

COAST SHIPPING WAKES UP AGAIN

(CONTINUED FROM PAGE 1)

maritime strike in commercial history. It paralyzed 300 ships from Seattle to San Diego, swept American merchantmen off the Pacific, choked off food lines to Hawaii and Alaska and cost an estimated \$300,000,000 in lost business and wages. It was a strike singularly free of violence except for minor outbreaks between rival longshore unions in which a dozen men were beaten, none seriously.

451,000 Tons Cargo
San Francisco shipowners called for 420 longshoremen in 195 gangs to handle 117,000 tons of cargo. Los Angeles prepared to move 234,000 tons.

The Moore Steamship company notified the San Francisco marine exchange it desired clearance this afternoon for its freighter Alvarado en route to Portland, Ore.

This would make the Alvarado the first American ship to sail out the Golden Gate since Oct. 29, the day the strike was called.

Seventy-seven longshore gangs were requested for the first rush in San Francisco. There was an order for seven day and four night gangs for the Matson liner Monterey, bound for Hawaii, and eight day and eight night gangs for the Dollar liner President Hoover, bound for Hawaii, Japan, China and the Philippines.

Both Matson and Dollar lines notified the postoffice authorities that they are resuming transportation of United States mail. Already 4,000 sacks of mail have been tagged for the President Hoover.

Shipowners Accept
The strike came to an official end at 2:45 yesterday afternoon when, after three days of counting ballots, the strikers' policy committee formally notified the shipowners that an overwhelming majority of the 40,000 strikers in a coastwide referendum had voted to return to work. The shipowners accepted at 10 o'clock last night.

Astoria, Ore., turned in the most preponderant vote in favor of peace, with 159 longshoremen in that port voting to end the strike, and only one against.

The policy committee represented seven unions: the International Longshoremen's Association, Pacific district; The Sailors Union of the Pacific; the Marine Engineers Beneficial Association; the Marine Firemen, Oilers, Watertenders and Wipers association; the Marine Cooks and Stewards association; the Masters, Mates and Pilots association, and the American Radio Telegraphists association.

Firemen Disagree
All these unions except the Firemen, Oilers, Watertenders and Wipers association overwhelmingly accepted and approved the pacts.

The Firemen, Oilers, Watertenders and Wipers rejected the accords, but agreed to return to work pending arbitration.

The principal companies which negotiated with the strikers were the Dollar lines, the Matson Navigation Co., the American-Hawaiian Steamship Co., and the Luckenbach lines. They are called the "big four" of Pacific shipping.

Despite statements that the settlement was without victory for either side, some observers said the strikers won a decision on points.

"We're not talking about who won," said a representative of the shipowners. "We're only interested in getting the ships out as fast as possible."

"That's the attitude of the men, too," said H. P. Melnikow, legal adviser of the unions. "They are thinking only of getting back to work."

Leaders of both sides regarded the agreements as a meeting of the minds, in which shipowners and strikers did plenty of giving and taking to achieve final settlement.

The shipowners announced the settlement as follows:

"A settlement without victory for either side—this, perhaps best describes the disastrous 98-day maritime strike.

"Highlights common to all agreements and most important to the public are:

"1. All maritime workers are turned, without prejudice, to the jobs they vacated when the strike was called.

"2. Quicker strikes and job action are outlawed, definitely and specifically—no more tying up of ships and cargo.

"3. Maritime workers are guaranteed complete freedom to participate in legitimate union activities.

"4. Employers are guaranteed the right of free selection of men who in their opinion are best fitted for the jobs at hand.

"5. Practical and definite means for enforcing all agreements and disciplining violators of agreements between employer, union or individual workers are provided.

"6. Wages, hours and working conditions are established that will make the Pacific coast maritime workers the highest paid and insure them the shortest hours and best working conditions of any maritime workers in the world, without exception."

Pennsylvania Airlines reports a 55 per cent increase in passenger traffic over 1934; 42 per cent increase in air mail volume, and 77 per cent more air express traffic.

COMMON COLDS

Relieve the distressing symptoms by applying Mentholum in nostrils and rubbing on chest.

MENTHOLATUM

COMFORT Daily



Register-Guard photo. Wiltshire engraving. SURFACE water and overflow from the Long Tom rendered the area around Cheshire a veritable lake this week. The house surrounded by water is located just east of Cheshire along the Sluslaw highway.

RED CROSS FUND NEAR \$2750 MARK

Slowly but persistently the Lane county flood relief fund has been creeping higher, and Friday the total stood at \$2750.

Planned Red Cross officials indicated that even if the two benefit performances scheduled—the McDonald theatre midnight matinee Saturday night, and the Gleemen's home concert Feb. 18—should have a great deal lighter attendance than has been forecast, the local chapter would still be able to send far more than its former \$3000 quota back east.

The Friday increase was materially helped by the gift of \$10 from Townsend club No. 1, \$5 from the Thurston grange, \$15 from the Lane County Nurses' association, \$5 from the American Legion auxiliary, and \$5 apiece from the two "Townsend Testers," who opened their spending spree Friday morning with this gift.

GRANDSTAND WPA PROJECT SOUGHT

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crowds equalling those of past years, and even greater attendances are expected this year, it was said today by John F. Durr, secretary of the parent association.

The association also went on record Thursday as being opposed to horse-racing and pari-mutuels during the present, with women and children crowding around the grounds and track all day, racing would be "impractical and unsafe," it was decided.

A request has been submitted to the county fairgrounds management asking that the association be given exclusive use of the grounds for the three-day celebrations and for two weeks preceding.

Damages For Death Roberts Agreed On

Settlement of damages for the death of Herbert A. Roberts, Springfield man who was fatally injured when his car and a Southern Pacific train collided in Eugene December 27, has been effected, according to an order filed in probate court Friday.

The basis of settlement is the payment to the administrator, Mrs. Roberts, \$50. The company will also pay \$50 for injuries to the son, Gerald, who was in the car at the time, according to the order.

The accident occurred at the Orchard street crossing at its intersection with Franklin boulevard.

WHEN WE STOP GREASY INDIGESTION WE FEEL JUST FINE

Our stomach can't digest grease. Neither can our bowels. Only our pancreatic juice, working with our bile juices, can digest grease.

When we get bad taste, headache and that nasty greasy feeling which comes from greasy indigestion, take 1 Carter's Little Liver Pill before each meal and 1 after.

Carter's Little Liver Pills bring a large flow of our pancreatic juice and bile juice into our bowels. The large flow of these juices digests the grease we have eaten. Then we turn into life and into our work like a joyous skyrocket.

But if you want this glorious relief from greasy indigestion, ask your druggist for Carter's Little Liver Pills by name and stubbornly refuse to buy anything else. 21c.

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Relieve the distressing symptoms by applying Mentholum in nostrils and rubbing on chest.

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BENEFIT CONCERT PLANS TO BE MADE

(CONTINUED FROM PAGE 1)

new of Springfield, Dr. Harold Axley of Cottage Grove, A. H. Weber of Junction City.

Dr. Hunt, president of the Gleemen, made the following statement on the concert:

"It is with a great deal of pleasure and enthusiasm that the Eugene Gleemen have announced the giving of their regular winter concert for flood relief through the Lane County chapter of the Red Cross. The Gleemen were organized by a group of business and professional men for the sole purpose of singing for the pleasure which they derived from it. They soon found that by diligent work under able direction they could render worth while programs of the better male choruses which would be a contribution to the talent of the city. They have been well received and well supported by the community ever since their first concert eleven years ago. They have now developed into an organization which music critics have said is the finest male chorus on the Pacific coast. Programs have been given before large audiences in Seattle, Portland and other places and the club has been heard over the national hook-up of the National Broadcasting company.

"The club has not only accomplished much musically, but by its policy of giving its concerts throughout the northwest for charity and community enterprises, has helped many worth while organizations such as the Shrine hospital in Portland for which they have raised in the neighborhood of \$10,000, the Boy Scouts in Salem, Corvallis and Eugene, and the Welfare League in Eugene and others.

"The concert to be given on Feb. 18 for flood relief will be held in McArthur court with an all new program. This complete program with the soloists was presented in Salem a short time ago and won much praise. The program will be one of the best and most enjoyable the club has ever given. The prices have been set at a very popular price of 25, 35 and 50 cents and it is the desire of the club that every seat in McArthur court be sold out for the night of the 18th.

"The club will fill the evening with a program which will be enjoyed by all at a price much less than is usually charged for a program of this type. Portland's leading baritone, Mark Daniels, will be on the program and also Doris Helen Calkins with harp numbers. This same program will be given in Portland Feb. 26 at a charge of one dollar per seat. Know that every cent of the net proceeds from this concert will go to help the sufferers in the worst catastrophe in the history of the nation.

Francis J. Sullivan died at his ranch home at Delight Valley, north of Cottage Grove, Thursday, at the age of 45 years.

He was born May 7, 1891, in Denver, Colo. He came to Cottage Grove from Oakland, Cal., about a year ago. Mr. Sullivan was a member of the Catholic church.

Surviving are his wife, Mrs. Margaret Sullivan; a son, Francis John Sullivan; four sisters, Mrs. E. S. Peabody, Mrs. George A. Connelly of San Francisco, Mrs. Walter Wardrop of Santa Monica, and Miss Katherine Sullivan of Santa Monica; one brother, Maurice Sullivan of Los Angeles.

The body will be shipped to San Francisco by the Braniff-Simon chapel for interment.

VISITS HERE
Miss Shirley Jordan of Aberdeen, Wash., is visiting at the home of her uncle and aunt here, Mr. and Mrs. Harry Jordan.

The Bureau of Air Commerce has mapped plans for the broad expansion of federal aviation inspection and regulation service, including purchase of 29 new planes.

KARL'S
Price Smashing
Clearance
Sale

offers you the greatest opportunity of the year to save on your shoe needs.

Dressy Pumps

\$1.00 pr.

Also
• Straps
• Ties

Values to \$3.95. You can't equal these values.

Rubber Footwear Special
Children's Rubbers
Guaranteed First Quality

**NEVER NEGLECT
YOUR FEET**

No one should ever neglect the care of their feet. A pair of good, healthy feet sure saves a lot of misery. And here is something that does give real foot comfort.

Simply go to your druggist and get some Ice Mint. Use it for one day and see if this isn't the greatest little package of foot joy you ever saw.

Ice Mint prevents foot odors, keeps the feet cool and comfortable, relieves the stinging pain of corns and calluses and every person who has to walk or stand very much, surely will appreciate how good it makes the feet feel. Try it just once and give your poor, tired, aching feet the treat of their lives.

You will like the way Ice Mint works and the cooling comfort it brings to your feet; even a new pair of shoes won't bother you. Just one day's use will prove it.

Karl's Kustom Shoes
708 Willamette St.

EUGENE SCOUTS TO HELP OBSERVE WEEK

(CONTINUED FROM PAGE 1)

given each evening, under the direction of Crosby Owens.

Hikes Set Saturday
Each scout troop in the county will invite its "alumni" to attend meetings during this week. Saturday all troops will take outdoor hikes.

Committees for the Lane county district were also announced at the meeting. Those who will serve for the coming year are:

Finance: C. L. Kelly, chairman; J. J. Rogers, O. F. Stafford, R. C. Merrill, C. P. Tillman, Alton F. Baker, L. A. Payne, C. E. Lombard, Hugh Ross, A. L. Hawn, Austin Dodds.

Senior Scouting: O. F. Stafford, chairman; Carleton Spencer.

Cubbing: Walter H. Banks, chairman.

Commissioner: Russell B. Jones.

Publicity: George Godfrey, chairman.

Civil Service: William N. Russell.

Advancement: Austin Dodds, chairman.

Camping: J. E. Turnbull, chairman; Elmo Chase, Carl Powell, Perry Thompson, Mahlon Sweet, P. J. Hanns, G. D. McLaren, Karl Koppe, Clifford Stalsberg, E. H. Christensen.

Rural Scouting: G. V. J. Ramsdell, chairman; Joe Smith, George A. Wilhelm, Phil Bartholomew, Earl M. Helle.

Health and Safety: Dr. D. C. Standard, chairman; Dr. W. E. Moxley, Dr. Glenn S. Morgan, Frank Riggs.

Court of Honor: Dr. H. W. Titus, chairman.

Activities: G. E. Gaylord, chairman; Alton F. Baker.

Leadership and Training—Reading: Crosby Owens, chairman; Paul Winkler, H. R. Gould, Rev. N. K. Tully.

Objectives of the council for the coming year were also announced at this time. They were listed as:

1. That effort be made in all districts to get more 12 year old boys into scouting where troops are already organized.

2. That districts 1, 2, 3, 4 set up plans to organize two troops each during the coming year—also that districts 1, 2, 4, 5 organize during the year one cub pack each.

3. That training courses be continued in each district and an attempt be made to give all troop leaders opportunity for at least one training course during the year.

4. That all districts make plans to hold monthly during the school year in urban communities Courts of Honor and Courts of Honor in rural districts be held every 60 days.

5. That we all keep in mind that scouting is an outdoor program and that boys become members of the organization more for this thrill of the wild and open spaces than for any one other reason. Therefore that we make camping a part of our year round program.

6. That there be monthly meetings of scoutmasters and their assistants in each district.

7. That each district set up a definite plan and program for the year and that a copy of same be sent to the headquarters office.

8. That rural territory in each district be organized by rural men of the territory to be organized.

9. That all districts cooperate and participate in the council program for the year including camporee, circus, summer and winter camp.

10. That all districts promote and make known to all Scouts the council plans for the National Jamboree at Washington and the International Jamboree in Holland.

British aircraft manufacturers have developed and are turning out in quantity what they call "commercial bombers," planes which, in peace time, are used for commercial purposes, but which, in event of war, can be converted for military use within three or four hours.

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Eight miles of the road south of Lake Highway had been blocked, as was the highway view. All county roads were closed.

Three southbound trains and passengers were marooned when they could proceed. All and all northbound rail cars still tied up at Damascus.

Only city grade schools were quieter than those in Eugene. American transport planes from \$2 to 100 dollars a day can planes range from 10 to 100.

CLAMATH BLIZZARD BOUND
CLAMATH FALLS, Feb. 5.—(AP)—Klamath got respite from winter today, as the worst storm of the season cleared at least temporarily, leaving 18 inches of snow.

Little spurs of highway led out of Klamath Falls. Travel to Merrill was possible, the Green Springs highway was open as far as the Weyerhaeuser mill at the western city limits and

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