

DEFEAT PREDICTED FOR RAIL STRIKERS

Probability of Compromise Seems Strong.

PUBLIC OPINION CLEAR

Desertion of Train in Arizona Desert Declared Act That Spelled End for Workers.

BY MARK SULLIVAN.
(Copyright by the New York Evening Post, Inc. Published by Arrangement.)
WASHINGTON, D. C., Aug. 16.—(Special.)—As the cards lie at the moment the railroad unions are headed for disastrous defeat in the present and a permanent setback for the future. That will be the result if they fight. To a partial extent they can save themselves if they allow able management and a determination to compromise in their meeting with the railroad executives.

All this is so clear that it creates the strong probability of a compromise on the part of the unions. The heads of the railroad unions, with the exception of one who is rather loud and violent, are able and experienced men. They are good politicians in the higher sense of the word, and they are of the current of public feeling. That being so, they are reasonably sure to see the situation as it is and to salvage as much as is now possible by means of compromise.

Public Against Strikers.
There was never a state of public feeling throughout the country more clear than the one now reported to Washington by returning members of congress and through other channels. The public judgment, as the result of having followed President Harding's extreme efforts towards mediation and the information developed out of those efforts is strongly adverse to the strikers, so much so that the same judgment goes far towards making adverse even to President Harding himself.

President Harding went so far in his exercise of the duty of mediation that he seriously endangered both his personal and political standing and the standing of his party. There was a time within the past few days when even Mr. Harding's most ardent champions frankly acknowledged that the president's opinion and had an apologetic attitude of being on the defensive.

The president was undoubtedly made aware of this by various channels through which the state of public feeling comes to his attention. His own attitude, however, was firm in the position that he should put the last ounce of his prestige into the cause and should be willing to endure some rather unpleasant things, both from the railroad executives and from the railroad strikers, in the determination that nothing should be left undone that might lead to successful mediation.

Seniority Is Issue.
The issue now is whether or not the strikers, when they return to work, shall be restored to their old seniority as if they had not struck at all. It is a fact that in every railroad strike in history this question has been a major issue. The reason has been made to the men at the end of a strike. Because of this repeated precedent the railroad unions have come to think that they have, so to speak, a vested interest in the right to their accrued seniority. They talk of it as if it were a kind of tangible property, like a balance to their credit in the bank.

Now, however, that this question has been brought into the open, attention has been focused on it both from the public and from thoughtful individuals. The result of this examination of the question is to destroy the argument the strikers make for this right. They have an ingenious and involved theory about it. But the theory does not stand up to the light either of logic or of public sentiment.

That is the reason why, in the outcome of the present strike, the unions are sure to lose in one degree the right which they have successfully maintained in all previous strikes. Their theory is that in striking they do not cease to be employed, but merely suspend work. The theory upon which they stand can only be justified logically on the assumption that every strike must end favorably to the strikers.

President Issues Displeasure.
When this issue was dragged into the open and made conspicuous by President Harding's recommendation to the railroad executives that the striking shopmen should be given their old seniority and should be given preferred positions above workers who had remained loyal and above the new workers the public reaction to this proposal was overwhelmingly adverse. It was adverse not only to the proposal as such, but was adverse to President Harding for having suggested it.

In making that proposal, President Harding was not only personally impugning his position. Some circumstances which accompanied the making of that proposal and which would tend to explain and justify it remain to be explained. In the outcome it was an effort towards mediation so extreme that it crystallized public opinion in a judgment adverse to the proposal. Some of the apparent justification for the proposal lay in the fact that so far as the shopmen were concerned, the only ones then striking were concerned, seniority did not mean much, because in the shops preferred positions and the other benefits of seniority are comparatively negligible. But in the hands of other unions, the engineers, firemen and conductors, seniority is a matter of great importance and carries valuable privileges.

That is why the other unions immediately took notice of the situation. For that the most important principle was involved. That principle is an asset which they are sure to lose, together with many other assets, if they are allowed to fight, as they can hardly ever hope to salvage the principle entirely through compromise.

The way the situation "broke" to use a political phrase, was fatal to this principle. Not only did the presentation of the principle to the right of public discussion result in an overwhelmingly adverse judgment, but the collateral incidents happened in such a way as to put the unions still further on the defensive.

If a malevolent destiny had taken control of the situation nothing more damaging to the unions could have occurred than the abandonment of that train in the Arizona desert. The stories of the hardships endured by the passengers have been the finishing touch in crystallizing opinion against the strikers.

UNION SYMPATHIZERS PACK COURTROOM DURING HEARING OF CONTEMPT CHARGES.



Standing room at a hearing in United States court when 14 railroad shop workers are put upon trial for violating federal court injunction against picketing Alhina shops.

STRIKERS' TRIAL HECTIC

DEMONSTRATIONS IN COURT MARK CONTEMPT HEARING.

Frequent Outbursts Punctuate Proceedings and Nonunion Shopmen Are Baited.

(Continued From First Page.)

of the main hearing in order that they could stone it at night. The courtroom was filled to its capacity, the spectators, for the most part, being strikers and their families. The jury box was preempted during the afternoon by a delegation of women sympathizers with the union cause.

At the noon adjournment the union forces filed out first and collected in the hallway outside of the courtroom. Remarks were passed as the contingent of strikebreakers started to leave the courtroom. When court convened at 2 o'clock Judge Wolverton, to whose attention the matter had been called, declared that the demonstration amounted to an attempt to intimidate witnesses, that such gatherings at the door of the court should cease and that judicial punishment would follow a violation of the order. At the end of the afternoon session Deputy Marshals Tyson, Wells and Davidson were on hand to expect a crowd from the federal building. Bitter feeling was exhibited by both sides, an enemy that seems to increase as the hearing progresses.

Strike Chairman Testifies.
Fred Ross, general chairman of the strike committee, and Charles B. Knight, secretary of the body, spent some time on the witness stand this morning. The line of questioning followed by Mr. Murphy was intended to bring out the information that the union officials had means of and did communicate with the federal court injunction order to the rank and file of the strikers. Attorney Green, attempting to show the length of apprenticeship required for qualification in shop crafts, was stopped when he stated that he wanted to prove that the trouble with the railroads and the cause of their inability to function was the fact that the men employed in the shops were not skilled workmen.

Mr. Ladd, who has general charge of the Alhina plant, spent three hours on the witness stand. He testified that he had witnessed the demonstration at the shop gates, on August 1. He identified a number of the men accused of contempt of court.

WHAT CONGRESS DID AS ITS DAY'S WORK.
Senate.
Right of Harrell, republican, Oklahoma, to a pension, challenged by Heflin, democrat, Alabama.

David A. Reed, republican, Pennsylvania, took oath as senator, succeeding the late William E. Crow.
Entire day devoted to considering individual amendments proposed to pending tariff measure.

Adjourned after discovering there was not a quorum.
Resolution offered by Representative Gulliver, democrat, Massachusetts, calling on shipping board for information as to source of liquor sold on vessels.

Hours on the witness stand. He testified that he had witnessed the demonstration at the shop gates, on August 1. He identified a number of the men accused of contempt of court.

Picketing Is Charged.
A number of strikebreakers were called to testify to the alleged picketing. They were subjected to by the pickets. The first was a woman shopworker, Miss Elizabeth C. Evans, a John Aune, blacksmith who has been employed by the company for the last 15 years, followed the woman on the stand. Aune's broken English was seized upon as an occasion for an outbreak of laughter on the part of the union forces.

"I hear another outbreak like this I will instantly clear the court room," said Judge Wolverton. "You must keep order in here."

James Hodson, a middle-aged Englishman, provided a comic touch for the afternoon's session. Hodson had been employed at the shops since 1917, he said.

"I didn't go to work because I wanted to go walking the streets and the police told me to go to work or go to jail. I don't know what I am. They call me a machinist and give me a machinist's pay, but I don't class myself as one."

ENGINES WILL BURN OIL

CONVERSION OF O. W. R. & N. LOCOMOTIVES BEGUN.

Abundant Stocks of Oil and Difficulties in Getting Coal Cause Change.

Work of converting passenger locomotives of the O. W. R. & N. company from coal to oil burners is now in progress in the Portland shops of the road. At the present rate of converting two locomotives a day to use of the liquid fuel officials said yesterday that all passenger engines will have been changed over by September 1.

Whether freight locomotives of the road are also to be converted to this use of oil will be determined later, the decision depending on various factors, including prospective fuel oil prices. Present abundant stocks of oil, offered at a moderate price coupled with the difficulties in obtaining coal, have influenced the rail officials to make the change. Prior to 1913 this road used oil as its locomotive fuel, rises in the price around that date making it wise to return to the use of coal. This situation is now reversed.

The company has had workmen busy at the task of installing oil tanks where needed for some little time. Enough tanks are in readiness so the passenger locomotives go into service as oil burners as soon as the proper combustion devices have been installed in them.

INJURED MAN STILL ALIVE

ROSEBURG, Or., Aug. 16.—(Special.)—James Monroe, road laborer, who was injured yesterday when an explosion occurred while he was drilling in a loaded hole at the Oak creek rock quarry, was still alive tonight, although the physicians had expected his death momentarily. No papers of absolute identification could be found and officers are having difficulty in locating his relatives, who are thought to reside in New Hampshire. The drill with which he was working was blown out of the hole and pierced the top of his head.

GRANGE INVITES CANDIDATES

HOOD RIVER, Or., Aug. 16.—(Special.)—The Pine Grove grange has invited Governor Olcott and Walter M. Pierce, respectively the republican and democratic gubernatorial nominees, to address them at a meeting to be held soon. The grange announces that each of the candidates will be given an opportunity for a 40-minute speech. On the night of the gubernatorial candidates' visit the Patrons of Husbandry will discuss the question: "Can our state tax budget be lowered, and how?"

HOOD SCHOOL FAIR DATED

HOOD RIVER, Or., Aug. 16.—(Special.)—September 15 and 16 has been set as the dates for the 13th annual Hood River county school fair. County School Superintendent Gibson is in charge of the school exhibits. Canning and garden teams will be sent to the Salem state fair. The children of the county will also send an exhibit of their horticultural and agricultural products to the fair.

TWO MARRIAGE LICENSES ISSUED

KALAMA, Wash., Aug. 16.—(Special.)—The Elks band of 25 pieces and about 25 other members of the Hoquiam Elks' lodge left today for Anacortes for the three days' session of the state association.

HOQUIAM ELKS AT ANACORTES

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HEALTH PLAY TO BE PRESENTED

HOQUIAM, Wash., Aug. 16.—(Special.)—The Hoquiam community service will give a health play at the county fair at Elma, early in September. The community service dramatic club will present "Jinny and Arty" to further the anti-tuberculosis work, at the request of Miss Gillies, county nurse. The play will be directed by Miss Ann Edythe Newman and will have a cast of 17 actors.

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3. "Dear and Zimmerman," overture, A. Lortzing
4. (a) "La Lisoyera," Chamade (b) "Barcarolle," Elvira
5. "My Yiddish Mummy," fox trot, Gerber, Schwartz and Canton
6. "Celebrated Minuet," waltz, R. A. Ketter
7. "Romany," waltz, R. A. Ketter
8. "When the Lights Go Down in Chinatown," fox trot, L. B. Scott

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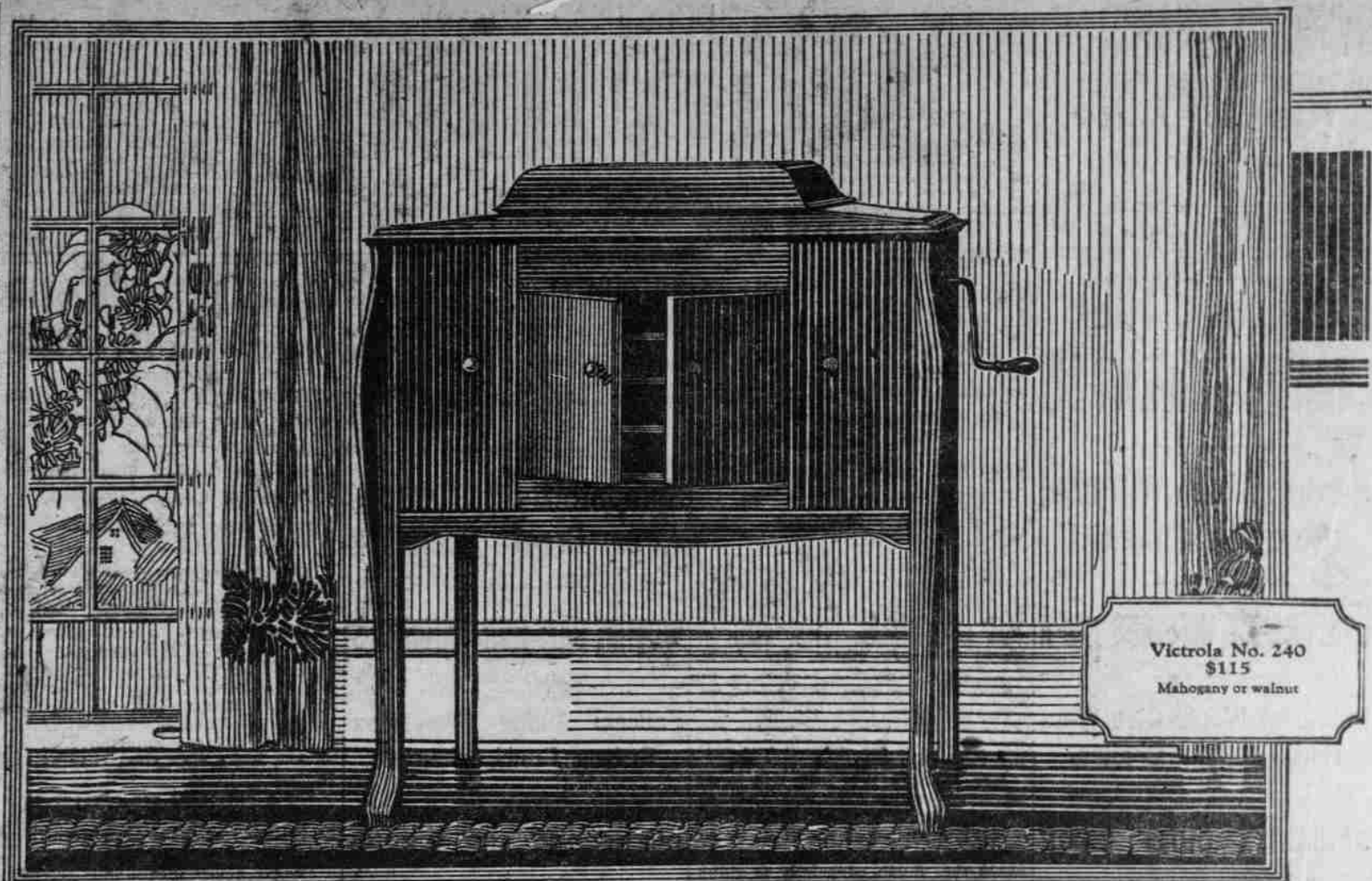
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