

# Want Ads.

WHEN IT COMES TO untiring sellers, finders and traders, an Observer Want Ad can't be beat. It works overtime on straight-time pay. Rates, one cent per word per issue—no ad less than 25 cents.

### FOR RENT

**FOR RENT**—A new four-room modern cottage. Red 921. 1-15tf

### FOR RENT FURNISHED

**FOR RENT**—Furnished rooms heated, with or without board. Only one block from postoffice. Mrs. E. C. Turkey, 906 Washington. 12-30-tf

**FOR RENT**—Housekeeping rooms, 1507 Pennsylvania avenue. Mollie Neges. 1-15tf

**FOR RENT**—Furnished apartments, modern and close-in, finest in city. Inquire Darland Apartments, Apt. 4, Depot street, or phone Red 1452. 1-16-tf

### FOR SALE—Real Estate

**FOR SALE**—Ten acres, all kinds of fruit. Address Observer. 1-2-31pd

### FOR SALE—Miscellaneous.

**FOR SALE**—Sweet apple cider, 25c a gal. Photo Black 381. 1-19-4t

### FOR RENT—Piano

**FOR RENT**—Piano in good condition. Reasonable. Inquire at Silvesthorn's. 1-23-3t

### FOR SALE—Printing.

Complaints, affidavits and legal blanks of every description for sale at The Observer, 1710 Sixth street.

### HELP WANTED

**WANTED**—A waitress to go to Reith, Oregon. Phone Black 172 or Black 1462. 1-22-tf

### LOST AND FOUND

**FOUND**—A pair of kid gloves in the Silver Grill. Owner can have same by calling at Silver Grill and paying for this ad. 1-22-tf

### Leonora Fisher Whipp.

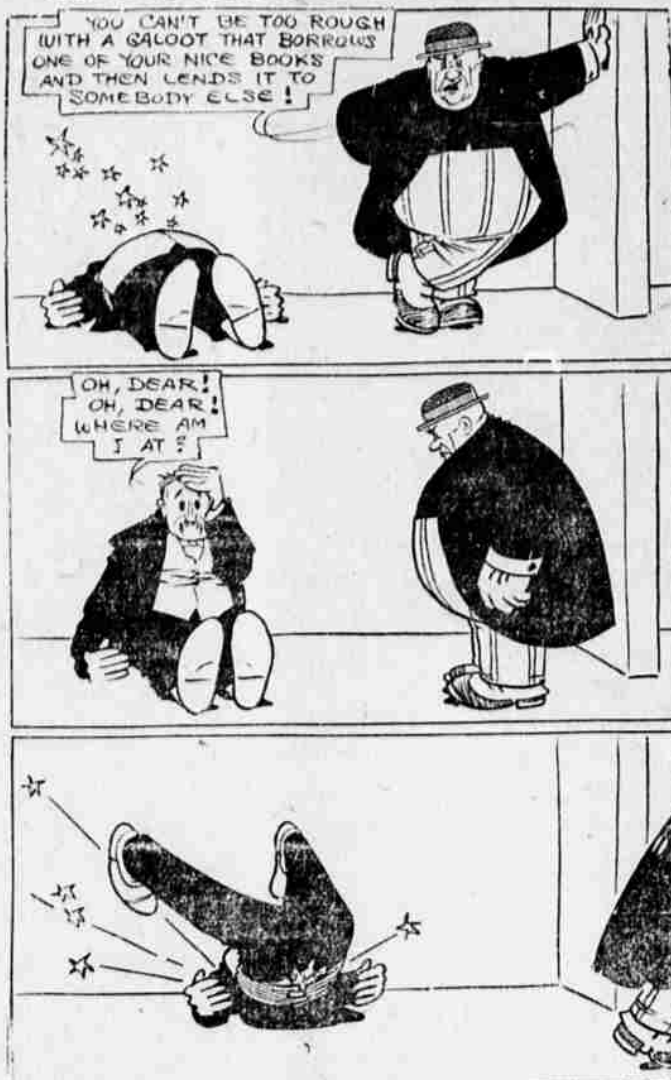
Mrs. Whipp, who will assist Hart-ridge Whipp, the distinguished baritone in a song recital at the Methodist Episcopal church Tuesday evening, January 30, is a virtuoso as an accompanist, being at all times sympathetic in the extreme, the two making an artistic combination rarely found.

Anyone desiring to purchase or lease Wallowa Lake Park write or call immediately. Good proposition for immediate acceptance. Doctor orders change of climate for my wife. J. F. Egensperger, Joseph, Ore. 1-18-13

Efforts are being made to increase the tobacco industry in Ireland, which has soil that is said to be suitable for almost all varieties of leaf.

A Texan is the inventor of a tobacco can which carries a roll of cigarette paper inside its lid, against which any desired amount can be torn off.

## THE OUTBURSTS OF EVERETT TRUE.



## THE CANADIAN COMPULSORY ACT

### Is It a Success in Canada, and Does It Hold Any Promise of Success as a Way Out to the United States?

By Ralph M. Easley  
Chairman Executive Council, The National Civic Federation, New York

In the present controversy over the Canadian Compulsory Investigation Act, which Act Congress is considering as a means, to quote its advocates, for preventing a recurrence of a threatened railway tie-up in this country, there are several very important points generally overlooked.

First, and most important, it will not prevent a recurrence at all; it was not intended to prohibit strikes and it does not prevent them in Canada. It is only intended to delay them until after a Board has heard both sides of the issue and made a public recommendation. Then either side or both sides, which has happened in Canada time and again, can go ahead and fight it out. This fact can be easily ascertained by examining the recent report of the Conciliation Board to the Labor Department of Canada, which purports to give the history of every case that has come before the Board since the enactment of the law, growing out of disputes in the Railway, Municipal Utility and Mining interests of Canada, and their employees, Mining being classed as a public utility in the law.

However strongly one may feel that the paramountcy of the public's right and interest in an uninterrupted service of public utilities should be maintained at all hazards—however strongly one may feel that the railway brotherhoods, in threatening to paralyze the traffic of the country, were wrong and deserve drastic legislative treatment as it has been said, "to teach them that the public has rights as well as they," there is no use in fooling ourselves about "securing a prevention of a railroad strike" in this country by adopting the Canadian Act. Personally I feel that the railway brotherhoods should have accepted the proposal of the railway managers for arbitration, notwithstanding their great disappointments in previous arbitration, and in the acknowledged serious defects inherent in all arbitration where the public representatives on the Board have the deciding voice. Also, I believe in the paramountcy of the public interests; but that has no bearing on the question as to whether the Canadian Compulsory Investigation Act is the vehicle through which the public voice can be made effective. It is not a question of sentiment, but a question of fact.

A proposition that might work well in Canada with its almost homogeneous population of 7,206,643 does not throw much light on what will work in a country of 100,000,000 population composed of over forty nationalities. When we consider that Greater New York and vicinity has large population than the whole Dominion of Canada, comparing problems in Canada to those in the United States seems a little grotesque.

Paraphrasing it might be recalled that some years ago we were flooded with wonderful ideas of the successful operation of the novel and so-called progressive legislation in New Zealand, and the Socialists, Single Taxers and other radicals in the country

started at once a movement to "New Zealandize" the United States. Well, these beautiful dreams, even in little New Zealand, which is only one-sixth as large as Canada, and whose population is even more homogeneous, there being only 823 aliens, have been smashed to smithereens, and if there is any country more chaotic in its industrial situation than New Zealand, it is not on the latest maps available at this writing. Furthermore, a commission composed of employers, labor leaders and publicists, is now on its way to the United States to learn from us how to get out of their mess.

The official reports of the Board of Conciliation to the Labor Department of Canada on the operation of the Compulsory Investigation Act from its enactment 1907 to 1916, although written by officials who are trying to make it seem as important and successful as possible, and which conceals a number of very important facts that the average reader would never discover, furnished enough information to dissipate all beliefs that an industrial Utopia has been developed by our numerically speaking little neighbor on the north.

In the whole nine years of its existence it dealt with disputes involving only 146,000 employees, and 32,000 of them, or nearly 22 per cent, struck in spite of the award and in many instances in spite of the law itself, striking before making any application. Nothing in the record shows that any effort was made to inflict the penalties of the law upon them by fining or sending them to jail.

Much is made by advocates of a statement in the reports that out of 191 disputes there were only twenty strikes. An examination of the report referred to shows that that means very little. There are dozens of little "Jim Crow" strikes, running from four to one hundred employees, sixty-three cases to be exact which would be settled by any voluntary mediation board, but under the law the cumbersome and costly machinery of the National Government had to be invoked for the four, the six and the ten employee class as well as in cases of real consequence. There are 109 cases, with 250 employees and less; while the largest number in any one case involved was 8,000, and they struck.

As against that record, under the Newlands Mediation Act, which has no compulsory power, out of 74 railway disputes 73 were settled by mediation or arbitration, and in several instances the employees numbered more than all the Railroads, Municipal Utility, Coal Mine, and other employees dealt with by the Canadian Board in the whole nine years of its existence.

The United States Department of Labor reports 300 cases, 275 of which were adjusted, this without any power whatever. Furthermore, the Board being a Federal one and most of the cases having to do with State Industries, either side could have politely asked them to tend to their own business. But their services were gladly accepted.



## If Coffee Disagrees

use

# POSTUM

--for over 20 years the healthful table drink in thousands of homes.

Made from prime Wheat and a little wholesome molasses.

An ideal family drink instead of tea or coffee.

There are twice as many disputes, involving five times as many employees, settled by voluntary board in New York City every year, as in all the disputes under the Canadian Compulsory Investigation Act during its life.

But let us examine a few of the strike cases that are referred to in the official Canadian report and see if we can find anything worth copying in the United States, for all the arguments for the adoption of this measure here are based upon a general feeling that its operation in Canada has been a phenomenal success and is the answer to the question: How can we, in the United States, insure ourselves against the danger of a paralysis of the traffic of the country?

In a dispute between the Grand Trunk Railroad and its machinists the Board unanimously found in favor of the men but the road refused to comply, and the men struck.

In the Cumberland Railway and Coal Company controversy, with its 1,700 employees, there were four disputes in one year, and in three of them the men refused the award and struck, while in a fifth dispute the next year they struck again.

In the city of Toronto, in a dispute between the electric workers and the city-owned electrical works, the award favored the men, but the city refused to comply, and the men struck.

The Michigan Central Railroad proposed a reduction in pay in one class of service, whereupon the men struck without reference to the law, but no penalty was enforced against them.

Six thousand members of the United Mine Workers' Union struck against the Western Coal Operators' Association in defiance of the law. Afterwards they were persuaded to apply for a Board, and an award was handed down that they did not like, so they struck again and tied up the mines for seven months.

In the Grand Trunk Railway dispute, with its 3,000 conductors and trainmen, both sides were so displeased with the award that they began negotiations independently of the Board. After a month of fruitless endeavors the men struck and the situation became so serious that the National Government itself, similarly as did our Federal Government in the matter of the recent railway controversy after the Mediation Board had failed, took up the question and brought about a settlement after a ten days' strike.

In a sixth dispute that the Cumberland Railway and Coal Company had with its 1,500 miners, the award was refused by the men and the mines were shut down for eight months.

In a dispute between the Western Coal Operators Association and 2,100 miners, after the award was handed down neither side accepted, but began negotiations and worked out an agreement themselves, all of which looks very well in a report, were it not that the men had been on strike all the time, even before applying for a Board. There is nothing to explain how the Board could with propriety be officially hearing the dispute while the men were openly flouting the law.

In the Canadian Pacific Railroad dispute, with 8,000 men in its mechanical departments, the award was accepted by the company under protest, but the men would have none of it and struck, remaining out for two months.

In a dispute between the St. John's Street Railway Company and its employees, the Board handed down a unanimous award, but the company refused to accept, and the men struck.

In a dispute between the British Columbia Telephone Company and its 321 electrical workers, the men struck without asking anybody's permission. Instead of putting them in jail the Conciliation Board did the much more sensible thing of bringing about a settlement by mediation, forgetting about the jail. But what about the

majesty of the law?

In a dispute between the Canadian Pacific Railway and 1,300 of its employees, which the report says also affected indirectly 15,000 employees, there was both a defiance of the law and a confession of utter inefficiency. The Board does not put it in exactly that language, but puts it in this naive way:

"Report of Board was accompanied by a minority report signed by Mr. Duval. Prior to the date of the application the employees had gone on strike and remained out from November 1 until February 3, when the department was informed that an agreement had been reached by the parties concerned and the employees had accordingly resumed work."

So far as the penalty for striking or locking out before applying for a Board is concerned, there is no attempt to enforce it, and it might just as well be repealed. To jail ten or fifteen thousand men is neither a physical nor a political possibility in Canada any more than it is a physical or a political possibility for the United States to jail 400,000 of the members of the Railway Brotherhoods in case we had the Canadian Act, and they struck in spite of it.

The author of the Canadian law is official authority for the statement that the compulsory feature of the Canadian Act has made more law breakers than all the jails in the Dominion of Canada could hold.

If we had had the Canadian Act in this country last spring when the Railway Brotherhood men started their controversy, and the Board had not granted the demands of the men, in my opinion they would have been on strike in August, about the time they were negotiating at the White House; that is, of course, if they had not flouted the law, as is openly done in Canada, and struck without waiting for an investigation and a decree.

It must be borne in mind that in submitting a case, under the Canadian Act, to a Board does not mean submitting to arbitration, but simply an enforced investigation. Where both sides submit to arbitration, they feel in honor bound to stand by the award however distasteful it may be, but none of this moral force is back of an award handed down through an enforced investigation.

I have confined this statement to an examination of the actual operation of the Canadian Act as reported by its most partisan advocates, without discounting the self interest of the salaried officials in perpetuating their jobs by making their administration appear most successful and my conviction is that the adoption of its principles in this country would not only grievously disappoint the hopes of its advocates, but would tend to make of our wage earners a horde of law breakers.

The difference between compulsory arbitration, which many strongly oppose, and compulsory investigation, which the same people just as strongly propose, and the constitutional aspect of the matter I will not discuss in this statement—and in what I have said I am only voicing my own sentiments. The National Civic Federation has not officially passed upon the question, although in earlier days the officers of the organization, from Mr. Low down, were all opposed to either compulsory arbitration or compulsory investigation. This is also the personal view of Mr. Low's successor, Mr. V. Everit Macy.

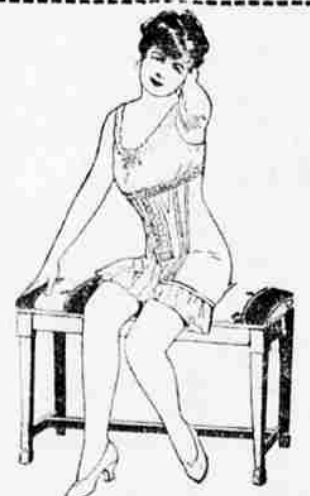
I realize that this statement is not a constructive one, in that it does not answer the question, "If the Canadian Act will not meet the situation, what will?" Destructive criticism is always easier than constructive, but I do not believe that by any form of compulsory legislation we can meet the issue. The Newlands Act, while successful in 73 cases, was unsuccessful in the largest and most important case

of all, the one that was temporarily settled at the White House last August.

While there is no likelihood of any solution of the so-called labor and capital problem being arrived at this side of the millennium, as in fact we have found no solutions for hundreds of other very grave problems, governmental, industrial and financial, yet we are getting along, and I believe that some kind of mediation board, named by the President and mutually agreed upon by the railroad managers and the railway brotherhood leaders, under Federal supervision, would meet the present dilemma. It should not absolutely prevent a recurrence of the crucial situation that faced the country last fall, nor do I believe that there is any scheme that could absolutely prevent such a recurrence. It is proposed by some that the Government should take over the railroads and put them under military operation—not a simple process with the ideas of the American people as to the proper functions of government. It, also, might be like "jumping from the fryingpan into the fire," and even then strikes would not absolutely be prevented, as we see in those European countries where the governments own the railroads. However, this is only an academic proposition at this time. But if the present crucial difficulties were composed it is not likely that there would be for many years a recurrence of the ugly question that now confronts us. By that time, it is possible we may be so much better that we shall know what to do in case a solution is required.

Six of the 12 cylinders of a new automobile engine can be cut off from operation when it desired to economize fuel and full power is not needed.

After extensive experiments a Liverpool inventor has developed a product from seaweed for the manufacture of non-inflammable motion picture films.



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