

REAL TEST IN BIG WALKOUT ON S. P. TO COME MONDAY

(Continued from Page One.)

ly after the walk out, were in session all afternoon, but they declined to issue any official statement of the situation.

"We do not know ourselves, what the situation is," said C. R. Merrill, secretary of the local federation and a member of the general advisory committee. "We will not know until some time Monday when the men will make reports. At that time we will be prepared to issue a detailed statement, which will be accurate."

Working Under Orders.

The members of the advisory board had expected to get reports yesterday from other cities affected by the strike, but they had received no reports last evening.

"All we can do is to look after our local affairs," said Henry Weber, president of the local federation and a member of the general advisory board. "The head officers of the national federation are running this strike and all orders will come from them."

At the mass meeting yesterday five men were appointed to act with a general advisory committee, which probably will soon be called together and be prepared to negotiate with the railroad officials if negotiations are opened. There will be 33 members on this committee, representing the local federations of all the cities affected by the strike. The committee will be called the general advisory board, while 10 others were appointed with five as a local advisory board. There are five crafts included in the strike and three men were chosen from each craft as members of the local advisory board.

Members of Board.

The members of the general advisory board are: Henry Weber, president of the local federation and representing the Blacksmiths union; C. R. Merrill, secretary of the local federation and representing the Machinists union; C. F. Wohlforth, representing the boiler-makers and helpers; Joseph Vane, representing the car men, and J. W. Tarnasky, representing the sheet metal workers.

The other ten members who complete the local advisory board are: Blacksmiths union, C. F. Gardner and William Stevenson; machinists, F. D. McIntyre and Albert Moe; boiler-makers, Robert Molander and John F. McAllister; sheet metal workers, H. G. Budman and Charles Craig; carmen, Russel Singfield and C. H. Arnold.

Henry Weber estimated that between 600 and 650 men in the Portland shops were affected by the strike. The Journal yesterday afternoon placed its estimate at 650.

"I do not believe there were more than a half dozen men who remained at work," said Mr. Weber. "Some of these were old men, who had been in the service for many years, and we did not ask them to strike. They can be of but little use to the railroad company now and their working will not injure us. Neither did we ask the foremen to strike, but we expect them to attend strictly to their own business and not herd a bunch of scabs around."

No Violence Contemplated.

"It is reported that the railroad company will have men here to take your places Monday. What are you going to do about it?" he was asked.

"We shall try to persuade the men not to go to work," he replied. "Our pickets will do all they can, peacefully, to keep them from going to work, but there will be no violence. We do not intend to engage in violence to win this strike. We believe we are asking for nothing more than our right, that public sentiment will be with us and that we will win."

J. P. O'Brien, general superintendent of the Harriman lines in Oregon, issued a statement at noon yesterday saying that about 65 per cent of the five crafts responded to the strike order. He said that the train service of the railroad system was not impaired in the least and that he did not anticipate that it would be impaired. He announced that he would issue a statement, if conditions warranted it, each day at noon, and aside from these statements he would have nothing to say for publication.

When the hour for the strike arrived the men quietly gathered up or laid aside their tools and walked from the yards in groups of four or five. Because of the retrenchment policy of the railroad companies only a small force of men have been working on Saturdays so there were only about one-third of the usual number of men in the shops, both at the O-W. R. & N. shops at Albina and the Southern Pacific shops at Brooklyn.

At Albina, where 250 men have been working five days in the week, about 90 were working yesterday. Of this number 75 walked out at 10 o'clock and most of those who remained quit work at noon. At the Brooklyn shops, where 300 men are employed and 90 men were working today, 63 men left their work at 10 o'clock and most of the others did not return after noon.

Pickets Are Put Out.

"Most of the machinists who were not to be employed on Saturday took their tools home with them Friday night," said Mr. Weber.

Immediately after the men walked out pickets were placed about the yards of the car shops of both companies, and the strikers stated the pickets would be maintained day and night until the controversy is settled.

While the advisory board was meeting yesterday afternoon one of the strikers brought the report that the switchmen of Oakland had gone on strike in sympathy. The news was received with great elation.

"There will be more of them out than that before the strike is very far advanced," said Secretary Merrill. "And if the strike lasts very long I predict that other railroads will become involved."

One of the members of the advisory board said that considerable agitation had been going on among the freight clerks, and there was a prospect that they would join the strikers.

FEDERATION HEAD MAKES STATEMENT ON STRIKE ISSUE

A statement from F. L. Reguin of San Francisco, president of the newly organized federation, which the Harriman system refused to recognize, this being one of the chief causes of the present railroad strike, was made public by officers of the local federation last night. The statement outlining the stand taken by the union men on the question in controversy follows:

"In order to correct misleading statements made by the management of the Harriman lines and given to the public, we deem it necessary that the public at large should be made acquainted with the facts in the case regarding the requests of our federation. The company officials have seen fit to discuss our proposed agreement article by article.

"They have laid great stress upon the un-American principles of our apprenticeship system. Regarding that matter, which we have requested is at the present time in existence, and in defense of our present apprenticeship system we beg

Union Employes of Harriman Car Shops, in Obeying Orders, Quietly Lay Down Tools and Walk Out



Scenes immediately following strike at O-W. R. & N. company's car shops in lower Albina yesterday morning at 10 o'clock. In top picture is shown strikers leaving yards with overalls under their arms. Picture in circle shows a similar scene. Adjoining it is the crowd of outsiders on hand to greet the striking shopmen.

to submit the following reasons for its existence, namely: "That it became necessary to establish an apprentice system on account of the abuses that had been practiced by various employers, which were, that a boy could continue his apprenticeship indefinitely and grow gray in the employ of his master without receiving just compensation. We do not deny the right of any boy to acquire a thorough knowledge of our various crafts, but we do insist upon the right to judge the moral standing and educational qualifications of men who are to succeed us in our vocations, and thereby in-

crease the intelligence and moral character of our crafts. "It has been customary with various employers to make specialists of their apprentices, instead of permitting to acquire a full knowledge of the trade, and thereby placing them at the mercy of unscrupulous and mammon worshiping employers. We can not see anything un-American in the stand we have taken for the betterment of the American mechanic and the working class at large. "Another statement made by the company officials is that we object to the physical examination and personal record system. This has been fought out

and abolished and we insist that it remain so, that is, in so far as the men employed in the shops are concerned. We do not dispute the right of the company to examine men in various departments where it is absolutely essential for the safety of the general public and in compliance with the law, such as inspectors in the car department. But we do insist that no man shall be subject to the un-American treatment similar to the days previous to 1861, when a black man was placed upon the block and his teeth, eyesight, mind and muscles examined. "We contend that our employers buy

only our labor power and not our persons. They have foremen and bosses to judge whether a man is physically able to do the work required of him and they have the right to dismiss the employe if he does not meet the requirements. "Another statement made by the company officials concerns the hospital system. We contend that the men who furnish the money to maintain the

hospital should have a voice in the management. One of the causes of the revolutionary war was taxation without representation, and the American people still revolt against that principle. "We are told that the amount contributed by the employees is not sufficient to meet the running expenses. We are only told this. We have no means either to prove or disprove this statement. There is not a man in the employ of any of the roads in our jurisdiction who would hesitate for a moment to pay twice the amount he is paying today if he had a voice in the administration of the money. We believe that men who are hurt or disabled should be accorded the best treatment possible and we are willing to pay for it. If this is unreasonable, we have no proper understanding of justice. "There have been instances where men have been discharged from the hospital before a cure had been effected, for the simple reason that the time allowance had expired. "Particular stress has been laid upon the subject of pensions, as though this were desired by the majority of the men. We state for the benefit of the public that there is no guarantee that our old and disabled brothers will receive the benefits of this pension. In most cases when a man becomes old and disabled he is laid off during times of retrenchment and oftentimes not reemployed. Furthermore, there is no guarantee that the men who are now receiving these benefits will continue to do so. It is only an act of charity, at best. In case of a job on Wall street the management of the roads might change hands. Then what assurance would these old men have that they would be taken care of by the new managers? What the average American wants is not charity, but a fair living wage, whereby he can provide for his declining years and for those depending upon him. "Much has been said regarding the unreasonable demands of the men for an eight hour day. Men who have studied the economic question of the day are forced to admit that the trend of the times is toward a shorter work day. Where the eight hour work day is in effect more work and better results have been obtained by the railroad companies. "The company officials speak of the large increase in their shop expense, claiming that in some instances it would be as high as 70 per cent. It readily can be seen that this is absurd. If any men are working in any of the shops on the Harriman system for 10 cents an hour they are certainly entitled to a 10 per cent increase. "The increases we have received during the last five years have not kept pace with the increased cost of living. With data at hand, we are willing to debate with our company officials that subject of hours and wages, and with that end in view we have asked that they meet us in joint conference as a system federation. "The statement is made by the management that they are paying higher wages than are being paid on competitive lines. This we will not admit. The Hill roads in the northwest are paying a higher rate and allow one hour with pay to all employes at the close of the week, irrespective of the number of hours worked. This is objected to by the management of the Harriman lines. The Gould roads in competitive territory, also are paying a higher rate. "We request recognition of the federation because we believe that more can be accomplished in that way, with less expense both to the men and to the company. The plan has been tried on other roads with the greatest success to all parties. We believe that all future difficulties can best be adjusted through this medium, and therefore we deem it advisable to insist that we meet the company officials as a federation, or not at all."

PARKROSE See Back Page Classified Section

Store Will Be Closed All Day Monday, Oct. 2 Jewish Holiday MOYER Second and Morrison First and Morrison Third and Yamhill Third and Oak 89 Third St.

The First Cost OF A HEATING STOVE SHOULD NOT INFLUENCE ONE TOO MUCH IN MAKING A PURCHASE, FOR OFTENTIMES A LOW PRICED, FAIR LOOKING STOVE HAS PROVEN TO BE A VERY EXPENSIVE ONE IN THE CONSUMPTION OF FUEL. 75 YEARS OF STOVE CONSTRUCTION PLACES BRIDGE, BEACH & CO. IN THE FRONT RANK AS STOVE MAKERS AND IS AN ABSOLUTE GUARANTEE THAT THEIR STOVES ARE MADE TO WEAR AND GIVE SATISFACTION. WE ARE SHOWING A LARGE COLLECTION IN OUR STOVE DEPARTMENT IN THE BASEMENT Reznor Gas Heaters ARE ODORLESS AND THROW THE HEAT DOWNWARD TO THE FLOOR AND OUT INTO THE ROOM. THEY'RE HIGHLY ORNAMENTAL, ECONOMICAL IN THE USE OF GAS, AND CAN BE USED IN ANY PLACE WHERE GAS IS USED. Perfection Oil Stoves ARE MADE FOR THOSE WHO CAN NOT USE GAS THEY ARE SMOKELESS AND ODORLESS. HONEYMAN HARDWARE CO. Fourth and Alder Sts.