

### BUDGET FUND IS STILL GROWING

#### More Large Pledges Tentative on Condition That Eight Are Received

The total subscriptions for the support of the Y. M. C. A. the coming year amounted up to yesterday noon to \$6376. While this is approaching the sum necessary, yet much more remains to be done by workers, as it is well understood that the final work in securing pledges is always the most difficult.

The committee in securing funds received the first day of the campaign three pledges of \$250 each. It is believed others who are able to give in proportion will give an equal amount, provided there is assurance that in all, eight leading financiers of the city give \$250 each.

With three already pledged, and two tentative pledges providing eight are secured, it is now thought that three more who are able to give will come to the rescue.

This is felt to be especially true when the business men of the city realize that in order to provide all boys of the city public schools from the age of 8 years up to the senior high school with free membership in the Y. M. C. A. there must be a certain amount pledged.

In addition to the names already published of those who have contributed to the Y. M. C. A., the following has been reported up to yesterday noon:

Max O. Buren	\$ 10.00
William Brown	25.00
Charles N. Chambers	5.00

Dr. C. G. Doney	10.00
W. T. Davis	2.50
C. W. Eppley Co.	20.00
W. W. Fleming	16.00
Richard E. Fuller	16.00
B. B. Herrick	16.00
Otto Hansen	20.00
Ross E. Moores	5.00
Oregon Pulp & Paper Co.	50.00
S. E. Purvins	25.00
Max Solof	25.00
A. Louis Solof	20.00
Vallton's, Inc.	20.00
George C. Will	20.00
Buster Brown Shoe Store	10.00
W. H. Burghardt, Jr.	25.00
B. I. Steeves	50.00
G. Ed. Ross	15.00
J. A. Mills	2.50
H. V. Compton	16.00
Joseph Schindler	2.50
Charles B. Hodgkin	1.00
Joe Minton	10.00
T. A. McBride	10.00
Charles Zehner	5.00
Aaron Astill	5.00
U. G. Lehman	25.00
Doughton & Miller	16.00
Fred Zuehlke	5.50
John Schuland	10.00
E. M. McKee	20.00
W. W. Kniebucker	16.00
W. H. Darby	16.00
F. L. Waters	20.00
Willis S. Moore	16.00
George H. Alden	5.00
Salem Laundry Company	25.00
B. W. Daicher	5.00
I. H. Van Winkle	5.00
H. H. Kloepping	5.00
R. A. Harris	5.00
W. A. Marshall	10.00
H. J. Bean	10.00
John McCourt	15.00
Madge Kyle	1.00
W. G. Blair	2.00
Lola B. Bellinger	1.00
Loren K. White	1.00
W. M. Plimpton	7.50
H. W. Meyers	5.00
Salem Fuel Yards	10.00
Lloyd T. Reynolds	5.00
George M. Brown	5.00
Al H. Steiner	5.00

Practice writing the address on your Christmas mail. It is not a bit too early. Thousands of letters and packages go amiss because senders are negligent.

### NOTHING ACCOMPLISHED IN STRIKE CONFERENCE

(Continued from page 1.)

on its ability to settle this matter," he said. "So are we fighting for our lives and the future of railroad labor depends on our ability to protect our employes."

**Somebody Must Move**

Union leaders said the board had not presented anything which they looked on as in any way a tangible proposition.

"It's somebody's move next," said the head of one of the larger of the five organizations. "Whether it's ours, the board's or the roads, I don't know. I only know that the board brought us here and talked for hours without presenting anything we could even consider as a compromise. The meeting was absolutely without results. We are going back to our headquarters. There is nothing scheduled immediately except to go right ahead with the plans for a strike."

**Other Meetings Possible**

Members of the board said that while the conference had ended and no immediate plans had been made it still was possible to hold further meetings with the labor men before the scheduled walk-out.

"The board is determined to go as far as possible under the law," one member said, "and if it is unable to accomplish anything, it will be the fault of the law, rather than that of the board. We are satisfied some governmental agency will find a solution, as every possible angle of the matter is being investigated at Washington."

**Optimism Lacking**

None of the board members would indicate an optimistic view of the day's proceedings. Some members were inclined to the view that even issuance of a strike order was tantamount to a violation of a board decision and that the brotherhoods could properly be cited to appear before the board for a formal determination as to whether its orders had been defied.

"The board feels it is much better informed on the situation and we hope some way may yet result from the board's inquiry," said one member.

Board members said that the labor chiefs remained inflexible in maintaining that the fight was one for the life of their organizations. Difficulties in the crises were declared by the union men, it was said, to be the fault of the carriers, the brotherhood men holding that many railroads had board's orders. They made it clear, however, members said that they did not consider these violations the fault of the board but due to the fact that the transportation act "had no teeth."

**Session Unsatisfactory**

Continual alleged violation of the board's orders had convinced the employes, they were quoted as saying, that there would be no

draw subsistence from contiguous territory within 50 miles.

"Under this plan," it was said, "comunity would not feel the effects of a national strike before several weeks had passed."

**Reserves Assembled**

Reports to the department indicate large industries generally have been busy assembling reserve stocks of fuel and raw material. This preparation would permit the department's relief work, it was pointed out, to be centered in behalf of those industries unable to take similar precautions and would limit the danger of industrial shutdowns.

The cases before the interstate commerce commission, involving petitions for rate reductions are that of western agricultural interests who urged elimination of all war-time increases on grain, hay and feed, and that of dealers in hardware and forest products operating through territory east of Arkansas, for material decreases in rates on lumber.

**Board Is Awaited**

Developments today strengthened the impression that the administration would not move in the strike situation until the railroad labor board had been given proper opportunity to function. It was reiterated that the administration was behind the board and would lend full support to its program now in progress of formation.

**Carry Out Plan**

The notice of the strike was delivered after R. D. Frame of San Antonio, system chairman of the Brotherhood of Railway Trainmen, had received word from W. G. Lee, grand president of the organization that the strike be carried out as previously planned in accordance with the vote of the men.

Members of other labor organizations on the International and Great Northern, it is understood, will remain at work until 6 a. m. October 30, when organizations on other lines plan to quit work.

**Must Operate**

OKLAHOMA CITY, Okla., Oct. 20.—Warning that the railroads must operate in this state regardless of the strike, was sounded today by Governor Robertson in a special message to the public given the Associated Press.

Volunteers will be found to operate freight trains at least, and the state will be justified in taking possession of these properties and operating them in the interest of all the people, should occasion demand," the message stated.

All sheriffs, chiefs of police and other peace officers were directed to prepare themselves for any emergency, "in the matter of protecting life and property and maintaining order throughout the state."

**Order Ready**

NEW YORK, Oct. 20.—The official strike order issued by the executive heads of the big four railroad brotherhoods and the Switchmen's Union of North America at Chicago, has been received and distributed to the union workers by the local chairman.

Revised figures made public by officials of the brotherhoods here showed that at least 20,000 engineers, conductors, firemen, enginemen, switchmen and trainmen would be affected by the proposed walkout in the Metropolitan district, which includes all territory within a radius of 52 miles of the city hall.

The allied railroad shop crafts organizations in the district which had not received a strike order at a late hour tonight are estimated to have a membership of from 125,000 to 150,000.

end to encroachments on what the railroad worker considered their rights. Prior statements of the brotherhood leaders have repeatedly asserted that questions of working rules, which they said, they had been years in working up, was the crux of the situation. Practically nothing was said in the conference about the 12 per cent wage reduction, which was the technical basis on which the strike was called, it was learned. Members of the board said they did not consider that the board had exhausted its powers and that an executive session would be held tomorrow when further procedure would be determined.

**Return to Headquarters**

W. S. Stone, president of the trainmen, W. G. Lee, president of the enginemen, W. S. Carter, president of the firemen, returned to Cleveland tonight. L. E. Shepard, head of the conductors, left for Cedar Rapids, Iowa, while T. C. Cashen departed for Buffalo, headquarters of the switchmen's union.

The executive committees of the engineers, firemen and of the conductors now are in session. The committees of the other organizations will meet in Cleveland Monday.

While the scene of the strike activities shifted to Cleveland with the ending to tonight's conference, a union man close to the brotherhood chiefs said he expected the next step to be taken from Washington.

"The labor board has, of course, forwarded a full report of the conference to Washington," he said. "If there are further steps toward conciliation, they will be taken there. The unions will do nothing further."

**Board Is Flayed**

Union heads expressed opinion that "if there were any concrete results of the conference they lay in the fact that the minds of the labor board members were disabused of the idea that the unions were not sincere in calling a strike."

"When we went in there," said one chief, "the board seemed to be of the opinion that we had been bluffing and were just waiting for some one to dissuade us from carrying out the strike order."

"Believing this, the board had virtually nothing to offer in the way of a settlement plan. Its members talked a lot, but actually had little to say of any importance, merely trying to get us to change our plans."

**Bluffing Denied**

"They seemed to think we could stop the strike until we made it plain that it could not even be considered and there must be a settlement satisfactory to us or the walkout will begin at 5 a. m. October 30."

"We hope some angle will appear with a plan to avert the strike, but there were no such angles at today's meetings."

"The chief result of the conference was that the labor board knows we are not bluffing and we know that they had no real plan to offer."

**Stone Sees No Change**

The only signed statement from a union head was from Mr. Stone. It simply said:

"The situation is unchanged, and I suppose I might add that I don't expect one angle of it to be changed even in heaven, for if I get there I expect to still have a hundred newspaper reporters chasing me around for signed statements."

"The eleven 'standard unions' which have voted for a strike but have not called one, marked time today, taking no action pending the outcome of the labor board conference."

**Several Sessions Held**

The maintenance of way chairmen held several informal sessions, the only inkling of their attitude being a remark by a high official "that this organization is going to let the other fellows start the ball rolling before doing any pushing."

"They will meet again tomorrow, as will the shop crafts and other organizations, but there is little likelihood of a decision before Saturday or Sunday, it was said."

Chiefs of these organizations expressed keen interest in the labor board conference, but refused to comment.

**Cabinet Members Optimistic**

WASHINGTON, Oct. 20.—The note of optimism of official discussion of the threatened railroad strike was more pronounced today. Several cabinet members expressed confidence that the "cooling off period," which has intervened since the strike call, had served to lessen the danger of a national tie-up.

Administration officials when informed of the termination of the conference at Chicago between the railroad labor board and the union chiefs tonight, declined to comment, preferring it was explained to await full report of the proceedings.

**Preparations Made**

One definite development, however, was the announcement that preparations had been completed for the coordination under the commerce department of plans for the transportation of essentials should the strike go into effect.

After a conference between President Harding, Chairman McChord of the Interstate Commerce Commission and Acting Attorney General Goff, the impression was given that an order could be expected from the commission putting into effect a reduction in freight rates.

**Trucks Will Be Used**

Secretary Hoover, in announcing that the department of commerce was prepared to serve as a focal point for efforts of state and municipal governments to assure movement of food, fuel and other primary commodities in the event of the strike, indicated motor truck and water transportation would be used to supplement any portion of the railroads left in operation. Traffic experts have computed that through the proper use of motor equipment the average American city can

**Battery Thieves Bold—**  
On Wednesday night Frank M. Ford, of 1412 North Capitol St. was the owner of a Ford sedan and the usual storage battery equipment. Yesterday morning the sedan was still in Mr. Ford's possession, but the battery was

elsewhere, according to a report made at police headquarters Thursday afternoon. Enterprising thieves had taken the battery from the car.

**Clothes Stolen—**  
A brown suit of men's clothes

were stolen from a Woodburn hotel Wednesday night, according to information received from Marshall Covey yesterday evening.

Read The Classified Ads.

## Put this down in black and white!

IT'S A FACT—listen! You know what you've always wanted a cigarette to do. Chesterfields do it. They not only please your taste but they do another thing—They satisfy. They give to your smoking a "completeness" that is altogether new and different. Those fine tobaccos—Turkish, Burley and other choice Domestic varieties—are blended right. Just right! That's why you get "satisfy" in Chesterfields. And the blend can't be copied. There's no use looking for "satisfy" anywhere else. Don't try it—try Chesterfields.

*They Satisfy*  
—and the blend can't be copied

# Chesterfield CIGARETTES

LIGGETT & MYERS TOBACCO CO.

Read The Classified Ads.

## RAILROAD EMPLOYMENT

The Southern Pacific Company will receive applications for employment in all branches of the railroad service from persons willing to engage in railroad work.

All applications should be in writing, stating the name, age and residence of applicant, present occupation, previous railroad experience, if any, the character of the railroad work in which applicant desires to engage and the address at which the applicant can be reached by letter or telephone or telegram.

Applications should be marked "personal" and addressed to any one of the following:

E. L. King, Superintendent Portland Division, Union Terminal, Portland, Oregon.  
J. W. Fitzgerald, Superintendent Shasta Division, Dunsmuir, Calif.  
T. Ahern, Superintendent Sacramento Division, Sacramento, Calif.  
W. L. Haek, Superintendent Salt Lake Division, Ogden, Utah.  
G. E. Haylord, Superintendent Stockton Division, Stockton, Calif.  
T. F. Rowlands, Superintendent Western Division, Oakland Pier, Calif.  
F. M. Worthington, Superintendent Coast Division, 3rd and Townsend streets, San Francisco.  
C. F. Donnatin, Superintendent San Joaquin Division, Bakersfield, Calif.  
W. H. Whalen, Superintendent Los Angeles Division, Los Angeles, Calif.  
Wm. Wilson, Superintendent Tucson Division, Tucson, Arizona.  
J. H. Dyer, General Manager, 65 Market Street, San Francisco.  
F. L. Murckhalter, Assistant General Manager, 65 Market Street, San Francisco.  
L. H. Williams, Assistant General Manager, 324 Pacific Electric building, Los Angeles, Calif.

All applications will be considered as strictly confidential.

This advertisement is made because of a threatened strike of certain employes of the Southern Pacific Company.

## Southern Pacific Co.

By J. H. Dyer, General Manager.



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A First National Attraction  
Also—  
Toonerville Comedy and International News  
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Buy that beautiful Beaver hat for your daughter—she's been wanting one for a long time. No, you won't have to pay the usual \$8 or \$10, but only

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Priscilla Dean Tams only 98c—Saturday only

## Salem Variety Store

152 North Commercial Street.

A more Delicious Cup of Coffee than that made from a Fresh New Can of M. J. B. can hardly be Imagined. It is really Wonderful Coffee.



One of the Pleasures of Serving M. J. B. Coffee at Your Dinner Parties is the Expressions of Delight by Your Guests the Instant M. J. B. appears.

Buy the 5 Pound Tin and Save 2c per pound

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