

RAILROAD UNIONS CITE GROUNDS FOR PAY HIKE DEMAND

Bigger, Faster Trains Handled Now By Same Number Men Is Main Argument.

Chicago, Sept. 17.—(AP)—A five-point argument to support the demands of the nation's five operating railway brotherhoods for wage increases was presented to President Roosevelt's emergency fact-finding board today by their legal counsel, Attorney Charles M. Hay of St. Louis.

The board met to consider a demand for a 30 per cent increase in the basic wages of 350,000 members of the operating brotherhoods and requests for wage boosts ranging from 30 to 34 cents an hour for 900,000 unionists belonging to the non-operating unions.

Grounds Cited

Hay said the 30 per cent increase demanded by the operating unions was justified because of increased service given the railroads by the employees, increased business enjoyed by the carriers, the rising cost of living, the risk and hazards the men assume, and the "fact that 50 per cent of their lives is spent away from home."

Hay told the board that in recent years bigger and faster trains, enabled the lines to render more efficient service to the public in less time. Despite this, however, he said there had been no increase in pay of employees.

For example he said that in 1920 the average freight train was made up of 36 cars, carried 1,443 tons, and moved 100 miles in ten hours, whereas in 1940 the same sized crews operated freight trains of more than 50 cars, carrying 2,047 tons 100 miles in six hours at no greater compensation than before.

Took Pay Cut

Speaking for the non-operating unions, Attorney Frank L. M. Mulholland of Toledo, O., said that the employees of the railroads "in bad times took a voluntary reduction in wages which lasted 2½ years before their pay was fully restored to the former level," and added:

"Today the railroads' business has increased beyond their fondest hopes but they have made no effort to increase the wages of their workers to the level of wages in other industries."

Wayne Lyman Morse, chairman of the board and dean of the University of Oregon law school, announced the procedure to be followed and said the hearings would be concluded not later than Oct. 18.

Prospect

Prospect, Sept. 17.—(Spl.)—The local unit of the W.C.T.U. held an institute at Prospect Nazarene church Saturday. Rev. Randall of Medford gave an interesting talk. Officers elected for the ensuing year were Mrs. Joe Phipps, president; Mrs. Nelson Nye, vice president; Mrs. Dee Hedgpeth, secretary; Mrs. Charles Bean, treasurer; and



ENVY—A Californian, Willms R. Peck (above), has been nominated by F.D.R. to be minister to Thailand. He is now counselor of the U.S. embassy to Peking, China.

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Fails To Join Marines



Lt. Col. John Greff, marine recruit depot commander at San Diego, assures heartbroken George Allen Walker, 14, of Arlington, Texas, there's "nothing to worry about" even though he ran away from home, falsified his age and parents' consent papers, and maneuvered himself past recruiting officers at Fort Worth and Dallas while trying to join the marines. He was traced to San Diego and will be sent home soon.

Mrs. James Dole, corresponding secretary.

Mr. and Mrs. L. L. Gilnes and daughter, Mary, spent Saturday and Sunday with friends at Selma.

Mrs. Waldo Nye and daughters, Darlene and Patricia, are spending this week with friends in Ashland.

Frank Age, on a 15-day furlough from Fort Lewis, which he is spending with his parents in Medford, visited his brother-in-law and sister, Mr. and Mrs. Ben Haynes, here Friday.

Mr. and Mrs. Victor Chapman took their daughter, Clara Mae, to Med-

ford, Saturday, where she had the cast removed from her arm that was broken two weeks ago. It is mending nicely.

Elmer Clemens attended to business matters in Grants Pass Saturday.

Mrs. Orval Carter and two children of Eagle Point spent Sunday with relatives in the Alley sawmill camp.

Mr. and Mrs. Carl Johnson and son spent Sunday with friends in Klamath Falls.

Mr. and Mrs. Archie McKillop and daughter Susanne have moved in the

L. Conger house near the Log Cabin, recently vacated by Mr. and Mrs. Otis McGhee and family, who moved to Klamath county.

Mr. and Mrs. Charles Bean and son, Darwin, were over from Glen-dale for the week-end, visiting relatives.

Prospect high school student body met Thursday, and elected officers for the following year, as follows: Elcho Redding, president; Victor Her-tager, vice-president; Ruth Beding-field, secretary; Elizabeth Cunningham, treasurer; Aileen Sherwood, business manager; and Jean Perkins,

sergent of arms.

Eugene and Wayne Dunagan visited their cousins, Jimmy and Melvin Johnson in Jacksonville Sunday.

Miss Betty Cunningham of Ash-land spent the last of the week with her grandparents, Mr. and Mrs. Nelson Nye, and other relatives here.

Mr. and Mrs. Bernard Matthews and little daughter, Marcia, visited Mrs. Matthews' parents, Mr. and Mrs. Willard McCulloch, of Medford, several days last week.

BLUE BOOK DUE

Salem, Sept. 17.—(AP)—The

Oregon Blue Book, biennial publication containing lists of Oregon officials, statistical matter and descriptions of the state's resources, will be published in about two weeks, Secretary of State Earl Snell said today.

FRED ASTAIRE TOOK A DARE

...and now he knows which cola tastes best!



See FRED ASTAIRE star of "YOU'LL NEVER GET RICH" A Columbia Picture



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Gasoline Rationing may come to parts of the West...



Here are the facts: Although certain areas near refineries will probably not be affected, some kind of gasoline rationing may come to Oregon, Washington, Idaho, Arizona and parts of Northern California. There may also be temporary shortages of home heating oils in these areas.

If these shortages do come, you may well ask, "Why?" California, alone, has proved oil reserves of 3½ billion barrels—a 65,000 gallon tankful for every family in the West. Our wells could more than double their output. Our refineries can turn out enough products to supply a two-ocean Navy, and still produce gasoline and heating oils in abundant quantities for civilian life. Then why should we have rationing?

The answer is transportation. Gasoline is one of the bulkiest types of merchandise you buy. The Pacific Coast uses an average of 200,000,000 gallons every month—enough to fill 19,048 tank cars, or 381 fifty-car trains!



The average service station has storage facilities for about 1000 gallons. It has to replenish its stocks at least three times a week. To lay up a month's supply—as your grocer might in an emergency—is just physically impossible.

That means that gasoline must flow—from oil well, to refinery, to storage points, to substations, to service stations, to you. It must be kept moving or it can never meet the demand.

Here on the Pacific Coast, where centers of population are far apart, the tanker keeps it moving. One tanker can carry as much gasoline, or heating oil, as 400 tank cars. In normal times, they move the bulk of petroleum products between Seattle, Portland, San Francisco and Los Angeles.

But today we're short on tankers. What happened? Take the case of Union Oil. Two years ago, when the war first began, we had 10 tankers in our fleet and 7 new ones on order. In June 1940 four of the original fleet were sold into service on the Atlantic. One of these was torpedoed on December 4, 1940. The other three are still carrying on.

Of the new tank ships on order, two, the Victor H. Kelly and the L. P. St. Clair, have been delivered. A third, the Paul M. Gregg, will be delivered this month.

1 Tanker Equals Eight 50-car Trains

The Victor H. Kelly is in Pacific Coast service. The L. P. St. Clair has been sent to Vladivostok by order of the U. S. Government. This means that the Union Oil Company has contributed five tankers to the war effort and only gained back one. Generally speaking, the same thing is true of other Pacific Coast companies.

This loss of tankers has a crippling effect on the coastwise flow of gasoline and heating oil. The states of Oregon, Washington

and Idaho, for example, use an average of 54,000,000 gallons of gasoline a month. In addition, they consume about 70,000,000 gallons of fuel and heating oil per month during the winter season. To move this combined amount, the industry needs only 30 tanker trips per month. To carry it by rail would require 11,809 tank cars, or 236 fifty-car trains. In other words, every time you take a tanker off the coast run, you add eight 50-car trains to a railroad system that's already overburdened with defense traffic.

What Are We Doing About It?

As we have already pointed out, Union Oil Company, anticipating just such a tanker shortage, placed orders for seven new ships in 1939. They are being delivered at the rate of one every six months.



In the meantime, substitute facilities are being increased with all possible speed. Every barrel, every tank car, every truck that we can lay our hands on is being pressed into service.

We can guarantee that the supply of gasoline and heating oils will never be cut off entirely. But there may be some rationing necessary that will inconvenience you temporarily. If it does come, we only ask that you bear it as good-naturedly as possible. Don't blame your dealer or your oil company or Mr. Ickes. Blame Hitler. The situation is just a natural result of our Nation's "all-out" defense effort.

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