RIGHT OF WORKERS TO STRIKE PROBLEM

Congress May Soon Have to Pass on Question.

LABOR DOMINION LOOMS

Walkouts Raise Queries Not Readily Answered—Status of Several Classes Compared.

BY MARK SULLIVAN.

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WASHINGTON, D. C., Aug. 18.—(Special.)—It isn't possible to pick out any one aspect of the present strike and say that it is the single big question involved. There are several extremely important aspects of the situation. One, for example, is whether we are to have in the United States in the near future a labor government. Some of us who have followed these strikes carefully have arrived at a fairly confident judgment that one of the heads of the railroad brotherhoods, Mr. Stone, is as much a candidate for president of the United States as, let us say, Senator Capper of Kansas. The same surmise can be made about Mr. Lewis, head of the miners' union.

Another of the questions involved is whether we are going to have in this country group domination on the part of workers in various industries, exercising an economic and political leverage through compact organization on a nationwide scale.

Omitting for the moment these aspects of the strikers, there is one other question which by its nature permits a more exact analysis. That question is whether men engaged in railroad work shall be permitted the same right to strike that is conceded to men in some lines of work and denied to men in others.

Right to Strike Problem.

Superficially the answer to this question is that no men shall be denied the right to strike. This is the answer that has been given frequently in congress and that has determined the past attitude of congress on this subject. In fact, however, the answer is not so easy as this. There are many men engaged in many lines of work to whom the right to strike is denied by the overwhelming consensus of public feelings.

Let us start with soldiers. Soldiers are not allowed to strike. If they attempt to strike in time of war they are promptly shot down and buried in dishonored graves. The public sentiment which regards mutiny in time of war as the last word in dishonor is practically universal. Even in times of peace soldiers who attempt to strike may be shot. If the conditions do not seem to demand this extreme punishment they are, at least, put in jail for long terms.

In the same class with soldiers are seamen and others engaged in the armies and navies of the world.

Police Status Similar.

Next consider policemen. It is almost as generally conceded that policemen must not strike as it is that soldiers shall not strike. The public odium which fell on the policemen who attempted to strike in Boston three years ago is still fresh in the public memory. It was largely because of his prompt action on the theory that policemen have no right to strike that Vice-President Coolidge, then governor of Massachusetts, got his present standing with the public.

In the same class with policemen are firemen.

One degree further removed from the binding prohibition against striking are mail carriers and men otherwise engaged in the postal service. Among this class of workers there was a few years ago an incipient gesture toward a strike, which was promptly and severely repressed by the postmaster general, Mr. Burleson, with the complete assent of public opinion.

We now come to the railroad workers. The theory is that the uninterrupted functioning of transportation is such that men engaged in it are only a little different from soldiers, policemen, firemen and mail men. We are at the point now where public opinion seems clearly about to crystallize on the principle that railroad workers must be added to those who, because of the nature of their employment and its relation to the public welfare, must forfeit the privilege of striking because of its inevitable consequence in the interruption of a function essential to the common welfare.

Senate Forced to Yield.

When the present law governing the operations of the railroads was passed the theory that railroad workers must be denied the right to strike was put forward.

The question was debated in congress earnestly on both sides. In the end the senate adopted the principle that for railroad men to strike is a crime. The house, however, refused to accept that principle and after a two-months' deadlock between the two houses the senate was compelled to recede. One reason why the senate lost that fight lies in the unfortunate phrase which happened to be attached to the principle the senate fought for. It was called the "anti-strike" provision.

As a matter of fact, this particular statute applied not only to railroad workers but to railroad managers as well. In the actual listing of those who were forbidden to enter into any agreement likely to interrupt transportation the railroad managers came ahead of the railroad workers. But because of the phrase "anti-strike" the bill got a bad name and was beaten. Sooner or later the question must come up again and the question must be settled whether or not railroad workers are in the same class with the soldiers, policemen, firemen and others who must not strike; or whether they are in the same class with men in other industries whose right to strike is undeniable.

Mine Worker Considered.

A shade further removed from those who are by the general consensus of sentiment prohibited from striking is the mine worker. The theory that coal belongs in the same classification with transportation, police work and military operations in its indispensability to the public welfare is just beginning to gain ground. The principle of prohibition against striking is in all cases related not only to the nature of the work but also to the manner in which the pay of the worker is determined. Wherever the work is purely private and the wages are determined by a private employer it is generally conceded that the employe has complete freedom to strike.

Cases where the worker is prohibited from striking go hand in hand with the cases where wages are fixed by the public. The wages of military and naval men are fixed by act of the national congress. So also are the wages of mail men. The wages of policemen and firemen are fixed by the local common council in each municipality. At present under the operation of the law which now governs the railroads, the wages of railroad workers are fixed by a labor board which is set up by congress. This fact alone carries with it a strong implication that the railroad worker shall not be permitted to strike.

It will be interesting to note the analogy between those locomotive engineers who abandoned their trains in the middle of the Arizona desert and another class of workers also engaged in transportation. If those men, instead of being locomotive engineers, had been engineers on an ocean steamship and if they had abandoned their work in the middle of the ocean, they would now be either in jail or else fugitives on the seas with every man's hand against them. There is not, after all, a great deal of difference between the discomfort and danger to life involved between abandoning a train in the middle of the Arizona desert and abandoning the engine of a ship in the middle of the Atlantic ocean.

More Prohibition Coming.

On this matter of the right of railroad workers to strike and to a less degree on the right of coal miners to strike we are just in process of evolution. The thoughts that have been set down here, it is believed, will afford some suggestion as to what the next step is likely to be. So far as the present writer's personal feelings are of any moment it is perhaps at least admissible to add that he views with strong distaste the condition which evolution plainly points toward as the next step.

All prohibitions of any sort which interfere with complete freedom of personal action are repugnant to the fundamental American principle of the maximum of personal liberty. But people who hold contrary opinions are as certain to be overridden as are workers themselves. In the present state of the world we are pretty clearly in the midst of an evolution, the final state of which will tend to make us all like bees in a hive, each going along in his determined groove from hour to hour under the compulsion of the minutely organized mass.

To most persons with old-fashioned notions of political economy and the function of the human spirit this prospect is most unpalatable, but this is clearly the direction in which the western world is going with increasing momentum. About the only person who is attempting to make headway with a different philosophy of life is that Indian leader Gandhi, and he is now in jail for his attempt to make the tide go back.

President of Illinois Honored.

SAN FRANCISCO, Aug. 18.—Dr. David Kinley, president of the University of Illinois, now visiting in San Francisco, was the guest of honor at an annual dinner given tonight at a downtown hotel by the members of the Illinois Alumni association.

PRESIDENT'S ADDRESS PRAISED BY SENATE AND HOUSE LEADERS.

(By Chicago Tribune Leased Wire.)

WASHINGTON, D. C., Aug. 18.—Mr. Harding's address brought forth comment of a varying nature.

Senator Lodge, Massachusetts, republican leader in the senate, said:

"I think it a most excellent message. I thoroughly agreed with all the president said at the close of the message as to the supremacy of the government of the United States and as to his intention fully to enforce the laws."

Senator Cummins, Iowa, chairman of the senate interstate commerce committee, said:

"I considered the president's message as a very strong, wise and decisive statement regarding the present situation. I thoroughly approve of what he said and suggested."

"It was a very good speech," commented Senator McCormick of Illinois.

Senator Pomerene, Ohio, democrat, said:

"Every real American must applaud what the president said with respect to the necessity for preserving law and order."

"In my judgment," said Senator Watson, Indiana, republican, "the president expressed the views of nine-tenths of the American people."

Other leaders commented as follows:

"Representative Garrett, Tenessee, acting democratic leader: "If the president, six weeks ago, had deemed it proper to speak words whose meaning would have been clear and unmistakable, such as some of the sentences used in his address today could be interpreted to mean, the country and the world would have been before this and now in an infinitely better position. The message is so complicated and involved that it is impossible to understand precisely what he means."

Representative Mann, Illinois: "It is a very informative message to the American people."

Representative Mondell, Wyoming, republican leader: "The president's message is very fine and will meet with a favorable response from the American people."

Representative Butler, Pennsylvania: "The strength of the message lies in the last sentence, and now that the president has reasserted the determination to aid in the transportation problem by maintaining order, the country will expect the federal government to be prepared to act."

GENERAL MAKES FLIGHT

AIR VOYAGE OF 3000 MILES IS TEMPESTEOUS.

Assistant Chief of Air Service Travels Far on Trip to Aero Fields.

(By Chicago Tribune Leased Wire.)

WASHINGTON, D. C., Aug. 18.—After traveling by airplane approximately 3000 miles, General William Mitchell, assistant chief of air service, has just returned to this city from an inspection of air service activities in the middle west, visiting McCook field, Dayton, O.; Selfridge field, Mount Clemens, Mich.; Culver, Ind., Milwaukee, Chicago and Cleveland.

On his trip between Milwaukee and Culver, General Mitchell encountered wretched weather conditions, being forced to struggle through severe rainstorms and heavy clouds. From Chicago to Selfridge he ran into the worst thunder storm he had ever seen and was forced to fly for about 50 miles around the edge of the storm. He then turned around and came back toward Lake Michigan at an altitude of 10,000 feet. He accomplished the trip from Selfridge field to Cleveland in 1 hour and 40 minutes, flying straight across Lake Erie, a distance of 35 miles, at 10,000 feet altitude.

Lieutenant Paul C. Wilkins, army air service, left Bolling field at 5:05 this morning on his flight across the continent. His trip westward will be via Dayton, O.; Scott field, Ill.; Fort Riley, Kan.; North Platte, Neb.; Cheyenne, Wyo.; Salt Lake, Utah; Elko, Nev.; Reno, Nev., and San Francisco. On his return trip Lieutenant Wilkins will take the northern route, traveling along the aerial mail route to Salt Lake City and then proceeding northward to Casper and Sharon, Wyo.; Miles City, Mont.; Bismarck and Fargo, N. D.; Minneapolis, Chicago, Dayton, O., and back to Washington.

Aged Woman's Hip Broken.

KELSO, Wash., Aug. 18.—(Special.)—Mrs. Patience Glover, 80, one of the early residents of this district, sustained a fracture of her hip in a fall.

FOREIGN VETERANS ELECT MR. HUSTON

Two Portland Men Named to Offices.

MR. JONES ON COUNCIL

Dr. Roy A. Peebles Is Selected Surgeon-General—Norfolk, Va., Wins Next Meeting.

SEATTLE, Wash., Aug. 18.—Norfolk, Va., was selected today as the 1923 meeting place of the national encampment of the Veterans of Foreign Wars of the United States at the twenty-third encampment of the organization in session here.

Colonel Tillinghast L. Huston, part owner of the American league baseball club, was unanimously chosen by the veterans to succeed Robert G. Woodside of Pittsburg as national commander-in-chief. Past Commander Woodside was elected to a five-year term on the national council of administration, and John Walker Jones of Portland, Or., retiring senior vice-commander-in-chief, to a four-year term.

Other Officers Chosen.

Other officers chosen included Andrew Hawkins, Minneapolis, vice-commander; Charles Dodson, Norfolk, Va., junior vice-commander; Walter L. Joyce, New York, quartermaster-general; Major Robert Starr Allyn, Brooklyn, N. Y., judge-advocate-general; the Rev. J. Phillips Anshutz, Tacoma, Wash., national chaplain, and Dr. Roy A. Peebles, Portland, Or., surgeon-general.

Tomorrow, the final day of the encampment, will be devoted to pleasure and entertainment.

Among resolutions adopted by the convention was one authorizing the adjutant-general of the organization to telegraph President Harding and congress, asking that the national adjusted compensation bill be taken up and disposed of immediately after the tariff bill, now before the senate. Another resolution urged that the birthday of Ulysses S. Grant, April 27, be made a national holiday. Congress and state legislatures were asked in a resolution, unanimously adopted, to pass laws making it illegal to kill pigeons, useful as message carriers in time of war.

Hot Fight Develops.

The hotest fight of the convention developed over a resolution introduced by the California delegation, proposing to place the Veterans of Foreign Wars on record as opposed to the Ku Klux Klan. The resolution was finally tabled, after speakers had declared that whatever the organization's feeling, as expressed by individual delegates, toward the klan, any action to be taken should be initiated by state or federal authorities.

Colonel Huston was presented with a huge bouquet of roses by the Portland, Or., delegation, when it was announced that Portland's candidate for the office had withdrawn.

HARDING FIXES BLAME

(Continued From First Page.)

of democracy are surrendered to mobocracy and the freedom of a hundred millions is surrendered to the small minority which would have no law."

At the same time the president called attention to another element which he said he believed was responsible to some degree for strikes and for the difficulties of restoring industrial peace.

"I refer," said he, "to the warfare on the unions of labor. The government has no sympathy or approval for the element of discord in the ranks of industry. We recognize these organizations in the law and we must accredit them with incalculable contribution to labor's uplift."

Discussing the coal strike specifically, Mr. Harding warned congress that, although the skies now appeared to be clearing, more trouble can be expected when wage contracts are renewed next April, unless the executive is provided with adequate authority.

He declared that "except for coal from non-union districts the country is at the mercy of the United Mine Workers," and detailed how settlement of the present strike had been delayed for many weeks although evidences had come to the White House that in many localities the workingmen were "anxious to return to their jobs."

Manuscript Is Revised.

Arrangements for the president's appearance before congress, which twice had been postponed to await developments in the conference of rail executives and union chiefs in session at New York, were completed only an hour before he went to the capitol, and during the morning his manuscript underwent a last revision after a session of the cabinet. It is understood that, although the New York meeting was not mentioned in the address, the decision to go to the capitol without further delay was reached after it had become apparent no final agreement ending the strike would be possible for several days.

As the chief executive was on his way up Pennsylvania avenue in a White House automobile, another complication developed which for a time threatened to overturn entirely the plan for a joint session to hear the address.

Objection Is Withdrawn.

Republican leaders in the house, hurriedly arranging for passage of a resolution authorizing the body to sit with the senate in special session, were stopped abruptly by a point of no quorum interposed by Representative Huddleston, democrat, Alabama. Before the beginning of the rollcall, however, which would have required upwards of an hour and which the leaders said might in the end reveal that no quorum was present, Mr. Huddleston withdrew his objection upon the request of the democratic house leader, Representative Garrett of Tennessee.

For the most part there was no party division in the reception accorded the president's declaration, the applause sweeping the entire floor and the galleries as he pronounced deliberately his warning against lawlessness and swelling into a prolonged ovation as he concluded with the pledge to "use all the power of the government to maintain transportation and sustain the right of men to work."

BORAH'S BILL IS INDORSED

Harding's Recommendations Said to Conform to Measure.

THE OREGONIAN NEWS BUREAU, Washington, D. C., Aug. 18.—President Harding's recommendation of a commission to make a thorough investigation of the coal mining industry is understood to carry with it an indorsement of a bill for this purpose recently introduced by Senator Borah.

Senator Borah said today that he stood ready to make such modifications as would suit the president, and that in any event he expected to alter the bill to give the president a free hand in choosing the members of the commission. The Idaho senator said his pending plan to have a commission to include one coal operator, one representative of the miners and one member representing the public was subject to change. He said he had become of the opinion that all members should represent the public, because to put one operator and one miner on the commission would mean nothing more than a resumption of the long drawn out debate between employer and employe.

SPEEDERS PUT ON RACK

JUDGE WHO SEES ARRESTS DEFENDS TRAFFIC SQUAD.

Testimony of Violators Seeking to Impugn Word of Officers Draws Fire From Bench.

From the variety of excuses offered to him since Lieutenant Ervin's corps of speed officers launched its drive against careless drivers, Municipal Judge Ekwall began to wonder whether the officers held closely to facts in every case. To determine for himself, the judge, a couple of days ago, went out with the policemen and saw them make 21 arrests.

In police court yesterday 18 of these 21 careless drivers pleaded not guilty. They had divers excuses to offer to the court, and not a few of them contended with vehemence that the arresting officers were offering testimony that was not in accordance with facts.

After a few of these excuses had been offered, Judge Ekwall took a hand.

"I'm getting mighty tired of hearing you people blame the officers and say they are trying to get you," thundered the court. "As a matter of fact I was present myself when these arrests were made. I saw the traffic violations with my own eyes and know of my own knowledge that the officers are in the right."

The air was thick with a lot of silence from then on. The luckless changed their pleas to guilty, and without exception they were ready to pay a fine.

The standard penalty of $5 for cutting corners and similar minor offenses was levied by the court.

Tenino Girl Hit by Bullet.

CENTRALIA, Wash., Aug. 18.—(Special.)—Irene Lewis, a Tenino girl, was injured Wednesday night when a .22 caliber rifle in the hands of Lloyd Matthews, a playmate, was accidentally discharged. The bullet lodged in the child's arm.

Hoquiam Voters Register.

HOQUIAM, Wash., Aug. 18.—(Special.)—Announcement of the coming special advisory election to select a map for the office of commissioner of safety with the title of mayor gave a decided impetus to registration here yesterday, the office of City Clerk Neick in the basement of the library building being filled with a steady stream of people all day. The books close next Tuesday. Only registered voters can cast a ballot at the advisory election.

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"Merchandise of Merit Only"

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Knitted All-Wool Suits for the Little Boys

—They're jersey knit suits and rib-stitched suits—each consisting of jacket, pants and cap—and quite the nattiest affairs of the kind to be imagined.

—They're for the boys of 2 to 8 years and are in the following colors:

Navy *White* *Brown* *Medium Gray* *Copper-and-Jade*

On the Fifth Floor—Lipman, Wolfe & Co.

Ready Here—Misses' and Children's
New Coats in Fall Styles
See Them Today

—Especially new imported tweed coats with raglan sleeves, notched collars, slashed pockets and loose back—and priced $25 and $32.50.

—Also new Bonnycloth and velour coats—some of these with fur collars—and prices starting at $14.95.

Yes, the new things are at Lipman, Wolfe's, and Fall buying has started here in earnest.

On the Fourth Floor—Lipman, Wolfe & Co.

Values Also Proving That Lipman, Wolfe's Is Portland's
Umbrella Headquarters

Men's Umbrellas Specially Priced at $3.95
—Strongly built umbrellas—made for service. They've Prince of Wales crooks and opera handles, and 8-ribbed paragon frames. $3.95 is much below regular for these umbrellas.

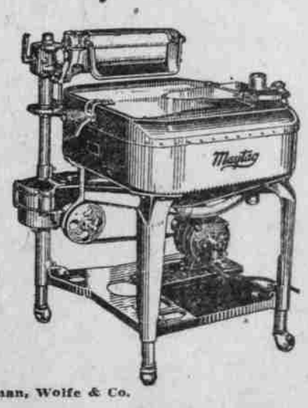
Women's Silk Umbrellas—Spec'l at $5.65
—Pure taffeta silk umbrellas with a choice assortment of ring and strap handles. Built on 8-ribbed paragon frames—and choice of the wanted shades. Excellent values at $5.65.

Women's Silk Umbrellas—Spec'l at $6.95
—These of pure taffeta silk and with wide taped borders. Crook, ring and strap handles and choice of the popular shades. They're sturdily built on 8-ribbed paragon frames.

Umbrella Section—On the First Floor—Lipman, Wolfe & Co.

The Washing Machine Sensation
—The Maytag "Gyrafoam"

A New Shipment Just Received at Lipman, Wolfe's



—The newly perfected gyrator principle makes the "Maytag" the greatest innovation in washing machines in the last ten years. The "Maytag" is a wonderfully efficient machine that is compact, thorough, speedy and durable.

—Knotted clothes actually untangled by this wonderful machine that cleans entirely by water action. See the demonstration on the sixth floor—investigate our easy payment plan.

On the Sixth Floor—Lipman, Wolfe & Co.

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Look for the sign of the steaming cup
A co-operative and progressive business in a beautiful and progressive city ~

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2,000,000 People Served Per Year—

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It's In the Flavor and Quality—Ask Those Who Eat Here

Special Breakfast
Ham or Bacon, One Egg, Toast, Coffee
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20c

Burell Jem Canteloupe, half.....10c
Fresh Peaches and Cream.....20c
Large glass of Milk.....7c

Coffee, 5c. Cup refilled, 3c

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