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Jerry L. Buell Receives Promotion In Air Force

FIFTH AIR FORCE, Itami, Japan — Special to The News— Announcement of the promotion to corporal of Jerry L. Buell, 19, son of Mr. and Mrs. Leslie J. Buell, box 151, Cave Junction, was made here recently by Col. John J. Hutchison, commanding officer of Itami Air Base, Itami, Japan.

A graduate of Kerby high school, class of 1946, Corporal Buell entered the military service at Portland, on June 22, 1946, and following completion of basic training he remained on duty in the United States until alerted for movement to the Pacific Theater of Operations July 1947.

Arriving in Japan at the Second Major Port, Yokohama, on August 1947, Corporal Buell was assigned to the Fifth Air Force, the occupational air force for Japan and southern Korea. He is currently assigned to the 25th Tactical Reconnaissance Squadron at Itami Air Base as a clerk-typist in the engineering office.

Keep Your Automobile In Good Condition

With new automobiles still hard to get, the Oregon State Motor association urges Oregon drivers to take care of existing cars in the interest of efficient, safe transportation. And to show the reason for proper maintenance, the association listed these facts:

In a normal year of driving:
Spark plugs fire 92,000,000 times.
Ignition points open 72,000,000 times.
Valves open 144,000,000 times.
Condenser functions 72,000,000 times.
Crankshaft rotates 24,000,000 times.
Gasoline passing through carburetor jets totals 3,552 pints.
Water flowing through cooling system totals 1,960,000 gallons.

The staticians neglected to report on the number of swipes made by the windshield wipers, but they need attention, too, if the motorist is to be assured clear vision, the association said.

Rice Eating States

Sixty per cent of the rice consumed in the United States is eaten in Louisiana, North Carolina, South Carolina, Florida, Georgia, Alabama, Texas and California. In these eight states live 20 per cent of the people in the United States.

Big Cigaret Crop

Tobacco used in cigaret manufacture brought 850 million dollars to producers of last year's crop. The tobacco went into one and a half trillion cigarets made annually in the United States.

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2

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3

Keep up with the latest information through the informative bulletins "ROPE DOPE". We'll be glad to help you get each as needed.

4

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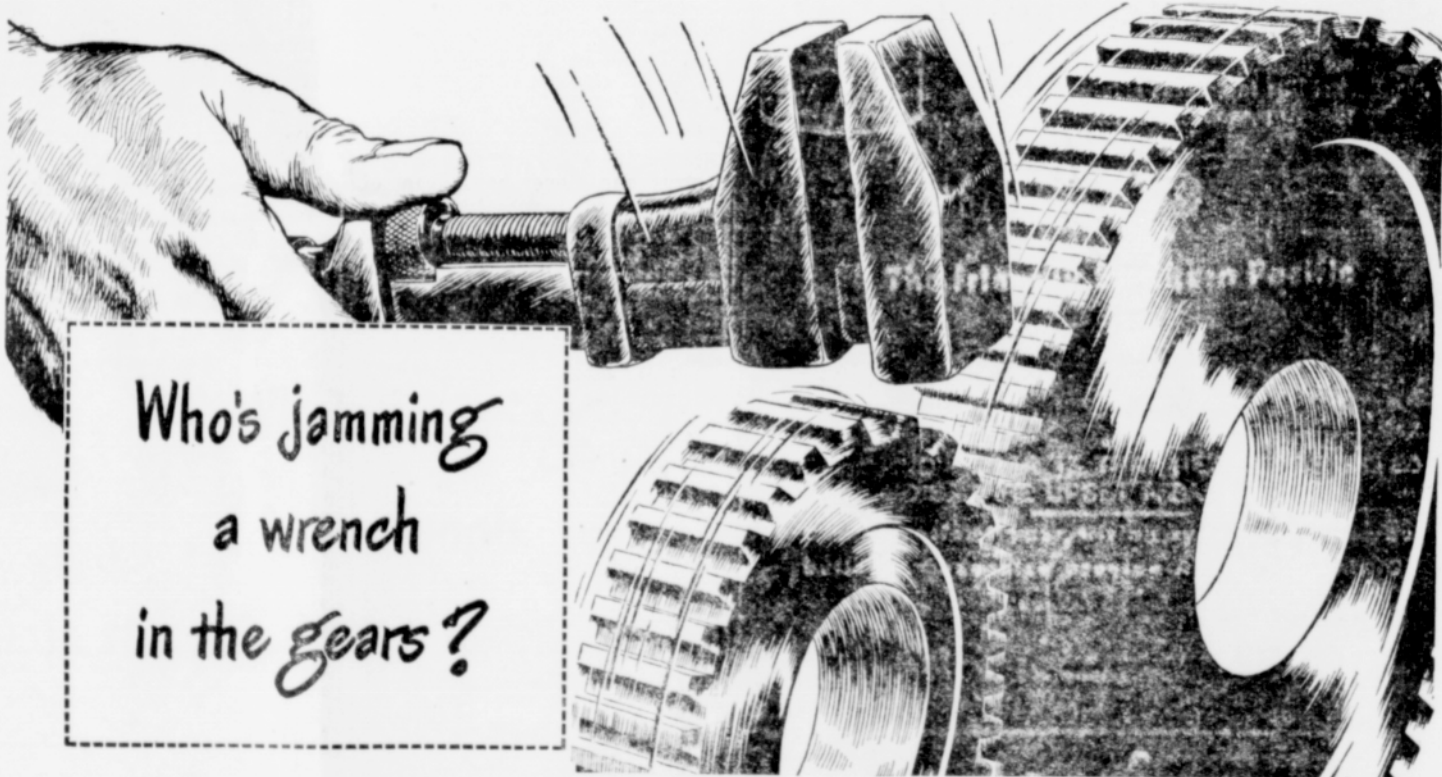
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3 Unions Block Labor Peace—Refuse Wage Boost Already Accepted by 19 Other Railroad Unions!

The Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen and the Switchmen's Union of North America, representing 125,000 railroad employees, have refused to accept the offer of the Railroads of a wage increase of 15 1/2 cents an hour.

This is the same increase awarded 1,000,000 non-operating employees by an arbitration board in September, 1947.

This is the same increase accepted by 175,000 conductors, trainmen and switchmen by agreement on November 14, 1947.

Agreements have been made with 1,175,000 employees, represented by nineteen unions. But these three unions, representing only 125,000 men, are trying to get more. They are demanding also many new working rules not embraced in the settlement with the conductors and trainmen.

Incidentally, the Switchmen's Union of North America represents only about 7% of all railroad switchmen, the other 93% being represented by the Brotherhood of Railroad Trainmen and covered by the settlement with that union.

Strike Threat

The leaders of these three unions spread a strike ballot while negotiations were still in progress. This is not a secret vote but is taken by union leaders and votes are signed by the employees in the presence of union representatives.

When direct negotiations failed, the leaders of these three unions refused to join the railroads in asking the National Mediation Board to attempt to settle the dispute, but the Board took jurisdiction at the request of the carriers and has been earnestly attempting since November 24, 1947, to bring about a settlement. The Board on January 15, 1948, announced its inability to reach a mediation settlement. The leaders of the unions rejected the request of the Mediation Board to arbitrate. The railroads accepted.

What Now?

The Unions having refused to arbitrate, the Railway Labor Act provides for the appointment of a fact-finding board by the President.

The railroads feel it is due shippers, passengers, employees, stockholders, and the general public to know that through-out these negotiations and in mediation, they have not only exerted every effort to reach a fair and reasonable settlement, but they have also met every requirement of the Railway Labor Act respecting the negotiation, mediation, and arbitration of labor disputes.

It seems unthinkable that these three unions, representing less than 10 per cent of railroad

employees, and those among the highest paid, can successfully maintain the threat of a paralyzing strike against the interest of the entire country—and against 90 per cent of their fellow employees.

The threat of a strike cannot justify granting more favorable conditions to 125,000 employees than have already been put in effect for 1,175,000, nor will it alter the opposition of the railroads to unwarranted wage increases or to changes in working rules which are not justified.

A glance at the box shows what employees represented by the Engineers and Firemen make. They are among the highest paid in the ranks of labor in the United States, if not the highest.

Compare these wages with what you make!

Here is a comparison of average annual earnings of engineers and firemen for 1939 (pre-war) and 1947. Also shown is what 1947 earnings would have been if the 15 1/2 cents per hour increase, offered by the railroads and rejected by the union leaders, had been in effect throughout the entire year 1947.	Type of Employee	1939 Average Annual Earnings	1947 Average Annual Earnings	1947 Average Annual Earnings with 15 1/2 Cents per Hour Added
ENGINEERS	Road Freight (Local and Way)	\$3,966	\$6,126	\$6,757
	Road Passenger	3,632	5,399	6,025
	Road Freight (Through)	3,147	4,684	5,169
	Yard	2,749	4,081	4,539
FIREMEN	Road Freight (Local and Way)	2,738	4,683	5,268
	Road Passenger	2,732	4,544	5,165
	Road Freight (Through)	2,059	3,450	3,891
	Yard	1,962	3,136	3,553

Railroad wages computed from Interstate Commerce Commission Statement M-300. Full year 1947 estimated on basis of actual figures for first eight months.

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