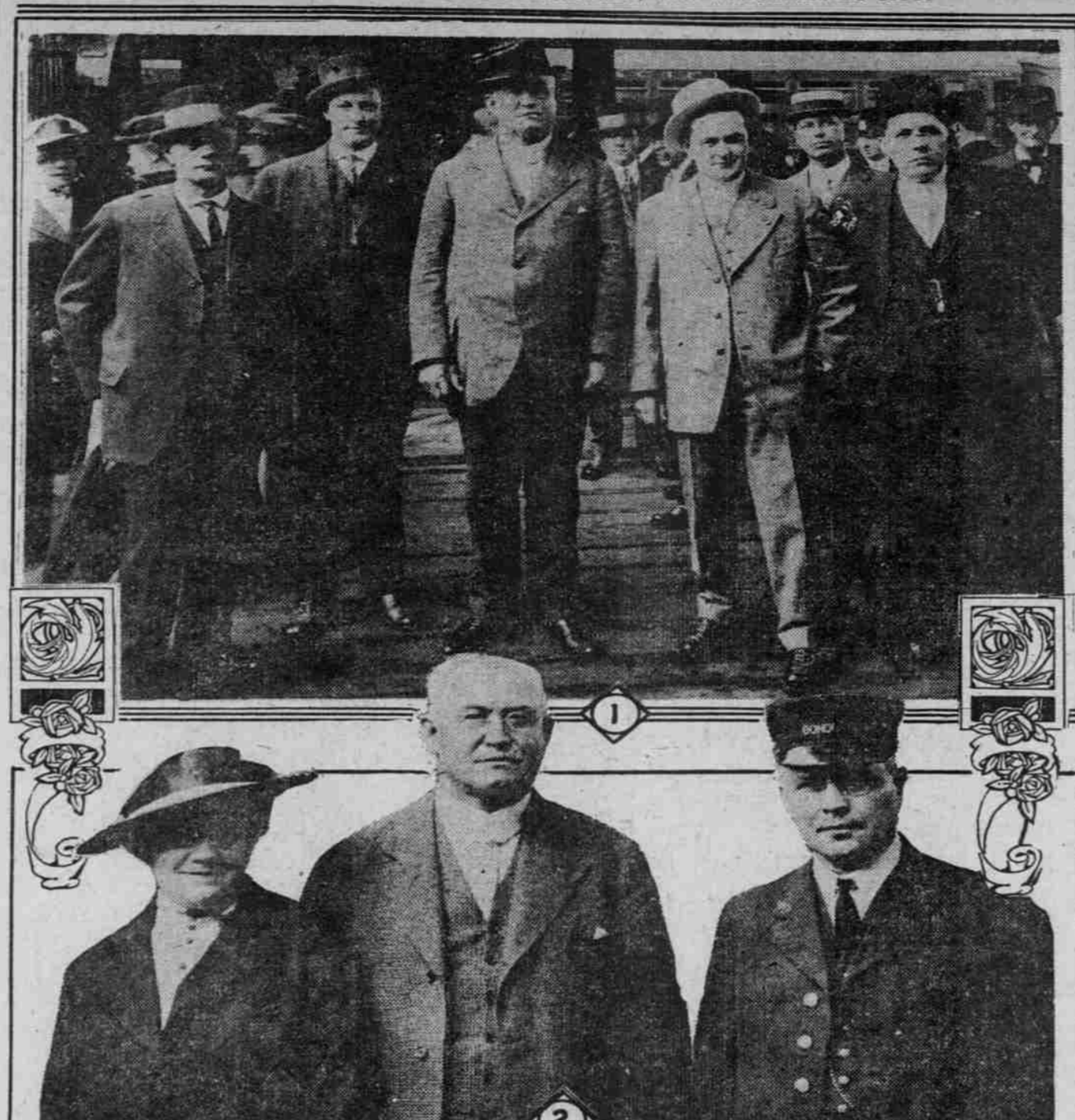
Mr. Lee gave a cordial reception to the Portland members of the San Francisco of the Shasta Limited yesterday afternoon. A big committee, headed by F. J. Damon, president of the Portland lodge of the Brotherhood of Railroad Trainmen; C. H. Francis, F. C. Hanley and W. W. Northcutt, past presidents, greeted him at the station. As Mr. Lee had not been in Portland for 12 years, some of the boys thought they would have difficulty in "spotting" him.

Mr. Lee Looks "the Part."
"That's him," cried one of the members as a thick-chested, broad-shouldered, sun-burned individual stepped from the Pullman which was the right, for he looks the part. His eyes beam good nature, but they are steady and set well apart, indicating shrewdness. After a series of handshakes and "glad-to-see-yous," Mr. and Mrs. Lee were driven to the Imperial Hotel in an automobile displaying the regulation white and green flags for an aft.

Lee B. Hendricks, one of the veteran conductors on the Shasta run, in charge of the train that brought Mr. Lee to Portland. Mr. Hendricks is a member of the Order of Railroad Conductors, one of the organizations with which the trainmen's brotherhood is affiliated. These two organizations, together with the Brotherhood of Locomotive Firemen and Brotherhood of Locomotive Engineers, form a federation independent of the American Federation of Labor, although the two federations work in frequent sympathy.

Mr. Lee was the guest of honor last night at a banquet at the Chamber of Commerce, when Mrs. C. L. Atwood, of Portland, was Mrs. C. L. Atwood, of Minneapolis, president of the Minnesota State Federation of Women's Clubs, who took an active part in the week's proceedings. Mrs. Atwood is a sister of Mrs. George H. Smith, of 528 East Eighteenth street, whom she visited while in Portland. She was accompanied by Mr. Atwood, a prominent banker. They left a few days ago for San Francisco, where they will attend the fair.

PICTURES TAKEN AT UNION DEPOT YESTERDAY SHOWING HOW WILLIAM G. LEE, PRESIDENT OF BROTHERHOOD OF RAILROAD TRAINMEN, WAS WELCOMED TO CITY.



(1) Left to Right—F. J. Damon, W. W. Northcutt, Mr. Lee, F. C. Hanley and C. H. Francis. (2) Mrs. Lee, Mr. Lee, Lee B. Hendricks, Conductor of Shasta Limited.

WOOD PRICES CUT

Fuel Dealers to Fight City When It Enters Trade.

LOSS OF MONEY FORESEEN

Retailers Hope to Make Municipal Venture So Unprofitable That Other Ways to Aid Unemployed Will Be Found.

EMIGRATION IS OPPOSED

Under Ban in Warring Lands.

City Would Test Paving

Municipal Laboratories to Be Used

First-Street Synagogue Re-Elects Cantor.

SCHOOL BONDS VOTE ISSUE

Oregon City District Proposes Student Increase.

Nineteen Autoists Get Warnings.

Caldwell Spends \$82.53

Defeated Candidate for Commissioner Files Statement.

Swedish People Loyal

Need of Special Patriotic Exercises Is Denied.

Midsummer Festival at Gladstone

However, Will Include Celebration of "Wilson Day."

Woman Insistent, Loses.

Man Fined for Selling Liquor

Subornation of Perjury Is Laid to W. O. Rose After Friends Admit Testifying Falsely in His Trial.

Confessions of Perjury Committed by Whore Witnesses in a Bootlegging Case in Municipal Court Yesterday

Trio Confess Perjury

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IDLE MEN COST \$75,000

PREPARATION FOR NEXT WINTER

URGED BY MR. BREWSTER

In Return for Money Expended City Has 10,000 Cords of Wood Left, but Operations Show Loss.

WOMAN INSISTENT, LOSES

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ROAD'S WIRE WORK AWAITS FRANCHISE

Southern Pacific Will Extend Electric Service as Soon as Corvallis Acts.

FUND FOR WORK PROVIDED

Connection to Be Made With Whiteson as Intended Originally Under Plans Drawn for Portland, Eugene & Eastern Line.

If the City of Corvallis grants the Southern Pacific Company an adequate franchise, work on the electrification of the line between Whiteson and Corvallis will begin within the next 30 days and will be completed before the winter rains set in next fall.

This substantially, is the assurance given yesterday by D. W. Campbell, assistant general manager of the Southern Pacific, upon his return from Corvallis, where he attended a meeting of the City Council on Friday evening. Ralph E. Moody, attorney for the company, accompanied him.

The Southern Pacific now has all the equipment and material assembled for construction of the new piece of road, and is eager to begin the work. Electrification of the Whiteson-Corvallis line is an important step in connection with the Southern Pacific's plans of converting more than 200 miles of its lines between Portland and Eugene from steam to electric operation.

Original Plan to Be Followed.
The Whiteson-Corvallis link was included in the original plans proposed by the Portland, Eugene & Eastern wheel-and-rail company, which was incorporated as a subsidiary of the Southern Pacific. Robert E. Strahorn, president of the Portland, Eugene & Eastern, who will retain his office on July 1, when the company loses its corporate identity and becomes merged with the Southern Pacific, first intended to electrify this line with the electrification of the Portland-McMinnville lines. Financial depression caused the company to suspend all activity after the plan had been completed as far as Whiteson—a point about three miles south of McMinnville. The company, it is understood, intended to make the connection with the terminus of the first unit, but the high price of real estate there caused it to extend to Whiteson.

Now that the Southern Pacific intends to operate the electric lines as a part of its steam system, Mr. Campbell will have to actively change the plan, both construction and operation.

Early Work Proposed.
"The directors have made an appropriation for this job," said Mr. Campbell yesterday, "and if we can agree upon terms with the people of Corvallis we can begin the work right away."

It is understood that the difference between the Corvallis city officials and the railroad is over the amount of the franchise fee. The city desires a franchise over some other streets to connect with this existing track.

Another improvement under the Corvallis & Eastern, another Southern Pacific subsidiary about to be merged with the parent body, is the proposed street improvement project between Portland and Corvallis.

The Corvallis Council will meet next Monday evening. Mr. Campbell and Mr. Moody have been invited to attend. It is probable that the terms of the franchise will be agreed upon at that time. The railroad officials have made no proposals. They will permit the Corvallis people to suggest the terms of the franchise, and will reserve the option of acceptance or rejection.

The Whiteson-Corvallis line is 43 miles long and will be operated by electric power through trains, electrically, between Portland and Corvallis.

The three camps at which the wood was cut furnished employment for 900 men and there were 11,752 working days consumed, so that each man worked an average of a little more than 13 days.

Not Deserving.
Dr. Pillemer—Are you going to call a consultation?
Dr. Bous—I think not. I don't believe the patient has that much money.

FIRST-STREET SYNAGOGUE RE-ELECTS CANTOR.
Rev. Abraham Rosenkrantz, the celebrated cantor, this week was re-elected for the fourth consecutive term as reverend at First-street Synagogue, at First and Ogden streets. Mr. Rosenkrantz was asked by the congregation to accept the honor, with which he has pleased the always overcrowded synagogue since he took charge. Since he has had charge the membership has increased to more than 400.

Rev. Rosenkrantz is in lineal descent from a cantorist family, his father, grandfather, and all of the men members on his father's side having been cantors in Russia, the family's birthplace. Rev. Rosenkrantz is considered to be one of the learned Hebrew scholars in this country. His residence is at 625 Fifth street, where he resides with his wife and four young children.

CALDWELL SPENDS \$82.53
Defeated Candidate for Commissioner Files Statement.

George W. Caldwell expended \$82.53 in the campaign he conducted as a candidate for City Commissioner in the recent city election. He filed his statement of expenditures with City Auditor Barber yesterday. He reports that the money was furnished by himself and that the expenditures were principally for advertising and printing.

Candidates have until Tuesday to file their statements of expenditures. Failure to do so will result in a fine by the subject, the candidate or a return under the corrupt practices act.



SAMUEL P. LOCKWOOD.

LOCKWOOD IS VICTOR

All but 2 of 45 Precincts Give Victor Big Majority.

LOSER GETS 2 DISTRICTS

Atkinson and Failing Show Returns Favoring Member of Board, but Only by Scantiest of Margins.

WOMAN INSISTENT, LOSES

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Precinct	Lockwood	Atkinson	Failing
Albion	11	21	115
Shattuck	12	68	81
Salmon	13	48	61
Holman	14	42	260
1900	15	57	199
Brooklyn	16	57	199
Woodstock	17	30	79
Albion	18	8	31
Leita	19	25	129
Hoffman	20	25	129
Creston	21	51	99
Rock City Park	22	51	99
Clinton Kelly	23	47	104
Stephens	24	47	128
Hayward	25	41	132
Buckman	26	58	175
Richmond	27	58	175
Kerns	28	51	192
Glenora	29	34	121
Mr. Taber	30	34	121
Mostavilla	31	42	112
Rock City Park	32	42	112
Fernwood	33	40	109
Henderson	34	40	109
Irvington	35	110	104
Schlot	36	67	162
Worwer	37	67	162
Thompson	38	39	95
Rock City Park	39	39	95
Highland	40	41	147
Kernon	41	49	138
Woodlawn	42	62	149
Jefferson High	43	51	130
Portsmouth	44	38	80
Total	2045	5284	

SWEDISH PEOPLE LOYAL

NEED OF SPECIAL PATRIOTIC EXERCISES IS DENIED.

Midsummer Festival at Gladstone

However, Will Include Celebration of "Wilson Day."

American citizens of Swedish ancestry do not feel the need of any special patriotic exercises for the benefit of foreign-born persons, according to Rev. John Ovall, of the Swedish Mission Conference of the Methodist Episcopal Church.

But, at the same time, says Rev. Mr. Ovall, these people desire to express publicly their sentiments of loyalty to the president and their adopted country. To this end they will celebrate on June 24 at Chautauque Park, Gladstone.

The celebration was arranged originally for the Midsummer Festival, an old Swedish custom dating back 600 years or more. But the loyal Swedes-Americans will also celebrate Wilson Day on this occasion.

George C. Brownell, of Oregon City, will deliver a patriotic address on the occasion, by invitation of the committee in charge. There will be other prominent speakers, including Dr. T. B. Ford and H. E. Cross, of Oregon City.

There will be recitations and singing in both English and Scandinavian. For children there will be a special programme.

Rev. John Ovall is in charge of arrangements. His announcement of the exercises will begin at 10:30 o'clock in the morning and will be free to all. Refreshments will be served.

The use of the park has been donated and the Portland Railway, Light & Power Company will run special cars to accommodate the attendants.

Juvenile Court Problems Up Next

To discuss the question of the juvenile court and dependent and delinquent children, the Social Service Club will meet at a dinner at the Hazelwood on Thursday at 6:30 P. M. The principal speakers will be Juvenile Judge Cleaton, David Morrison and Dr. C. Burns, of the Baby Home.