AUSPICIOUS START GIVEN BONUS BILL

Opposition Lacks Spirit; Early Passage Forecast.

HARDING DEMANDS MET

McCumber Does Not Think Executive Will Veto Measure: Treasury Conditions Filled.

(By Chicago Tribune Leased Wire.)
WASHINGTON, D. C., Aug. 23,—
he soldiers' honus bill got an
appleious new start in the senate

In record-breaking time, the sen-ate cleaned up the finance commit-tee's amendment and the measure passed into the parliamentary stage where individual amendments are in order. Less than 15 minutes were order. Less than is inhates were required for the adoption of §7 com-mittee amendments. If this rate of speed is maintained, the measure will be passed within the next day

The opposition appeared to lack spirit. Anti-bonus senators are ready to admit that passage of the bill is a foregone conclusion, and furthermore, after the long tariff debate, they are anxious to declare a holiday for themselves. They take the position that the bate of the bill rests finally with President Hardrests finally with President Harding. If the president is going to approve it, the fight might just as
well end now; if he is going to veto
it, as they believe he will, they want
to conserve their strength and ammunition for the big battle on the
question of passing it over the veto.

Senator McCumber, North Dakota, chairman of the flance committee, who led off the debate in behalf of who led off the debate in behalf of the bonus today, does not believe President Harding will veto the bill. Senator Robinson, Arkansas, demo-crat, asked Mr. McCumber point-blank if he knew whether the pres-ident would sign the bill. "I have no information on that subject," replied Senator McCumber. "All I can say is that the condi-

Harding's Demands Met.

tions which caused the president and the secretary of the treasury to seek delay last year have been I do not believe he will veto

"A close examination of the bill will show an estimated expense for the calendar year of 1923 of \$77,-440,889; for the calendar year of 1924 of \$92,177,729; for the calendar year of 1925 of \$73,100,962," said Senator McCumber.

"The largest amount will be in 1928. By 1930 it drops to \$21,000,000, and is only a very few millions thereafter until 1943.

Billion Dollars Refunded. "And let me again call attention to the fact that we have already re-funded about a billion dollars to those short-time obligations befor they came due. If we can fund seven billions of short-time obligamelee was ended by a shot fired by GuardGuard C. A. Miller. The shot went wild and caused no injury. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot went wild and caused no injury. The guardGuard C. A. Miller. The shot to Have Broken Down.

CHICAGO. Aug. 23.—Asserting that the entire safety of trains is being left by the interstate commission to 50 inspectors of inspectors operating more than 70,000. W. W. Sutherland, were swimming in the South Umpqua when a party of five or six strikers appeared. The guards claim that the strikers for years and not a ripple of comment. We talk of 125,000,000 of for good for dads of two or three hundred millons to assist railways, all in a single year, as if they amounted to nothing. We do not dream of suggesting a special tax to meet \$125, 000,000. Why on earth, then, should we approach this soldiers' compensation in a statement tonight obtained that the strikers for why they were off company properations of the strikers for merca commission to 50 inspectors of inspectors we approach this soldiers' compen-sation bill, the payments under which may be scattred over half a century, and the 1923 payment being only a little more than half that sum, as though it were an obligation requiring a special tax levy or one endangering the refunding of

short-time obligations?
"To my mind, every precept of financial justice and every principle of political honor demand that this soldiers' compensation bill be passed into a law at this session of

SENATORS SUPPORT BONUS

Definite Pledges Received From Oregon Lawmakers.

ROSEBURG, Or., Aug. 23.—(Special.)—Definite pledges of Senators McNary and Stanfield to support the national soldiers' bonus bill now before the senate were received here today by Mrs. Pearl Steward, president of the senate were received here today by Mrs. Pearl Steward, president of the senate were received here today by Mrs. Pearl Steward, president of the senate were received. president of the women's auxiliary of the American Legion, department of Oregon. The auxiliary of the state, in taking a stand for the bonus, telegraphed both senators, and in response the following was

received from Senator McNary:
"Tour telegram received Am actively supporting the bonus bill.
"CHARLES McNARY." The message from Senator Stan-

field was as follows:
"During my campaign I made a
public statement that I was in favor of preferential compensation or additional compensation for ex-service men, and if elected would do what I could to secure it. Last year, at the request of the president, the consideration of this legislation was postponed. This matter wil be considered by the senate power and I sidered by the senate now, and I shall do all within my power to secure the passage of adequate legis-



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BILL SIGNED BY HARDING BOON TO TRAVELING SALESMEN



-Photo Copyright by Underwood. PRESIDENT SIGNING MILEAGE BOOK BILL.

President Harding recently signed a bill which will be a boon to traveling salesmen—the mileage book bill sponsored by Senator James Watson of Indiana, which testores the mileage book privilege formerly granted by the railroads. The purchase of such a book reduces the cost of travel for wholesale users because the interstate rate prevails. The book is interchangeable on all railroad lines. The signing of the bill was witnessed by members of the cabinet, senators and members of the National Council of the Traveling Salesmen's association.

lation along this line. I want you to know that my promises are good, and even though made during a campaign, they were not for politi-ROBERT N. STANFIELD."

ROADS MEET SHOPMEN

shopment and three guards. The melec was ended by a shot fired by GuardGuard C. A. Miller. The shot went wild and caused no injury. The

WHAT CONGRESS DID AS ITS DAY'S WORK. Senate.

Opened debate on the soldier's compensation measure, adopting all perfections committee

Borah coal commission bill favorably reported and placed on the calendar. Bill offered by Sterling, republican. South Dakota, imposing maximum pualshment for obstruction of railroad

trains or death resulting therefrom Passed bill authorizing deputy chief of staff for the American army.

American army.

Political speech delivered by McKellar, democrat, Tennessee, enumerating the short-comings of the republican

Discussed conference report on the additional district judges bill without reaching a

House. Passed administration mea

sure to create commission to investigate the coal industry. Appeal for legislation creat-ing a coal distributing agency received from New York coal

Members urged by Floor Leader Mondell to remain in Washington in view of early consideration planned for price-fixing of coal.

L...................

struck over the head with a large

cudgel, his scalp being laid open t the bone. A bone in his right fore arm was broken by a blow from the club. He was otherwise bruised about the head, face and body.

One of the strikers, it is alleged, tried to stop Miller. The guard drew his revolver and fired but the weapon was pushed to one side and avaloaded hurmingsely. One of the exploded harmlessly. One of the strikers fell, it being claimed that he was struck with the barrel of the gun as the guard used it for a club, and the guard, apparently thinking he had killed the man, ran away. The strikers, after taking away Murray's gun, led the injured man and Sutherland back to company property where the gun was re-stored. Sutherland, being unarmed,

was not attacked.

The officers are making a thorough investigation and arrests of those in the attacking party are ex-

SOLDIER RAILWAY MEN 300

Camp Lewis Able to Supply Big Force in Strike Emergency.

TACOMA. Wash., Aug. 23.—(Special.)—There are 300 soldiers at Camp Lewis capable of performing rallroad duty in case of an emergency, according to Captain George A. Hunt, acting chief of staff for military intelligence.

Orders from the war department to 9th corps area headquarters in San Francisco ordered listing of all enlisted men in the area qualified for service as conductors, brakemen, eagineers, firemen, switchmen and shopmen.

that federal inspections are not being made and that unsafe equip-ment is being allowed to go out. Cit-ing alleged instances of this, Mr. Mcasked to take out engines with leak-ing flues, guage cocks and train valves, defective brakes and sharp

General Chairman Hending of the northwest railroads, the statement said, submitted a report to the ef-fect that "we have been informed the federal inspectors in the northwest have been given instructions by some one not to withdraw en-gines from service which have not een inspected according to law."
A. G. Pack, chief of boiler inspecion for the interstate commerce ommission. Mr. McGrath's state-nent said, wrote to him as follows:

"The interstate commerce com-mission," Mr. McGrath's statement said, "canont protect the public in the present crisis. Its entire inspection system rests upon the pro-vision for monthly sworn inspection by competent railroad mechanics. That has completely broken down as a result of the inability of the railroads to replace the inspectors who have walked out practically

"The conclusion is that the inter-state commerce commission cannot possibly know today the full ex-tent of the deterioration of power, nor can it order rolling stock with existing defects out of service. It is inadequately manned for such a crists. Is it not strange that the interstate commerce commission is handicapped in meeting a problem 00 per cent. handicapped in meeting a problem nvolving the safety of train crews ney-general seems to have no limit to his ability to appoint additional agents and marshals for use in coercing the men back to work?"

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ON TERMS OF DEBT

Uncle Sam Is Pictured as Sort of Shylock.

FACTS HELD MISSTATED

Idea That America Insisted London Guarantee Loans to Other Allies Not Warranted.

BY MARK SULLIVAN. (Copyright by the New York Evening Post Published by Arrangement.) WASHINGTON, D. C., Aug. 28 .-(Special.)-With respect to debts owed to us by Great Britain there is, both in official and unofficial British allusions to these debts, a form of description which is recon cilable with the nature of the debt as it is understood in America, Lord Balfour, in his letter, after saying that Great Britain in the war had provided for her own needs out of internal borrowing and taxation,

internal borrowing and taxation, said:

"Unfortunately, a similar policy was beyond the power of other European nations. An appeal was therefore made to the government of the United States, and under an arrangement then arrived at the United States insisted, in substance if not in form, that though our allies were to spend the money, it was only on our security that they were prepared to lend it."

This is Lord Balfour's official description of the nature of the transaction. Unofficially, the New Statesman, a British weekly of high class which is read with attention and respect by the best informed persons in England on international political affairs, in its issue of August 5, contains the following:

"The American public is, we believe, almost wholly ignorant of the facts of the case, largely owing to a mistaken reticence on this side of the Atlantic. The time seems now to have come when they should be stated with even greater frankness than is to be found in the Balfour note.

Action Seems Ungenerous.

"The debt was incurred after America came into the war, and it se the interstate rate prevails. The road lines are signing of the bill ability, senators and members of the diesmen's association.

America came into the war, and the was incurred, not on our own behalf, but on behalf of America's other allies. She lent the money to France and Italy, but insisted that we should back the bill. In view of her own partnership in the struggle, that requirement seemed to have presented in the extreme. Hunt has kept his list revised to date, he said.

Of the 300 men half are rated as efficient and well-trained railroad men, while the remaining 150 have done railway work and have a basic knowledge of the duties required of them in the various crafts.

EQUIPMENT HELD UNSAFE

Great Britain might infer that America is expecting Great Britain

Enforcement of Safety Laws Said not only to pay the \$5,000,000,000

This interpretation would be that Great Britain did not directly borrow money from our government or ing alleged instances of this, Mr. Mc-Grath's statement said Missouri Pa-cific shopmen at Hoisington. Kan. reported there has not been a gov-erament inspection of equipment there since June 1, while shopmen on the Southern Pacific said that if the laws were enforced over 50 per-cent of the engines would be out of service. Engineers, he said, were sending in complaints that they were saked to take out engines with leak-saked to take out engines with leak-phrases mean roughly what an phrases mean roughly what an American business man means by

the term "guarantor" or "indorser."
To justify the language either of
Lord Balfour or the New Statesman
it would be necessary to show that during the war France and Italy asked us for money or goods; that we refused them; that thereafter, and because of our refusal, Great Britain borrowed the money and in-curred the obligation on her own account; and that these obligations incurred in this way, and this way, only, constitute the debt of \$5,900, 000,000 that Great Britain now owes

"It cannot be expected, even under normal conditions, that the 50 inspectors provided by law can keep in close touch and know the condition of more than 70,000 locomotives coming under the jurisdiction of the law, which are employed on over 250,000 miles of railroad, housed or repaired in approximately 4500 different plants."

"The interstate commerce comtion which had ordered and re-ceived the goods. These charges ceived the goods. These charges against each of the various nations separately, constitute the debts that each of them now owes us separately. Statements Not Justified.

So far as is known there is nothing on the records or in the reco



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