FOREIGN LABOR IS GOMPER'S WORRY

Immigrants Will Swarm to Pacific Coast When Canal Opens, He Says.

CONVENTION HEARS CHIEF

Annual Report Gives Indorsement of Unions to Initiative, Referendum and Recall — Political Parties Are Hit.

ATLANTA, Ga., Nov. 13.—Samuel Gompers, president of the American Federation of Labor, submitted his report to the 31st annual convention of the organization today. In it he sounded a warning to the trade unionists of Oregon, Washington and California to be able to withstand the great influx of laborers from Southeastern Europe that will come with the completion of the Panama Canal. The immigrants, he said, would find it cheaper to land on the Pacific Coast than to go to any inland center. He declared that there "must be a restriction of immigration."

His report indorses the initiative, referendum and recall and predicts changes in American methods of government, particularly with regard to political parties. The report, which covers 60 closely-printed pages and would make more than 30 columns in a newspaper, says it leaves many subjects untouched or inadequately presented.

Labor's Demands Made.

In the main, the report declared for, and says organized labor demands:

The referendum, the initiative and the recall.

Passage of the so-called anti-injunction bills at the next session of Congress.

Restriction of immigration.

Further restriction of convict labor.

Legislation to relieve civil service employes from the executive orders prohibiting them to petition Congress.

Uniform laws for protection of life and health in factory buildings.

A department of labor in the Federal Government.

Employers' liability and workmen's compensation acts throughout the states.

Severe arraignment is made of the so-called scientific management or efficiency systems.

"Turn which way we may," said Gompers, "the fact invariably confronts us, in our endeavor to ameliorate the lot of the laborers new in America, that there must be a restriction of immigration. Restriction, as recommended by the United States Immigration Commission, is, if not the first step toward organizing migratory laborers, at least an essential step.

Restrictions Are Needed.

"There are sufficient workers on the Pacific Coast at the present time, were their shifting about intelligently systematized, to perform all the pressing work there throughout all seasons of the year. The main trouble has been that the employers have not paid any adequate attention to the laborer as a social entity except at the moment when one is to be hired. Society has not concerned itself seriously about the casual worker.

"The early completion of the Panama Canal, however, will without doubt bring about a total change in the labor situation of the Pacific Coast, both internally and with relation to other countries. It has already been calculated that immigrants from Europe may be landed via the Panama Canal at Pacific Coast seaports for a less sum than is required to pay the passage to inland points in states of the Middle West. It is to be remembered that the enormous fleets of foreign vessels which are in the immigration trade are seeking business the world over.

Serious Situation Faced.

"In a single year, aided by the climate, the present trans-Atlantic fleet could carry 500,000 wageworkers from the southeast of Europe to the Pacific Coast ports, while also transporting the average yearly number to the Atlantic Coast ports. This is a more than probable forthcoming condition to be faced by our fellow trade unionists of Washington, Oregon and California."

President Gompers devoted a considerable part of the report to the indorsement by labor of the initiative, referendum and recall. He declared that a real, representative democracy had never been known in the United States because of the general absence of those provisions.

"This semi-deification of judges," he said in defence of his indorsement, "this sanctimonious cant about 'mob rule,' some of which was in President Taft's message vetoing the Arizona statehood bill, is mere drivel."

The subject of the Gompers-Morrison-Mitchell contempt case was brought up in the course of a welcoming address made to the delegates.

"If any man of labor is guilty of violating the law," said Gompers, in responding to the welcome, "he should be indicted and then tried by a jury of his countrymen. But I deny the right of a judge to issue an injunction depriving me of my constitutional rights. It is not so much the assumption of power as the assumption of jurisdiction that we object to."

Political Parties Hit.

Of political parties, the report says:

"Labor's contention of many years have become merged, or have rather co-ordinated with those of the progressives of all parties. The people as a whole, irrespective of class, condition, calling or partisan alignment, have declared for freedom in fact, and not merely in name. They are taking affairs political into their own hands. They will no longer tolerate the sale of legislation to the highest bidder or the granting of franchises to the richest bribegiver. Under the coming regime, assuredly, there are to be no more court decrees entered as prepared in advance and ordered by the attorney for the stronger party—stronger politically or financially.

"We may not for some time be entirely rid of the rule of parties. If they be an evil, they are such as are incident to all governments based on popular suffrage. I deem it unwise, or, rather, impolitic, to waste our energies now in efforts to abolish political parties. Perhaps they are institutional in all free governments."

The McNamara case, however, is taken up at some length and fully reviewed. Gompers expressed his faith in the innocence of the men now on trial at Los Angeles for alleged dynamiting outrages, and denounced in unmeasurable terms their removal from Indiana to California.

With its membership now more than 1,750,000, the greatest in its history, and its financial condition excellent, the American Federation of Labor, often called the greatest altruistic institution of the times, enters the 31st year of its work.

A WARM RECEPTION.

RODGERS WAKES UP

Aviator Says He Will Finish Flight, but Not on Sunday.

RECOVERY TO COME SOON

Sea-to-Sea Flier Comes Out of Coma and Talks of Wish to Make Journey to Long Beach. Plane Is Made Ready.

PASADENA, Nov. 13.—Calbraith P. Rodgers, the transcontinental aviator, awoke for a few minutes today from the semi-coma which followed his fall yesterday when within only a few miles of completing his ocean-to-ocean flight, and muttered to his attendants: "Oh, I'll finish that flight all right."

Rodgers regained complete consciousness late tonight. He sat up in bed, smoked a cigar and talked a little to his physicians and a few friends.

"It was an accident," he said, "such as any aviator may expect. I don't know what caused it. Something may have broken or I may have temporarily lost control. I can's say. Anyhow I know I hit the ground a mighty hard whack. But it's all in the game.

Sunday Is Hoodoo.

"I am going to finish that flight," continued the aviator, "and finish it with that same machine. But it won't be on Sunday. I'm firmly convinced now that Sunday is my hoodoo day. Nearly all of my bad accidents have happened on that day. I'm accused of having a charmed life and maybe I have, but I'm no fool, and am not going to tempt fate any more than necessary. So, therefore, no more Sunday flying for mine."

The surgeons at the hospital tonight said Rodgers would be out and around by Wednesday.

Disjointed remarks by the injured aviator earlier in the day indicated that he was trying to avoid high-power trolley wires when his control wires broke and caused the accident.

Wires Gleam in Night.

It was dark when he arrived near Compton, and the wires, he said, gleamed like tubes of fluorescent mercury in the light of the Compton station lamps. He tilted his biplane to an angle of 50 degrees and sheered away from the dangerous wires, arrived over the field on the Orr ranch, when one of the control wires parted.

The mechanicians who took the wrecked biplane to Long Beach, worked hard all day and tonight pronounced it in good condition and ready for a flight. It will be taken to the spot in the field south of Compton where the accident occurred and Rodgers will finish his flight from that point. Just when the flight will be has not been determined by the aviator.

FOWLER GETS OUT OF DESERT

Coast-to-Coast Aviator Narrowly Misses Hitting Freight Train.

EL PASO, Tex., Nov. 13.—Aviator Robert G. Fowler arrived here at 11:40 A. M. on his transcontinental flight, after a delay of eight days, stalled in the sand near Mastodon, N. M.

Fowler established a new record in aviation today, when he flew from the neck of a push car on the El Paso & Southwestern Railway, narrowly averting a collision with a freight train by throwing on his high-speed clutch and just skimming the top of the cars.

"I will leave here Tuesday morning or Tuesday afternoon at the latest," the aviator said tonight. "I will fly to Fort Worth and Dallas and thence to New Orleans. From there I will try to go up the Southern Coast to New York."

The aviator now has a total of 850 miles to his credit.

COMMISSION IS REJECTED

Eugene Folk Vote Down Two Proposed Charters.

EUGENE, Or., Nov. 13.—(Special.)—Eugene declared against commission government today. Both charters lost decisively, the majority against the one prepared by the regular commission being 106 and against the charter prepared by the volunteer committee, 224.

Division of the vote by two charters in the field is considered by the friends of the commission form to be responsible for the defeat of the plan.

A solid vote was cast by its opponents, while the two charters proved confusing to the friends of the new form. Prominent advocates of commission form declare tonight that it will again be brought to a vote.

A proposition to increase the sewer bond limit and another to provide for drainage districts carried. A very light vote was cast, the total being only about 700.

OPERA SEASON IS OPENED

Caruso Shows New York Society That His Voice Has "Come Back."

NEW YORK, Nov. 13.—Music and society, which usher in New York's Winter season, came into their own tonight when a large audience filled the Metropolitan-Opera-House to hear Verdi's four-act opera, "Aida," with Enrico Caruso and Emmy Destinn in the leading roles.

It was Caruso's first appearance here since a vocal affection suddenly terminated his engagement last Winter and sent him back to Italy, apprehensive lest his voice be permanently affected. That his voice still possessesd the old limpid golden tone was recognized in the first few bars of his "Celeste Aida."

The implicit confidence that many people have in Chamberlain's Colic, Cholera and Diarrhoea Remedy is founded on their experience in the use of that remedy and their knowledge of the many remarkable cures of colic, diarrhoea and dysentery that it has effected. For sale by all druggists **

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GIRL IS TORTURED

German Describes Atrocities Committed by Italians.

SICK ARABS LEFT TO DIE

Indignant Berlin Correspondent Says Physicians Amuse Themselves Taking Pictures of Execution at Time.

LONDON, Nov. 13.—(Special.)—Otho von Gottberg, the war correspondent of the Berlin Lokal Anzeiger, who returned his passes to General Caneva, of the Italian army and left Tripoli in disgust and horror at the same time Francis McCullough did, rather than be forced to maintain silence as to the acts he had seen, has sent the following letter to London:

"I saw the atrocities McCullough saw and has described. My impression is that his statements are not strong enough.

"Under my eyes, and with the evident approval of an Italian officer, some Italian soldiers dragged an Arab girl along the ground by her legs. When the poor little creature's clothes gave way and exposed her body, the soldiers only laughed and uttered ribald, indecent remarks.

"On being reprimanded by an onlooker—a foreigner, not an Italian—the soldiers let go of the girl's legs and began hauling her along the ground by the arms. On being told that the girl was very ill, they left her lying on the ground.

"By the Red Cross regulations, the army physicians were bound to assist the sick Arabs. But they did not keep their word, nor bother about the regulations. When I returned two hours and a half later, I found the sick Arabs in exactly the same position as before. They had not even been given a drink of water, though they were dying under the burning rays of a pitiless sun."

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10,000,000 people who asked for Sealshipt Oysters last season were served with substitutes.

The demand was clearly for Sealshipt, because these are the only oysters the *public* has come to regard with *certainty—the only oysters with a name.*

Yet, because these oysters last year, *were sold in bulk*, the temptation was too great for dishonest dealers.

Millions of gallons of nameless oysters were sold to inquirers as Sealshipt, because the inquirer had no protection against the fraud.

* * * *

Perhaps, therefore, you have never really tasted the genuine Sealshipt oysters.

If you have eaten oysters supposedly Sealshipt, and failed to note the difference between them and ordinary oysters, *then it is certain that you have never tasted the genuine.*

For Sealshipt oysters are tender, firm, plump, and have all of the delicate sea-flavor which oysters have at the shore.

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Now there can be no more substitution—the new **Sealshiptens**—individual ice cold containers packed with *fresh, raw* Sealshipt Oysters, have put an end to that—that is, *if you will insist on these new packages.*

Moreover, they enable you to get solid oyster meats—no waste, a really economical food in individual *ice cold containers.*

The small size Sealshipten, containing just enough Northern Selects for a meal for a small family, retail at 50c. The large size Sealshipten, containing twice the quantity, retails at 85c.

Ask your grocer, market man or fish dealer for a Sealshipten of these delicious oysters today.

Refrigerated under seal from the beds to you. No preservatives used.

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