WHITE HOUSE FIRM IN BACKING BOARD

Administration View Set Forth Forcibly.

OBEDIENCE IS DEMANDED

No Steps Left for Government to Take Because Labor Body Can't Enforce Decisions.

WASHINGTON, D. C., June 30.—The administration, speaking today through the White House on the eve of the called strike of 400,000 union railroad shopworkers, declared its determination to stand squarely behind the railroad labor board. It is because of the decision of the labor board that the shop craftsmen have decided to quit work at 10 A. M. tomorrow.

The administration view, set forth in language as forcible as the spokesmen could command, was that the labor board was an agency of the government dealing with the disputes between the roads and their employes and therefore its decrees must and would be backed up by the government.

Board Called Government.

The labor board "is the government when it speaks," was the way the spokesmen summed up the administration view, adding that this view held whether the board's decisions drew the protest of labor organizations because they involve cuts in wages or whether they were protested by the railroads because they required the managements to desist in contracting out repair work to private shops.

The administration pronouncement was made just a few minutes before there occurred in Chicago what Chairman Hooper of the labor board declared to be a flouting of a government body by B. M. Jewell, head of the railroad department of the American Federation of Labor, namely the refusal of Mr. Jewell and some of his colleagues to appear in answer to a summons of the board. Whether the administration view went so far as to suggest further action was therefore a question left open for the time being.

The general belief, however, was as the transportation act clothed the labor board with no powers to enforce its decision, there were no steps left for the government to take at this stage except to maintain its stand behind the board's decision.

Officials Are Concerned.

Generally speaking officials appeared more concerned over the flouting of the board's authority than they were over the shopmen's walkout.

Officials for several weeks have watched the gathering stormclouds in railroad labor quarters but as it grew more and more apparent that the strike would be held by the shopcrafts with possibly the maintenance of way and some other workers joining, but with the train operating force remaining out of the strike, a feeling of relief has been expressed.

The strike at the outset at least will not stop the operation of trains and that in the view of the administrative officials of the government is the important point. Leaders in congress seem to take the same view and except in one or two instances, there has been no move to intervene.

Ellensburg Men to Strike.

ELLENSBURG, Wash., June 30.—Sixty-two employes of the Northern Pacific railway shops and roundhouse here and 70 car repairmen will be affected by the strike of railroad shopmen, scheduled for tomorrow, according to union officials. Union spokesmen said every man would walk out if the strike became effective.

U. S. ACTION IS FAILURE

(Continued From First Page.)

mob-like action, pregnant with grave possibilities."

Oilers' Chief Is Absent.

Timothy Healy, president of the stationary firemen and oilers, likewise failed to appear when the board's hearing convened and subpenas were issued for them, summoning both Jewell and Healy before the board. Mr. Healy arrived just before the close of the session, but Mr. Jewell was not found and it was said that he had left the city until after the hour set for the walkout of his men tomorrow.

In contrast to the complete failure to throttle the shopmen's strike, the labor board's inquiry met with marked success in the case of the maintenance of way employes and the contract cases of the 23 railroads also cited to appear at today's investigation.

Twelve railroad representatives turned the session into a testimonial meeting as they arose, one after another, and announced their willingness to cancel all existing contracts for the performance of railroad work by outside firms. Practically all maintained that it was their legal right to contract such work, but expressed a desire to comply with the board's rulings if, thereby, the strike crisis might be relieved.

Three other union heads, in addition to President Grable of the maintenance of way brotherhood, gave assurance to the board that although their organizations were taking strike votes, no call to quit work would be issued immediately.

The announced delay of the maintenance of way strike call, which had been expected tonight from the headquarters in Detroit, came after a lengthy discussion between Mr. Grable and Chairman Hooper. Mr. Grable told the board that more than half of the 228,000 votes had already been canvassed, the results thus far showing a "big majority" in favor of a strike.

Committee Meets July 3.

The employes grievances, he explained, included the $60,000,000 pay cut which goes into effect under a board decision tomorrow, the contracting of track labor and removal of the eight-hour day through several rules changes recently issued by the labor board. If the men could have some assurance of a rehearing on these grievances, Mr. Grable said, he volunteered to "use his influence" to prevent a strike.

The power to sanction a walkout, the union chief continued, lies in his executive committee of five men. A meeting of that committee will be held in Chicago July 3, Mr. Grable said, and at that time, a thorough reconsideration of the situation will be made.

Living Costs Declared Up.

Touching on the wage cut, Mr. Grable declared that the cost of living, as shown by government statistics, had actually risen in the face of the impending wage cut. Chairman Hooper immediately agreed that, whenever facts warranted, the board would readily reconsider wages in the light of changing conditions. Mainly upon this assurance of renewed consideration of his mens' wages, Mr. Grable agreed that no strike call would be issued tonight and that his own efforts would be directed toward averting one.

Then followed interrogations of E. H. Fitzgerald, head of the brotherhood of railway clerks, D. W. Helt, president of the brotherhood of railroad signalmen and finally of Timothy Healy, who appeared in answer to the subpena issued by the board.

Strike Votes Explained.

All three explained the strike votes being taken by their memberships, each assuring the board that no immediate strike would be called.

Although Mr. Fitzgerald predicted that freight handlers, members of his organization, might leave their work on some roads simultaneously with the shopmen tomorrow, they would leave, however, without the union's authority, as strike ballots are being cast on but 60 roads, where the power to authorize a walkout lies in the hands of the system general committee.

Mr. Helt said that only a few ballots had been received on the signal men's vote and these would be insufficient to authorize any strike at present. The stationary firemen's vote is not returnable until July 10, Mr. Healy told the board, removing the likelihood of a walkout of his men at least until that date.

Road's Statement Read.

In announcing the cancellation of contracts by the New York Central, Jacob Arnsen, general counsel for the road, read a statement asserting that while the road considered it entirely legal to continue the contracts, it would "in the interest of harmony" cancel its contracts, "if such action can avoid a strike."

W. G. Bierd, president of the Chicago & Alton, made a similar announcement, as did H. E. Byram of the Chicago, Milwaukee & St. Paul, and representatives of other roads, including the Chicago, Great Western, the Missouri, Kansas & Texas, the Wheeling & Lake Erie, Ann Arbor, San Francisco & St. Louis, Colorado & Southern, Pere Marquette, the Chicago, Rock Island & Pacife and Chicago & Northwestern.

In concluding the hearing, upon the failure of the sergeant-at-arms to locate Mr. Jewell, at his office, or his home, Chairman Hooper sought to clear up any intimation contained in Mr. Jewell's letter to the board that the federal body sought to throttle the right of the shopmen to quit work.

"The board has ample powers to compel Mr. Jewell's presence here as a witness," said Chairman Hooper, "not as a party to this controversy, but as a witness to material facts involved in this hearing.

Responsibilities Held Met.

"Tomorrow is the day set for the strike of his organization and that being the case, it is not worth while to adjourn the hearing until tomorrow to undertake to compel Mr. Jewell's presence here. No practical purposes could be served by it.

"This board feels that it has fully carried out the responsibility resting upon it under the transportation act, to use every available means to prevent labor disturbance which might result in interruptions to traffic.

"The board right here might express its appreciation of the different course of conduct adopted by the gentlemen representing the other organizations of employes and also its appreciation of the very fine spirit shown by nearly all of the railroads."

Right to Quit Upheld.

The Jewell letter had urged "that no action be taken at the present time which would deprive the railroad employes of the immediate counsel and guidance of their chosen representatives," who were declared to be carrying out "the unmistakable desires and directions of their constituents.

The railroads, Mr. Jewell said, had the power "to open negotiations at any time for the purpose of agreeing upon acceptable wages and rules under which work may be resumed by the railway employes." The union leader pointed out that if a carrier decided to lay off employes because it could not afford to pay for their services, the board would not regard such action as a violation of any decision. Likewise, Mr. Jewell contended, that the employes had the same right to stop work if they could "not afford to continue to render services under the wages and working conditions fixed by the board."

Cancellation Is Rumored.

Neither Mr. Jewell nor any of the officials of the shop unions could be located here tonight. Rumors were afloat in railroad circles that the strike would be called off, despite Mr. Jewell's firm stand in the letter to the board.

Withdrawal of the support of the maintenance-of-way men, it was declared, would act as a damper on the shopmen's strike and the announcement that the farming out of shop work would be discontinued by a majority of the roads involved in the shopmen's contract grievance, was said to be another incentive to kill the strike move at the last minute.

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OREGON RIFLEMEN WIN

Agricultural College Team Is Victorious at Monterey.

PRESIDIO OF MONTEREY, Monterey, Cal., June 30.—(Special.)—The reserve officers train camp cavalry rifle team of the Oregon Agricultural college defeated the University of Arizona team 1741 to 1699. G. E. Myers made the best score—303—which is 10 points above the expert rifleman mark.

The firing was carried on in connection with the record firing as part of the camp instructional work. Three men qualified for expert rifleman badges, seven for sharpshooter and seven for marksman. Team members were H. D. Redford, A. V. McVey, D. R. Seiwert, G. E. Myers, R. C. Rush and R. E. Simms, alternate.

Read The Oregonian classified ads.

3000 MEN IN STATE DUE TO WALK OUT

Railroads Expect No Unusual Disorganization.

TRAINS TO RUN AS USUAL

Statement Issued on Eve of Strike Today Warns Employes Against Action.

Railroads centering in Portland expect no marked disorganization of service following the strike order this morning. Although between 2000 and 3000 men are expected to quit work at 10 o'clock today, it was said by officials of the lines with Portland headquarters that trains will run as usual and the public will not be inconvenienced in any way.

This is because the men who walk out are those who effect repairs to equipment, and for some time, at least, the scheduled trains will be operated as usual.

Car repairers, inspectors, machinists and inspectors are those who will strike, it was said last night, and train and engine men are not involved in the points at issue between the railroads and the employe organizations.

Mechanics Are Affected.

All mechanical workmen of the Union Pacific lines centering here are affected by the strike order, to the number of 1200 in the state and 800 in Portland. The Southern Pacific has 600 men on the Oregon division who are likely to walk out at 10 o'clock this morning. The Spokane, Portland & Seattle railway has almost 400 men employed at the shops at Vancouver, Wash., that will, normally, be affected by the strike order and are expected to obey it.

The following statement was issued yesterday by J. H. Dyer, general manager of the Southern Pacific company, to all shop and car department employes:

"Reports are to the effect that the leaders of your labor organizations may attempt to require or influence you to quit work and go on strike at 10 A. M., Saturday, July 1. The proposed strike is against decisions of the United States Railroad Labor board, which, as you know, was created by the transportation act of 1920 for the express purpose of deciding disputes between the railroads and their employes as to wages and working conditions. The provisions of the decisions against which you may be asked to strike were found to be just and reasonable after full consideration of all the facts having a bearing upon the points at issue. Therefore, the proposed strike will be in violation of federal law and against your government, because the labor board is the government under the law.

Employes Are Rebuked.

"You accepted the increased wages and improved working conditions awarded by the railroad administration and the labor board during the period of high prices caused by the war and should now in all justice contribute your part toward the necessary return to normal conditions.

"Let me assure you that employes who remain loyally at work if the strike is called and the new men who come in to help will be fully protected in their work and rights—those who quit should have the full knowledge that they have nothing to gain and everything to lose because the actions of the labor board will be upheld by public opinion and there are many good men among the ranks of the unemployed who are ready to take their places. The strikers will lose their jobs, seniority, pension and other privileges and in most instances their families will be forced to suffer with them.

"Let me suggest that you now give very serious consideration as to the action you should take as an individual in event of strike and its probable effect upon the future of yourself and family after which I am of the firm belief that you will decide that it is to your best interest to remain in the service of the company."

200 SHOPMEN TO WALK OUT

Roseburg Rail Workers Ready to Obey Strike Orders.

ROSEBURG, Or., June 30.—(Special.)—Two hundred railroad shopmen employed in the Roseburg shops are prepared to walk out tomorrow morning at 10 o'clock in compliance with the national strike order. The men are 100 per cent in their determination to abide by the strike order, the local committee said in a statement issued today. The strikers will include about 50 mechanics, as many maintenance of way men, 40 car men, and electricians, blacksmiths, pipe men, apprentices and helpers.

A strike meeting was held here this evening to arrange headquarters and to take up other details in connection with the walkout. A committee representing all of the locals has been appointed and will have charge of all local strike activities.

In their statement the committee urges all railroad men to refrain from violence and disorder and to prevent any persons not connected with the unions from doing acts of violence which might cast discredit upon the unions or upon organized labor.

The public is asked to investigate the source of any propaganda which may be circulated against the unions and to be unprejudiced in their views until real facts are presented.

Marshfield Shopmen to Quit.

MARSHFIELD, Or., June 30.—(Special.)—Twenty-five shopmen will quit work here tomorrow answering the headquarters strike order of yesterday. There are six inspectors, five machinists, eight helpers, two wipers, two repairmen, one boilermaker and one blacksmith. The maintenance-of-way men will obey the order postponing their strike until July 3, it was said.

FERRY SCHEDULES MADE

Time Table Arranged to Care for Automobile Traffic.

New automobile ferry schedules between Astoria, Or., and McGowan, Wash., were announced by the Oregon tourist and information bureau yesterday. The new ferry schedule is as follows:

Leaves Astoria—7:30 A. M., 10 A. M., 1 P. M., 3 P. M., 6 P. M.

Leaves McGowan—8:30 A. M., 11 A. M., 2 P. M., 4 P. M., 7 P. M.

On Saturdays an extra night ferry trip will be made as follows:

Leaves Astoria—8:30 P. M.

Leaves McGowan—9:15 P. M.

A regular stage between Long Beach, Seaview, Ilwaco and Chinook connects with the ferry on arrival and departure for each ferry trip.

Information also was received by the bureau that the road between Astoria and Seaside will be open from 5 o'clock Saturday afternoon until 8 o'clock Wednesday morning. An erroneous report has been circulated that the road would be closed on account of new construction. It will be necessary to detour on other days, except between 10 and 10:15 A. M., during the noon hours, 3 and 3:15 P. M. The road is open from 5 P. M. until 8 A. M.

MISSING YOUTH SOUGHT

Fallbridge Young Man Had Money When He Disappeared.

VANCOUVER, Wash., June 30.—(Special.)—Arold Lettell, 26 years old, employe of the North Bank road at Fallbridge, has been missing since June 22.

He was suffering from a swollen eye, caused by a mosquito bite, and came to Vancouver for medical attention. He was referred to a Portland specialist and he went there and was treated.

He came back to Vancuover later and checked his baggage at a local hotel, saying he would return in a few hours. This was June 22, and nothing has been heard from him since.

He is said to have had quite a sum of money on his person. Friends of the family at Fallbridge arrived here today to take up the trail of the missing man.

UNMERGER IS PROTESTED

Salem Commercial Club Sends Note to Commerce Commission.

SALEM, Or., June 30.—(Special.)—The Salem commercial club today sent to the interstate commerce commission at Washington copies of a resolution adopted here recently protesting against the proposed unmerging of the affairs of the Southern Pacific and Central Pacific railroads.

"We respectfully request the interstate commerce commission to take any action that may be necessary or appropriate to prevent the enforcement of the supreme court decree," said the resolution. "The enforcement of this decree, in our opinion, would destroy the Southern Pacific as a competing route on eastern traffic."

MRS. LUCAS HERE TODAY

League of Women Voters to Give Lunch for Official.

Mrs. William Palmer Lucas of San Francisco, regional director of the League of Women Voters, will be the guest of honor today at a luncheon given by the Portland unit of that organization at the University club at 12:30 P. M.

Mrs. Lucas, who is returning to her home in San Francisco, accompanied her husband, Dr. Lucas, to Seattle, where he made an address before a convention in that city. Tonight they will go to Mount Hood lodge, where they will spend Sunday. Mrs. C. C. Knowlton of Reed college, vice-president of the local league, will preside at today's luncheon.

23 Chiropractors Licensed.

OLYMPIA, Wash., June 30.—(Special.)—The department of licenses on Thursday issued certificates to 23 chiropractors licensing the practice of their profession in this state, as a result of the examinations held here Tuesday and Wednesday. Seventeen were admitted by examination, while seven applicants who wrote in the examination failed to pass. Six were admitted by reciprocity.

Read The Oregonian classified ads.

H. M. CALLWELL HONORED

EXPRESS EMPLOYES SHOW ESTEEM FOR CO-WORKER.

Veteran in Service in Portland Receives Gift of Beautiful Leather Rocker.

As a token of their esteem and respect for their fellow employe, the employes of the local service of the American Railway Express company yesterday presented Hugh McCalmont Callwell with a beautiful leather rocker.

Mr. Callwell entered the service of the Wells-Fargo Express company in 1885 at Drain, Or. The following year he was transferred to Portland where he has been continuously until now. For a number of years he was driver on the money wagon, handling all valuable shipments that came to the city. Later he was placed in charge of all the wagon equipment and afterwards transferred to the city office, where he has served in various capacities.

On July 1, 1918, the American Railway Express company was organized, and took over the business of the old-time companies and their employes. The American company followed out the policy of the old company, which was to give a pension at the age of 70 to those of their employes who had spent the most of their life in the service. In accordance with this policy, Mr. Callwell is to receive a pension of $52.10 a month, beginning this July.

DAILY CITY STATISTICS

Marriage Licenses.

ROBERTA-SCHMIDT — William Roberta, legal, Portland Rowing club, and Elizabeth Schmidt, legal, 376 East Thirty-second street.

SOLOMON-CLEMENS — Samuel Solomon, legal, 349 Tenth street, and Clara Clemens, legal, Seward hotel, Portland.

DeCRISTOFORO-BARATTA — Albert C. DeCristoforo, 22, 491 East Sixteenth street, and Josephine Baratta, 19, 607 Clinton street.

STEWART-LATOURETTE — John D. Stewart, legal, Multnomah station, Or., and Lucy Alfreda Latourette, legal, 1186 Union avenue North.

YOUNG-HIBNER—Austin M. Young, 22, Sherwood, Or., and Willalla Hibner, St. Clair apartments, Portland.

PEDISICH-TALYETSKA—Anton Pedisich, 24, 230 East Seventy-eighth street North, and Stephania Talyetska, 18, 1024 East Nineteenth street.

FLORA-PATTY—Hal Flora, 23, 730 East Burnside street, and Zora B. Patty, 24, Portland, Or.

SCHAFFNER - FERRI — Grant W. Schaffner, legal, 368 Liberty street, and Juanita M. Ferri, legal, 667 East Sixty-seventh street.

TAMPLIN-MANN—Carroll G. Tamplin, 21, 5322 Eighty-second street Southeast, and Doris Mann, 22, 6309 Eightieth street Southeast.

BEGAN-FOLDA — Joseph Began, 44, 426 Beech street, and Emilie Folda, 33, 426 Beech street.

WEAVER-BOYCE—Frederick W. Weaver, 23, Willamina, Or., and Miriam L. Joyce, 20, 498 Yamhill street.

CHISHOLM - TORGLER — Maurice J. Chisholm, 38, 720 East Taylor street, and Agnes Torgler, 27, 720 East Taylor street.

ELLIOTT-MARICLE—Edwin Elliott, 28, 1181 Tibbetts street, and Lucile Maricle, 25, 294 East Seventy-second street North.

FULTZ-KRAFT — George W. Fultz, legal, 738 Thurman street, and Lucile Marie Kraft, legal, 592 Second street.

Vancouver Marriage Licenses.

GRANTSTROM-ISAACSON — Carl O. Grantstrom, 63, Battle Ground, Wash., and Mrs. Christine Isaacson, 50, Billings, Mont.

PERKINS - MAYHEW — Amos James Perkins, 21, Hood River, Or., and Ferne Mayhew, 18, Portland.

WHISMAN-SHADIOW — Walter Carl Whisman, 33, Portland, and Cora I. Shadiow, 23, Portland.

LAUTZ-ONCICH — Joseph Lautz, 34, Portland, and Anna Oncich, 20, Portland.

GILKINSON-SHIPP — James Arthur Gilkison, 37, Portland, and Laura May Shipp, 34, Portland.

MANNING-ABELS — Montgomery V. Manning, legal, Vancouver, and Mrs. Martha Abels, legal, Vancouver.

Dr. Goldman to Speak.

Dr. Joseph Goldman, ex-rabbi, author and lecturer, will speak on the "Past, Present and Future of Palestine" at the First Baptist church, Twelfth and Taylor streets, Sunday night at 8 o'clock. Dr. Goldman, who saw his entire family butchered before his eyes by the bolsheviki and barely managed to escape with his own life, has been lecturing in the United States and Canada since that time. He is the author of 16 books on Jewish topics. Next month he will leave for Palestine in behalf of the Zionist movemovement.

RETURN PRIZE, IS ORDER

Contest Committee of Aero Club Holds Award Was Mistake.

NEW YORK, June 30.—(Special.)—C. B. Wrightsman, wealthy Tulsa, Okla., oil man, today was directed to return to the Aero club of Omaha, Nebraska, $3000 in prize money, which it was alleged, was wrongfully awarded him following an airplane contest at Omaha last November.

The order was issued by the contest committee of the Aero club of America.

MOVING 'GETS' HUSBAND

RAPID CHANGE OF HOME TOO MUCH FOR PITTSBURGER.

Man Charged With Being Drunk and Beating Wife Released After Explanation Heard.

PITTSBURG, Pa., June 30.—(Special.)—"Driven to drink by incessant moving," was an entirely new reason recorded in morals court today for the "downfall of man," when Pete Kinsella, aged 56, of Hazelwood, explained his plight.

Kinsella was arrested yesterday afternoon on complaint of his wife, who alleged that her husband came home intoxicated and abused her.

"She is a human moving wagon," Kinsella told the magistrate.

"Just as sure as a new week comes around, I can look forward to another moving. I am so sick and tired of moving that every time I see a moving wagon on the street I make a run for home, thinking that we are moving again."

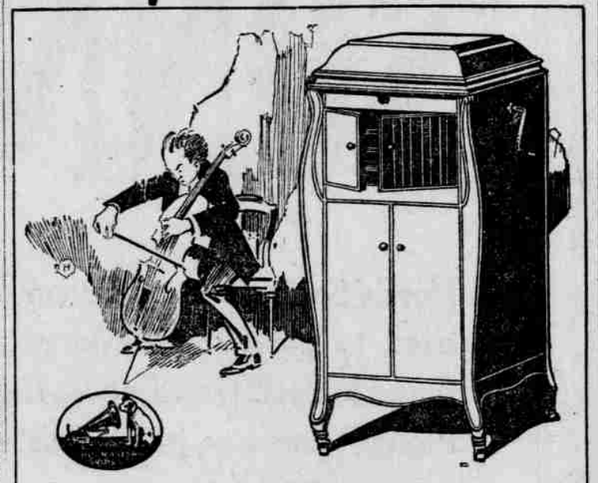
Magistrate Dewolf, after listening to Kinsella's story discharged him.

"They have a day called 'moving day.' Ah, every day is a moving day for me. My poor bones are broken carrying furniture," Kinsella was heard to remark as he left the courtroom.

Kinsella was unable to give the judge the number of his house this morning. "Haven't had time to get the number; we just moved in yesterday," he said.

Building Values Doubled.

SALEM, Or., June 30.—(Special.)—Building permits in Salem for the month of June aggregated $76,820, or more than double the amount represented in permits issued in June of last year. The reports issued this month include 22 new dwellings.



You will enjoy these new Victor records

Lovable Eyes and I Love Her—She Loves Me—fox trots—75c.

You Won't Be Sorry—Whiteman fox trot, and Sweet Indiana Home—Club Royal fox trot—75c.

Kitten on the Keys and Pick Me Up and Lay Me Down in Dear Old Dixieland—fox trots with a world of fun in them—75c.

These are only part of the feast! Come in and hear all of them.

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