

THE SPRINGFIELD NEWS

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Some philosopher or domestic economist suggests that the duck's eggs would be better appreciated by the public if she advertised her outfit as loudly as the hen does hers.

Somebody, prying into the past life of Secretary of Labor Davis, has dug up the fact that he used to play the clarinet in the band in his home town. But that will not hurt him much just now. He has a good job that is not dependent on the votes of his fellow citizens.

One of the great reasons why there are so many automobile accidents and so many persons killed and injured in them is that there are twice as many persons owning cars as there ought to be, and twice as many persons to the number of cars allowed to drive them as there ought to be.

Just as we were beginning to think that everybody in congress had forgotten about the bonus bill, the word comes that it is to be taken up about this time. It had been said for some time that nothing could be done with it until the tariff was disposed of, and now that is out of the way.

Some A B C thoughts on tariff The old-time Democratic slogan was, "A tariff for revenue only." That meant a tariff gauged not by the need of protection, but by the need of revenue. Carried

out to the extreme in its application, it meant, "Revenue by tariff only." A disposition to bring that proposition to the front seems to be manifested in the tariff debates growing out of the pressing need of more revenue. How would a lineal successor of the old-time anti-protectionist look supporting a bill to raise \$3,750,000,000 by tariff only? And how would he face his constituents if he came from a state that imports more than it exports?

A great many political writers are saying these days that we have not as high a grade of congressmen now as we used to have, or as high as we ought to have after we have had 133 years' practice in the selection of material to make congressmen out of. And it will be nearly two years before we can have another primary, to select material for a better lot of congressmen. But then there is growing up a large class of political writers who are saying that we have not the kind of primary we ought to have to turn out the kind of congressmen, governors and so on that we need. Maybe it is a better class of political writers that we need. But if we keep going back up the road, when and where will we find the real source of the trouble?

THAT NATRON CUTOFF

The following brief statement

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of past history and present outlook of the railroad situation is published with the approval of Southern Pacific officials. In the main, these points have already been set forth in The News, but to have them set forth thus concisely in one view may give them force.

Which railroad is most likely to build that important line?

To Western Oregon nothing in railroad development at this time is more important than the building of the Natron cut-off.

Everybody knows that the Southern Pacific was building it when the Harriman merger was

dissolved. After the line was finished to Oakridge, litigation compelled the company to suspend operations.

Suppose the recent decision of the United States supreme court had been in favor of the Southern Pacific. Does any one doubt that that company would immediately have resumed work on the cut-off?

Suppose the Interstate Commerce Commission sticks to its tentative plan, and places the Central Pacific and Southern Pacific in the same system, just as they have always been. The Southern Pacific is definitely pledged to then complete the Natron cut-off, and give Western Oregon what amounts to an additional trans-continental line to the east.

A NEW FEATURE

The establishment of the Railroad Labor board was a piece of legislation which put into concrete form the rapidly crystallizing sentiment of the people of this country that some way must be found to prevent the periodical paralyzing of the transportation business of the country by a never-ending succession of strikes.

When the board, in the exercise of its legal functions, after due examination, decreed a reduced scale of wages, to correspond with other reductions, demanded and accomplished, and most of the members of certain classes of employees refused to accept its decree, and informed the board that they were no longer in the employ of the railroad companies, it was logical that the board should take them at their word. The board had to decide whether it would acquiesce in the nullification of its authority, and sit still and twiddle its thumbs until such time as the strikers decreed that the wheels might turn again, or whether it would recognize the situation as it was, and proceed accordingly to the performance of the duties it was appointed to do.

It took the latter course, naturally. It said, in effect, if these men are not in the employ of the railroads and other

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men are, we must deal with the men who are. We must deal with the actual employees, not with the men who kicked out because they would not accept the terms fixed by the board.

But the board wanted an organized body to deal with. An actual body of workmen, and not a defunct body of former workmen. So it suggested that the men actually doing the work should organize on some plan of their own.

Following out this suggestion the shopmen now employed on the Pacific System of the Southern Pacific, some of them members of the old organizations who had refused to strike and some of them men who have come in to fill the vacant places have formed new organizations; the railroad company has recognized their organizations; and they have signed contracts with the company on the basis of the board's decree.

The plan of organizing by systems, recommended by the board and carried out in this instance, will, if it becomes general, have a powerful influence to prevent "sympathetic strikes," the massing of forces outside of the immediate field of controversy in support of strikers within it and the marshaling of men by classes, largely under the lead of aliens.

It may be several years before this line of legislation is perfected, but the strike method of settling labor questions is doomed.

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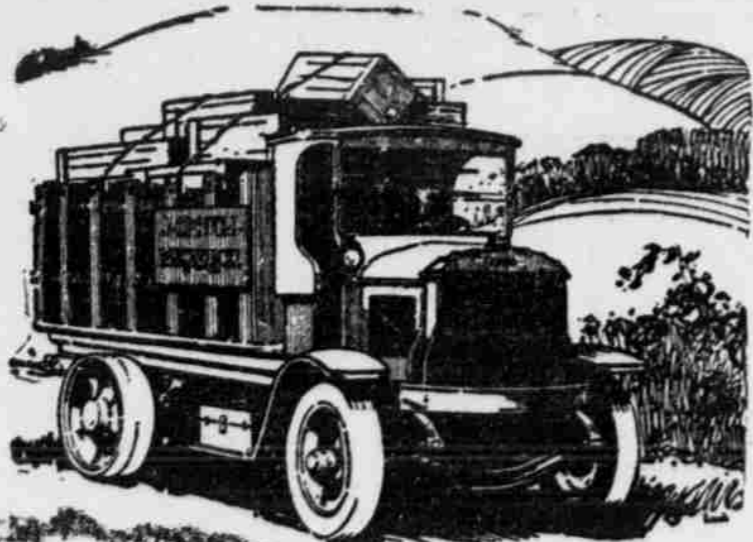
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