

A REMARKABLE OPINION.

Views of Judge Adams of Chicago Regarding Strikes.

Extreme solicitude is manifested by the Chicago Judge, Adams, (who writes the opinion of the appellate court in the injunction case coming before it from Judge Holdom's decision in a labor "picketing" case), lest labor unions may become monopolies. It is well for judges to be sensitive to monopoly tendencies, but it is unpleasantly significant when they appear to be peculiarly sensitive to the labor union monopoly, the weakest kind of all, and a defensive kind at that. If Judge Adams is right in one part of his opinion, his court has planted itself against labor strikes whether peaceable or not. For he says:

"Appellants' counsel admit the purpose of the strike was to bring about execution of certain labor contracts. It is unlawful to compel one to execute any contract. A contract executed under duress is voidable, and duress is present where a party is constrained to agree to or perform the act sought to be avoided."

From that it follows that if workmen strike or threaten to strike, no matter how peaceful their conduct, and to avoid the strike their employer agrees to terms, his agreement cannot be enforced against him. They could not even collect an increase of wages raised by means of the "duress" of a peaceable strike, if the legal principle of duress applies to strikes. It is not too much to say that a judge who makes such a ruling—who holds that an agreement with an employer secured through the "duress" of a peaceable strike, is a voidable agreement—would be more appropriately employed as the acknowledged attorney of Mr. Parry's employers' union than as a public servant on the judicial bench. If he is sincere in his opinion, which is to be presumed, his judicial temperament must have been de-judicialized by plutocratic association. With this tendency becoming common in courts, it is high time that counter influences be brought to bear; and the labor organizations of Chicago are consequently fully justified in raising a labor-union issue over the proposed re-election of Holdom, the judge whose "government by injunction" decision Judge Adams sustains, and who has become conspicuous as an anti-labor judge.—The Public, Chicago.

For Governor.

The democratic party has within its grasp a splendid opportunity to carry the State of Washington at the November election. All depends upon the tranquilization of factional feeling in the party and the selection of the right man to head the ticket.

It is well known that the republican nominee for governor is not satisfactory to a strong element in his party, and that a democrat of unimpeachable record would appeal strongly for votes to that element.

There is one such man in the democratic party. The Honorable William Blackman would meet all requirements in this respect. As a democrat his candidacy would be satisfactory to every member of his own party. As a man his candidacy would be satisfactory to the people of Washington.

Labor would unanimously endorse Mr. Blackman for the reason that his unwavering integrity has been established beyond cavil in his public life. No strong element of opposition could be incited to activity against Mr. Blackman other than that of the close alignment of republican voters which never wavers in its adhesion to party dictation.

Independent capital has nothing to fear from Mr. Blackman should he be elected to the governorship of this state. His level headed conservatism is so well understood that capital need have no apprehension.

Labor will only demand justice at the hands of the chief executive. With Blackman as governor labor would have an unqualified guarantee of this and ask for no favors.

If the democratic party will embrace its opportunity and place Mr. Blackman in nomination for the governorship it can depend upon the staunch support of the labor vote and his election will be assured.—Everett, Wash., Labor Journal.

Want More Men on Engines.

The Pennsylvania Travelers' Protective Association, in convention at Reading, Pa., adopted the following, which has received the approval of the labor unions:

"Whereas, It has come to our notice that the great majority of railroad wrecks occurring on express trains have been occasioned by reason of the fact that the locomotive engineer is not only required to keep his eyes on the roadway and the signals, but also to make any and all repairs necessary to his engine; and

"Whereas, Engines of express trains are continually in need of repairs, and



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the lubricating of various parts; and "Whereas, The fireman is required to be in the fire pit in order to keep up the proper amount of steam; therefore, be it

"Resolved, That we request the management of the various railways to place an extra man on all express trains as helper, to be under the direction of the locomotive engineer, so that the latter may devote his entire attention to the roadway and signals; and be it further

"Resolved, That this be referred to the national convention to secure action by congress."

Couldn't Stop It.

In 1898, when Thomas B. Reed was speaker of the house, and Joseph Cannon was chairman of the committee on appropriations, both worked hard to prevent a war with Spain. Reed would have held his position with regard to the war until the house deposed him, but Cannon felt there was a limit. He was informed by President McKinley one day that war was inevitable, so he prepared a bill appropriating fifty millions of dollars for national defenses. The news spread that he was to introduce the bill, and Reed was dumfounded. He met Cannon in the elevator. "Joe," asked the speaker, in a voice of tense emotion; "Joe, why in hell did you do this thing?" "Tom, God Almighty won't stop this war, and I don't believe you can," was Mr. Cannon's reply. Nothing more was said.—Argonaut.

Form Press Association.

The editors of labor papers of Illinois met at the St. Nicholas Hotel in Springfield, Ill., recently and formed a State Labor Press Association. The following officers were elected:

President—E. A. Whitney, of the Kewanee Labor Herald.

Vice-president—S. W. Smalley, of the Galesburg Labor News.

Secretary-Treasurer—R. E. Woodmansee, of the Springfield Tradesman.

Executive Board—Eugene Linxweiler, of the Decatur Labor World; M. C. Carson, of the Danville Union Record; J. M. Aspegren, of the Rockford Labor Journal; J. R. Achuff, of the Streator Labor World.

Dressmakers Organize.

Dressmakers of Kansas City and vicinity have formed a union for the "sole benefit of dressmakers," says the president. The new union is to be called the Kansas City Bureau of the International Society of Dressmakers. Over 100 dressmakers were present and sixty signed the charter of the temporary organization.

REDUCED EXCURSION RATES.

From S. P. and C. & E. Points to the Seaside and Mountain Resorts for the Summer.

On and after June 1, 1904, the Southern Pacific, in connection with the Corvallis & Eastern railroad, will have on sale round trip tickets from points on their lines to Newport, Yaquina and Detroit at very low rates, good for return until October 10, 1904.

Three-day tickets to Newport and returning Mondays, are also on sale from all East Side points, Portland to Eugene inclusive, and from all West Side points, enabling people to visit their families and spend Sunday at the seaside.

Season tickets from all East Side points, Portland to Eugene, inclusive, and from all West Side points, are also on sale to Detroit at very low rates, with stop-over privileges at Mill City or any point east, enabling tourists to visit the Santiam and Breitenbush hot springs in the Cascade mountains, which can be reached in one day.

Season tickets will be good for return from all points until October 10. Three-day tickets will be good going on Saturdays and returning Mondays only. Tickets from Portland and vicinity will be good for return via the East or West Side at option of passenger. Tickets from Eugene and vicinity will be good going via the Lebanon-Springfield branch if desired. Baggage on Newport tickets checked through to Newport; on Yaquina tickets to Yaquina only.

Southern Pacific trains connect with the C. & E. at Albany and Corvallis for Yaquina and Newport. Trains on the C. & E. for Detroit will leave Albany at 7 a. m., enabling tourists to the hot springs to reach there the same day.

Full information as to rates, with beautifully illustrated booklet of Yaquina bay and vicinity, timetables, etc., can be obtained on application to Edwin Stone, manager C. & E. railroad, Albany; W. E. Coman, G. P. A., Southern Pacific Company, Portland, or to any S. P. or C. & E. agent.

Rate from Portland to Newport, \$6.00; rate from Portland to Yaquina, \$6.00; rate from Portland to Detroit, \$5.00; three-day rate from Portland to Newport, \$3.00.

At the convention of the Locomotive Engineers at Los Angeles, May 28, W. S. Stone was elected grand chief engineer. Wm. B. Prenter was elected first grand engineer in place of Mr. Ingraham, who died suddenly at his desk in the convention several days ago.

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