

RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay roll—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1747 3094	\$2195	\$1537 3075	\$2071	\$1056 2445	\$1378
Conductors	1543 2789	1878	1454 2933	1935	1151 2045	1385
Firemen	1033 2078	1317	751 2059	1161	418 1553	973
Brakemen	854 1719	967	874 1861	1135	862 1821	1107

The average yearly wage payments to all Western train employes (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	\$2038	\$1737	\$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Brakemen	821	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways

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In the death of Mr. Pike, the county has lost a citizen of whom it is proud to have been a part. It is rare that an individual is greatly missed by society, but the councils of our friend will be missed in the civic organizations of this community for some time to come. We will all miss his friendly greetings, his pleasant companionship, and above all his sound advice on matters of business or organization.

It is well for us all that we can see in men's lives characteristics worthy of emulation. It is well that the life of Mr. Pike be held up as a good example of citizenship. He was strictly honest in all things. He never evaded a public or social duty and in all the years he lived in the community each year was an added proof of his splendid manhood.

Mr. Pike was considered well-to-do having accumulated considerable property in this county but every dollar was earned by hard work and made to grow by strict economy.

He was a pioneer and together with his estimable wife whom he leaves to mourn his death he carved a home out of the wilderness and raised a family of four children all of whom are respected citizens.

His death occurred after a brief illness caused by cerebral hemorrhage. He was taken suddenly while at his father's home in West Beaverton, but managed to walk several blocks to his own home where he grew gradually worse although all that medical science and loving hands could do was done. The end came peacefully Sunday evening.

Funeral services were conducted at the M. E. church by Rev. G. A. Gray, attended by the members of the Chamber of Commerce and the Beaverton Grange. Many beautiful flowers were contributed. At the cemetery the last sad rites were performed by the Beaverton Grange of which Mr. Pike had long been an active member, and of which he had been several times elected master, which office as well as the office of Master of the Washington County Pomona he held at the time of his death. He had been a member of the school board for 27 years and had recently been elected for another three-year term.

Our sincerest sympathy is extended to the sorrowing relatives. We will all miss Mr. Pike.

Rock Road Notes

Hazeldale Quarry—Zimmerman and crew will finish this week getting out rock for Jacktown after which the county will crush for about four weeks on state highway fund.

Christensen Quarry—James Shevlin John Wolf and Francis Lais are piling up a fine pile of rock for repairing the Beaverton-Portland road—also there will be some Highway funds besides the \$1900 of District No. 10. Word was received Monday that it would be about four weeks before a crusher could be had. The one from Hazeldale will be brought here. No special tax was levied in Districts 10 and 11 both Beaverton.

Wimner Quarry—Work is being rushed but is still handicapped for lack of men—it is rumored that the crusher here will be sent to another location inside of a

month. The quarry is now being worked by a crew of six men. The crusher at present refuses to mill any more rock in the county. He is contemplating building a lodge for summer in the old quarry. A good feature of this quarry was the fine drinking water Zimmerman Springs.

Daniel's Quarry—John Trachsel has an enormous pile of rock ready for the crusher. A crew of six carpenters, Mr. Reasoner Jr., foreman, are erecting modern bunkers capacity about 125 yards. A large pile of wood is sawed for the engine. The county court promised to have a big crusher ready soon, possibly the one from the Wisner quarry. The first strip of road to be rocked will be from Robert Walker's place westward, \$3000 worth of rock will be laid down in that direction, which will come near Jenness Gate. The second strip will be laid from John Welch's corner toward Beaverton, \$500 will be expended here; the balance of \$3000 will go on Barnes road and cut off.

Mermaids not a Myth, States Correspondent

Quite an exciting digression happened at the Hazeldale Rock Quarry last Saturday afternoon. The creek supplying drinking water had run dry recently, so the whole gang went down in the hollow and dug a pond to obtain water for the engine and to drink. Everything was working lovely until Saturday P. M. when chief engineer Martin Nelsen observed that the water coming through the pond was getting riled up he didn't know what was the matter, so decided to take a hike down to the pond and found two mermaids taking a swim. The boys are drinking out of the little brown jug this week.

Wm. Desinger is building a new house on Cooper Mt.

Many thousands of hawn ties have been shipped from Elmonica recently via the O. E. railway.

The section men on the S. P. railroad now receive \$1.85 per day for 10 hours. On the O. E. railway \$2.05 for 11 hours work.

Miss Lillian Fuller of Skookumville was visiting her parents here Sunday. Miss Fuller intends to attend High School this winter.

Earl E. Fisher is spending his vacation this summer at Daniel's Rock Quarry and is rapidly learning the difference between a brick and a piece of cheese.

The Beaverton Band boys are preparing to give a big open air concert and ice cream festival some nice evening about the middle of August. Committees are hustling to give the good people of Beaverton a royal reception.

2 1/4 Acres of wheat and 3-4 acre of oats for sale cheap for cash. Call in evening 1-2 mile south of Beaverton. Hans Nielsen. (Dunn Farm)

For Sale—Registered Duroc Jersey boar. Young and in excellent condition. 1822 Adolph Schaffner, R 2 Beaverton.

English Injustice.
An Australian tourist traveling in the west of Ireland asked an old woman how far it was to the nearest town. She sadly looked at him, then sighed and said:
"It was five miles two years ago, but some English lords came over with chains and made it seven, and our hearts are broke walking it over since. Bad luck to them!"
And she disappeared into the house, leaving him there.—Illustrated Bits.

A Good Poet.
What we need in this sad world is not greater equality of opportunity, but a more stable equilibrium in labor. We either have nothing at all to do and starve to death, or have too much to do and work ourselves to death, until the chief aim of man would seem to be merely to shuffle off this mortal coil.—Judge.

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