

**Sherman County Journal**  
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SEPTEMBER 23, 1949

**COUNTY FAIR**

It was a good fair. All it lacked was 1000 more customers each day.

The exhibits were good, larger in some departments, smaller in 4-H club because so many boys hastened the fattening process and took their calves to the show in June at The Dalles.

The races were good, very good, in fact, and to some extent this must be ascribed to luck because none of the race makers had knowledge of the speed of the horses.

The rodeo was generally good and it was hired to be that way.

But perhaps what distinguished this fair program more than any other one thing was the speed at which the program was run off. There were no delays. The first day of the complete program the events were 40 minutes ahead of program schedule. When the program was tightened for the second day the end was within minutes of the hour stated on the program.

Such things do not happen by accident. Few amateur performances can be kept on schedule. It required the combined effort of nearly a hundred performers who each did his allotted task at the right time or before. To that extent it was a community effort—and a good one.

There is no acceptable reason why there should not be more people in attendance at the Sherman County Fair. Nearly every

one goes many more miles to see shows no better than this and often not so good. It must be sold to more people. This year's show will aid in doing that but over and above that, there must be a spirit of pride in the hearts of all Sherman countians and their neighbors.

David Bennett had another birthday Tuesday and celebrated the event with a party of young friends at the home of his parents, Mr. and Mrs. Carrel Bennett.

Mr. and Mrs. Charles Kuypers were dinner guests last Sunday of Mr. and Mrs. Vernon Miller of Moro.

Hardware, Grass Valley. Glenn Perry. 15tc

FOR SALE: 2 Van Brunt, John Deere drills with hoes and single discs, one Case double disc, good as new. All 18-7. Floyd Platt, Moro. See them in Moro at Arstall-Monroe's. 45-7p

**T. Lester Johnson**  
LAWYER  
WASCO MORO

**JOE AMORE SPECIAL**  
U. S. Army Rebuilt Shoes  
Six-inch Tops \$3.00  
Combat Boots \$3.00  
Also new heavy duty tents  
9 x 9 \$25.00  
Special prices on tarps of all sizes

**NOTICE TO CREDITORS**

All persons having claims against the Estate of J. M. Axtell deceased, are hereby notified to present them, with the proper vouchers and duly verified, to the undersigned, the duly appointed, qualified, and acting Executor of the Estate of J. M. Axtell, deceased, at the office of T. Lester Johnson, Attorney at law, Moro, Oregon, within six months from the date of the first publication of this notice, to-wit: September 9, 1949.

**Want Ads**

FOR SALE: 1948 Ford Deluxe 2 door sedan, good tires, low mileage. Mrs. Arthur Watkins Moro, Oregon 47c

FOR SALE: 6 room house in Moro, John Shipley, Ph. 683 Moro, 46-7p

FOR SALE: N. W. Thompson house in Moro, 6 rooms, full basement, oil furnace, hot water heater, fireplace, tile garage, chicken house, \$4750. Giles French, Moro, Oregon.

EXPERT WILL CLEAN stoves, furnaces, and chimneys. Joe Fagnan, Ph. 2478; 712 Garrison St. The Dalles. 43-48c

SEPTIC TANKS pumped and built. C. F. Johnson, Phone 613 White Salmon, Wash. 11tc

CUSTOM SLAUGHTERING — Meat cutting, wrapping, sharp freeze. Bring them in any day but Sunday. C & C Food Store, Grass Valley, Oregon. 21tc

SHOE REPAIRING—Prompt service. Leave shoes at Smith's

CONFECTIONERY — DRUGS — WILDLIFE SUPPLIES, Store well located on highway No. 97 in wheat-farming, cattle-raising country; fishing and hunting close by. Quick possession. Living quarters available. Could be operated by man and wife to show excellent returns. Possible some trade. \$10,500. Phone 531, Alley, Oregon 47c

FOR SALE: My home in The Dalles, 8 large rooms, double plumbing, fire place, oil furnace, hardwood floors, 4 lots, shrubs, and trees, excellent view. A real home. Contact: Dr. W. R. Taylor, The Dalles, Oregon. 47c

LOST: Fender skirt for cream Olds car between Moro and home. Claud Coats, Wasco 47

Lapine Rebekah Lodge No. 116 Meets 2nd and 4th Tuesdays of each month. Visiting members welcome. Sallie Martin, N. G. Clara Houston, Sec.

Bethlehem Chapter No. 78. O.E.S. Meets every second and fourth Thursday in each month; visiting members invited. Moro, Oregon. Elsie Jones, W. M. Edna Melzer, Secretary

Moro Lodge No. 113 I.O.O.F. Meets 1st and 3rd Tuesdays in I.O.O.F. hall. Transient and visiting brothers are cordially invited to meet with us.

Leo Watkins, N. G. John DeMoss, Secretary

Eureka Lodge No. 121 A.F. & A.M. Meets on the 1st and 3rd Thursday evenings each month. Visiting members cordially invited to meet with us. L. V. Henrichs, W. M. H. B. Pinkerton, Secretary

**Infant's Wear**  
Clothing for the littles ones, all of them. Complete stock of babies' wear, the cutest things, too.



Sweaters and Skirts for Schoolgirls - Beanies in bright felts - Beautiful new fall dresses

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**KEEP OREGON GREEN**

# WHY THE MISSOURI PACIFIC RAILROAD STRIKE?

Over twenty years ago, the Congress of the United States passed the Railway Labor Act. It was hailed by union leaders as a model for the settlement of labor disputes.

efficiently or economically if the leaders of the unions ignore agreements or laws.

**Provisions of the Law which are Disregarded**

There are five ways under the Railway Labor Act to settle disputes over the meaning of contracts:

- 1—Decision by National Railroad Adjustment Board.
- 2—Decision by System Adjustment Board for the specific railroad.
- 3—Decision by arbitration.
- 4—Decision by neutral referee.
- 5—Decision by courts.

The Missouri Pacific Railroad has been and is entirely willing to have these disputes settled in accordance with the requirements of the Railway Labor Act. Regardless of this fact, the union leaders have shut down that railroad.

**Innocent bystanders Suffer Losses and Hardships**

There are about 5,000 engineers, firemen, conductors and trainmen on the Missouri Pacific. They are known as "operating" employees, and are the most highly paid of all employees on the nation's railroads, but their strike action has resulted in the loss of work to 22,500 other employees of the Missouri Pacific. In addition, they have imposed great inconvenience and hardship upon the public and the communities served by that railroad.

The Railway Labor Act was designed to protect the public against just such interruptions of commerce.

If these men will not comply with the provisions of the law for the settlement of such disputes, then all thinking Americans must face the question, "What is the next step?"

**President Truman's Board Condemns Strike**

There is an established legal method for handling disputes involving existing written contracts—just as there is such a method of settling any contract dispute which you may have in your daily life.

The President of the United States appointed a Fact Finding Board to investigate and adjust the Missouri Pacific dispute. This Board reported, in part, as follows:

... It is with a deep sense of regret that we are obliged to report the failure of our mission. It seems inconceivable to us that a coercive strike should occur on one of the nation's major transportation systems, with all of the losses and hardships that would follow, in view of the fact that the Railway Labor Act provides an orderly, efficient and complete remedy for the fair and just settlement of the matters in dispute. Grievances of the character here under discussion are so numerous and of such frequent occurrence on all railroads that the general adoption of the policy pursued by the organization in this case would soon result in the complete nullification of the Railway Labor Act.

Obviously the railroads cannot be run

**THE LEADERS of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and the Brotherhood of Railroad Trainmen on the Missouri Pacific Railroad have refused to avail themselves of the peaceful means provided by this Act for settling their disputes. They insist that they be the sole umpire of their own disputes over the meaning of contracts.**

**There is no Need for Strikes**

With all of the available methods for the interpretation of contracts, there is no need for a strike or even a threat of a strike, but the leaders of these railroad unions have ignored the ordinary procedures established by law and insist upon imposing their own interpretations of their contracts by means of a strike.

The wheels have stopped rolling on the Missouri Pacific. They may stop rolling on other railroads at any time. Recently the Wabash Railroad was forced to discontinue operation for several days under similar circumstances.

**What are These Strikes About?**

These strikes and strike threats are not about wage rates or hours. They result from disputes over the meaning of existing contracts. They cover claims for a full day's pay for less than a day's work, or for payments for services performed by others who were fully paid for the work done.

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