

Out of the Woods

By JIM STEVENS

OTHERS LIVE ON TIMBER

The wood-using industry of Oregon and Washington is a giant customer for the services and products of other employers in the northwest.

In 1948 the total tonnage of revenue freight originating in the two states—freight carried by Class I steam railways—was 37,620,000 tons. About 58 per cent of this payload was forest products.

It is an old saw that without the tonnage provided by timber, the fine railroad systems in these states could not exist, unless they were heavily subsidized by the public. The number of railway employees affected by timber products is more than 20,000.

In normal times 80 per cent of the revenue tonnage of water carriers from Washington and Oregon is forest products. This relation has existed from the first water shipments of wood ever made from this region, when the Hudson Bay Company began to export lumber from their sawmill at Vancouver, Wash., in 1827.

Pumps and Petroleum

Another large group of wage earners and a substantial payroll which

is directly attributable to the timber industry is in the diversified manufacturing and distribution concerns which cater to the material, supply and equipment needs of loggers and lumbermen.

The logging camps of the Pacific Northwest are the main users of petroleum products of all kinds in the region. Petroleum products are used as fuels and lubricants for the tens of thousands of internal combustion engines used to power yarders, trucks, pumps for both domestic water and forest fire protection, light plants, towboats, locomotives, tractors, compressors and power felling and bucking saws.

The wood-using plants, too, are big customers for internal combustion engines. This is particularly true of the great number of small sawmills.

The logging segment of the industry has to have quantities of steel in the form of rails for logging railroads, culverts for truck roads, materials for repairing equipment of all sorts, as well as being the principal user of such hand tools as felling and bucking saws, axes, mauls, wedges, files and a host of other manual implements.

Just Look!

Donkey engines for logging, wire rope, shingle machines, rolls and chain for moving logs and lumber, complete sawmills, planers, molders, bolters, dry kilns, lift trucks, winches, cranes, logging blocks and rigging, welding outfits—

Yes, sir, and bulldozers, drill steel, dynamite, safety appliances, signal systems, telephonic and radio equipment, logging and lumber trucks, rail log cars, railroad spikes, nuts and bolts, sanders, knot borers, assorted glues, limestone, chlorine—

And this list doesn't begin to be half the material needs of the forest industry which are manufactured in the Northwest.

There are no reliable data as to the number of people employed in the manufacture of these items, but it has been estimated at between 30,000 and 35,000.

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Gates

Thurio Cole, son of Mr. and Mrs. Burrel Cole, is home on leave from the Alameda Naval Air Station in California. Cole was a former student at Gates High.

Mrs. Cole, of Molalla, mother of Burrel Cole, is a guest at the home of her son and family.

Mr. and Mrs. Philip Hackenberg and daughter, Sandra, of Portland, have been guests at the home of her father, Walter Brisbin.

Mr. and Mrs. Rains (Betty Syver-son) and Mr. and Mrs. Arnold Burgess, and her son, Donald Case, all of Klamath Falls, were guests at the Merle Devine home. Mrs. Devine and Mrs. Burgess, who will be remembered as Genevieve Bevier, are sisters.

A family dinner was held at the home of Mr. and Mrs. Albert Millsap Sunday as a compliment to Wirt Millsap of Woodland, Calif., who has been a guest at the Millsap home the past two weeks. Those present were Mr. and Mrs. Ralph Millsap, Betsy and Robert, of Portland; Miss Carol Klecker of Salem; Mr. and Mrs. Edmund Klecker and family of Stayton. Wirt Millsap left for his home Tuesday morning.

Mr. and Mrs. Riley Champ attended the reunion of the old students of Bethel school, four miles east of Four Corners, Salem, last Sunday.

The Gates Womens Club is sponsoring a reception for the teachers of the local schools Friday evening in the social rooms of the high school. All parents and friends of the teachers are invited to attend.

Mr. and Mrs. Hugh Fancher of Issaquah, Wash., were recent guests at the homes of his sisters and families, Mr. and Mrs. Elmer Stewart and Mr. and Mrs. William Athey. Mr. and Mrs. Fancher made the trip here in their private airplane and while here took Mr. Stewart and son, Billy, over much of the Canyon. Fancher is instructor at the Smith Airport at Renton, Wash.

Mr. and Mrs. Charles Timmons who had been at the Stewart home for several months, left for their former home in Iowa last week.

Claude E. Alexander of Kodiak Is.,

Alaska, joined his wife at her home here and will remain for an indefinite time.

Mr. and Mrs. Herbert Siltala of Salem have taken over the management of the cafe and fountain in Garrison's variety store. Mr. Siltala formerly was employed in the Salem Hardware store in Salem. They will live in the Oaks Court recently completed by Montag and Co. They have a small daughter who will attend school here.

Miss Virginia Wilks, recently of Ann Arbor, Mich., left this week to enroll in Oregon State. Her parents, who were living in the Hontag motel, have moved to one of the log cabins between Gates and Mill City.

Mr. and Mrs. Henry Green of Dayton, Ore., were guests last week at the homes of Mr. and Mrs. Harold Wilson and Mrs. Martha Bowes. Mr. and Mrs. Green are former residents of Gates, when they rented and operated the old Larson farm east of Gates.

Tilmon Rains, son of Mr. and Mrs. Tilmon Rains, is at their home. He was formerly employed in Sweet

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Mrs. Louis Stoffel and daughter, Mrs. Verna Hunzeker and her son, Wayne, all of Portland, were week end visitors at the homes of Mrs. Anna Nystrum and sons, Mr. and Mrs. George Stafford and at the Delbert Jenkins home in Mill City.

Mrs. L. M. Hill of Seattle spent

last week with her daughter, Mrs. Theodore Burton, and family.

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WHY THE MISSOURI PACIFIC RAILROAD STRIKE?

Over twenty years ago, the Congress of the United States passed the Railway Labor Act. It was hailed by union leaders as a model for the settlement of labor disputes.

THE LEADERS of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and the Brotherhood of Railroad Trainmen on the Missouri Pacific Railroad have refused to avail themselves of the peaceful means provided by this Act for settling their disputes. They insist that they be the sole umpire of their own disputes over the meaning of contracts.

There is no need for strikes

With all of the available methods for the interpretation of contracts, there is no need for a strike or even a threat of a strike, but the leaders of these railroad unions have ignored the ordinary procedures established by law and insist upon imposing their own interpretations of their contracts by means of a strike.

The wheels have stopped rolling on the Missouri Pacific. They may stop rolling on other railroads at any time. Recently the Wabash Railroad was forced to discontinue operation for several days under similar circumstances.

What are These Strikes About?

These strikes and strike threats are not about wage rates or hours. They result from disputes over the meaning of existing contracts. They cover claims for a full day's pay for less than a day's work, or for payments for services performed by others who were fully paid for the work done.

President Truman's Board Condemns Strike

There is an established legal method for handling disputes involving existing written contracts—just as there is such a method of settling any contract dispute which you may have in your daily life.

The President of the United States appointed a Fact Finding Board to investigate and adjust the Missouri Pacific dispute. This Board reported, in part, as follows:

It is with a deep sense of regret that we are obliged to report the failure of our mission. It seems inconceivable to us that a coercive strike should occur on one of the nation's major transportation systems with all of the losses and hardships that would follow. In view of the fact that the Railway Labor Act provides an orderly, efficient and complete remedy for the fair and just settlement of the matters in dispute. Grievances of the character here under discussion are so numerous and of such frequent occurrence on all railroads that the general adoption of the policy pursued by the organizations in this case would soon result in the complete nullification of the Railway Labor Act.

Obviously the railroads cannot be run

efficiently or economically if the leaders of the unions ignore agreements or laws.

Provisions of the Law which are Disregarded

There are five ways under the Railway Labor Act to settle disputes over the meaning of contracts:

- 1—Decision by National Railroad Adjustment Board.
- 2—Decision by System Adjustment Board for the specific railroad.
- 3—Decision by arbitration.
- 4—Decision by neutral referee.
- 5—Decision by courts.

The Missouri Pacific Railroad has been and is entirely willing to have these disputes settled in accordance with the requirements of the Railway Labor Act. Regardless of this fact, the union leaders have shut down that railroad.

Innocent Passengers Suffer Losses and Hardships

There are about 5,000 engineers, firemen, conductors and trainmen on the Missouri Pacific. They are known as "operating" employees and are the most highly paid of all employees on the nation's railroads, but their strike action has resulted in the loss of work to 22,500 other employees of the Missouri Pacific. In addition, they have imposed great inconvenience and hardship upon the public and the communities served by that railroad.

The Railway Labor Act was designed to protect the public against such interruptions of commerce.

If these men will not comply with the provisions of the law for the settlement of such disputes, then all thinking Americans must face the question, "What is the next step?"

