

Newberg Lodge No. 104 A. F. & A. M. Regular meeting Second and Fourth Thursday evenings of each month. Visiting brothers always welcome. By order George Larkin, W. M. R. H. C. Bennett, Secretary.

SHILOH RELIEF CORPS NO. 28.— Meetings held the 2nd and 4th Thursday of each month at 2:30 P. M. in the I. O. O. F. Hall. Minnie B. Byers, Pres. Emma L. Snow, Sec.

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BIG STRIKE IMPENDS ON ALL RAILROADS

Four Brotherhoods Make Unprecedented Wage Demand.

ASK FOR \$100,000,000 A YEAR

All Plans For Settlement Have Been Rejected By Brotherhood Leaders. Who Are Now Engaged In Taking Strike Vote and Will Return For Another Conference Early In August.

The most important strike vote in the history of labor disputes is now being taken by the more than 300,000 engineers, conductors, firemen and brakemen employed on the railroads of the United States to enforce their demand for an increase in wages estimated by the railroad managers at \$100,000,000 a year.

In many ways the situation thus created is absolutely unprecedented. Never before has a demand for so large a raise in pay been presented to a single group of employers at one time.

If the employees vote to leave the service the leaders of the four train service brotherhoods will have the power to declare the biggest strike ever experienced.

Never before has a strike on all the railroads of the country even been seriously threatened. The "big four" brotherhoods of train employees have heretofore confined their concerted wage movements to one section of the country at a time, and while the engineers and firemen or the conductors and brakemen have frequently joined in such movements this is the first case in which all four organizations have combined to enforce an increase in wages.

While the demands apply only to freight and switching service, excepting the passenger service, all of the employees who are members of the organizations, as well as all nonunion train employees, are being called upon to vote for a strike.

The train employees are demanding an eight hour "basic" day—in other words, that they shall be paid the same wage for eight hours or 100 miles or less that they now receive for ten hours or 100 miles or less. This would make the hourly rate one-eighth of a day's pay or the equivalent of twelve and one-half miles instead of one-tenth of a day's pay or the equivalent of ten miles. They also demand "time and one-half for overtime" or a rate of pay 50 per cent higher than the regular rate, for all time over eight hours or over the time which would be required to complete a trip at a speed of twelve and one-half miles per hour.

The demands were formulated by a committee of the executive officers of the four brotherhoods in Chicago last December, and were first submitted to a referendum vote of the men. The demands were formally served on the roads on March 30, with a request that the railroads appoint a conference committee representing all the roads to negotiate with a committee representing the organizations.

The railroads promptly replied with a notice that in connection with the proposals of the employees they desired to have considered certain provisions in the present schedules, which if continued in connection with the higher basis of pay, would lead to unfair results and in many cases would multiply the inequities of double compensation for the same time or service. Arrangements were made for a conference to be held at New York beginning on June 1 for the purpose of discussing the demands. The roads were represented by the national conference committee of the railroads and the employees by the executive officers and general chairmen of the four brotherhoods. The conference lasted two weeks. The brotherhood leaders refused to consider any modification of their demands and the railroads were unwilling to grant a further large increase in wages to the highest paid class of their employees without a mandate from some tribunal representing the public. On June 15 the conference committee gave the brotherhoods a formal reply declining to grant the demands, but proposing that the entire controversy be settled, preferably by submission of the entire question to the interstate commerce commission or else by arbitration under the Newlands law. Both plans for a settlement were rejected by the brotherhood leaders, who announced their intention of taking a strike vote and returning for another conference early in August.

Write to Your Congressman. Chicago.—In an editorial demanding that congress empower the interstate commerce commission to intervene in the railway wage controversy the Chicago Tribune says:

If there ever was a time for citizens to write to their congressmen it is now. The nation will have to intervene in this railroad strike for self protection. The nation wants justice done to both sides. Justice will not come from permitting a fight between the railroad employees and employers.

All that can possibly come of it will be intense suffering throughout the country.

The public will not long maintain the role of innocent bystander.

The interstate commerce commission should be empowered to prevent this threatened railroad strike. Congress can so empower it.

This is a national emergency. Write to your congressman about it.

CRISIS OVER RAILWAY WAGES.

The conference committee of managers showed the good faith of the managements in taking this position by offering to submit both the proposals of the employees and the proposals of the railroads to arbitration either by the interstate commerce commission or under the Newlands act. * * * There must be either (1) a backdown on the part of the train service employees or (2) arbitration by some impartial tribunal or (3) a strike. There is no other way out.—Railway Age-Gazette.

MEN HIGHEST PAID DEMAND MORE WAGES

Earnings of Train Employees Average \$1,253 a Year.

PUBLIC MUST PAY THE BILL.

Proposed Increase in Wages Will Necessarily Result in Advance in Rates to Be Borne Not by Rich Capitalists, but by 100,000,000 People of United States.

The employees in railway train service, now taking a strike vote, are not only the highest paid workmen in America, but they have profited disproportionately by recent advances in wages, declares Samuel O. Dunn, editor of the Railway Age Gazette, in the July issue of the North American Review.

As a reply to the question whether the railroads should grant the \$100,000,000 increase demanded, Mr. Dunn gives the following table showing the average yearly wages of engineers, firemen, conductors and other trainmen and the average of all these classes combined:

	1914.	1914.	1914.
	Per	Per	Per
	cent in-	cent in-	cent in-
	crease.	crease.	crease.
Engineers.....	\$1,714.41	62.3	81.4
Firemen.....	1,527.47	45.3	61.1
Conductors.....	1,522.42	41.1	54.8
Other trainmen.....	1,022.31	41.3	72.6
All train service employees.....	1,523.37	44.1	67.3

In another table he gives the average yearly wages of the remaining 82 per cent of railway employees and also separately those of train dispatchers and telegraph operators, station agents and section foremen, showing the marked contrast between their earnings and those of the 18 per cent now seeking a further advance:

	1914.	1914.	1914.
	Per	Per	Per
	cent in-	cent in-	cent in-
	crease.	crease.	crease.
All other employees.....	\$594.49	34.6	40.3
Dispatchers and telegraph operators.....	864.42	31.9	42.8
Station agents.....	521.29	21.3	28.4
Section foremen.....	767.58	31.9	47.1

The increase in the average wage of all train service employees," Mr. Dunn says, "in the eight years 1906-14 was 44 per cent, and in sixteen years 86 per cent. The increase in the average wage of the other 82 per cent of employees in the same periods were 35 per cent, and 40 per cent. The average wage of the 300,000 train service employees in 1914 was \$1,253; of the other 1,881,000 employees \$597. The contrast between the wages of the train service employees and those of train dispatchers and telegraph operators, station agents and section foremen is especially striking. The working day of dispatchers and operators is limited to nine hours by federal law, but that of station agents and section foremen is ten hours, and they must hold themselves in readiness for duty at any time.

"The demands of the train service employees cannot be fairly granted unless proportionate concessions are also made to other railway employees, but the railroads cannot grant the demands of the train service employees, much less a 25 per cent advance in wages to all their employees, which would amount to \$320,000,000 a year with their present freight and passenger rates.

"Most people are disposed to regard sympathetically all movements of workmen to improve their condition on the assumption that any advantage labor may gain will be secured at the expense of capital. No such assumption can be made in this instance. The proposed increase in wages would necessarily result in advances in rates, and most or all of it would, therefore be borne, not by rich capitalists, but by the 100,000,000 people of the United States. Probably 80 per cent of all the people of this country have smaller incomes than the men in railway train service, and it is impossible to find, under present conditions, any justification for a large advance in the income of this relatively well paid class mainly at the expense of that much larger part of the public which is nowhere near as well off."

The public cannot afford a railroad strike. It will be more disastrous to America than ten wars with Mexico.—Chicago Tribune.

Members of the railroad brotherhoods should hesitate before going to strike.—New York World.

RAILROAD CRISIS IS UP TO CONGRESS

Strike Seems Certain Unless Federal Commission Acts.

IT REPRESENTS THE PUBLIC.

Brotherhood Leaders Reject Proposal. One of Which Provides For Interstate Commerce Commission as Arbitrator—Also Oppose Arbitration Provided by Law They Helped to Enact.

Washington.—Whether the wage controversy between the railroads and their engineers, conductors, firemen and brakemen is to be settled peacefully or by a strike now seems to depend largely on what action congress will take on the proposal to refer the question to the interstate commerce commission.

The national conference committee of the railroads at the recent conference in New York with the train service brotherhoods proposed settlement either by submission to the interstate commerce commission or by arbitration under the provisions of the Newlands law.

The brotherhood leaders promptly rejected both proposals, not only objecting to the interstate commerce commission as an arbitrator, but expressing their determined opposition to the plan of arbitration provided by the law which they had helped to get enacted.

To meet the objection that the interstate commerce commission now has no jurisdiction over railway wages the committee representing the railroads proposed "that we jointly request congress to take such action as may be necessary to enable the commission to consider and promptly dispose of the questions involved."

Upon the failure of the companies and the labor organizations to reach an agreement the question was put up to congress in another form, in a resolution which was introduced by Senator Newlands on June 23 providing for an investigation by the commission of the whole subject of railway wages and their relation to railway earnings. This resolution was proposed by the chamber of commerce of the United States after having been approved by a practically unanimous referendum vote of nearly 1,000 commercial organizations throughout the country. The Newlands resolution differs from the proposal of the railroads. The latter refers only to the questions presented by the demands of the 18 per cent of railway employees engaged in train service and asks the commission to settle the controversy by a decision. The Newlands resolution is much broader and, without contemplating a final settlement by the commission, directs it to investigate and report on "the minimum, maximum and average wages paid, with hours of service, to each class of railroad employees in the United States," not merely the "big four" brotherhoods of train employees. The commission would also be directed to report on the hours and wages in other industries, the relation of wages to railroad revenues, the question of whether railroad revenues based on existing rates for transportation will admit of equally favorable terms to all classes of railway employees and "any other matter in this connection that the commission may deem relevant."

The brotherhoods object strenuously to any idea of a federal tribunal fixing wages and declare that an investigation by the commission would only serve to delay matters. The only proposal they have made is that their demands be granted in full, with the alternative of a nation wide strike. They insist that the railroads will be more inclined to yield to their demands when confronted with a strike vote.

In their reply to the brotherhoods the railroads advanced as their reasons for proposing to refer the question to the interstate commerce commission that it is "the only tribunal which by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railroads is in a position to consider and protect the rights and equities of all the interests affected and to provide additional revenues necessary to meet the added cost of operation in case your proposals are found by the commission to be just and reasonable."

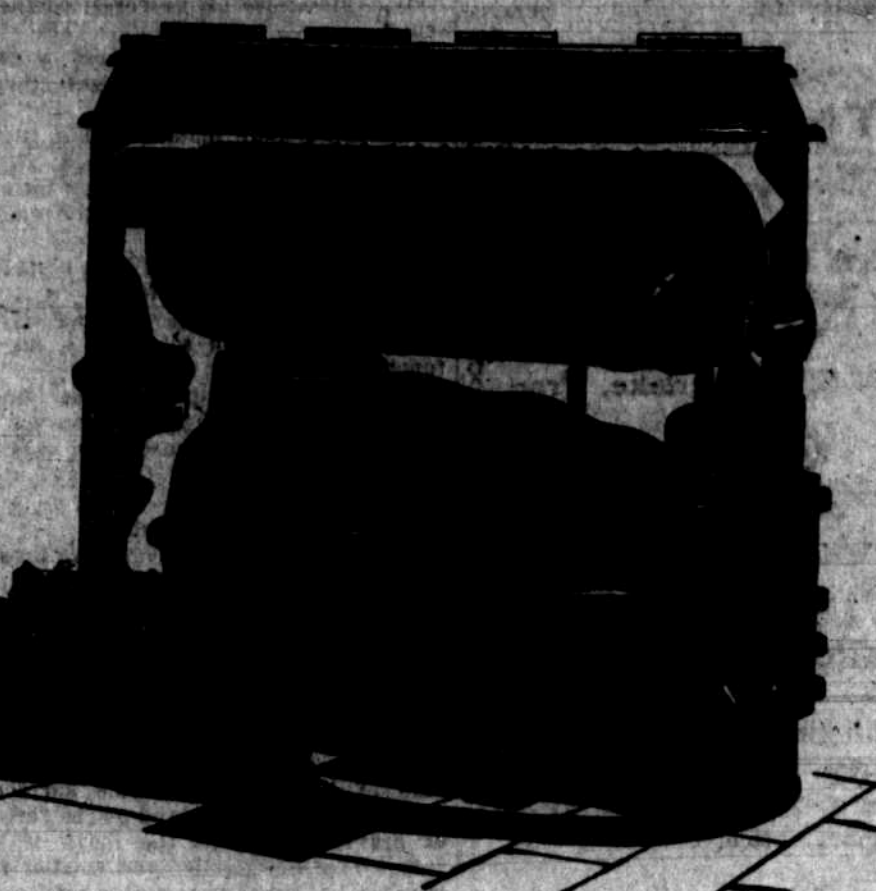
Whereas a board of arbitration constituted under the Newlands act could pass only on the questions presented to it in an arbitration agreement signed by both parties and would in no way represent the interests of the public in the controversy, the interstate commerce commission would not be so restricted and could consider the relation of the wages of the train and engine men to those of the other employees, as well as the necessary effect of an increase in wages on the rates to be paid by the public.

Without the support of public opinion the railway brotherhoods could not win a strike.—Milwaukee Free Press.

If higher wages are due to the men higher rates are coincidentally due to the railroads.—New York Tribune.

A general strike, tying up the railroads of the country, is inconceivable.—Philadelphia Bulletin.

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Aug. 24th

Band Concerts—Speaking Ceremonies—Dedication Simpson Park Street Carnival—Water Sports—Parades—Driving Goldenpike.

COOS COUNTY DAY
Aug. 25th

Trips by rail and boat to Coquille, Bandon, Myrtle Point, Powers, Coos Bay, Mussel Reef, Sunset Bay, Cape Arago. Sea food dinner at Charleston Bay. Fishing at Lakeside—Launch trips on Coos Bay.

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Aug. 26th

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