'Red Hats' Help to Keep Oregon Green'

The "Red Hat" camp of forest fire fighting trainees near Corvallis has until late June the men had not

and plans are completed to send ther appears to be cooperating with State college, the NYA, and Oregon Birkenfeld in Columbia county. Up campaign.

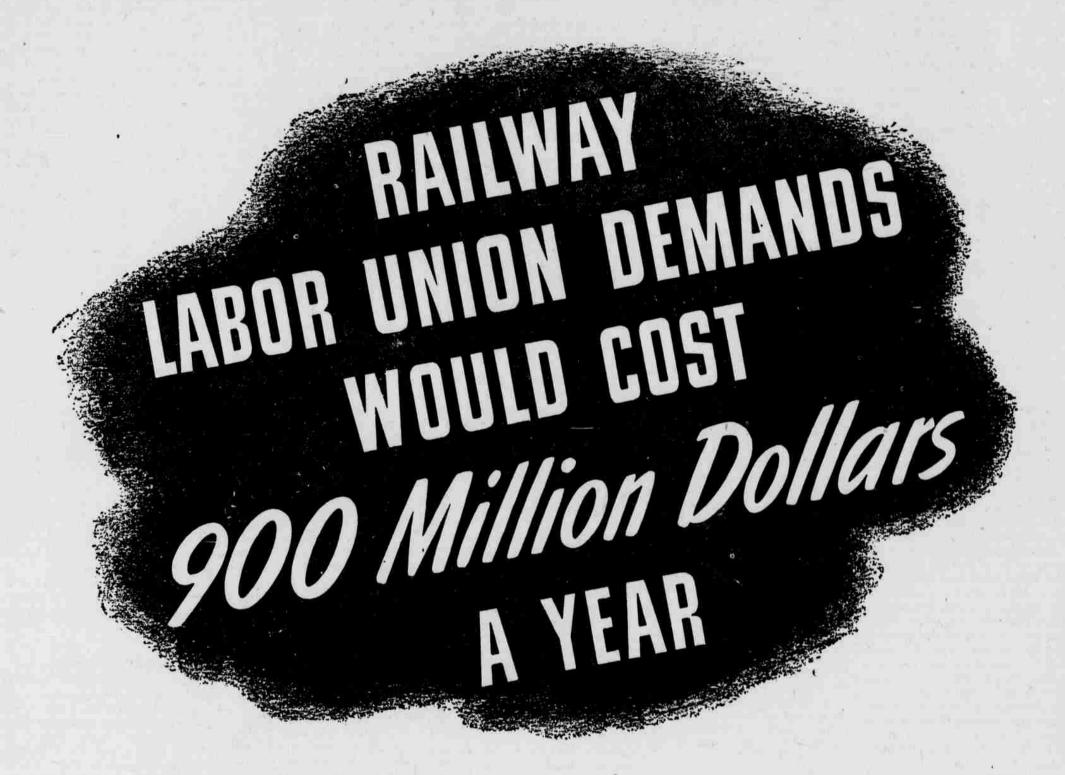
some of the men to side camps es- forest protection organizations in forest protective agencies. The "Red are being used to spread the idea tablished near Roseburg and near the current "Keep Oregon Green" Hats" are working in close cooper-

now grown to approximately 175, been called to any fires as the wea- the school of forestry at Oregon lishing centers in each town for the

ation with the "Keep Oregon Green" The camp is sponsored jointly by organization, which is now estab-

sale of buttons, returns from which of eliminating forest fires here in Oregon this summer.

A word to the wise is useless



"HE 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 yearalthough 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 centaveraging 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.