

The Oregonian

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Portland, Friday, Sept. 8, 1916.

HUGHES AS A FRIEND OF LABOR.

Mr. Hughes made clear-cut declarations of his policy on labor questions in his speeches at Nashville and Lexington. Those declarations must be read in the light of his acts at the time when he had the opportunity to translate his opinions into deeds.

One of his first acts was to recommend in his first message to Congress the employment of the Department of Labor by consolidating several bureaus, increasing its efficiency and thoroughly equipping it.

In the same message he urged legislation for the protection of children, which was adopted. Employment of children under 16 in dangerous occupations was forbidden and in other occupations it was limited to eight daylight hours.

He procured the passage in 1910 of an act for the regulation of employment agencies, which protects the unemployed from exploitation, and forbids and prohibits misrepresentation.

Mr. Hughes was a pioneer in the movement for workmen's compensation and for extension of employers' liability. He initiated the movement in 1907 with a report in which he announced the old legal principle that the workman should take the risk of accident and said:

The interests of labor are the interests of all the people and the protection of the health by every practicable means is one of the most sacred trusts of society.

He proposed inquiry by commission into workmen's compensation and employers' liability in his message of 1909 and after the commission had reported he made recommendations in his message of 1910 which bore fruit in two laws.

quality all of the others, have been enacted and signed during Governor Hughes' term of three years and nine months.

This record as Governor of New York should be borne in mind when reading this emphatic statement of his position, made in his speech at Nashville.

Now then I stand for two things. First, the principle of fair, impartial, thorough, candid arbitration; and, second, for legislation on facts according to necessities of the situation.

That statement was evidently made with reference to recent events. Though he will never yield to dictation nor approve legislation before the Senate, he will always stand for justice to labor, as he has always stood.

It does not appear from the record that Mr. Hughes ever succeeded in recovering a dollar for them from the Oregon Pacific wreck. It is remembered also that the laborers employed on the railroad got only a small part of their dues.

Mr. Hughes as a lawyer representing his clients has an unblemished record and it has not heretofore been ascertained that he has ever been a public man, he has been just and fair toward labor—so just and fair that as Governor of New York he brought forth the open commendation of labor leaders and labor organs.

The cautious critic of the reservation policies of the United States Government will of course want to know all the facts before he determines the merits of the Crane prairie controversy.

The recall of the Oregon and other troops from the border, the order that they be mustered out of the Federal Reserve and the admission that all National Guard troops are shown to be recalled to their respective states and mustered out signalize the failure of the Hay military organization and the farcical nature of the entire Administration plan of preparedness.

The Hay plan entrusted the defense of the Nation to a regular Army of 178,000 active troops, to a regular Army reserve, to an enlarged National Guard, and to volunteers who were to undergo voluntary training, and to complete their training while the other troops held back an enemy.

It is shown by their new attitude toward their criminals, of whom unhappily a few still remain. In the beginning of the war there was a disposition to send offenders to the front, and frequently they were assigned to tasks of danger.

Who prevented a panic? In a recent speech President Wilson said that the Federal Reserve system "saved the country from a ruinous panic when the streets were crowded."

Extracts from the comment of the principal Eastern newspapers on the settlement of the railroad dispute which has been effected by President Wilson and Congress show an almost complete agreement on one point—that Congress was coerced into hasty enactment of the four brotherhoods' demands.

State banks are wary of coming under the Federal Reserve Board's control because its seven members include two men who are frankly politicians—the Secretary of the Treasury and the Controller of the Currency—and only two men experienced in banking.

Protection is extended by the treaty between the United States and Great Britain, recently ratified by the United States Senate, to 1022 species and subspecies of the most valuable and interesting migratory birds of North America.

St. Louis is disturbed by the suggestion recently left behind by an aggressive and advanced thinker that there ought to be established in its streets a course in harmonious clothes.

Probably as a matter of fact St. Louis have no worse taste than the people of the average city of the size of St. Louis in the United States, when it comes to the matter of personal adornment.

The repeal of stamp taxes by the new revenue law is in accord with the general feeling of the country. The treaty with Great Britain is a formality, affects Canada only, and it has been noted that it is the most important step ever taken for the protection of birds that has ever been taken by any country.

Now, then, to get the Third Oregon out of the trenches by Christmas!

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PRESS OPINION ON RAILROAD STRIKE

Brooklyn Eagle, Dem. CONGRESS is in the position of a man confronted by a highwayman whose pointed revolver decisively reinforces his demands.

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How to Keep Well.

Questions pertinent to hygiene, sanitation and prevention of disease, if matters of general interest, will be answered in this column. Where space will not permit or the subject is not suitable, letter will be perfunctorily answered.

Teeth and Health. A HORSE DEALER examines the teeth of horses in order to judge of their age. He judges by the shape of the grinding surface and the appearance of the obliterated central canal.

Chicago News, Ind. The only question now left for the people to consider in connection with the railroad situation is whether the peace is too high.

Washington Post, Ind. Sooner or later the public will come to realize that the public interest in the transportation field be made compulsory.

Philadelphia Ledger, Rep. When the President said that "the eight-hour day" now undoubtedly has the right of the judgment of get out in its favor" he gave utterance to one of those half-truths which are sometimes so convincing that they are dangerous.

St. Louis Republic, Dem. How can the President "discredit the political manipulation" by using every means of persuasion to secure formal arbitration and then by essaying informal arbitration when this fails?

Chicago Tribune, Rep. That such a threat should be made shows the quality of the statesman at this moment in Washington. It is an exaggeration to say, what the country should lose no time in realizing, that the political manipulation by the President and his allies of the present war controversy is a peril to the prosperity and peace of the Nation unprecedented for nearly a generation.

New York World, Dem. It is silly to charge Congress with surrendering to the unions. The unions had a right to strike and when the strike was ordered. There is not a line on any statute book which prohibits a man from striking.

Springfield Republican, Dem. Freight rates should be increased. It is a significant fact in popular discussion of the railroad crisis one never hears any reference to the merits of the question, so far as the President's action is concerned, but only opinions as to the effect his action will have on the industrial and especially the political situation, and more than

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