

SHOP WINDOW IS SMASHED IN NIGHT

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city police protection—that he'd sooner be without their help. He was bitter when he found that the special officer assigned to protect his shop was a former picket.

In the meantime a committee from the barbers' local union 873, affiliated with the A. F. of L., had met Thursday night in an effort to bring peace to the situation that has been a bee-hive for some time. A committee composed of three journeymen and three barbers met with Mayor Large Friday afternoon in an effort to arrange arbitration of difficulties between Brumwell and the union.

"We are trying to stop the vandalism and do not want the recent breaking of windows blamed on us. It is likely someone sympathetic with the union, but might be someone from as far away as San Francisco or Seattle," R. W. Blaine, chairman of the union committee,

told the Register-Guard Friday. The committee chairman intimated that the picket line had been removed from the barber shop in order to eliminate further trouble. Carl Bergman, chief of police, said that "Lyons is a good boy, and regardless of the fact that he was a picket I'm sure he was doing his duty. Lyons was eligible for police duty under the civil service regulations. Although I did not know he was a picket, I would have used him for the job, regardless."

Sam Bond, chairman of the police committee, said he had authorized Chief Bergman to secure enough men to "stop the vandalism."

"I met with the chief this morning and talked to the city attorney and all the members of the committee on the matter. I plan to meet with all the men shortly to discuss the whole matter," Bond said.

Must Have Evidence
L. L. Ray, district attorney, said that his office had nothing to do with the matter unless someone brought "evidence of a crime" to him.

He speculated on the possibility that Brumwell sympathizers might be responsible for the breaking in order to make the union look bad. He also believed that the trouble might involve the building owners—Frank Jenkins of Klamath Falls and Ernest Gilstrap of Medford.

"I was on Park street, directly behind the rest rooms when I noticed the car swerve deep in the intersection and stop. I couldn't tell whether or not one of the two occupants got out of the car. But as soon as the pipe and rock were thrown I ran to the place, but the car was crossing Broadway by the time I reached the intersection," Lyons told the Register-Guard. "I had the impression that the license plates were covered with mud. I think there were two men, one in front and another in the rear," Lyons said.

When questioned regarding his picket duty, Lyons said, "I was looking for work and it was the only thing I could find to do." "Yes, I am a member of the Teamsters' union," Lyons said when asked if he was a union man.

Bishop to Confer With Church Vestry
Rt. Rev. Benjamin D. Dagwell, Portland, bishop of the Oregon diocese of the Episcopal church, will be here Friday evening for a meeting with the vestry of St. Mary's Episcopal church at 7:30 o'clock in the Eugene hotel. It is expected that at this time preliminary plans will be taken up for the building of a new Episcopal church at Thirteenth and Pearl streets. The church this week sold its present property to the Elks lodge. Bishop Dagwell is to be here just for a short time, going on to visit the church at Ashland.

Venus, the planet, can be seen clearly in the daylight, at times.

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LABOR LEADER IS RAILWAY SPEAKER

(CONTINUED FROM PAGE 1)

told the people from the "business side" that there is little sentiment among railroaders for government ownership which would involve more politics without removing any of the real problems in the relationship between employer and employee.

Interests Common
Railroad workers and other workers, he said, must recognize that the interests of capital and labor are not antagonistic but common and they have a common duty to serve the public with "constantly improving product and price."

He quarreled with old fashioned economists who have considered capital and labor as different and apart and declared that capital must recognize that labor must live well and that labor must recognize that capital is not a dead and impersonal thing and that the man who has a dollar of his savings invested in a business is to that extent a worker himself.

"The trouble," said Robertson, "is not with the functions of capital and labor but with the respective beliefs and attitudes of each."

He pointed to the long achievements of the railroads and brotherhoods in settling disputes amicably under the national railway act as an indication of what may be accomplished in industry generally.

Arbiter Needed
He declared:

"It is my feeling that government should retain its status as arbiter and regulator, so that we may at all times have a court of economic appeal; but there is no alternative other than government intervention of the great economic and social problems are not settled by management and labor. That is why I am advocating, tonight, new patterns of human association in industry, in which the railroads have already made singular progress."

Robertson proposed an immediate national transportation conference to iron out some of the inequities between rail, road and water transport which now affect capital and labor alike.

On the railroads, he said, the "conference method" is meeting with success and he mentioned three important matters on which understandings have been reached—willingness and good faith in dealing with the self-chosen representatives of the rail workers; adjustments made necessary by unification and coordination programs in railway systems and the policy of "promoting the greatest success of private ownership consistent with public interest."

He said:

"Those of us who have the responsibility for guiding our railroad labor organizations must be sensitive to the interests of our members; but no decision is made on any vital matter until it has had careful consideration by the various units of our democratic organizations—and the majority rules! It is our earnest wish to lead with policies that will soundly endure. That is why we most heartily welcome the conference method of dealing with our problems. The conference method seems to me to be the next logical step in the art of collective bargaining."

SPEECH COMMENDED
G. A. Shaddock, representative of the Brotherhood of Locomotive Firemen and Enginemen at the Eugene terminal commended the speech of David B. Robertson, president of the order who ad-

ressed executives at Chicago Thursday night.

"What Mr. Robertson says about 'a new pattern of human association in industry' is not only sound doctrine but Mr. Robertson is one of the ablest leaders in making it work," said Mr. Shaddock.

He pointed to the amicable settlement of the recent jurisdictional dispute between his organization, the railroad and the Brotherhood of Engineers as a case in point, adjustment being achieved without strike or interruption to service.

Under the National Railway Labor Act as amended in 1934, the industry has what amounts to its own system of procedures and courts for settling big or small disputes.

Plan Outlined

Grievances are first taken up locally, according to Mr. Shaddock. If that does not settle the matter the dispute moves to the brotherhood and railway chiefs for the entire system. If that doesn't work, then an appeal may go to the National Railroad Adjustment board in Chicago which is composed of five union representatives and five executives and this board may call in a referee by agreement. In more extreme cases the United States board for railway mediation may be called upon to send a man into the field to see what can be done. Or as in the case of the recent dispute with the Southern Pacific where a strike vote had been taken to indicate the sentiment in the brotherhood and the membership backing of the representatives, the president may send an "emergency" board into the field.

"Then there is always the resort to arbitration," said Mr. Shaddock. "Arbitration is not compulsory on either side but if it is agreed to arbitrate any question, the findings of the arbitration board become absolutely binding on both sides. It is fundamental to our policy that we keep all agreements and contracts."

There has been no serious tieup on any American railway since the switchmen's strike in 1921. Railway workers however, are seriously affected by other industrial troubles. Present difficulties at Portland, Marshfield and other important points have involved a sharp reduction in rail traffic and employment.

COUNTY DRENCHED BY HEAVY RAINS

Lane county was drenched with rain late Thursday and Friday, all sections from the Cascades to the coast reporting a steady downpour. In Eugene, precipitation to 7 a. m. Friday, totaled .95 of an inch, with .34 of an inch more falling from 7 a. m. to noon. The Willamette river here was coming up gradually during the day with a considerable rise expected Saturday. A record fall of rain is expected for the month. At 2 p. m. it had come up nearly a foot since morning measuring 4.3 feet.

It was raining on the McKenzie pass, Friday, with what snow there was along the side of the road melting rapidly. The highway continues in fine condition. Heavy rain was reported from the coast region throughout Thursday and Friday. A southwest wind of about 50 miles velocity was blowing Friday and the sea was getting rougher.

TRUCK DRIVERS TO DELIVER TO STORES

(CONTINUED FROM PAGE 1)

nary Workers union, also an AFL affiliate, has been in front of the restaurant for several weeks.

"That's good news. That is what we have been expecting. Under Governor Martin this will be done. It is only forcing the common carriers to do what they have agreed to do under their contracts," was the comment from George Stanley, local grocery store proprietor, whose place of business has been picketed, when he heard the ruling from Mr. Wallace.

In 1932, world production of gold was worth more than \$450,000,000.

GRADE STUDENTS TO GET EAR TESTS

(CONTINUED FROM PAGE 1)

Tests to determine the hearing disabilities of school children in Eugene will be held next week for students from the fourth to eighth grades, announced School Superintendent J. F. Cramer today.

Dr. Carlyle Thompson, Portland, member of the state board of health, was in Eugene Friday morning making arrangements for the tests, which he will begin Monday.

Two audiometers will be used in the tests, said Mr. Cramer. One machine will be used to determine who have hearing difficulties in large groups. Those who are hard of hearing will be re-tested on the same instrument, then, if the test gives the same results, those children with disabilities will be individually tested on the other audiometer.

"These tests are being undertaken to discover what children have hearing disabilities," emphasized Cramer. "We advise such children to see their physician. We do not try to correct their difficulties."

An attempt to organize lip reading classes for adults is being made by Ray Quiney, WPA supervisor of education and recreation for Lane county. If this attempt is successful, said Cramer, additional classes will probably be held for children who are hard of hearing.

LANE SPEARHEAD IN VALLEY FIGHT

(CONTINUED FROM PAGE 1)

Another hearing in Washington is scheduled before the board, according to Mr. Kipp, a which the people of the valley counties would have an opportunity to show why they believe the board should reverse their decision.

"The board did not say the improvement was not needed, only that it did not seem justified at the present time. The agreed it is a coming thing," he said, "and it is up to us to show them at the next hearing that it is needed now."

Oregon's congressmen should be told about the desire for the improvement, said Kipp, continuing that the final decision would be up to congress. However, the war board's opinions were always seriously considered, and their backing in congress would be of great help, he said.

Should be Represented
The executive secretary said he hoped a man from Eugene would be sent back with possibly Governor Martin and a representative from the Portland chamber of commerce to appear before the board. The meeting is due within 30 days after the last hearing.

"Our project does not only have

the benefits of flood control," he said, "but other principle interests such as navigation and irrigation are concerned, which would increase the value of the improvement."

Mr. Kipp concluded his talk by exhibiting a map of the proposed project pointing out the various dams and irrigation areas. "They've given us the 'come-on' even though it looks like a serious setback, and now is the time to carry the fight to them from the people themselves," he said.

An invitation was given Mr. Kipp by a member of the Cottage Grove chamber of commerce to come to that city in the near future to talk.

Following a short speech by Elmo Chase, chairman of the county advisory project for the project, Jack Luckey, president of the chamber, adjourned the meeting.

"Frozen Pie" Is Newest Confection

Something new in confections, part pastry, and part ice cream, has appeared in Eugene. "Frozen pie" it is called at the only store in the city which has it, Pope's Super Creamed Ice Cream Store, 712 Willamette street.

The pies, huckleberry, cranberry or pumpkin, are coated with ice cream and frozen, and, according to the proprietor of the store, make a delicious dessert.

Pope's also have 20 flavors of "super-cream" ice cream, including licorice and pumpkin, varieties new in Eugene. They feature "frozen malts," which can be bought in cones and bulk, as well as in glasses.

Fischer Mill May Be Rebuilt Soon

Plans are under way for the Fischer Lumber company at Marcola to start rebuilding soon, according to reports gleaned in Eugene. No details are available, Fred Fischer of the company declining to make any statement on the matter, Friday. The big mill recently burned to the ground.

Aid Is Given Man In Drain Accident

Suffering from concussion of the brain, several fractures and faced with the possibility of losing a leg, Jim Horner, otherwise unidentified, was brought to a Eugene hospital at noon Friday. He had been injured in an automobile accident near Drain.

Special Thanksgiving SALE
SATURDAY NIGHT
SHADYNOOK RESORT
Garboden's Orchestra
5 Miles Beyond Jasper

JAPANESE TROOPS CRACK NEW LINE

(CONTINUED FROM PAGE 1)

SHANGHAI, Nov. 12.—(AP)—Japanese troops today cracked the southern pivot of the Chinese "Hindenburg" line defending Nanking and struck shattering blows along its central and northern fronts.

Fighting through mud and rain, the Japanese drove last Chinese defenders from Kashing and occupied that vital southern link in the "Hindenburg" chain. Central Japanese columns approached to within three miles of Soochow, the line's keystone, and northern detachments threatened to make untenable Chinese positions at Changshu.

About 125 miles northwest of the line, twelve Chinese divisions under the veteran General Tang Shen-Chi entrenched themselves in strong defense positions just outside Nanking. The Nanking official spokesman declared they were prepared to defend the city "to the last."

Inside Nanking's walls, two divisions of Szechwan province troops, rushed to the capital from the interior after Shanghai fell into Japanese hands Nov. 9, prepared defense posts to be used in case the city eventually is encircled and besieged.

United States and other foreign embassies completed arrangements to evacuate Nanking and follow the Chinese foreign office to

Hankow as soon as Chinese officials announced the shift.

DIES AT 102
PORTLAND, Nov. 12.—(AP)—Mrs. Lydia Page, who hoped to live 100 years, died today, her wish fulfilled. She was 102.

STATE LOSES SUIT IN ACCIDENT CASE

Effie D. Morehouse, wife of Benjamin Irvin Morehouse, her suit in circuit court against the State Industrial Accident commission Thursday when the judge returned a verdict at \$3 a day awarding her compensation at the rate of \$30 a month for herself and \$8 a month for each of her seven minor children on account of the accidental death of her husband. The case went to the jury after 4 o'clock.

Another state accident commission case was begun Friday morning. In this case Neil V. Fausch appealed from the decision of the commission which awarded him \$600 damages for injuries. He alleges he is totally disabled on account of the accidental death of his wife. This case consists of P. H. Lamm, Ila Hadley, Mabel C. Perdue, Frank W. Deaton, A. M. Smith, Alva Flock, George W. Hulse, Carl Hulsegaard, Lois Leonard, Marie Robbins and Josephine Bennett.

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