

## STRIKE BRINGING REORGANIZATION

### Labor Board's Recommendation For System Organizations Being Carried Out

The U. S. Railroad Labor board, at a meeting held July 3, to consider the situation brought about by the strike of the railroad shop crafts, adopted a series of resolutions bearing on the legal aspects of the case, as the board views them, and recommending action. After citing the fact that, as the organizations comprising the federated shop crafts had notified the labor board that a very large majority of the employees they represent had left the service of the carriers, the members of these organizations are no longer employees of the railroads or under the jurisdiction of the labor board or subject to the Transportation Act, the resolutions proceed:

"Whereas, in the future submission of disputes involving rules, wages and grievances of said classes of employees of the carriers, it will be desirable if not practical necessity for the employees of each class on each carrier to form some sort of association or organization to function in the representation of said employees before the railroad labor board, in order that the effectiveness of the Transportation Act may be maintained:

"Now therefore be it resolved, that it be communicated to the carriers and the employees remaining in the service and the new employees succeeding those who have left the service to take steps as soon as practicable to perfect on each carrier such organizations as may be necessary for the purpose above mentioned, and

"Be it further resolved, that on any carrier where either of the above named organizations by reason of its membership severing their connection with the carriers ceases to represent its class of employees procedure similar to the above suggested in the case of the shop crafts is recommended, and

"Be it further resolved, that the employees remaining in the service and the new ones entering same, be accorded the application and benefit of the outstanding wage and rule decision of the railroad labor board until they are amended or modified by agreements with said employees arrived at in conformity with the Transportation Act or by the decision of this board."

The concluding resolution is as follows:

"Be it further resolved, that if it be assumed that the employees who leave the service of the carriers because of their dissatisfaction with any decisions of the labor board are within their legal rights in so doing, it must likewise be conceded that the men who remain in the service and those who enter it anew are within their rights in accepting such employment, that they are not strike-breakers seeking to impose the arbitrary will of an employer on employees; that they have the moral as well as the legal right to engage in such service of the American public to avoid interruption of indispensable railway transportation, and that they are entitled to the protection of every department and branch of the government, state and national."

Wm. Scrout, president of the Southern Pacific, issued a statement at Los Angeles, August 17, announcing the following action taken on that system in compliance with this recommendation of the labor board:

"On the Southern Pacific company's lines west of El Paso and Ogdon and south of Portland, commonly known as the Pacific system, a new organization of the allied shop crafts has come into existence as the result of the strike. This is 'Pacific System Shop Crafts Protective League.'"

"Of the several thousand men now working in the allied shop crafts, 80 per cent have elected to have elected their chairmen, 15 of them, and have elected their other officers, and the organization has entered upon its functions. These chairmen have signed agreements between the men and the company in acceptance of the rates of pay, rules and working conditions, as decided by the United States Railroad Labor board. The Southern Pacific has recognized the new organization."

"The daily additions to the shop forces give assurance that in the future the company will have an ample supply of shop men, and they will have their own organization on

he system plan to deal with their own affairs on the basis of mutual good faith between the employer and employed on the Southern Pacific company's Pacific system.

"It is the policy of this company and its management to deal with the men in the spirit of good faith and good will which we believe will be promoted by the new organization, as it clears the atmosphere for future good relations."

A similar plan will doubtless be put in effect on other roads.

### WITH THE TOURISTS ON THE AUTO CAMP

A family party consisting of G. C. Frix and wife, his brother, A. J. Frix, and Mrs. Frix brother, W. L. Wanshaft, camped on the south side Friday night. They were from San Antonio, Texas. They had come through New Mexico, Colorado, Wyoming, Idaho and Oregon; and were going down through California and Arizona, and back home through either Old or New Mexico. The elder Frix had spent several years in the oil region about Tampico, Mexico, as well as in the oil regions of Texas.

A family party, consisting, apparently, two distinct households, traveling in two cars, camped, Monday night, down by the river, on the south side. The occupants of one car were Owen Morris, his wife and two children and a young sister of Mr. Morris. In the other, were Mr. Morris' mother, another young sister, his younger brother, Donald Morris, and a young man named D. S. Kay. Mr. Morris' home is at Bend, and he is the foreman of one of the logging camps of the Brooks-Scanlon Lumber company. He is on his vacation. The starting point of the other group was Portland. They were going to go through the length of California. San Diego was to be their turning point. They expected to make Medford Tuesday.

A. T. Reeves, and his son, C. R. Reeves, a young man of 20 or more, had come from southeastern Colorado. They had come through southern Idaho, by way of Mountain Home, Boise and Caldwell. They had come to Bend; then south as far as Crescent, over the Willamette pass and down the Middle Fork. They seemed to be looking for a more satisfactory location than the country they had left, and had started with the purpose of investigating this region. They talked of spending several days in this vicinity, with a view of finding a season's employment and perhaps a settlement. Several other campers, in the past few days, who have not been specially mentioned in this column, have expressed a similar purpose.

F. P. Brown and wife, long time residents of San Francisco, had been on a tour up the coast as far as Seattle, and stopped here on the way back, the latter part of last week. They wished to find a house or house-keeping rooms, and stop here for a season's work, while studying the country.

B. J. Brinkman and wife, from near Newcastle, Wyoming, stopped here Tuesday and Wednesday nights. They had gone through Montana by way of Billings, across northern Idaho to Spokane, down through eastern Washington as far as Prosser, then into the Yakima valley, and south through Portland. They had made a tour of the Columbia highway, and were charmed with its magnificent scenery and filled with admiration of the wonders of the highway itself. They were going on into southern California. An uncle of Mr. Brinkman's had started with the intention of making the trip with them; but after they had made a visit with some relatives near Prosser, he went back by train.

A late caller found eight cars on the camp ground last night. Among them these points were picked up:

Two cars were parked close together, near the north entrance, both provided with files. One was occupied by a couple from Stockton, California, who had gone as far as Portland, and were on their way back. The other was occupied by a young man and his wife, the man an army sergeant transferring from Camp Lewis to San Francisco.

Near the south entrance was a young man and his wife, who have been making their home in Portland, where the man has been employed by the Cudahy Packing Co. They are going to make a visit to the wife's home at Los Angeles, and if the man likes a position in the same line which has been offered him there, they will stay there.

The campers have to rustle their own wood now.

### SHIPPING BY WATER TO AVOID DELAY BY RAIL

I. T. Sparks, district freight and passenger agent of the Southern Pacific company, announces that he has received many inquiries from merchants of Western Oregon regarding the movement of fall goods from eastern cities by all-rail route, which movement is delayed in many cases at the present time. Mr. Sparks states that shipments from New York, Philadelphia, Baltimore, Boston and other principal eastern cities are moving without interruption via the Morgan line from New York to Galveston, thence via the S. P., the time consumed being from 16 to 18 days. It is suggested that merchants having goods coming from any of these points wire their eastern firms to route these shipments via Morgan line in order to avoid delay.

### REDUCED FARES TO CALIFORNIA EVENTS

The Southern Pacific company announces reduced fares, as below, to the following California events:

One and one-half fare for the round trip from all points in California and Reno, Nevada, to Sacramento, for the California State fair, September 2 to 10. Tickets on sale Sept. 1 to 10 inclusive, with return limit Sept. 11.

One and one-half fare for the round trip from all points on its lines to the Industries Exposition, to be held in San Francisco October 7 to 25. Tickets on sale Oct. 2, 7, 13, 14, 20 and 21, with final return limit 10 days from date of purchase.

### STREETCAR CONDUCTOR DID NOT HALT ON SIGNAL

Even a street car conductor is sometimes put in a place where stern devotion to duty requires him to disregard the wishes or convenience of the higher-ups; like the sentry we read about who refused to let the commander-in-chief pass without the countersign, and such-like stories. Tuesday afternoon, John M. Scott, general passenger agent; Chas. S. Fee, passenger traffic manager, of Portland; and I. T. Sparks, district freight and passenger agent, of Eugene; Southern Pacific officials; were talking in an office room down Main street when they heard the rumbling of the outgoing 6 o'clock street car approaching the turn at 3rd street. They dashed out at the door, and Mr. Sparks, being the lustiest of the three, ran a little, and whistled, called and waved his arm a good deal. But when they got to the corner where they could see the car, it was going round the next curve toward the river, and they were "left lamenting," like Lord Ullin. That conductor was faithful to his duty. To complete the story, according to the books, he ought to be promoted for his faithfulness.

Last Sunday evening, as several boys were playing in the water, in the channel cut through the bar in the rock-chusher operations, Clare Thurman, son of O. C. Thurman, stepped on something supposed to be a piece of glass or a piece of tin with a ragged edge, and cut a deep gash in the hollow of the toes of his right foot. Two or three of the smaller toes were cut to the bone.

### STUDENTS' STREET CAR COMMUTATION TICKETS

The district freight and passenger Agent's office of the Southern Pacific announces that, effective September 18th, commutation tickets of 100 coupons, good only between Springfield and Eugene, will be sold to bona fide students attending school at Eugene upon presentation to the agent at Eugene or Springfield, of certificate signed by proper officials of the school attended, at the rate of 3 cents per coupon or \$3.00 per book. Two coupons will be pulled for each trip between points named. This will give students a 6 cent fare between Springfield and Eugene. This applies to students attending the University of Oregon, Public Schools, Business College, etc., whose residence is located in Springfield.

### HIGHWAY WORKERS GOING OVER THE RANGE

Saturday night, an outfit of road workers, consisting of seven men, one of them accompanied by his wife, with 36 horses, several wagons and their equipment, lodged in Springfield. The horses and most of the men were lodged in Thurman's stable; one family lodged at the Springfield hotel; and one family, traveling in a car camped on the auto ground. They had been working on a highway contract beyond Cottage Grove, and were on their way to Prineville, to engage in similar work.

### F. M. BENCH AND FAMILY IN SNUG NEW HOME

F. M. Bench's new house has been brought so far on the way toward completion that the family has been living in it for two weeks or more. Mr. Bench has been doing his own work in all lines, with a few days' help about the time the roof was going on. He expects to go to work at the mill soon, and will work at the house in off hours until it is finished. The arrangement of the house is something like this: At the front, a living room at the left and a bedroom at the right. Back of these, the dining room at the left, and a bathroom at the right. At the rear, kitchen at the left and pantry at the right; a bedroom at the right, between the bathroom and pantry. There is a porch the full width of the house, 8 feet deep at both front and back, under separate roofs.

Above, there are two bedrooms, with two large closets, and a storeroom at the head of the stairs.

The main body of the house is on a concrete foundation. A cement walk will extend from the front porch to the sidewalk; with a flight of two steps from the sidewalk, and one of three steps to the porch.

### LADY MISSIONAIRES GOING TO THEIR FIELDS

Tuesday evening, Miss Hattie Mitchell and brother James, of Salem sister and brother of Mrs. D. B. Murphy, drove up to Springfield. James will remain for a visit of several days.

Wednesday morning, Miss Tessie Williams, of Pamosa, California, and

Adams & Inglesby the new proprietors of the Second Avenue garage, are remodeling their building, to adapt it to the changes in their business. They have changed the position of their workshop. They are preparing to take care of all kinds of battery service. They have taken the agency for the Mac-Dry battery.

Mr. and Mrs. Fred Bressler went down to Siltcoos lake on Wednesday of last week, for a two-weeks sojourn at their cottage there.

### CHARLES KINGWELL ENLARGING HIS PLANT

Charles Kingwell is planning an extensive enlargement of his floral establishment on the west side of the river, both for the extension of his facilities for carrying on his business and for beautifying of his grounds. As a part of this plan, he is now building two fine greenhouses just south of his dwelling and southeast from the old greenhouse. They stand side by side, with a space of a few feet between, and extend north and south.

The extreme length of each, counting a projection of a few feet on the north, is about 80 feet, and the width of each is 20 feet. The height to the peak of the roof is about 16 feet, 6 inches, and the height of the side walls about 6 feet, 6 inches. The side walls, the floored space in the north end and the permanent walks through the length of each building will be of concrete. The buildings are to be wholly of concrete and glass except the wood casings that hold the glass. They will be heated by hot water. The buildings will be braced in all direction by a system of iron pipes running lengthwise and laterally. The structures are already erected; the interior finishing remains to be done. Mr. Kingwell has been hindered somewhat by delay in receiving the pipes and other materials. Five hundred feet of piping was received this week.

Another part of Mr. Kingwell's general plan, to be carried out later, to make his place more attractive, is a walk or drive, running from a new entrance in the direction of the highway entirely around these new buildings, so that vehicles can be driven around them either way, and between them and his residence and old greenhouse. This is to be a paved drive, and be bordered on both sides by shrubbery and flowers.

Mindful of the flood of 1909, which may be repeated any year, Mr. Kingwell has built a concrete platform, under cover, with a sloping approach, for his automobile. A considerable space in front of the new buildings has already been floored with concrete.

Miss Ruth Fish, of San Francisco, met Miss Mitchell here. The three ladies went to Salem that afternoon. Next Monday they will take a trip up the Columbia highway, and then start east. Miss Fish leaves New York, September 16 for Buenos Aires, Argentina, for a term of five years in missionary service. Misses Mitchell and Williams leave New York September 26 for a three-year term of missionary service in the Belgian Congo.

The W. O. W. meets every Tuesday evening in their own home.

## ANOTHER FACTORY FOR SPRINGFIELD

### Hoyt Manufacturing Company, A Wood Products Concern, Locating Here

Word came to the News the latter part of last week that another wood products manufacturing concern, dealing, probably, in lines of products somewhat similar to those of the Lund factory, was about to be established in Springfield. At that time, the new firm had just secured a lease for its location and made other engagements preparatory to opening. The movements of the company looking to the opening of business have proceeded more rapidly than is usual in such cases.

The name of the new concern is the "Hoyt Manufacturing Company." L. M. Hoyt is the head of the company, and he and his son and son-in-law are the incorporators. They will deal in milling in transit wood products, and will prepare to handle any line of such products for which there seems to be a demand. They have been engaged in this line of business in some ways before.

They have felt the necessity of establishing a finishing plant of their own. They have had some difficulty in securing a suitable location, both in Eugene and in Springfield. They finally secured a lease on a small piece of ground belonging to the National Products company, and lying between their docks and the field on the south. They are building docking at the angle of the railroad track and the Products company's old docks. The building housing the machinery with which they will open business will be farther back to the southeast. Their machinery is expected to arrive within a few days, and they expect to open within two weeks.

This location is not altogether satisfactory. They will be cramped in it. After testing the business, if they find a demand for the machinery they expect to employ, and they can find more commodious quarters in a location otherwise favorable, they may change when the enlargement they contemplate become necessary.

The factory will be operated by electric power.

### COTTAGE GROVE CAMP DEDICATED

A very large crowd, including a large number from Springfield, attended the services at the Methodist camp meeting at Cottage Grove, last Sunday. Bishop Shepherd preached at the morning and evening services, and Dr. J. M. Walters, of Eugene, in the afternoon—all excellent sermons. The day was crowded with services.

Before the morning services, Dr. Danford, district superintendent of this district, who had general management of the camp meeting, presented the financial needs of the meeting.

When the amount to be raised had been reduced, by pledges, to \$200, he called for volunteers to guarantee this balance. He proposed that 20 persons take \$10 apiece, and it was done in a few minutes.

After the afternoon preaching service, Bishop Shepherd conducted a service for the formal dedication of the grounds, using the Methodist ritual for the dedication of a church with such modifications as the occasion seemed to require. The choir, which ordinarily occupied a good share of the large platform, was crowded to the rear; and the bishop invited all the ministers present, without regard to denomination, to occupy the front part of the platform. All the available space was filled. Dr. Walters assisted the bishop on the platform. Dr. Danford and a layman representing the local camp meeting committee, standing below, presented the ground, represented by the title, to the bishop for dedication.

### TRAFFIC VIOLATIONS ON THE DECLINE

The grip of punishable traffic violation during the past week was light, and none of them were aggravated cases.

For speeding: Clair Holdridge, E. H. Peterson and L. U. Bostick, each fined \$10.

For parking too near a hydrant, Virgil Moon, \$2.00.

Mr. and Mrs. C. A. Arhart have been in Portland for several days, making arrangements to move to that city. Mr. Arhart has been elected to the principalship of the Lincoln school in Portland.

