

RIGHTS PLAINED BY OFFICIALS FOR CUSTODY OF PRIDE

Salem, July 29.—The hearing in the habeas corpus proceedings instituted Monday in an effort to secure the release of Gertrude Hansen Zook from the state school for feeble minded was continued until Tuesday afternoon on an order by Judge Bingham.

It is alleged that the girl is being illegally detained in a state institution against her majority, the maximum of her commitment to the state training school for girls, from which she was transferred to the institution for feeble minded.

If Judge Bingham orders her release and declares her to be sane, she will be taken to her home, where she will be taken to have her committed to the state institution through the county court, under instructions of the state board of control Monday afternoon.

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Other applications for water rights have been filed as follows: By Solon S. Bray of Oregon City, water from Althouse creek for irrigation of 60 acres and the irrigation of land in Clackamas county.

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The state highway department truck demolished in the collision with a Southwestern Pacific passenger train in the afternoon had been rented to the Blake-Compton company, highway contractors, who will suffer any loss sustained, according to Roy A. Klein, secretary to the state highway commission.

Inquiry into the constitutionality of the 1919 act of the state legislature, conferring upon county courts authority to make an election for the purpose of voting jackrabbit counties, is made of Attorney General Brown in a letter received from T. S. McKinley, district attorney for Lane county. McKinley points out that a similar act passed in 1918 was subsequently held to be invalid.

COX PLEASURES WILSON, VIEW OF LAWRENCE

(Continued From Page One) The president has always looked upon Governor Cox as one of the younger progressives in the Democratic party who could be depended upon to carry out forward looking principles. He regards Governor Cox as the product of the newer school of Democracy and as a sound and realistic statesman, one who the Democratic party doesn't develop executives.

NOT LAST MINUTE STAND Third Governor Cox pledged the president's support in the League of Nations. This may cost Cox some anti-Wilson votes in the Democratic ranks, but the Ohio governor, even before his nomination, made it very clear that he stood for the ratification of the peace treaty with such reservations as would not impair the independence of the United States or interfere with its constitutional rights.

Governor Cox doesn't intend to go back on what he said before he was nominated simply because there is more or less hostile to the Wilson administration were effective in gaining for him the nomination at San Francisco.

Spurred by the endorsement by Governor Cox of the League of Nations with reservations does not mean his approval of all that has happened in the last seven and a half years of Democratic administration at Washington. He is a free agent. His conference at the White House imposed no obligation upon him. He entered into no agreement whereby the present office holders, from cabinet officers down, shall be retained.

Not a word about the Wilson policies was spoken except the League of Nations, and the great significance of the White House meeting is that the president himself wanted no endorsement of anything but the principle of the Democratic platform. He asked for no approval of personnel. And the fact remains that Governor Cox can at the proper time announce his intention of riding himself of the whole burden of inefficiency, wherever it may have taken root in federal offices, and promise a new deal with a new personnel without offending the White House.

Fifth, Governor Cox intends to go westward and traverse some of the same ground which Wilson traversed in 1912, last September in behalf of the League of Nations. The Democrats in the West want to know how sincerely and enthusiastically

CLASSICALLY GOVERNOR COX IS FOR LEAGUE OF NATIONS

The conference at the White House to start the progress of uniting the Democratic party behind their candidate, Woodrow Wilson, will endeavor to transmit the strength he has in the Western states to Governor Cox, but the latter must go West to help complete the conversion. The East may not be especially excited about the League of Nations, but Governor Cox knows that it will be an issue in the West, and he is going out to campaign that cause the very first thing. By the time he has campaigned for a few weeks, there will be no doubt in the minds of all Democrats where he stands, and they will be plenty of time for him to take up the program of constructive administration, which he means to pledge the people the coming campaign.

If he started with the emphasis on domestic questions he would not quickly draw to his side those Democrats of the West who place transcendent importance in the League of Nations. When he has covered that the entire nation of everyone, he can approach the other areas of administrative efficiency and personnel in government.

His speech of acceptance will, of course, embrace both foreign and domestic questions, but the likelihood is that when Governor Cox opens his campaign in the West, he will place his position on the all important matters of international policy which he indicates for the next four years if elected.

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Dog's Antics Lead To Accident; Six in Auto Are Injured

Salem, July 29.—As the result of the playful antics of a neighbor's dog, Gus Drager of Gervais is in a Salem hospital, suffering from serious injuries to his back, and five other members of the family are suffering from minor injuries.

The Dragers were passing a neighbor's house in an automobile Sunday evening when a dog rushed out and jumped at the machine, landing squarely in front of the car. Alfred Drager, who was driving, jammed on the brakes. The car turned completely over, due to the impact with the dog and the sudden application of the brakes. The driver was not hurt.

Other members of the family were injured as follows: Mrs. Drager, who was seated in the front seat, was thrown out of the car and landed on her head. Her injuries are serious. The other four children were also injured, but their injuries are not serious.

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LOCAL RAIL MEN APPEAR SATISFIED

Railroad workers in the Portland district and the West in general are satisfied with the decision made by the wage adjustment board at Chicago, granting them 50 per cent of the demands made by their unions.

Several local union secretaries joined in this statement Tuesday and predicted that unless union officials of the East and South feel disappointed in the decision of the board the wage increases will be accepted.

J. B. Rhoads, general chairman of the Order of Railroad Conductors; F. D. Hobbs of the B. of R. T. J. V. Mitchell of the O. R. T. George Barnhart of the B. of L. E. and J. C. Clifford of the B. of L. F. and E. are in Chicago in general conference with union chairmen, so that an official expression from one of the union heads of this district is impossible.

LOOKS ALL RIGHT A general statement was made Tuesday morning, following announcement of the board's decision, by Eugene A. Clem, secretary of lodge No. 51, Order of Railway Conductors, which generally covers the opinion expressed by the workers.

"Railroad workers in this district undoubtedly will think the decision to be all right," said Clem. "Naturally, they would like to have a little more, but I believe they will be satisfied with this increase."

"If the chairman do not feel that they should bear the responsibility of accepting on their own initiative, they might accept with the understanding that a final decision will be left to a referendum vote among the employees."

The granting of 50 per cent of the demands is really more than most of the railroad workers of this district anticipated. Most of them believed that about 40 per cent of the demands would be met.

A general spirit of satisfaction with the decision also prevails in the railroad general offices of Portland. Much time was spent by employees during the day in discussing the list of the wage rates which will be effective.

Important developments in the lumber industry are expected to follow a conference between officials of the Long Bell Lumber company, of Kansas City and local lumbermen, scheduled for Thursday at the Benson hotel. Robert A. Long, president of the company, is expected Thursday morning, and it is rumored that plans will be undertaken for the immediate development of a tract containing 2,000,000,000 feet of timber in the Cowitz river basin in southwestern Washington.

J. D. Tennant, vice president of the Long Bell company, accompanied by his family, together with C. B. and H. E. Swift and their families, arrived Monday night and registered at the Benson hotel. E. H. Cox of San Francisco, president of the West Lumber company, and the assistant manager, J. H. Shipman, manager of the export department; M. Vandercock, consulting engineer, and C. H. Hoffman, chief engineer.

The Cowitz river timber tract purchased some months ago by the Long Bell company, consists of approximately 75,000 acres located about 80 miles from Portland. The price paid for the tract was \$5,000,000. Since the purchase several large areas on the lower Columbia river have been inspected by representatives of the company and it is the intention of the officials to decide the location for a mill at the meeting here Thursday.

Tennant and his party are on an auto trip through the West. They spent some time in Yellowstone and Glacier national parks and will leave the last of the week for California by way of Grater lake.

Conspiracy Charge Involves Chinese General and Japan San Francisco, July 29.—(I. N. S.)—According to a Shanghai dispatch to the "Chinese World," Governor Tsao Kun of a child province, in which Peking is located, has issued a proclamation charging that General Tuan Chi-jui, commander of the Anfu revolutionary forces, has entered into conspiracy with Japan to take over China.

In a counter proclamation, the Shanghai government stated, the Anfu forces charged that the followers of Tsao Kun are attempting to restore the old Chinese monarchial government.

LONG SEARCH FOR HORSE CHIEF ENDS

Salem, July 29.—William Robertson, sentenced from Crook county, May 25, 1918, for horse stealing and twice since paroled, was returned to the penitentiary Sunday night to serve out the unexpired time of a sentence of from one to ten years.

Emory (Cherokee) James, a guard at the prison, traveled over more than 300 miles of the most desolate and sparsely populated section of Central Oregon to locate the convict and take him into custody.

Robertson was first paroled by Governor Withycombe on May 25, 1918. His parole was revoked May 15, 1919. On July 12, 1918, he was again paroled by Governor Withycombe on condition that he dispose of his Eastern Oregon interests and quit the horse business and remain in Western Oregon.

In May, 1919, reports of Robinson's activities in Lake, Harney and Crook counties began to reach Governor Osgood, with plea for a revocation of his parole.

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RAIL WAGE AWARD IS GIVEN OUT

day and Sunday pay were not touched upon in the decision, but were left in present status. Working conditions, which were the subject of much discussion at the board hearings, were held in abeyance, so that the award might be rushed to completion.

Men acquainted with the situation say reason to hope that the labor board's finding would be accepted by the men, inasmuch as the decision of the leaders to submit the awards to referendum followed a careful consideration of the wage increases based on advance information. Their action in accepting the board's decision, even tentatively, it was said, was to be taken as a sign that they would accept the award by the men.

The award affects nearly 1900 different classifications of employees, grouped under general heads.

RAILWAYS WILL ACCEPT Official copies of the award were handed by Chairman R. M. Barton of the board to B. M. Jewell, representing the brotherhoods, and E. T. Whiter, representative of the railroads. On behalf of the latter Mr. Whiter said: "The railroads will accept this schedule and make every haste to put it into effect."

In a general statement toward conclusion of the preamble the board says: "The American people desire and must have transportation adequate to their needs. They also wish to do justice to men employed in the public service, whether on public utilities or otherwise. Wage scales which are sufficient to attract or support men of the character necessary for railroad work constitute waste and extravagance and not economy. Transportation cannot be efficient unless the personnel through itself into its work with the devotion which

public service ought to inspire, and no such devotion can exist in the minds of men who feel themselves treated with injustice."

HOPE FOR SATISFACTION "It is hoped that the present decision, which adds substantial amounts to present wages, will be felt to be just and equitable under all the circumstances, and railroad employees will accordingly render the best service of which they are capable."

"If they will do this, it is believed the American people will receive benefits far outweighing the cost of the increases decided upon herein."

The members of the board making the award are: R. M. Barton, chairman; Horace Baker, J. H. Elliott, James J. Forrester, G. W. Hanger, Henry T. Hinton, W. Park, Albert Phillips and A. O. Wharton.

FIGURES IN RAIL WAGE AWARD SHOWN IN TABLE Chicago, July 29.—(I. N. S.)—In an award handed down today by the United States Railroad Labor board, estimated in the aggregate at \$600,000,000, the following rates of increase per hour were established for the various classes as summarized below:

ARTICLE TWO Section One—Storekeepers, assistant storekeepers, chief clerks, foremen, subforemen and other clerical supervisory employees—10 cents.

Section Two—Clerks with an experience of one (1) or more years in railroad clerical work or clerical work of a similar nature in other industries, or whose cumulative experience in such clerical work is not less than one (1) year—12 cents.

Section Three—Clerks whose experience in the above defined is less than one (1) year, and until an experience of one (1) year in such work entitles them to the increase provided for in section 2—10 cents.

Section Four—Train and engine crew callers, assistant station masters, train announcers, gatemen, and baggage and parcel room foremen (other than clerks)—13 cents.

Section Five—Janitors, elevator and telephone switchboard operators, office, station and warehouse watchmen, and employees engaged in assorting waybills and tickets, operating appliances or machines for perforating, addressing envelopes, numbering claims and other papers, gathering and distributing mail, adjusting dictaphone cylinders and other similar work—10 cents.

Section Six—Station, platform, warehouse, transfer, dock, pier, storeroom, stockroom and team truck freight handlers or truckers and others similarly employed—12 cents.

Section 7—The following differentials shall be created or maintained, as the case may be, between truckers and the clerks named below: (A) Sealers, scalers and fruit perishable inspectors, one (1) cent per hour above truckers' rates as established under section 7.

(B) Stowers or stevedores, callers or loaders, locators and coopers, two (2) cent per hour above truckers' rates as established under section 7.

The above shall not operate to decrease any existing higher differentials.

Section 8—All common laborers in and around stations, storehouses and warehouses not otherwise provided for—12 cents.

Section 9—All common laborers in and around stations, storehouses and warehouses not otherwise provided for—12 cents.

Section 10—All common laborers in and around stations, storehouses and warehouses not otherwise provided for—12 cents.

Section 11—All common laborers in and around stations, storehouses and warehouses not otherwise provided for—12 cents.

Section 12—All common laborers in and around stations, storehouses and warehouses not otherwise provided for—12 cents.

Section 13—All common laborers in and around stations, storehouses and warehouses not otherwise provided for—12 cents.

Section 14—All common laborers in and around stations, storehouses and warehouses not otherwise provided for—12 cents.

Section 15—All common laborers in and around stations, storehouses and warehouses not otherwise provided for—12 cents.

mech, pumper engineers and pumpers, crossing watchmen or flagmen, and flagmen employed in and around shops and roundhouses, such as engine watchmen and wipers, firebrakes, ash-pit men, gas-boremen, coopers (except those coming under the provisions of article 5, section 3, this decision), coal chute men, etc.—10 cents.

ARTICLE 4—SHOP EMPLOYEES Supervisory forces—13 cents. Mechanic, millwrights, blacksmiths, sheet metal workers, electrical workers, carpenter, molders, cupola tenders and coopers, including those with less than four years' experience, all crafts—13 cents.

Regular and helper apprentices and helpers, all classes—13 cents. Car cleaners—5 cents.

ARTICLE 5—TELEGRAPHERS, TELEPHONE MEN AND AGENTS Telegraphers, telephone operators (except switchboard operators), agents (except agents at small non-telegraph stations as referred to in supplement No. 13 to general order No. 27, article 4, section 3), telegraphers, agent telephoners, towermen, levermen, tower and train directors, block operators and stationmen—10 cents.

ARTICLE SIX (ENGINE SERVICE EMPLOYEES) Passenger service: Per mile, Per day. Engineers and motormen... \$ 1.50 \$ 18.00 Fire (coal or oil)... 1.00 12.00 Helpers (electric)... .80 9.60

Freight service: Per mile, Per day. Engineers (steam, electric or other power)... \$1.04 \$12.48 Fire (coal or oil)... .80 9.60 Helpers (electric)... .60 7.20

NOTE—Supervising rates established by or under the authority of the United States railroad administration and in lieu thereof for each of the hereinafter named classes, the following increases are established: Class... Per day. Engineers (electric)... 18 cents

ARTICLE SEVEN (TRAIN SERVICE EMPLOYEES) Passenger service: Per mile, Per day. Conductors... \$.87 \$10.00 Assistant conductors or ticket collectors... .67 8.00 Baggage men handling both express and dynamo... .67 8.00 Baggage men handling express only... .67 8.00 Baggage men handling dynamo only... .67 8.00 Flagmen and brakemen... .67 8.00 Suburban service (exclusive): Conductors... \$.87 \$10.00 Guards performing duties of brakemen or flagmen... .67 8.00

Freight service: Per mile, Per day. Conductors (through)... \$1.14 \$13.68 Flagmen and brakemen (through)... 1.04 12.48 Conductors (local or way freight)... 1.04 12.48 Baggage men (local or way)... 1.04 12.48

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ARTICLE EIGHT (STATIONARY ENGINE (STEAM) AND BOILER ROOM EMPLOYEES) Stationary engineers (steam)—13 cents. Stationary firemen and engineroom operators—13 cents. Boilerroom water tenders and coal passers—10 cents.

ARTICLE NINE (SIGNAL DEPARTMENT EMPLOYEES) Signal foremen, assistant signal foremen and signal inspectors—13 cents. Leading maintainers, gang foremen and leading signal men—10 cents. Signalmen, assistant signalmen, signal maintainers and assistant signal maintainers—12 cents. Helpers—10 cents.

Article 10 deals with masters, mates and pilots. It gives those in New York harbor increases ranging from \$150 to \$220 a month; Philadelphia, Camden and Wilmington men, \$111 to \$190; workers in ports at the Mississippi river mouth \$140 to \$230; Norfolk, Newport News and

Adjacent ports, \$125 to \$220; Baltimore, \$167 to \$201.

ARTICLE 11, OTHER SUPERVISORY FORCES: Add to the rates established by or under the authority of the United States railroad administration, for each of the hereinafter named classes, the following amounts per month: Train dispatchers—15 cents. Yardmasters and assistant yardmasters—10 cents.

ARTICLE 12—MISCELLANEOUS EMPLOYEES: Add to the rates established by or under the authority of the United States railroad administration, for employees in the hereinafter named departments who are properly before the board and not otherwise provided for, an amount (as per Section 3, Article 13) equal to that established for the respective classes to which the miscellaneous classes herein referred to are analogous. The intent of this article is to extend this decision to a miscellaneous class of supervisors and employees, practically impossible to specify classification, and at the same time assure to them the same consideration and rate increase as provided for analogous service.

ARTICLE 13—GENERAL APPLICATION: The increases in wages and rates hereby established shall be effective as of May 1, 1920, and are to be paid according to the times served to all who were in the hereinafter named departments who are properly before the board and not otherwise provided for, and who have since come into such service and remained therein.

The provisions of this decision will not apply in cases where amounts less than \$30 per month are paid to individuals for special services which take only a portion of their time from outside employment or business. Increases specified in this decision and added to the hourly rates as established by or under the authority of the United States railroad administration for employees now being paid by the hour, shall be added to the monthly rate, add eight times the hourly increase specified to the daily rate. For employees paid by the month, add 20 times the hourly rate specified to the monthly rate. Each carrier will in payment to employees on and after August 1, 1920, include therein the increases in wages and the rates hereby established.

The amounts due in back pay from May 1, 1920, to July 31, 1920, shall be computed in accordance with the provisions of this decision and shall be paid in full to the employees separately from the regular monthly pay. The amount of back pay shall be computed on the basis of the rates specified