

UNIONISM BIG ISSUE INVOLVED IN STRIKE ROWS

By David Lawrence
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Washington, Aug. 7.—Unionism—shall it survive or perish?—this is the issue which dwarfs all others in the industrial crisis today. Railroad executives admit that the seniority question is but a phase of the broad question of unionism, while strikers frankly contend that they are fighting to preserve a right of organization which has saved them from arbitrary acts and abuses by unfair employers in the past.

President Harding, if he were to speak his mind, probably would reveal that as he turns from side to side in an effort to bring a compromise on concrete questions like seniority and labor board rulings finds always something bigger and more controlling, namely, the issue of unionism.

INK WELL HURLED

No bitter is the feeling not only between the two contending sides but within the ranks of the railroad executives themselves, that all Washington is talking today of ink, the ink which took place in the office of a railroad president a few days ago, in which two Eastern executives and one from the South were discussing the issues of the strike.

One Eastern executive who is known as the irreconcilable foe of the unions was expressing some opinions which the executive from the South, who is more friendly to the unions, didn't like. The Southerner is reported to have become so impassioned that he threw an ink well at the Eastern executive and the third railroad president is said to have sympathized with the Southerner and ordered the other Eastern railroad man from his office.

WOULD CRUSH UNIONS

Naturally the details of such an incident, which was not witnessed by any outsiders, will not be confessed and as a matter of pride there would be instant denial if the names of the executives were revealed, but it is a fact that since the quarrel one of the roads has opened negotiations for a separate peace with its employees on the basis of President Harding's three proposals, including seniority. There is talk that the other Eastern executive is about to negotiate in the same way for his road.

As one administration official put it today in referring to the above-mentioned incident:

"If railroad executives fight among themselves, what chance has President Harding to make them agree? I am sorry to say it, but I believe some of the railroad executives wouldn't care what damage the country sustained so long as they feel they can do something to crush the unions."

QUESTION RAISED

But will the unions be crushed? That's just the question which the more friendly of the executives are putting to their colleagues. So long as working conditions are satisfactory the strength of unionism may diminish, but once an abuse is perpetrated or wages are reduced below a living scale the workmen flock to the union leaders to protect them.

The outstanding feature, of course, of the fight to crush unionism, is the attitude of the Pennsylvania railroad, which, by reason of its size and the great number of men employed, is commanding the attention of railroad executives and union leaders throughout the country. The backbone of the executives' organization, which rejected the seniority proposal made by President Harding is, after all, the Pennsylvania railroad. Similarly, the experiment being conducted by the Pennsylvania to break down the American Federation of Labor is watched on every side and in many quarters is regarded as the true cause of the present strike.

UNIONS ORGANIZED

The Pennsylvania has organized what are known as "company unions." The membership is limited to employees of the Pennsylvania system and voting for officers or spokesmen was conducted by the railroad itself and the ballots were arranged so that voting was regional instead of by craft.

In the elections conducted by the Pennsylvania it is admitted that a large number of employees did not vote, and the figures before the labor board show that less than 10,000 voted. The American Federation of Labor conducted an election and claimed that 37,000 men voted to have that organization represent them. The Pennsylvania refused to meet the spokesmen of the 37,000 strikers, though these men were employees of the road, but instead made an agreement with the representatives of the 10,000 who were in the company's eyes the legitimate

union which they felt they could recognize.

DECISION REVERSED
Under the circumstances, the dispute was carried to the labor board and both elections were declared void and a new election ordered. Instead of obeying the labor board, the Pennsylvania went into the federal courts in Chicago and Judge Page issued an injunction saying the labor board had no jurisdiction over the dispute. The decision has since been reversed by the circuit court of appeals and is being carried to the supreme court of the United States by the Pennsylvania railroad.

In the face of such tactics which mean a prolonged fight to prevent union men from keeping their organization intact the wage decision of the labor board came along and added fuel to the flames. If the labor leaders were to tell what it is in their innermost hearts they would confess that they made an error of tactics in fighting the wage decision of the labor board and going out on a strike. Still they feel that the strike has called attention to the uneven scales of justice which permits the railroads to flout the labor board and enables them in some cases to win the protection of federal courts.

BROTHERHOODS STRONG
When the strike is settled and both sides take count of the casualties it will be found that labor gained less through the strike than it could have obtained through the orderly processes of the railroad labor board and that in the end the viewpoint of the circuit court of appeals of the northern district of Illinois will prevail, namely, that the labor board must have the right under the transportation act to determine who truly represents the parties in dispute and that the Pennsylvania by making an agreement with one group of employees cannot deprive the other group of the right to negotiate an agreement on wages and working conditions.

If the Pennsylvania were to establish successfully its "company union" other roads would follow suit. The disagreement among the railroad executives arises from the fact that some of them are of the opinion that tactics like those being pursued by the Pennsylvania are only bound to aggravate labor and cause discontent throughout the railroad systems of the country.

Although, for instance, the four brotherhoods are organized in their own way and the roads point to that as the answer to the cry that they do not deal with unions the truth is the fact that since the quarrel one of the roads has opened negotiations for a separate peace with its employees on the basis of President Harding's three proposals, including seniority.

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NEW BUILDINGS FOR UNIVERSITY TO COST \$70,000

University of Oregon, Eugene, Aug. 7.—The university buildings destroyed by fire July 29 will be replaced at once by new structures to cost between \$60,000 and \$70,000. Decision on the size and general type of the construction was reached Saturday by the executive committee of the board of regents after consultation with Ellis F. Lawrence, dean of the school of architecture, and the heads of other departments affected by the fire.

The new structures will replace the space lost by the department of fine arts and provide for the increased enrollment of the school of architecture, which lost half of its available floor space, the most convenient quarters of any school of journalism in the West, and will take care of the vastly increased enrollment of the department of chemistry. The university health service offices were destroyed by the fire, will take temporary offices in the north end of Friendly hall, formerly occupied by the library. The university is trying to obtain a gift of \$50,000 which would give the institution a suitable infirmary.

TO CARRY OUT SCHEME
The construction authorized includes the completion of the architecture quadrangle on the north side of the campus, with a building for fine arts and normal arts, the part of which devoted to the loan collections will be fireproof. In connection with the rebuilding of the quarters of fine arts and normal arts is a movement to replace the lost exhibit material with loans. Not only are a large number of valuable canvases expected as loans, but there will be available from time to time national art collections which circulate about the country for exhibits. The enclosed quadrangle will be made harmonious and beautiful.

Floor space available for the department of journalism will be increased to provide for the increased enrollment. The architecture school with its departments of architecture, fine arts and normal arts, last year showed a gain of nearly 100 per cent in its number of students, the largest gain of any school on the campus, and between 300 and 400 majors in these departments are expected in the next year.

ANNEX IS PLANNED

Provision for journalism and chemistry will be made in the new annex to be constructed to the east side of McClure hall. The building will be 50x80 feet in size, three stories in height and of brick construction. The space on the three floors has been divided equally between the two departments, with the provision that as soon as a new chemistry building is obtained McClure and its annex will be devoted entirely to journalism. The old journalism building will be moved southward and will still be used by the journalism school, giving that school adequate housing for the present for which is now one of the best equipped schools of journalism in this country. Authority to add another member to the teaching faculty in journalism was granted by the regents. The school had 142 major students last year, having shown remarkable growth.

SPACE FOR CHEMISTRY

The expansion in the space for chemistry had already been determined on before the fire, and plans had been completed for a \$15,000 annex to McClure for chemistry alone. This department, which forms a basis for the work of the medical school as well as for pure science, was using last year no more space than was granted it when the entire university enrollment was no more than its own enrollment now is, approximately 400.

The administration's plan, President Campbell said, is to rush construction in the attempt to be ready by the opening of the fall term. October 2, in event, this date will not be missed far, it is expected, and provision will be made for temporary housing should construction be delayed beyond the opening date.

Members of the board present at the meeting were A. C. Dixon of Eugene, Charles H. Fisher of Eugene, Vernon H. Vetter of Medford and Mrs. George T. Gerlinger of Portland. Action taken followed authorization by all absent members of the board.

Victim of Poison Slightly Improved

Walla Walla, Wash., Aug. 7.—Surviving members of the Barnhart family undergoing treatment for ptomaine poisoning from eating bologna sausage at their home in Starbuck, Wash., were slightly improved Sunday night, according to reports from the attending physician. The father, George Barnhart, and Lloyd, the eldest son, still were in a serious condition, but the youngest son, Neal, is improving rapidly. The father is now affected by the throat paralysis which resulted in the death of the mother Friday night.

Drainage District Seeks Bond Issue

Salem, Aug. 7.—The Meadows drainage district has made application of the state drainage securities commission for certification of \$585,000 bonds, according to Percy A. Copper, state engineer. The lands are to be reclaimed by diking and will then be irrigated. The project is on the border of Upper Klamath lake and comprises about 16,000 acres of land.

FACE LIQUOR CHARGES
Salem, Aug. 7.—W. H. Street of Salem, was arrested here early Sunday morning, charged with selling liquor, and Walter Bostock also of this city, was charged with possession of liquor. Both were released under bail.

Police Unable to Run Down Robber Of Salem Station

Salem, Aug. 7.—Police failed Sunday to apprehend a man who late Saturday evening rifled the cash drawer at the Oregon Electric passenger station here and escaped with \$146 in currency.

Thomas Ryan, special Oregon Electric agent, told the authorities a man had been seen to lean through the window of the ticket office during a brief period when the agent was outside. Police were given a good description of the man who was said to be well dressed.

EX-HILL LINER RUNS INTO ROCK

Seattle, Aug. 7.—The steamer H. F. Alexander, formerly the Great Northern, and the largest vessel in the coastwise service on the Pacific was reported by wireless to be proceeding slowly to Seattle today, following striking Cape Rock, 30 miles south of Cape Flattery.

Wireless messages received here said the vessel succeeded in pulling off under her own power, after grounding. Her No. 1 hold was reported taking water, but Nos. 2 and 3 were dry.

The H. F. Alexander, which recently was put into service in the coastwise trade, carried a large number of passengers when she left here Saturday for Seattle.

Advices to the company's office here stated there was no panic and little excitement when the big vessel struck the rock.

She hit shortly after midnight and was afloat again by 1 o'clock, a wireless message reported.

She is not expected to dock here until late this afternoon.

One message stated that the impact with the rock had caused a hole in the bow of the vessel and wrenched her plates.

The Great Northern, former flagship of the Atlantic fleet, was in the government service during the war and transported a large number of troops. She was purchased recently by the Pacific Steamship company for \$1,250,000 from the government, reconditioned and brought to the Pacific coast for passenger service. She is said to be the speediest vessel on the Pacific.

45 Persons Killed In Automobile Accidents of Week

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New York, Aug. 7.—Forty-five persons were killed and 603 injured in 809 automobile accidents in 24 cities in the United States during the last week, according to the following statistics gathered by the United Press:

City	Accidents	Killed	Injured
New York	19	12	89
Chicago	147	12	112
San Francisco	98	8	66
Los Angeles	21	3	21
Dallas	4	1	2
Oklahoma City	53	1	21
Kansas City	8	1	4
Denver	6	1	1
Indianapolis	4	3	8
Springfield, Ill.	21	2	35
Minneapolis	21	2	35
St. Louis	38	3	80
Los Angeles	381	3	81
Philadelphia	28	1	27
Pittsburgh	10	1	18
Cleveland	1	2	10
Tamworth, Pa.	3	1	10
Columbus, O.	17	1	10
Willsboro, Pa.	1	1	10
Charleston, W. Va.	2	1	10
New Orleans	1	1	10
Atlanta, Ga.	1	1	10
Des Moines, Ia.	10	0	10
Totals	509	45	503

Walla Walla Onion Growers Face Loss By Drop in Price

Walla Walla, Wash., Aug. 7.—With but about two-thirds of this season's crop harvested Walla Walla onion growers stood to lose thousands of dollars Monday as a result of a drop in the price from 75 cents a hundred during the greater part of last week to 50 cents. Some buyers would quote a price at all, saying "There is no market." The drop in price is said to be the uncertainty of railroad shipping conditions and the rush of Eastern onions on Eastern markets. About 450 cars of onions have been shipped out of here thus far this season at prices ranging from 65 cents to 75 cents a hundred.

Prosperity Shown By Postal Record

Washington, Aug. 7.—(U. N. S.)—"Postal receipts, long heralded as an accurate business barometer, indicate that prosperity has actually returned," said an announcement by the post-office department this afternoon, making public the figures for the month of July. In 50 large selected cities, it was stated, an increase of 11.7 per cent took place during July over the figures for the same month of last year.

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BLAME FOR RAIL WRECK LAD TO DEAD ENGINEER

(By Universal Service)
Sulphur Springs, Mo., Aug. 7.—An engineer was reading his order and failed to see a danger signal ahead. His crack passenger train crashed into a local train, snuffing out half a hundred lives and injuring more than a hundred.

This is brief was the story of Saturday night's rail tragedy on the Missouri Pacific.

And here is the death toll:
Killed, 37.
Missing and left down to the local train, snuffing out half a hundred lives and injuring more than a hundred.

ENGINEER IS KILLED

The fast train, driven by Engineer Glenn, had taken orders at Riverside, a station six miles from Sulphur Springs. Glenn was killed in the wreck. He was believed to have been reading his orders when the crash came.

Railroad men believe that the engineer dropped his eyes to read the orders and failed to see the danger signal set to protect the train ahead.

Dr. W. Hall, the only physician in Sulphur Springs, who was the first to aid the injured, told his story Sunday.

"I heard the crash and knew there had been a wreck," he said. "I got my kit and went down to the scene and then walked up the track only a short distance to the wreck."

"I did not know where to begin, there were so many dead and dying. Everybody in town came to help. I dressed the wounds of 25 victims and not more than half will recover. Two of the victims had broken spines, others fractured limbs and fractured skulls. Many suffered serious internal injuries."

"It was heart-rending, for some of the most pathetic cases were those of little children and women."

"After an hour and a half other doctors began to come in and before midnight we had 14 doctors and a score of nurses from St. Louis, working two baggage cars that remained on the rails were used as hospital wards and when these were filled we used an ordinary day coach. After it had been filled we put other wounded in box cars."

RELIEF TRAINS ARRIVE

Relief trains from St. Louis carried the wounded back there early this morning. The bodies of most of the dead were also taken to St. Louis to prepare for internment, as there are no undertakers in Sulphur Springs. One man was arrested during the night for looting. He was caught taking money from the pockets of a dead man. Other cases of looting were minor and special railroad agents are assisting the local authorities in investigating.

Among the dead are a number of Boy Scouts. The local train was carrying a score of scouts from summer camp. Those not killed or injured aided in rescuing the victims.

The railroad line was cleared and traffic restored at 9 o'clock Sunday morning. Wrecking crews are still on the scene trying to raise the wreckage of four coaches that tumbled into Blue creek.

The local train stopped with the locomotive and a water tank on the creek bank. Four rear coaches extended back over the creek. There is about five feet of water in the creek. Four bodies have been located in this wreckage but could not be recovered until the heavy steel beams were removed. It is here that the authorities believed at least 10 other bodies will be found.

All of the victims of the disaster were on the local train with the exception of the engineer and fireman of train No. 4, the flyer.

The Missouri Pacific issued the following brief statement of the disaster. "About 7:20 p. m. train No. 4, in charge of Conductor Gregg and Engineer Glenn, struck the rear end of No. 32, in charge of Conductor J. A. Long and Engineer Cross, while No. 32 was taking water at Sulphur Springs, telescoping four rear coaches of No. 32 train and derailling No. 4's engine."

Engineer Glenn and No. 4 was killed and Fireman Tindley badly injured. The fast train was made up of 12 steel coaches.

Northcliffe Is Slowly Sinking

London, Aug. 7.—(U. P.)—Viscount Northcliffe, famous British publisher, was sinking rapidly today. Weakness of the publisher, who suffers from a strange complication of maladies, has increased overnight, it was stated. Northcliffe's condition was pronounced as "very grave."

Cats With Claws Bust Go, Believes Heroic Policeman

Patrolman Parker of the first night relief announced Sunday night he is willing to rescue females, in trouble, but he draws the line on female cats. He produced several scratches on his hands as evidence.

A frantic call was received at police headquarters in the afternoon from the central telephone office that a receiver was down in the office of the

Newdeter Brothers company, No. 201 Ankeny street, and that somebody, thought to be a woman, was calling for help.

Detectives, uniformed men, shotgun men and all other police available were loaded into automobiles and rushed to the scene. Patrolman Parker was the hero of the day. The policemen jumped through windows, climbed fire escapes, and did acrobatic stunts on narrow ledges in an effort to locate the distressed individual.

The basement was the last place searched, and here the female was found. A cat had knocked over a telephone and was meowing with all the strength that feline lungs could produce. The brave policeman grabbed the cat and restored the telephone to order, but the rescued one thanked Parker with numerous scratches and bites.

Special Log Rate Authorized on O. E.

Salem, Aug. 7.—The Oregon Electric railway was authorized by the public service commission to publish special rates, effective immediately, of 5 1/2 cents a hundred pounds on hardwood logs from Hopper to Portland. The original petition in regard to the new rates was instituted by the Oregon hardwood mills of Portland.

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SHEET METAL WORKERS	70c per hour
ELECTRICIANS	70c per hour
STATIONARY ENGINEERS	Various rates
STATIONARY FIREMEN	Various rates
BOILERMAKERS	70c to 70 1/2c per hour
PASSENGER CAR MEN	70c per hour
FREIGHT CAR MEN	63c per hour
HELPERS, all classes	47c per hour

Mechanics and helpers are allowed time and one-half for time worked in excess of eight hours per day. A strike now exists on Northern Pacific Railway.

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