

HARDING MAY PUT 'STRIKE SITUATION UP TO CONGRESS

By David Lawrence
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Washington, Aug. 8.—Neither side likes President Harding's latest proposal for a settlement of the rail strike, which perhaps is the best augury of an eventual acceptance by both.

For the president is at the end of his rope. He has exhausted every means of mediation at his command except one, and that is a personal address to congress when the house comes back next Tuesday. In that address Mr. Harding can ask for an amendment to the transportation act which will put teeth in it and compel the railroad executives and workers to obey the United States railroad labor board or suffer a penalty for violating its decision.

CITES PLEDGE

Until now there has been no penalty for disregarding the transportation act. Mr. Harding is building up a case for further legislation.

In his latest proposal it will be noticed that he calls attention to the public pledge given by the railroad executives and the shompen that they will recognize the validity of the decisions of the board.

Should they disregard that pledge, the moment the chief executive suggests the settlement of a troublesome issue through the instrumentality of the labor board, the need for legislation will be so obvious that congress will have to choose between a seizure of the railroads and a return to government operation, which has proved so costly to the taxpayers, or the enactment of an amendment to cure the defects in the transportation act now on the statute books.

BOTH OBJECT

The reasons that both the shompen and some railroad executives are advancing as a basis for refusing President Harding's compromise offer are not looked upon here as likely to carry much weight with public opinion. One railroad executive has said that the acceptance of the jurisdiction of the labor board on the seniority dispute is simply an outright surrender.

The shompen are saying that to submit the question to the labor board is to submit it to a prejudiced court because the chairman of the board has already predicted in a public statement that the board could not afford in the future to disregard the rights of those workers who had refused to go out on strike.

HOLD WHIP HAND

Each side, in other words, is afraid the decision of the labor board will be adverse. Yet the labor board is in a better position to work out a compromise satisfactory to shompen and executives when once the strikers are back at work than in the president or even the representatives of both sides in the embittered from of mind in which they find themselves at present.

The railroad executives, however, hold the whip hand. There is no law which can compel them to take any individual back to work who has once left the employ of the railroads. Nor is there any law which gives the government the right to compel the strikers to go back to work if their leaders feel that the shompen will be deprived of seniority rights.

ROADS HAVE ADVANTAGE

Yet the process by which congress has gradually acquired control of the income of railroads through freight rates regulation is such that the government can set up a system of preferences for those railroads which obey as against those which disobey the transportation act. The leverage to compel obedience on the part of the roads is greater than is possible to exert with strikers except that constitutional lawyers in congress believe the conspiracy statutes can be broadened so that a concerted effort to persuade men to leave the employ of railroads in violation of decisions of the labor board can be made punishable.

If the leaders of a labor organization were made subject to penalties for interruption to interstate commerce the feeling is that a transportation tie up would not occur as frequently in the future as in the past.

WASHINGTON BLUE

Although Washington is rather blue today because the first statements from both sides in the controversy ap-

pear unfavorable, there is no loss of hope that between now and the end of the week the railroad executives and labor leaders will see that they are simply goading the government to more drastic action all the time, which in the end will bring on restrictive legislation that neither side will enjoy.

The optimists here see in the first comments of the shompen a change of tactics from what occurred when Mr. Harding made his first proposals. The shompen accepted too quickly, in fact, so soon that the railroad executives regarded the proposal as one-sided and made at the instance of labor. Now it looks as if the railroad executives, although protesting their dislike of the proposal, will make a gesture of disapproval, but will accept the suggestion of the president with the proviso, of course, that they remain the judges of which men they take back into their employ. They cannot be forced to take all strikers back unless the unions make it a reason for preventing the return of any strikers or unless the transportation systems of the country become tied up through the sympathetic action of the brotherhoods in refusing to take out what may seem to them defective locomotives and equipment.

SITUATION DRIFTING

The situation is drifting for the moment, but conservative opinion here is that neither side can afford to reject President Harding's latest compromise without proving the insincerity of the first acceptance by railroad executives and shompen of the proposal that all decisions of the labor board will be recognized as valid.

So far as the railroad executives are concerned, the belief that they will accept is based largely on the statements made informally by T. De Witt Cuyler, chairman of the association of railroad executives, when he was last in Washington, namely, that if the men would return to work and ask for their seniority rights then it would become a subject of dispute within the meaning of the transportation act and as such subject to the decision of the United States Labor board. Mr. Harding's new proposal is simply a short cut to the same end by asking both sides to submit the matter at once to the board.

RUNAWAY GIRLS CAUGHT
Centralia, Wash., Aug. 8.—Pearl Short and Margaret Willis of Everett, who escaped from the matron, while being escorted to the girls' state training school at Grand Mound, were caught in Chehalis.

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Miss Mathilde III And Doctor Orders She Rest for Day

(By United News)
Paris, Aug. 8.—The trials of publicity and family opposition to her match with Max Oser have strummed so violently upon the taut nerves of little Mathilde McCormick that John D.'s granddaughter has had to send for her doctor.

The physician called upon Mathilde in response to the summons of her worried father, Harold P. McCormick, and after a short visit ordered that she postpone her contemplated departure for Switzerland to be married to the 40-year-old Swiss riding master.

A complete rest of 24 hours might soothe her nerves, the doctor said and the party therefore may be able to proceed to Switzerland Tuesday.

The young American heiress to uncalculated millions apparently is gathering an inexpensive trousseau in

keeping with the modest means of the old man who is to be her husband. She has set forth several times afoot for short shopping expeditions, all by herself, returning either afoot or in the commonest of the uncommonly common Parisian taxicabs. One woman, representing one of the most expensive and luxurious Paris dressmakers, who attempted to interest Mathilde in filmy femininities of the establishment came away from the hotel reporting that she had had no luck at all. Mathilde's refusal was described as "emphatic."

MARRIAGE LICENSES

Oregon City, Aug. 8.—Marriage licenses issued over the week-end were: David E. Long, 35, Oregon City Route 5, and Erma DeBok, 26, Willamette; William J. Reinhardt, 25, Portland, and Rosalyn Albright, 24, Marquam; Samuel Todo, 26, Oregon City, and Dora L. Oren, 20, Molalla; Filkins Lucas, 40, and Annie Lohr, Oregon City.

Locomotives Bought Without Bids Are Approved by Japan

Special Cable to The Journal and the Oregon Daily News
(Copyright, 1922)

Peking, Aug. 8.—The Japanese legation justifies the purchase of six locomotives by the Shantung railway from Japanese firms without calling for public tenders by saying that such bids were not necessary. It declares that the management can use its discretion in buying when, where and from whom it pleases. It holds that the open door principle is not intended to impose restrictions on the freedom of individual parties in business transactions, adding that on a previous occasion the railroad management bought 40 American locomotives without calling for public bids.

The legation maintains that there is no provision in the Shantung treaty requiring the railroad management to call for public tenders for rolling stock and other equipment urgently needed. It denies that a secret arrangement was made at a meeting of the Chinese-Japanese Shantung commission, giving the Japanese the exclusive privilege of supplying the Shantung railway with material.

Two Are Sentenced For Annoying Girls

Convicted in municipal court of annoying little girls on the public playground at the Forestry building, Dan McCoy and F. C. Harrington were each given six months jail by Judge Ekwall Monday. McCoy, who has been convicted previously on similar charges, is under a parole of 18 months from the state penitentiary, and Judge Ekwall ordered that he be returned to serve the sentence. His six months

jail sentence will be served concurrently, the judge stated, with the prison term.

2 Small Runaways Relate Story of Abuse by Father

Carrying heavy packs of blankets and camping equipment, Roy McBurney, 12, and his nine year old brother, Albert, arrived in Portland late Friday from their home at Mill City and were taken to the police station Monday. The older of the two lads told the police they had run away from home because their father had treated them cruelly and had beaten them frequently. They were bound for some place, they said, but did not know just where although Portland was to be the immediate goal. They left home with but little money, but made their way by catching fish and selling them to Japanese dealers.

After hearing their story, the lads were taken to the Fraser home for boys by the police.

GETS NEW YORK POST
Centralia, Wash., Aug. 8.—Joe Arzonico, who for two years has supervised the work in this district for the Western Electric company, has been transferred to the new York office.

WAR ILLNESS FATAL
Lebanon, Aug. 8.—Illness contracted during the war led to the death here Sunday of Clifford Ferris Thompson, 24. His English war bride and child survive.

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