

'Red Hats' Help to 'Keep Oregon Green'

The "Red Hat" camp of forest fire fighting trainees near Corvallis has now grown to approximately 175,

and plans are completed to send some of the men to side camps established near Roseburg and near Birkenfeld in Columbia county. Up until late June the men had not been called to any fires as the wea-

ther appears to be cooperating with forest protection organizations in the current "Keep Oregon Green" campaign.

The camp is sponsored jointly by the school of forestry at Oregon

State college, the NYA, and Oregon forest protective agencies. The "Red Hats" are working in close cooperation with the "Keep Oregon Green" organization, which is now establishing centers in each town for the

sale of buttons, returns from which are being used to spread the idea of eliminating forest fires here in Oregon this summer.

A word to the wise is useless.

RAILWAY LABOR UNION DEMANDS WOULD COST 900 Million Dollars A YEAR

THE labor unions have made their demands upon the railways of the United States—and through the railways upon the PUBLIC. These demands are vastly larger in proportion than any they have ever made. The economical and efficient operation of the railways is vital to the nation's defense effort. Therefore, the Western Railways present to the public the following facts:

The labor unions representing engineers, firemen, conductors, brakemen and switchmen are demanding a 30 per cent increase in wages, amounting to 190 million dollars a year—although their present rates of pay are the highest in history.

Other unions representing a greater number of railway employees are demanding wage increases ranging as high as 95 per cent—averaging 47 per cent—and amounting to 580 million dollars a year—although their present rates of pay also are the highest in history.

Thus the wage increases being demanded by the labor unions amount to 770 million dollars a year, an average increase in excess of 41 per cent.

In addition, certain of these labor unions have demanded advances in their pay not included in the above figures, and more rules for the creation of unnecessary jobs.

The situation, then, is this: The total cost of complying with all the demands made would be approximately 900 million dollars a year!

The average weekly earnings of railway employees are now 15 per cent higher than in the peak year 1929, while the cost of living is 12 per cent less.

The demands of the railway labor unions are being made when the entire nation has just been asked to make a supreme effort for National Defense.

The railways cannot meet these demands without a great increase in the cost of transportation. They exceed by more than 700 million dollars the income that the railways had left after paying their annual expenses, taxes and charges in 1940.

The railways have a vitally important job before them. They need all their resources to continue adequately to serve you and contribute effectively toward the National Defense Program.

THE WESTERN RAILWAYS

Union Station, Chicago, Ill.