

### Grass Valley

By Mrs A. F. Balzer

The Grass Valley Woman's club held a very interesting meeting at the Masonic hall Tuesday, April 27. After a short business meeting Mrs Dorothea Moore gave a very interesting review of Alice Greve's book "Shadow Across the Plains", a book of Oregon history giving many interesting personal side notes about the writing of the book and of Mrs Greve's visit in Moro last week. Another speaker of the afternoon was Mrs L. A. Loomis from the Nutrition Institute of Portland. Tea and cookies were served to twenty members and guests.

Mrs Art Bibby and Mrs Joe Bibby accompanied Paul Goddard to Portland Saturday. They spent the day shopping while Mr. Goddard attended to business matters.

Mr and Mrs Harry Stark had as their guests Sunday Mr and Mrs Willis Brittain and family from Tygh Valley.

Mrs Frank Bayer and children Linda Perrigo and Mrs Claud Bayer were visitors in Tygh Valley Wednesday.

Mrs Bob Pliska and children of Portland spent several days this week at the home of her aunt and uncle, Mr and Mrs A. A. Dunlap.

Mr and Mrs W. D. Barnett had as dinner guests Sunday Mr and Mrs Harold Owens and daughter, Carol Ann, Mr and Mrs Olan Stark and Mr and Mrs Harry Young and family of Kent.

Mr and Mrs A. A. Dunlap had as weekend guests her brother, Frank Haynes and his son Bob from Portland, her brother and wife, Mr and Mrs John Haynes from Carlton and her brother Ralph Haynes and his daughter Carol from Richland, Wash. The men all went fishing Saturday and Sunday and report having good luck.

Mr and Mrs Wayne Kelly and family moved back to Grass Valley from Chiloquin where they spent about seven months while Mr. Kelly was employed there.

Mr and Mrs Herman Peters had as their guests over the weekend her niece and her husband, Mr and Mrs Charles Bur-

bon from Portland, who arrived Friday.

Mr and Mrs C. W. Fields accompanied Mr and Mrs Norman Fields of Moro to Arlington Sunday to attend the baseball game between Arlington and Wasco. Mr and Mrs John Rolfe and family and George Smith also attended the game.



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From where I sit ... by Joe Marsh

### "What's Your Opinion, Mister?"

Fellow from one of those public opinion polls was in Andy's Garden Tavern, querying Andy's patrons on everything from that "new look" to the next election.

And it occurred to me that there's nothing more typically American than collecting other folks' opinions, as well as giving out with one's own. And from where I sit, it's a mighty healthy habit.

So long as people can discuss both sides of a question that comes up—whether it concerns short skirts versus long, beer compared

with cider, or the larger issues of party versus party—we're sure of the individual liberty that has made this country great.

For it isn't differences of opinion that matter. The important thing is tolerance for differences of opinion—whether they affect the right of an individual to vote, to speak his mind, or enjoy a glass of beer. They're all parts of the freedom that we cherish!

Joe Marsh

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## DANCE

Sat. May, 15

and every two weeks thereafter the IOOF at GRASS VALLEY will give a dance in their hall.

### George G. Updegraff

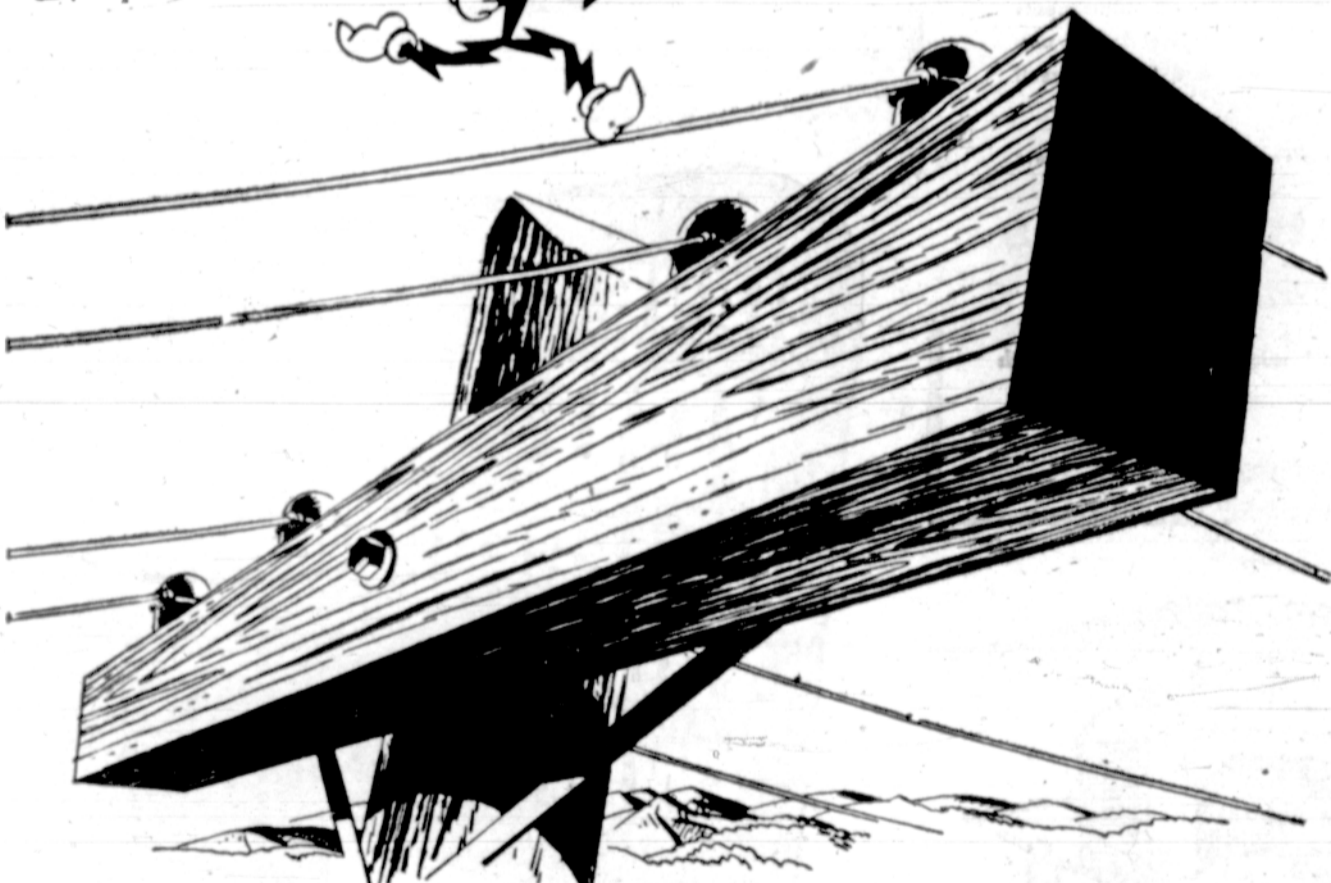
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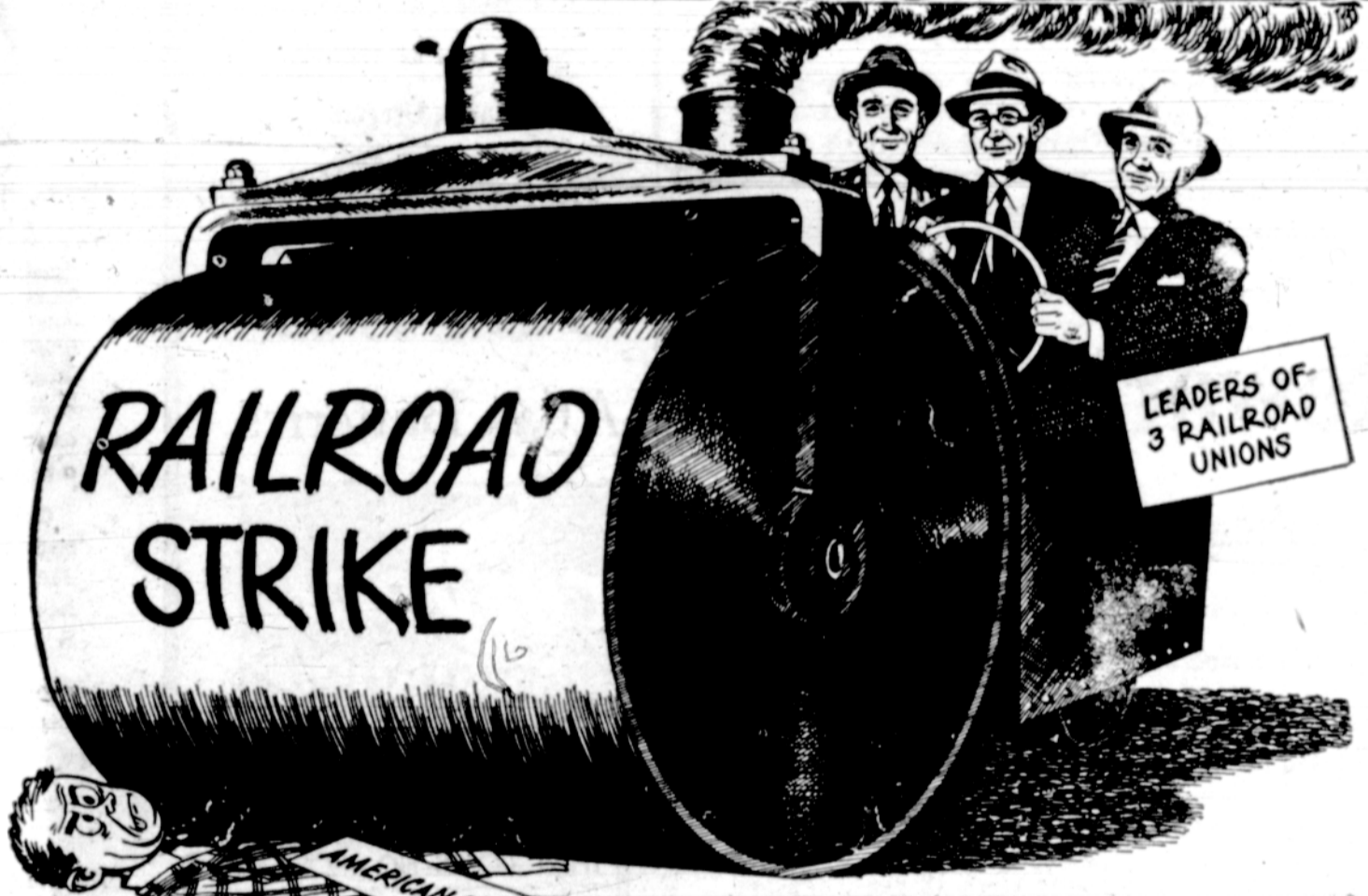


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## Look who gets squeezed!

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 give a greater increase than other workers received. The Emergency Board is 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.

In contrast, this small group of railroad union leaders are attempting to flout the intent and spirit of the Railway Labor Act, and dictate their own terms.

They have dictated a paralyzing railroad strike.

You will be the victim!

How long will the American public stand for the undemocratic, arbitrary, and abusive use of the right to strike and the disregard of the obligation to provide transportation? How long can the American people permit a few dictatorial union leaders to defy the processes provided for peaceful settlement of disputes?

Force seldom produces settlements that are either fair or lasting. Moreover, a point is often reached when personal interests must be held subordinate to the greater public welfare. That is why the railroads have accepted the Emergency Board recommendations. That is also why the leaders of these three unions should reconsider their decision to call a paralyzing strike.

### Compare these wages with what you make!

| Type of Employee               | 1938 Average Annual Earnings | 1947 Average Annual Earnings | 1947 Average Annual Earnings with Wage Increase Recommended by President's Board |
|--------------------------------|------------------------------|------------------------------|--|
| <b>ENGINEERS</b>               |                              |                              |  |
| Road Freight (Local and Way)   | \$3,966                      | \$6,152                      | \$6,788  |
| Road Passenger (Local and Way) | 3,632                        | 5,391                        | 6,025  |
| Road Freight (Through)         | 3,147                        | 4,682                        | 5,167  |
| Yard                           | 2,749                        | 4,078                        | 4,740  |
| <b>FIREMEN</b>                 |                              |                              |  |
| Road Freight (Local and Way)   | \$2,738                      | \$4,721                      | 5,310  |
| Road Passenger (Local and Way) | 2,732                        | 4,544                        | 5,178  |
| Road Freight (Through)         | 2,069                        | 3,480                        | 3,914  |
| Yard                           | 1,962                        | 3,159                        | 3,645  |

Railroad wages computed from Interstate Commerce Commission Statement M-300



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