

SCHOOL BUDGET, Continued

SCHEDULE IV — Construction Fund (From Bond Issues)

Construction Fund			
1. New sites	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00
2. New buildings	363,000.00	250,000.00	633,000.00
4. New furniture, equipment and replacements	30,000.00	30,000.00	60,000.00
6: Other			
(1) Roofs and heating	5,000.00		5,000.00
7. Total Schedule IV — Construction Fund *	\$419,000.00	\$281,000.00	\$700,000.00

SCHEDULE VI—Summary of Estimates of Expenditures, Receipts and Available Cash Balances, and Tax Levies

ESTIMATION OF TAX LEVY			
	Total All Funds	General Fund Total Sched. II	Construction Fund Total Sched. IV
Total estimated expenditures	\$1,287,891.00	\$370,891.00	\$ 17,000.00
DEDUCT:			
Total estimated receipts and available cash balances (Schedule D)	956,670.00	256,670.00	
Amount necessary to balance the budget	331,221.00	314,221.00	17,000.00
ADD:			
Estimated amount of taxes that will not be collected during the fiscal year for which this budget is made	10,000.00	10,000.00	
Total estimated tax levies for ensuing fiscal year	341,221.00	324,221.00	17,000.00
Analysis of estimated tax levies:			
Amount inside 6% limitation		76,905.47	
Amount outside 6% limitation		247,315.53	17,000.00

INDEBTEDNESS

1. Amount of bonded indebtedness (include all negotiable interest-bearing warrants issued under section 111-1016, O.C.L.A.)
2. Amount of warrant indebtedness on warrants issued and endorsed "not paid for want of funds"
3. Amount of other indebtedness
4. Total Indebtedness (sum of items 1, 2, 3)

Dated this April 19, 1948.

Signed: MARGUERITE S. STANTON CHLORIS T. AXTELL
District Clerk Chairman, Board of Directors

Approved by Budget Committee April 19, 1948.

Signed: FLOYD SMITH W. J. McLEAN
Secretary, Budget Com. Chairman Budget Com.

areas it runs as high as \$15 per day. The Portland hospital council reported a cost of \$10.51 January 1, 1947, with a predicted rise of as high as 20 per cent within a year. Portland ward rates at that time were raised to \$8 per day.

Hospital care in general costs more now than it formerly did for the following reasons:

Of the more than 6000 items purchased for normal operation a general inventory of costs shows a rise in practically all.

Increased technological skill at higher wage is required to operate new and modern equipment.

Modern hospital equipment, such as X-ray, iron lung, surgery, dietetic, physiotherapy is increasingly complicated and costly. Hospitals, centralizing such equipment, can make it available to all.

So-called "miracle" drugs are costly; scale of pay for hospital help has increased in almost every employment classification.

Hospitals operate on a 24-hour basis with a staff sufficient to care for routine as well as

well as emergencies at all times. Patients do not need care for one "sift" but for three.

Hospitals give only one kind of service — the best available.

Girl Scout Troop No. 1 Party for May 12th

Girl Scout Troop No. 1 met at the home of Mrs. Harold Bowerman.

Plans were made for a party in honor of the troop's first birthday. Louise Holly, Barbara Clayton, Marguerite Dillard, and June George were appointed to find a skit and assign the parts. The girls voted that Helen York give a resume of the year's work at the party. Some of the girls worked on the Home, Health and Safety badge and others worked on laws and promise.

Parents are invited to the party which will be held at the Legion Auxiliary room, Wednesday, May 12.

BEFORE 9:00 a. m.

AFTER 5:00 p. m.

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AUCTION SALE

Grants Pass Commission Yards every Tuesday 10 a. m. Bring your livestock, poultry, machinery, furniture or any miscellaneous item you have for sale. Due to the fact that one auctioneer sells the entire sale now, we will sell on miscellaneous from 10 a. m. to 1 p. m., then on livestock and back to miscellaneous as soon as the stock is sold. No charge for test and inspection

For Information

L. D. McGuire

Manager, PHONE 2950, P. O. Box 224

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NATIONAL HOSPITAL DAY CELEBRATED ON WEDNESDAY, MAY 12

In 1921, leaders in the health field, inspired by Dr. Lewis A. Sexton, Hartford, Connecticut, and Dr. Matthew O. Foley, Chicago, Illinois, selected May 12 as a suitable date for calling attention annually to the service rendered the public by voluntary hospitals. May 12 was chosen because it is the birthday of Florence Nightingale, the founder of modern nursing care.

In 1924, the American Hospital Association assumed official sponsorship of National Hospital Day and enlarged the aims and purposes of its observance.

In general, the ideals of National Hospital Day are:

To instill health consciousness
To promote an understanding of the hospitals' function in the community

To pay tribute to the hospital, the nursing and medical professions

To interest high school and college students in choosing them as careers

To interpret to the public the problems and needs of hospitals and to urge them to give thought to the average citizen's responsibility for the maintenance of good voluntary hospital service

To recognize the work of voluntary hospital workers

HOSPITAL COSTS

The average cost per patient a day throughout the country is \$10, according to Business Week, October, 1947. However, in some

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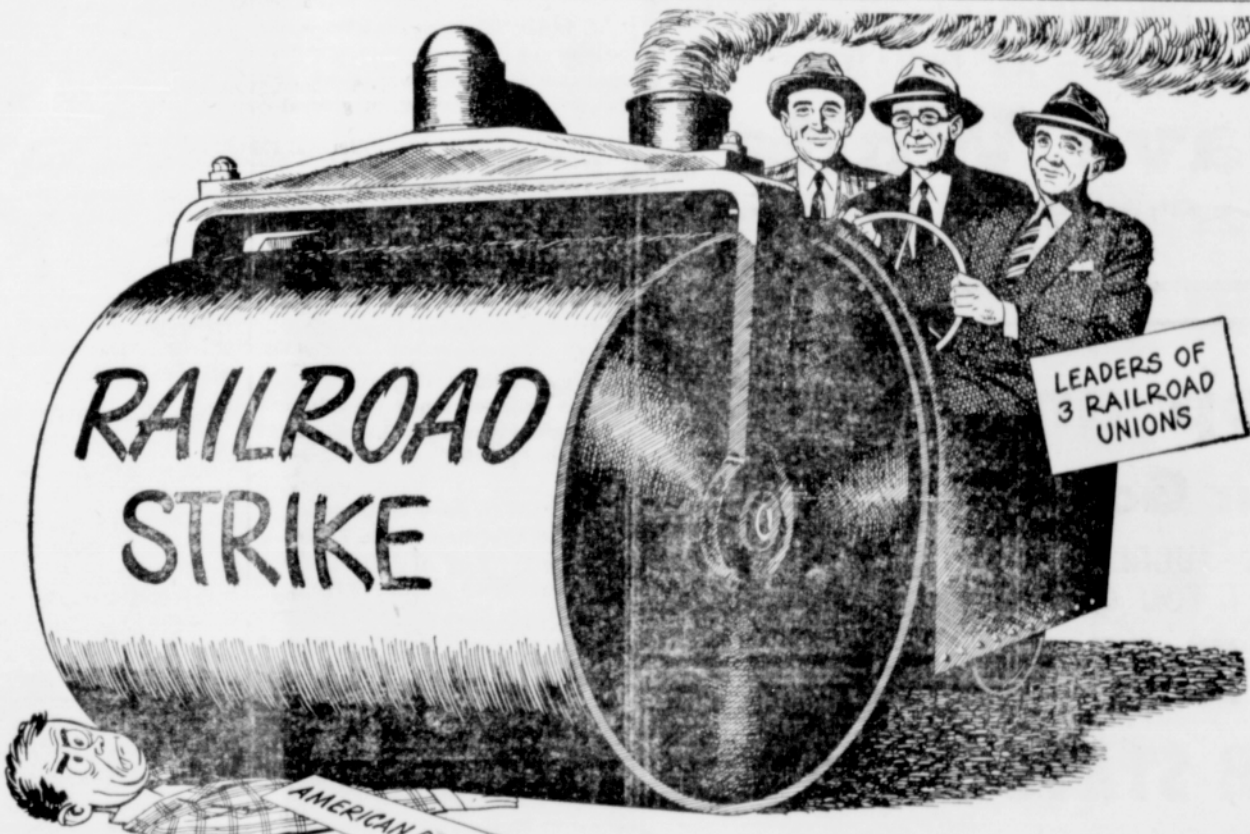
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Look who gets squeezed !

Union leaders representing less than one-tenth of railroad employees reject recommendations of President's Emergency board—refuse to negotiate except on their own terms—threaten to paralyze nation by strike!

THE LEADERS of three railroad unions, representing less than one-tenth of all railroad employees, have called a railroad strike that would paralyze the nation.

These leaders refuse to accept a 15½ cents an hour wage increase retroactive to November 1, 1947. This increase was recommended by an impartial Emergency Board appointed by President Truman.

This increase of 15½ cents already has been accepted by the 19 other railroad unions. But the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Switchmen's Union of North America won't accept what more than 90% of all railroad employees have accepted. They have called a strike to get more!

Unions refuse rules discussion

Certain rules changes demanded by these union leaders—which would increase wages still further—were recommended by the Board. But the union leaders want more—they demand that the railroads put into effect ALL the changes they asked for, including those the Board felt should be denied.

On top of this, they insist that certain rules changes proposed by the railroads be withdrawn—in spite of the fact that the Board recommended them! These union leaders have refused to negotiate except upon these arbitrary terms.

Greater wage increase not justified

Engineers and firemen are among the highest paid of all employees in America, as figures in the box show. This strike threat doesn't justify giving a greater increase than other railroad workers received.

Emergency Boards are a means provided by the Railway Labor Act in the public interest to avoid strikes. The President's Board,

after hearing evidence for 33 days, made recommendations based on all the facts in the case. The railroads have accepted these recommendations.

Who's to blame?

Although they deplored so large an extra cost burden, the railroads accepted the report of the Board because they felt it was in the public interest to uphold the spirit and intent of the Railway Labor Act.

Compare these wages with what you make !

Here is a comparison of average annual earnings of engineers and fireman for 1939 (pre-war) and 1947. Also shown is what 1947 earnings would have been if the 15½ 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 Wage Increases Recommended by President's Board
ENGINEERS			
Road Freight	\$3,966	\$6,152	\$6,785
(Local and Way)			
Road Passenger	3,632	5,391	6,025
Road Freight (Through)	3,147	4,682	5,167
Yard	2,749	4,078	4,740
FIREMEN			
Road Freight	\$2,738	\$4,721	\$5,310
(Local and Way)			
Road Passenger	2,732	4,544	5,176
Road Freight	2,069	3,480	3,914
Yard	1,962	3,156	3,646

Railroad wages computed from Interstate Commerce Commission Statement M-300



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