

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, **the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President,** of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, **we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.**

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

HALB HOLDEN,
Chicago, Burlington & Quincy Railroad.
W. W. ATTERBURY,
Pennsylvania Railroad.
FAIRFAX HARRISON,
Southern Railway.

R. S. LOVETT,
Union Pacific System
E. P. RIPLEY,
Atchison, Topeka & Santa Fe System.

A. H. SMITH,
New York Central Lines.
FRANK TRUMBULL,
Chesapeake & Ohio Railway.
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TIME CARD

The California and Oregon Coast Railroad Company (The Oregon Coast Route) Effective Monday, May 1, 1916.

Train 1 lv. Grants Pass.....7:00 a.m.
Arrives Waters Creek.....8:00 a.m.
Train 4 lv. Waters Creek.....5:00 p.m.
Arrives Grants Pass.....6:00 p.m.
Daily except Sunday.

All trains leave Grants Pass from the corner of G and Eighth streets, opposite the Southern Pacific depot.

For all information regarding freight and passenger service call at the office of the company, Public Service building, or phone 131 for same.

Train will stop on flag at any point between Grants Pass and Waters Creek. Passenger service every day in the week.

Pineapple in Hawaii. Hawaii is the pineapple farm of the world. The largest pineapple cannery in the world is near Honolulu.

One of the Regulars. "He's a pessimist."
"Worries over his bad luck, eh?"
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Different Now. "He seems to be quite a big man in politics now. I suppose he has got over his old habit of stooping for bribes."
"Oh, yes. They hand them up to him now."—Puck.

Her Wish. "I wish I were dead," said he after the quarrel.
His wife did not join in this melancholy yearn.
"I wish you were insured," she did say.—Kansas City Journal.

Right in His Line. Wigg—Your young lawyer friend seems to carry the love of his profession to a ridiculous extreme. Wag—Yes; I believe he is even going to marry a girl named Sue. — Philadelphia Record.

Not the Little Things. "It is the little things in this world that cause us the most trouble."
"Not in my business," replied the shoe clerk. "It's the big things the owners of which want to put into little shoes."—Houston Post.

Nerve. Lady—Why do you give me this bit of paper? Tramp—Madam, I do not like to criticize your soup, but it is not like mother used to make. Allow me to give you her recipe.—Fliegende Blätter.

Peregrine in the Kitchen. Sugar Spoon—I'm one of those golden spoons that get born in people's mouths. Rolling Pin—You haven't got anything on me in the wealth line. I'm rolling in dough all the time.—St. Louis Globe-Democrat.

TIME. Part with no moment but in purchase of its worth. And what is its worth? Ask dead-beds; they can tell.—Young.

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S. LOUHRIDGE, M. D., Physician and surgeon. City or country calls attended day or night. Residence phone 369; office phone 182. Sixth and H. Tufts Bldg.

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