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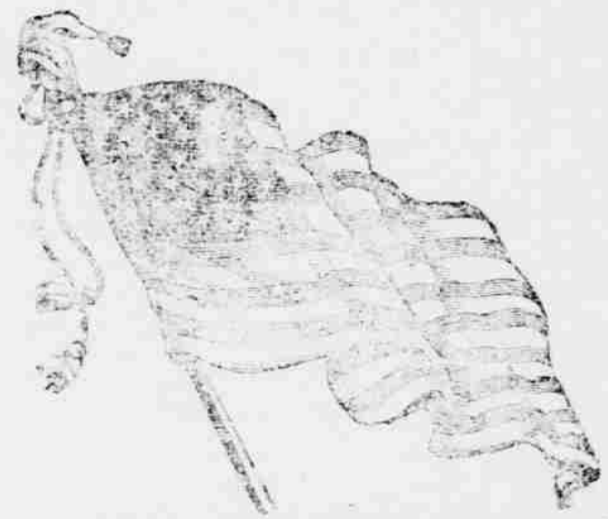
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Tuesday — June 17, 1919.



THE WIRE-STRIKE SITUATION

So far it would seem that the prediction of Mr. Carlton, President of the Western Union Telegraph Co., that only a few telegraph operators would respond to the call of President Konenkamp, for a nation wide wire strike, was justified. There are however, conflicting reports concerning the number of men who actually responded to the call: Percy Thomas, International Deputy President of the Telegrapher's Union, says that from 15,000 to 25,000 men have complied with the strike order, 1,000 of the strikers being in New York City. President Carlton, puts the total number at 175. Mr. Carlton has issued a statement, part of which reads as follows:

"Out of a total of more than 40,000 employes that were appealed to in the strike agitation by the telegrapher's union, a total of 175 were absent from their work this morning. Only eleven men were away in New York. Of this small number I have no doubt that many were kept away by illness or other causes not related to the strike. This is a repetition of the tempest in the teapot that took place last year, while similar agitation from the same quarter with similar misrepresentation, resulted as the public knows, in a complete failure. The failure this year is equally pronounced."

If, as a matter of fact, the alarm caused by the strike order proves to be groundless, the public generally will be much gratified. It will be well, however, in that event, for Mr. Carlton and other large employers of labor to have a care that they do not put a wrong construction on any such failure of the keymen to respond to this strike order, for the failure to strike in this particular instance does not by any means indicate—albeit from

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Mr. Carlton's statement it might be inferred that he has an idea that it does—any weakening or let up of the forward movement in the organization of labor as a means of attaining the legitimate purposes of laboring men. It simply means that, in this particular instance, the issues and grievances involved have not been regarded by the members of the labor union in question as of sufficient importance to justify compliance with the strike order. If the members of this labor organization really felt that they had a genuine and serious grievance which would not be adjusted by less strenuous means, they would hardly have failed, in the absence of some serious misunderstanding on their part in the matter, to comply with the strike order and it would be an extremely short-sighted person who concluded, from this incident, even though the proposed strike should amount to nothing, that the reasonable demands of labor can safely be ignored or trifled with. Even a most superficial review of the labor clauses which have been incorporated in the German Peace Treaty draft established beyond all question of the fact that organized labor is a thing to be reckoned with in all industrial matters in this country and throughout the world hereafter.

The eight-hour day, a reasonable wage, the right of labor to organize, and the principle of collective bargaining are matters which sooner or later every employer of labor must recognize.

It is gratifying to note, in this connection, that, in at least a few of the great industries of this country, employers are now and have long been treating their employees with a generosity which far exceeds the demands of organized labor; if this had been the rule instead of the rare exception throughout our industries there would have been but little if any occasion for strikes or even for the formation of labor organizations. However there can now be no turning back. What should have been conceded as a matter of fairness is now demanded as a matter of right. Organized labor is now here, and it is here to stay, and the sooner all employers of labor recognize this fact and conduct themselves accordingly the better it will be for all concerned.

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R-34 LANDING BE AT MINEOLA

AIRSHIP IS 634 FEET FROM TIP TO TIP

HEMPSTEAD, N. Y., June 17.—After viewing various locations for the landing point in this country of the great R-34 dirigible, British officers, who have been inspecting various points along the Atlantic Coast, have decided upon Roosevelt Field, adjoining the Haelhurst aviation field at Mineola. From those connected with the project and announcements from Washington the start of the great airship will commence just as soon as all the details are completed for the anchors of the R-34, which will be sunk some distance in the ground to hold the great airship, which is 634 feet long and carries four boats below the great gas bag.

There are ample facilities to obtain gas at Mineola, and owing to its nearness to New York and the plateau where the R-34 will land after crossing the ocean, thousands of sightseers may view the great ship as she prepares to settle on the ground.

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