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 —Richmond Times-Dispatch

A strike such as is threatened would be a calamity to all the people of the United States. Brooklyn Eagle

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RAILROAD CRISIS IS UP TO CONGRESS

Strike Seems Certain Unless Federal Commission Acts.

IT REPRESENTS THE PUBLIC.

Brotherhood Leaders Reject Proposals. One of Which Provides For Interstate Commerce Commission as Arbitrator—Also Oppose Arbitration Provided by Law They Helped to Enact.

Washington.—Whether the wage controversy between the railways and their engineers, conductors, firemen and brakemen is to be settled peaceably or by a strike now seems to depend largely on what action congress will take on the proposal to refer the question to the interstate commerce commission.

The national conference committee of the railways at the recent conference in New York with the train service brotherhoods proposed settlement either by submission to the interstate commerce commission or by arbitration under the provisions of the Newlands law.

The brotherhood leaders promptly rejected both proposals, not only objecting to the interstate commerce commission as an arbitrator, but expressing their determined opposition to the plan of arbitration provided by the law which they had helped to get enacted.

To meet the objection that the interstate commerce commission now has no jurisdiction over railway wages the committee representing the railways proposed "that we jointly request congress to take such action as may be necessary to enable the commission to consider and promptly dispose of the questions involved."

Upon the failure of the companies and the labor organizations to reach an agreement the question was put up to congress in another form, in a resolution which was introduced by Senator Newlands on June 22 providing for an investigation by the commission of the whole subject of railway wages and their relation to railway earnings.

This resolution was proposed by the chamber of commerce of the United States after having been approved by a practically unanimous referendum vote of nearly 1,000 commercial organizations throughout the country. The Newlands resolution differs from the proposal of the railways. The latter refers only to the questions presented by the demands of the 18 per cent of railway employees engaged in train service and asks the commission to settle the controversy by a decision. The Newlands resolution is much broader and, without contemplating a final settlement by the commission, directs it to investigate and report on "the minimum, maximum and average wage paid, with hours of service, to each class of railroad employees in the United States," not merely the "big four" brotherhoods of train employees. The commission would also be directed to report on the hours and wages in other industries, the relation of wages to railroad revenues, the question of whether railroad revenues based on existing rates for transportation will admit of equally favorable terms to all classes of railway employees and "any other matter in this connection that the commission may deem relevant."

The brotherhoods object strenuously to any idea of a federal tribunal fixing wages and declare that an investigation by the commission would only serve to delay matters. The only proposal they have made is that their demands be granted in full, with the alternative of a nation wide strike. They insist that the railroads will be more inclined to yield to their demands when confronted with a strike vote.

In their reply to the brotherhoods the railways advanced as their reasons for proposing to refer the question to the interstate commerce commission that it is "the only tribunal which by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways is in a position to consider and protect the rights and equities of all the interests affected and to provide additional revenues necessary to meet the added cost of operation in case your proposals are found by the commission to be just and reasonable."

Whereas a board of arbitration constituted under the Newlands act could pass only on the questions presented to it in an arbitration agreement signed by both parties and would in no way represent the interests of the public in the controversy, the interstate commerce commission would not be so restricted and could consider the relation of the wages of the train and engine men to those of the other employees, as well as the necessary effect of an increase in wages on the rates to be paid by the public.

R. R. STRIKE VOTE IS TO BE ENDED AUG. 5

Men Required to Vote—Ballot Ignores Arbitration—Gives Leaders Full Authority.

The results of the strike vote being taken by the railroad engineers, firemen, conductors and brakemen to enforce their demands for a \$100,000,000 increase in wages will be determined early in August, according to a circular of instructions issued by the executive officers of the "big four" brotherhoods of train employees. The local chairmen of the organizations are to take the votes of the employees in their districts and forward them to the general chairman on each road not later than July 29. The general chairman for the eastern and southeastern roads are to report at headquarters in New York not later than Aug. 1 and those for the western roads not later than Aug. 5. The ballots will then be counted and another meeting will be held with the national conference committee of the railways.

The strike ballots are attached to a brief statement of the conference between the brotherhood committee and the committee representing the railways which was held in New York in June at which the railways proposed either arbitration or reference of the entire wage controversy to the interstate commerce commission for settlement. Both proposals were rejected by the brotherhood leaders, and the wording of the strike ballot gives the employees no opportunity to vote on the question of arbitration. The form of the ballot is as follows:

I have personally read the foregoing statement and believe the request for an eight hour basic day, with time and one-half for all overtime worked in all except passenger service, a just demand and hereby authorize the chief executives and general chairmen of the B. L. E., B. L. F. and E. O. R. C. and B. R. T. to act as my agents or attorneys in dealing for a settlement of these questions, and if the said chief executives and general chairmen are unable to otherwise effect a settlement satisfactory to them I hereby cast my vote _____ a STRIKE (for or against)

According to the circular of instructions, "all members holding seniority rights or actually employed in the service affected by this movement will be required to vote." The man voting is to sign the ballot and hand it to the person authorized to take the vote, in a sealed envelope with his name written on the outside, "but under no circumstances will he be permitted to take it away with him," and "all members are cautioned against giving out information or discussing the questions involved."

Without the support of public opinion the railway brotherhoods could not win a strike.—Milwaukee Free Press

If higher wages are due to the men higher rates are correspondingly due to the railroads.—New York Tribune

A general strike, tying up the railroads of the country, is inconceivable.—Philadelphia Bulletin

Members of the railroad brotherhoods should hesitate before going to strike.—New York World

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Abstracts examined, Corporation Law, Financial Agents, Trusts, Escrows and Accounts, Estates probated, Collections, Deeds, Mortgages, General practice in all courts, Correspondence solicited. Prompt attention. Bank references. Fourteenth year.
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Linn County Fair Scio, September 6, 7, 8

Wednesday, September 6, Salem and Stayton Day

- 10 a. m. Aeroplane flight.
- 11 a. m. Address, Governor James Withycombe.
- 11:50 a. m. Stock parade.
- 1:30 p. m. Race program
- No. 1. 2:30 Trot, 1 mile heats, 2 in 3 \$125
- No. 2. 2:25 Pace, 1 mile heats, 2 in 3 \$125
- No. 3. Buggy horse race, 1-2 mile \$ 25
- No 4. Pony race, 1-4 mile \$ 10
- 4 p. m. Carnival Company and other attractions.

Thursday, September 7, Albany and Harrisburg Day

- 10 a. m. Aeroplane flight. Stock Judging.
- 11:30 a. m. Stock parade.
- 1:30 p. m. Race Program
- No. 5. 2:20 trot, 1 mile heats, 2 in 3 \$150
- No. 6. 2:18 pace, 1 mile heats, 2 in 3 \$150
- No. 7. Saddle horse race, 3-8 mile \$ 15
- 4 p. m. Carnival Company and other attractions.

Friday, September 8, Lebanon and Brownsville Day

- 10 a. m. Aeroplane flight.
- 11 a. m. Prize stock Parade.
- 1:30. Race Program
- No. 8. 2:18 trot, 1 mile heats, 2 in 3 \$200
- No. 9. 2:15 pace, 1 mile heats. 2 in 3 \$200
- No. 10. Free-for-all, 1 mile heats, 2 in 3, 1st and 2nd money winners barred \$100
- No. 11. 1-2 mile saddle horse race, handicap \$ 20
- 4 p. m. Carnival Company and other attractions.

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