

SAYS ARBITRATION IS GREAT SUCCESS OVER NEW ZEALAND

William Reid, Former Consular Agent at Wellington, Tells Improvement Wrought in Industrial Conditions.

New Zealand's experience with an arbitration law for the settlement of disputes between capital and labor has worked a remarkable transformation for the better in labor conditions there, according to William Reid, of Portland, former consular agent for the United States at Wellington, the capital of the island. As a result of his study of the law in effect in New Zealand, Mr. Reid is an ardent advocate of the proposed arbitration act now before the Oregon legislature.

"When I first went to New Zealand," said Mr. Reid, "I found strikes and labor troubles so common there that although the government had spent \$5,000,000 to secure immigration and supply labor to develop resources, the labor population temporarily decreased, thousands going to Australia, some 1500 miles away."

"The first arbitration act was passed in 1894, and was amended several times—in 1895, 1896, 1898, 1900 and 1901—until today no strikes or labor disputes between employers and employees can go for more than 25 days without interference of the government. "Any union composed of two or more employers of labor or seven or more employees may be registered and thus becomes entitled to the benefits of the industrial conciliation and arbitration act. It becomes subject to the jurisdiction, first, of the board of conciliation, a body whose duties, I assume, would be placed upon the state railroad commission here, and if that body does not effect a settlement of the trouble, it is taken to what is called the court of arbitration. This court is made up of the chief justice, one laborer, one employer, and two others, one elected biennially by the labor unions and the other by the employers. Decision by two out of the three members of the court is sufficient and there is no appeal from it, though it is binding only for the immediate period and conditions involved."

"If instead of going first to the board of conciliation either party shall prefer to go to the court of arbitration direct, this may be done. If no appeal is taken from a decision by the board of conciliation within 30 days, the decision will be enforced by law. I found that 90 out of every 100 cases went no farther than the board of conciliation while the court of arbitration in no instance withheld final decision on a case placed before it longer than 20 days."

Mr. Reid says that New Zealand with its 950 miles of coast line has four large cities, averaging about 70,000 in population—and each vying for the supremacy of the island. The act referred to was passed to concentrate the labor element in all cities and to prevent dispersion of industries through strikes and labor troubles.

SENATE APPROVES GOOD ROADS PLAN; ENEMIES ROUTED

(Continued from Page One.)

The best thought of the state upon the subject. Any impugning of the motives that actuated it is not in place here. The senator from Clackamas says the farmers will have no voice in the appointing of this highway commission. Why will they not? Our governor was elected largely by the votes of the farmers. Governor West will do his full duty in the appointment of the highway board and the farmers, we can make sure, will be represented. The men who are back of the good roads movement," concluded Senator Malarkey, with deliberate meaning, "are not so local, not so narrow, but that they understand that the welfare of all Oregon is the welfare of Portland. For this reason the people of Multnomah are willing to contribute one third of the cost of the state's road building."

Webster Defends Bill.

Barrett of Umatilla, who had earlier in the day submitted a highway bill providing for convict labor but not for state supervision of road construction,



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P. S.—REMEMBER, ROUND UP CLEANSER DOES NOT HURT THE HANDS.

was the first to oppose the highway board bill.

"Our people," said Barrett, "would invoke the referendum against the measure if made law. State supervision has failed in Washington. Ninety-five per cent of the funds appropriated have been paid in salaries for commissioners and deputies."

Judge Lionel R. Webster, speaking on request in behalf of the Oregon Good Roads association and the pending measure, asserted that the Washington mistake had been avoided in the bill under consideration. "The highway commissioner to be appointed," said Judge Webster, "deals only with the construction of roads according to scientific methods based on material and system used on the needs of localities. He does not locate the road. He has nothing to do with the spending of money given the counties under the state aid nor with the cash obtained by county bonds that may be issued."

"We have never had good roads in Oregon. Our highway construction has been desultory. We need good roads more than anything else now. In framing good roads laws, we have avoided the mistakes made in Washington and other states. We have profited by their experience. We have surrounded ourselves with every possible safeguard. We are seeking to obtain actual construction of permanent roads in every county."

People Favor Plan.

"Senator Barrett does not represent 'our people' in his opposition to the highway bill," declared Leo Teutsch, a prominent Umatilla county business man, one of the eastern Oregon delegation before the legislature, in an interview.

"Our people," as Senator Barrett styles them, would not invoke the referendum against the bill if adopted, but they would like to throw Senator Barrett into the river for his opposition to a good plan for good roads."

Dr. Andrew C. Smith, president of the Oregon Good Roads association, pleaded eloquently for legislators and people to forget petty personal differences and work toward the end of better road construction. "We must give and take," said Dr. Smith. "We need a head for our construction. This we have lacked. Multnomah, it is true, gives one third of the cost, but Multnomah county is ready and willing to thus aid in the development of Greater Oregon."

Tom Richardson accused Barrett of Umatilla with "knocking" against his home country. Barrett had told of a national good roads association duo who had built a road at \$3500 a mile and it had not lasted so long as a road he built for less than \$3000 a mile. Richardson said he had positive information that the supposed experts were fakers. He concluded by declaring that a uniform

system of good roads would advertise Oregon around the world.

President Selling of the senate, who had resigned his seat to Senator Miller of Linn while the senate resolved itself into a committee of the whole to hear the good roads discussion, warmly defended the cause against the attacks of Barrett and Dimick and made his points so cutting that both senators were on their feet at once trying to answer.

Senator Miller, who had succeeded Senator Von der Hellen as chairman of the senate highway committee, stated warmly that Oregon's crying need for good roads warranted at least as deep and serious and lengthy consideration as the attacks made against Senator Bourne.

The bill as approved by the senate bears amendments providing that one member of the highway board shall be a bona fide resident of that part of Oregon east of the Cascades. This amendment was made by Oliver of Union.

Amendments by Bowerman locate the office at Salem and cut the clerk's salary to \$100 a month. The approved salary of the highway commissioner is \$4000 a year. Members of the highway board are to receive no salaries. An amendment by Senator Wood provides for construction of roads by county courts under the advisory supervision of the highway commissioner. When such construction is performed under the state highway laws.

County Judge Cleaton, John S. Beall, Philip S. Bates, Dr. J. R. Wetherbee, and other prominent advocates of improved highways were numbered in the large Portland delegation yesterday.

County Judge Cleaton was disgusted with what he termed the weakness of the arguments made by anti-good roads senators. "It was a senatorial instance of politics versus public welfare," declared Judge Cleaton wrathfully.

OPPONENTS OF BILL GET THE EXPENSES OF COMMISSION CUT

(Special Dispatch to The Journal.)

Salem, Or., Jan. 25.—Dimick's continued struggle against an adverse majority was finally rewarded by the adoption of an amendment cutting the total appropriation for the expenses of the highway commission from \$20,000 to \$15,000. To this reduction, however, there was no objection offered.

On motion of Bowerman the office of the highway commissioner was fixed in Salem, instead of leaving the location undecided as between Salem and Portland.

Dimick scored again in the adoption of an amendment cutting the pay of the clerk of the board from \$150 to \$100 per month. He was unsuccessful in offering an amendment to reduce the pay of the highway commissioner from \$4000 to \$2000. After the \$4000 had been voted in, Abraham wanted to reconsider but a motion to that effect was lost.

Bowerman secured adoption of an amendment placing the commissioner under a bond of \$10,000 or more if required by the board. Just before the committee of the whole arose to report, Sinnott took the floor and said the

people of his district have not expressed themselves on the question of a highway commission and a bill is about to be presented in the house that will put the work of that officer in the hands of the state engineer, giving him power to appoint county engineers temporarily for road building work.

For this reason he opposed the bill. When consideration of the bill by sections was finished, Malarkey moved that a favorable report be made to the senate. This motion prevailed by 14 to nine with seven senators absent or not voting. Sixteen votes are required to pass the bill and it is believed the measure is safe for passage through the senate.

PLOT CHARGED IN THE DISMISSAL OF TWO GIRL CLERKS

(Continued from Page One.)

women, the principle of the matter formed one of the chief topics of conversation in the house yesterday. Many charges were made, and many counter charges as well.

One of the clerks who was released and who lives in Portland tells a story differing radically from the others. She said improper proposals were made to her of one of the state's employees in

the lobby of the capitol building. She declares that in her anger she used intemperate language, and that others who heard her reported her words, and that without being given an opportunity to explain she was discharged.

Feeling in the Multnomah delegation, where one of the clerks was employed, is strong, and many upheld Fouts in his position. It is possible that the young woman will be called back from Portland and an attempt will be made to reinstate her.

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