

WAGNER ACT RULING BEGETS PLANS FOR PAY-HOUR LAWS

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the state directly affects interstate commerce, and is properly subject to federal legislation.

Senator Byrnes (D., S. C.), a Roosevelt trader who originated the senate movement to condemn sit-down strikes, said he may propose legislation to ban such tactics.

He noted that the court had held collective bargaining agreements valid for workers in the industries affected in the cases, including manufacture of steel, auto trailers and clothing.

He said he believed that protection of the manufacturers against sit-down strikes also would be considered valid.

Senator King (D., Utah), and others contended the Wagner act should include safeguards for employee minorities and for employers as well as union members.

Close Vote Moot Point

Democrats at odds over the pro-

posal to enlarge the supreme court unless justices over 70 retire differed vigorously on whether the trend of recent decisions would affect that bill.

Some backers of the court bill said the fact that four of the Wagner decisions were voted 5 to 4 demonstrated the need for revising the tribunal, and that their case would benefit accordingly. Opponents insisted the president should abandon his proposal, saying it was foredoomed.

Senator Burke (D., Neb.), a foe of the measure, said there was a possibility "a round robin signed by more than 50 per cent of the senators will ask the president to withdraw the bill so far as it applies to the supreme court."

Compromise Discussed

Talk of compromise increased. Three democratic senators generally considered non-committal on the issue—Brown of Michigan, Schwelb of Washington and Duffy of Wisconsin—indicated they would be receptive to compromise. Possible compromises most discussed were:

To add two or four instead of six justices.

To require a two-thirds vote of the court to invalidate any law.

To make retirement from the court mandatory at 70 or 75 or after a specified term of service.

Outspoken opponents like Burke, Senator Wheeler (D., Mont.), and Senator Van Nuys (D., Ind.), said they would not compromise on any enlargement of the court, but that constitutional amendments such as one to limit the tenure of justices came in another category.

On the administration side, Chairman Ashurst (D., Ariz.), of the judiciary committee also declared against compromise. A possible linking of administration determination to carry through came in comment by Attorney General Cummings that the decisions "show the wisdom of the president's plan."

Secretary Perkins called the rulings proof that the constitution "is indeed broad enough to give congress power to deal with our most pressing social and industrial problems when the court is willing to recognize the statutory technique."

Labor Chiefs Satisfied

Foes though they are on the issue of craft against industrial unionism, President William Green of the American Federation of Labor and John L. Lewis of the committee for industrial organization expressed satisfaction over the decisions.

Green predicted an upsurge in union organization and the end of company unions. Lewis, terming the court "variable as the wind," said the situation in which one justice holds such power needed change and the president's court bill was the answer.

J. Warren Madden, chairman of the Wagner labor board, foresaw greater industrial peace as a result. If employers respect the decisions, he said, strikes to obtain collective bargaining rights no longer will be necessary.

He expected early settlement of many labor disputes pending in the courts. Another rose in the south, however, with the filing of a complaint by the board against the Tennessee Coal, Iron and Railroad company.

Pleading respect for the labor act as interpreted by the court, the National Association of Manufacturers said in New York:

"We trust that similar respect for this law and other laws will be recognized as well by leaders of organized labor."

Senator Wagner (D., N. Y.), took exception to the views of some colleagues that the decisions warranted more immediate legislation on labor relations.

The decisions, he said, illustrate that the fact he sponsored "embodies those underlying principles of democracy and fair dealing under which industry and labor can settle their difficulties without further supervision by the government."

Hughes' Opinion Eyed

Aside from wage and hour standards and sit-down strikes, other topics discussed at the capital included a ban against child labor, application of the principles of the railway mediation act to other industries, and authorizing fair trade agreements similar to NRA codes—all by invocation of federal powers as defined by Chief Justice Hughes.

A paragraph in his opinion which attracted special attention said:

Although activities may be intrastate in character when separately considered, if they have such a close and substantial relation to interstate commerce that their control is essential or appropriate to protect that commerce from burdens and obstructions, congress cannot be denied the power to exercise that control.

What pleased the advocates of stronger federal power was that the court, even if only by the margin of Justice Roberts' vote, had ruled that the Jones and Laughlin Steel corporation of Pennsylvania, the Fruehauf Trailer company of Michigan, and the Friedman-Haas Marks Clothing company of Virginia were held to be in interstate commerce.

They noted, however, that the principle laid down would be applied in the future only on the basis of whether the specific concern in court was engaged in such commerce.

Whether the split decisions fore-shadowed a division on the social security act, on which a decision is impending, occasioned speculation.

Questions asked in the arguments last week by justices usually identified as conservatives and liberals led some members of congress to predict that Justice Roberts might also hold the balance of power in that case. Roberts himself asked no questions.

F. R. Anxious to Proceed

The administration official who said the president would proceed with his judiciary reorganization proposal remarked that Mr. Roosevelt would like to go ahead with minimum wage legislation to improve the goods made in a manufacturing plant that ultimately go into interstate commerce but that a supreme court decision as to the

Denhardt Ready in Murder Trial



Defense preparations completed. Brig-Gen. Henry R. Denhardt, above, was ready to go to trial in Louisville April 20 on a charge of killing his fiancée, Mrs. Verna Carr Taylor. Denhardt's attorneys announced. The defense contends the attractive, socially prominent widow committed suicide.

validity of such legislation would depend on one man.

In this connection, it was recalled that someone had observed that the supreme court had progressed now to a new definition of "no man's land," and that it was now a "Roberts' land."

It was said the president still was interested in child labor prohibitions, but there was no assurance that legislation along this line would be held constitutional.

It was further recalled that of the five cases decided yesterday three of them represented reversals of circuit court rulings. The official said the circuit court were a very responsible unit of the judiciary.

It was said the president planned no conferences for the moment as a follow up on the decisions. It was further predicted that the president would not wait until congress acted on his court plan before proposing wage and hour legislation.

RAIN PLAYS HAVOC IN THE NORTHWEST

(Continued from page 1)

dren and Mrs. Lulu Young fled from the home when the timbers cracked and the living room floor sagged.

Earth and rock slides harassed motorists on several Portland streets and highways. Numerous slides led to minor congestions on the Columbia river route. Water covered a section of the highway between Sheridan and McMinnville.

Wire Service Crippled

The downtown in the Portland area, resulting in 2.03 inches since Sunday, disrupted airplane travel and hampered telephone and power service. The storm caused a short circuit and burned out three blocks of trolley lines.

Southwest winds reached a peak of 65 miles an hour on the Coos Bay bar last night.

A 24-hour rainfall at Salem brought 2.21 inches and flooded basements. The downpour slackened at Grants Pass after leaving 1.64 inches in 16 hours. More than half an inch fell at The Dalles. An all-night storm netted 1 of an inch at Klamath Falls.

Creeks rose rapidly in the Silverton district. The Abiqua and Pudding rivers were reported up six feet. The Willamette rose slightly at Eugene as 1.49 inches of rain peppered the upper valley district.

The storm slackened in Portland this morning but the U. S. weather bureau predicted a continuation of showers tonight and Wednesday generally over Oregon. Temperatures will drop.

REBELS TIGHTEN SIEGE OF BILBOA

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ed to force the government to lift the Spanish insurgent blockade of Bilboa and convey supply ships to the Basque capital.

Following Prime Minister Baldwin's statement that, in view of a special situation, British shipping could not be guaranteed protection inside the three-mile limit, Britain acted swiftly to keep her shipping away from the Basque coast.

Baldwin issued a general warning to all British ship owners not to allow their vessels to approach the Basque coast for the time being, and the admiralty pointed a similar warning to the food ships driven into St. Jean de Luz by insurgent warships.

Expounding on the government policy in a speech to a Liverpool meeting of the conservative party last night, Foreign Secretary Anthony Eden declared Britain was following a cautious course because "two refuse to lead Europe over the precipice."

SPEAKER STILL IN GRAVE CONDITION

CLEVELAND, (April 13.—(AP))—Tris Speaker, baseball immortal and former manager of the Cleveland Indians who suffered a fractured skull in a fall Sunday, remained in a critical condition today at Lakeside hospital.

"He isn't out of the woods yet," said Dr. E. B. Castle. "I feel that he will recover, but complications may develop. His condition still is critical."

The 49-year-old former outfielder, who batted 344 in 21 years of major league competition, fell 16 feet to a stone walk while putting up a flower box in his home, and surgeons took 100 stitches in a wound that extended from his left eye to his neck.

"BIKE" CODE EXAMS GIVEN IN ROSEBURG

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examination and those who did not take the test yesterday must take examinations before City Recorder A. J. Geddes in the future in order to secure the license and registration certificate.

Rules Summarized

Among provisions of the ordinance, briefly summarized, are the following:

1. Sec. 1. No person shall ride any bicycle upon any street, alley or public place within the corporate limits of the city of Roseburg during the period from a half hour after sunset to a half hour before sunrise, or at any time when fog or other atmospheric conditions render the operation of said bicycle dangerous to traffic or the use of the streets, or at any other time when there is not sufficient light to render clearly discernible any person on the street a distance of 300 feet ahead, without having a lighted lamp fixed on the front of said bicycle, visible under normal atmospheric conditions from a distance of at least 300 feet from in front of said bicycle, and also a reflex mirror or reflector on the rear of said bicycle, exhibiting a red light visible

under like conditions from a distance of at least 200 feet to the rear of said bicycle.

2. Sec. 2. No riding of two persons on one bicycle unless it be a tandem or one equipped for two or more riders.

3. Sec. 3. No one riding a bicycle shall hold onto any other vehicle.

4. Sec. 4. No person shall ride a bicycle on a sidewalk.

5. Sec. 5. Riders must keep to extreme right of traffic lane. Must be no riding abreast of any other bicycle except in passing.

6. Sec. 6. State traffic code applies so far as reasonably applicable.

7. Sec. 7. No bicycle races on the streets.

8. Sec. 8. No bicycle to be ridden without having on it a metallic license plate furnished by the city recorder. Cost 25 cents.

9. Sec. 9. All riders to pass examinations by persons appointed by the city recorder.

The United Airlines recently ordered 13,000,000 gallons of gasoline. This amount of gas would take an auto 653 times to the moon, 6280 times around the earth at the equator, and, if run through an ordinary kitchen faucet, turned wide open, it would take ten years to pour it all down the sink.

CIVIC CLUBS SPUR ROSEBURG PROGRESS

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are not lodges, social clubs or fraternities. In fact they are the embodiment of activities wherein they function.

A man who does not have a business interest in his town and does not belong to the chamber of commerce or one of the leading civic clubs is not only shirking his duties as a citizen, but he is neglecting the companionship, fellowship and lessons in experience to be had by mingling with his fellows and helping them to build a city.

A one-horse power engine can lift a maximum of weight, but it can only lift one-third of the weight that can be lifted by a thirty-horse power engine. Hence, when banded together with others of like intent the power for good is infinitely greater.

Civic Enterprises

Since the organization of the first commercial club in Roseburg commercial organizations have been civic enterprises. The meetings held in those earlier days demonstrated that even these pioneers realized the power of a commercial organization. They have advocated the elimination of "booms" or the practice of "boom"

methods. The original organization sponsored the bringing of industries to Roseburg and today it is one of the most important factors in the building of good roads, encouraging new industries to come, and help those already here. The chamber of commerce is the only organization maintaining a permanency in the city of Roseburg going after the building of highways, encouragement of industries, development of markets and other phases of community thrift.

The members of the chamber of commerce and civic clubs are always advocating the opportunities and beauties of their city and its trade territory. Silhouetted against the hills to the west, which could almost be termed mountains, Roseburg has a strategic location. It is practically in the center of the county, near the junction of the North Umpqua river and the South Umpqua river. It is on the Southern Pacific railroad, Pacific highway (99) connects with the Oregon Coast highway and the Redwood Empire highway. It is 525 miles north of San Francisco; 60 miles from the Pacific ocean; 200 miles south of Portland and 75 miles from any city of like size, Douglas county, with its diversity of resources, provides plenty of activity for the chamber of commerce. During the last six

years it has been called on by the government agencies for a tremendous amount of work. These problems were handled first by the chamber of commerce. In addition to regular duties it meant much arbitration and much work. It is the consensus, however, that what the Commercial club and chamber of commerce have done in the past—and the evidence of the effect of the early day organization—is what it can do in the future and particularly in the next few years. This is a period that calls for the utmost in wise planning and vigorous action. So useful an agency should be maintained in all its efficiency in Roseburg during the immediate years to come.

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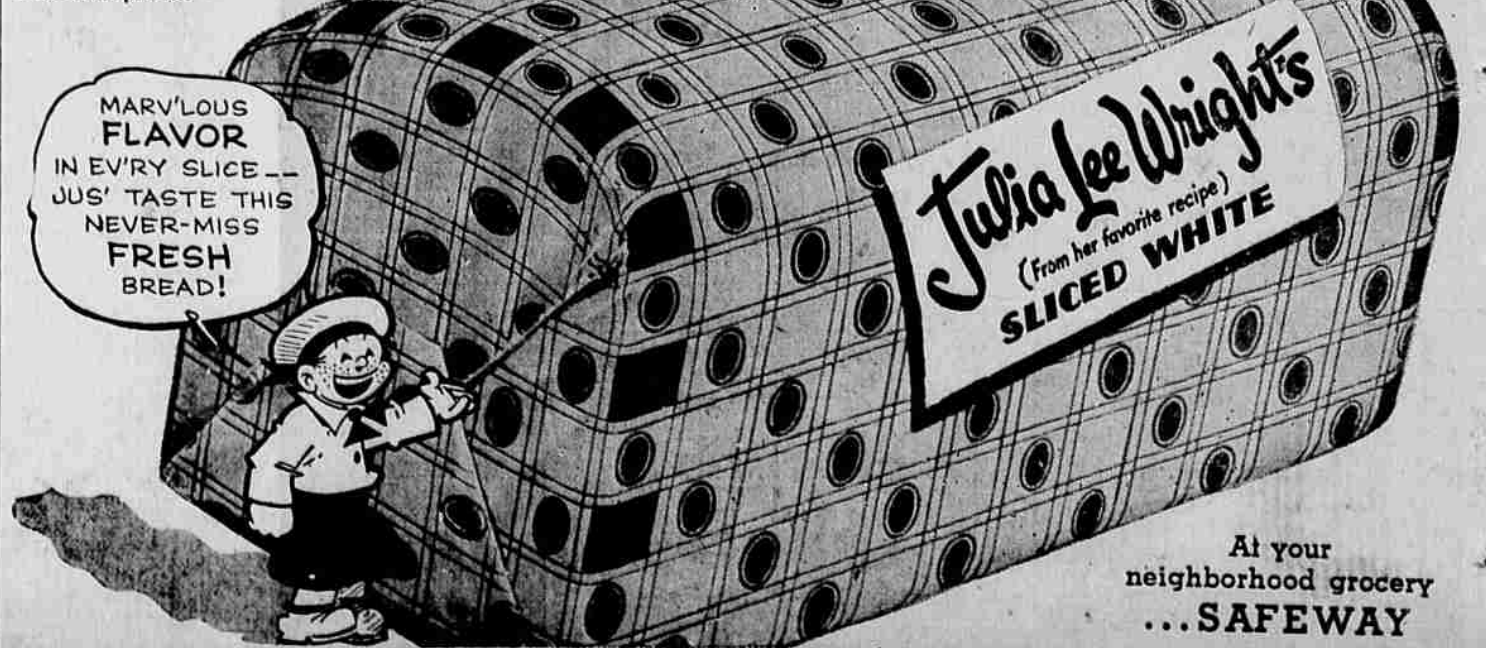
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