within the county.

We feel that your action in disinishing the original proposal as offered by Hayward coincilman may have been in the control of the county of the count

have been took.
Meanwhile, there is a deadfline facing us on the present
proposal to Join the Russell
Offly project with that of a
pipe line to the National
Guard facilities at the Hayward alropt. By Join in g
projects, thousands of dollars
could be saved getting water
for Russell City.

Malhough we must admit
that the responsibility of
general projects of the description of
general projects for the
Russell City rests for the
Russell City rests

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ture, and interior decoration. We mount

Cultionian Page 19 Company of the Co

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 Locomotive Engineers, Brotherhood Cocomotive Firemen and Engineerin, det of Rellway Conductors, and the obstachood of Railroad Trainmen on the sistoist Facilite Railroad have refused to the thermost of the peaceful means wished by this Act for settling their dis-fect. They insist that they are the act.

There is No Need for Strikes With all of the available method for the interpretation of contracts, there is no sided for a strike or even a head of a sided for a strike or even a head of a sided for a strike or even a head of a sided for a strike or even a head of a strike. But the teaders of these railroad uniques have ignored the ordinary procedures established by the and insist upon imposing their own interpretations of their confects by means of a strike. The wheels have a topical of the side of the strike of their contracts of their c

What Are These Strikes About? These strikes and strike threats are not about wage rates or hours. They result from dia, "tes over the meaning of exist-ing contracts. They cover claims for a full

President Truman's Board Condemna Strike

There is an established legal method for handling disputes involving existing withten contracts—just as there is such a method of setting 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 Missourl Facilic dispute. This Board reported, in part, as follows:

Provisions of the Law Which Are Disregarded

There are five ways under the Railway Labor Act to settle disputes over the mean-

1—Decision by National Railroad Ad-justment Board.
2—Decision by System Adjustment Board for the specific railroad.
3—Decision by arbitration.
4—Decision by routral refere.
5—Decision py 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 Bystanders Suffer Losses and Hardships

Losses and Hardships
There are about 5,000 engineers, firemen, conductors and trainmen on the Missouri Pacific. They are known as "operating" employes, and are the most highly paid or all employes on the nation's railroads, but their atticks action has resulted in the loss of work to 25,000 other employes of the Missouri Pacific. In addition, they have imposed great inconvenience and hardship upon the public and the communities are supported by the state of such disputes, then will not comply with the perticions of the law for the stiffeness of such disputes, then all thinking Americand must face the question. "What is the next step?"



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