

LABOR SQUARELY BEHIND GENERAL WOOD

Chicago Unionist Says He Offers One Need of Employer and Employee—Justice.

In an editorial entitled "General Wood and Labor's Need," the Chicago Unionist comments on the result of the primaries in Cook county, and Chicago as follows:

"Lining up the presidential possibilities side by side, and considering what each has to offer labor, we believe that General Wood's tribute to our cause will be labor's one need—justice. We want nothing more, and most emphatically nothing less."

Speaking of the strikes in Chicago which caused him to abandon his speech-making tour in the eastern states to return here, General Wood said:

"The country is going to be run by Americans, cost what it may. No class legislation, either of wealth, labor, or power, but a real democracy and a spirit of co-operation and helpfulness, is the need."

Yes, General Wood, you have put your finger on the pulse of the situation. Labor is menaced by foes from within. You are right in protesting against class legislation. Labor wants no legislation giving it a balance of power, but labor does want legislation giving it its rights; nothing more, nothing less. Labor desires no legislation of class. Labor wants no legislation of wealth. Labor wants no legislation of power, and above all, labor wants no legislation of labor. Labor wants justice; justice to itself; justice to capital; justice to every combination of citizenry that goes to make our great American nation. Labor will be satisfied with justice, and when justice is meted out to her, the undercurrent of unrest will be calmed; but not before.

So, General Wood, more power to you. Your dictum against class legislation, whether of wealth, or of labor, or of power, does credit to you, because it is what every true American citizen wants—justice for all, and special privileges for none.

WOOD FAR AHEAD IN PRIMARY VOTE.

William Cooper Proctor, chairman of the Leonard Wood national campaign committee, gave out the following statement relative to the Nebraska returns:

Nebraska was a natural victory for Johnson, as so many distinct elements were co-operating in his favor, while the other vote was divided in the ratio of about 60 to 40 between Wood and General Pershing. In Nebraska as always where there has been any test of popular approval of Wood's candidacy, he has run first or second, yielding first place to Johnson only in Michigan and Nebraska, where he was a close second, defeating all other candidates. But the New Jersey and Ohio primaries are coming next Tuesday and Indiana on the following Tuesday, where there will be a different verdict.

The primary vote was:
Minnesota—Wood, 12,627; Johnson, 8,517; Hoover, 4,481; Lowden, 3,510.
South Dakota—Wood, 29,902; Lowden, 25,701; Johnson, 23,594; Polindexter, 900.
Michigan—Johnson, 127,253; Wood, 83,747; Lowden, 46,107; Hoover, 41,544.
Wisconsin—La Follette, 7,389; Wood, 2,156; Hoover, 1,612; Johnson, 912; Lowden, 325. (All names written in.)
Illinois—Lowden, 222,982; Wood, 158,101; Johnson, 45,583.
Nebraska—Johnson, 24,416; Wood, 18,803; Pershing, 12,521.

This is a wonderful demonstration of the nation-wide interest and earnest approval of the American people in favor of Wood's candidacy. In all parts of the country, in all sorts of places, among all sorts of people, his candidacy is strong and this showing will mean his final indorsement in June at the Chicago convention.

SAME ALWAYS TO FRIENDS.

Capt. Edward Barlow, who knew Leonard Wood as a boy, has given Eric Fisher Wood, his biographer, many anecdotes of the general's life. He said:

"No matter how elevated he gets, he never changes toward his old friends. I hadn't seen him for a good many years after he left here. Twenty years later I moved to Brooklyn on account of being master of a ship sailing out of New York.

"He was stationed at Governor's Island and one day I decided to telephone him. I said: 'I want to speak to Leonard Wood,' and a voice answered: 'This is Leonard Wood.'

"This is Ed Barlow."
"Ed Barlow, Ed Barlow? he said twice, thoughtful like, and then after a second, 'It's just 23 years since I last heard your voice.' I was kind of dumfounded, because I couldn't recollect to save my soul when I had seen him last. 'I only have one day to myself and that's Sunday,' he said. 'Come over and see me next Sunday.' And I went and we spent four or five hours together."

Strong for "Setting Up."

"General Wood is a strong believer in the benefits of physical culture," writes Olive Newcome Hart, once his personal stenographer. "At intervals during the day, he will relieve the tedium of sitting still by standing before the open window, drawing deep breaths, and going through regular setting-up exercises. He will keep this up for five minutes or more, and at stated intervals throughout the day."

MILLIONS IN U. S. OWN RAILROADS

Wage Earners Directly and Indirectly Affected by Roads' Solvency.

DIVISION OF SECURITIES.

Mutual Savings Banks Owned Entirely by Depositors Hold Large Amount of Railway Bonds.

Millions of thrifty Americans who have laid aside something for a "rainy day" are directly or indirectly owners of railroad securities. This ownership represents not only individual investment in the railroads, but holdings of railroad securities by life insurance companies, savings banks, fire and marine insurance companies, benevolent associations, educational institutions, trust companies and State and National banks. A large part of the assets of these institutions depend on the solvency of the railroads.

The ownership of railroad securities among these people is divided approximately as follows:

Individuals, numbering over 1,000,000, own outright about \$10,000,000,000 in railroad securities. Over 600,000 are stockholders with an average holding of \$13,000.

Life insurance companies, with \$3,000,000,000 in force, own nearly \$2,000,000,000 of railway securities.

Savings banks, with 10,000,000 depositors, own \$847,000,000.

Fire and marine insurance companies, casualty and surety companies own a total of \$649,000,000.

Benevolent associations, colleges, schools, charitable institutions, etc., own \$350,000,000.

Trust companies, State and National banks own \$865,000,000.

According to statistics compiled for the Association of Life Insurance Presidents in 1918, 27.65 per cent of life insurance companies' assets were invested in railroad bonds, and during the first half of 1919 the percentage of railroad bonds held by the life insurance companies was 20.25 of the total assets of these companies.

Interest of Wage Earners.
In addition to this widespread ownership of equities of American railroads by the people of the United States every wage earner who puts money into the savings bank has a direct interest in the soundness of railroad investment on account of the large part of the savings of men and women wage earners secured by the railroad bonds which are bought by the savings banks.

A great many of these institutions are mutual savings banks which have no capital stock, pay no dividends, earn no profits for stockholders, and their entire property belongs to the depositors. Every dollar that the bank earns beyond the actual cost of doing business also belongs to them.

The report of the United States Comptroller of the Currency for 1918 shows that 625 of these savings banks operated on the mutual plan had at the end of 1918 total deposits of \$4,422,096,593.15 credited to 9,011,464 depositors, an average deposit of \$490.72. These figures covered mutual savings banks in 18 states of the Union.

The Comptroller's report gives the amount of railroad bonds held by mutual savings banks in the six New England states—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut—as \$406,272,166. The report of the State Superintendent of Banks of New York shows that the railroad bonds held by the mutual savings banks at the end of 1918 in New York amounted to \$361,711,324.

SALVATION ARMY TO SERVE ALL OREGON

Business Men of Every County Join With Corps Officers to Extend Helping Hand.

A service born of service by men and women whose lives are dedicated to that service, a service not for gain, for it pays its workers poorly, is to be placed at the disposal of even the smallest community in Oregon through the expansion of the Salvation Army Home Service Program for 1920.

Since its splendid service among the American troops abroad brought to the attention of the home folks the kind of work the army has been doing quietly in the slums of the larger cities, demands from all quarters have flooded in upon the army until it has been forced to double and treble its efforts.

It has been compelled to expand beyond city lines and extend its service to the remotest districts of the state. And in these out of the way places the army is solving one of the greatest economic problems, leading at their source and preventing many of the ills that result from poverty and wrong teaching.

In every county of Oregon one and sometimes two advisory boards have been formed of business men and citizens of those counties. These men are constantly in touch with their communities and judge when and how best the Salvation Army can be utilized

to serve the citizens of that community. A word to headquarters brings the Salvation Army worker to take care of the man or woman, boy or girl whose misfortunes have overwhelmed them.

In the rescue and maternity home in Portland the unfortunate girl mothers of Oregon find a refuge and sanctuary.

In the boys and girls home to be established at Yamhill the life of the neglected child is shaped and the boy or girl prepared to go out into the world and win his or her own way.

In the industrial home in Portland many derelicts are made over into self supporting men and women who are no longer a charge upon their county but an asset to their community.

In the relief branches of the work done by the army many cases of poverty and sickness are handled annually. When the call for help comes there is no investigation of the worthiness of the subject. Help is given and investigation made afterwards.

Free employment bureaus which exact no membership fee, find work for hundreds of idle hands and while work is being found see to it that deserving men seeking honest employment do not starve.

Willamette University Endowment Campaign
The campaign to raise \$100,000 for Willamette University at Salem is well under way. All of the preliminary

organization work has been completed and about next week the actual canvass for funds will be undertaken.

This undertaking is backed by the Laymen's Association of the Oregon Conference of the Methodist Episcopal church and funds will, naturally, come chiefly from members of that denomination. However, as others have in the past given generously to the fine old institution which for 75 years has been steadily turning out men and women whose lives have gone far toward making the great Northwest what it is, so no doubt will be the case in this effort adequately to finance Willamette.

While having the heartiest, enthusiastic indorsement of the late Bishop Hughes, who set aside precedent and asked the pastors of the conference to have a special Sunday for Willamette, and the full support of the ministers, the campaign is really a laymen's project. At their conference, held in Salem last October, the delegates unanimously decided to take hold of the situation this year and put over a big job for the school. Therefore, they are directing the work through a special executive committee, backed by a larger advisory board of prominent lay members of the church. Headquarters are at 505 Platt building, Portland.

Funds subscribed will go to enable the trustees to rebuild Waller hall for men and Lausanne hall for a women's dormitory, with installation of a central heating plant, thus clearing up the present crowded condition at the university.



What's become of the prejudice against automobiles because they frightened the horses

NOW cars are everywhere. The horses have gotten used to them—and so has everybody else. Think of it! This year the American people will spend nearly a billion dollars on tires alone.

Tires are one of the biggest items on the car owner's bills.

Hardly a Saturday, when you motorists drop in to "tune up" for a Sunday trip, that one or more of you doesn't tell us something of value to our business. Sooner or later it comes back to you in Service.

Service is what the car owners of this community are looking for nowadays.

And especially the small car owners, who put service

first in figuring their motor-ing expenditures.

Just because a man has a moderate-price car is no reason why he should get any less service out of his tires.

We believe that the man with the small car is entitled to just as good tire service as the man with the big car—and both are entitled to the best tire service they can get.

That's why we represent U. S. Tires in this community.

And why more car owners—large and small—are coming to us every day for U. S. Tires.

Come in and talk to us about tires. We're here to help you get the kind of tires you want.

Select your tires according to the roads they have to travel:
In sandy or hilly country, wherever the going is apt to be heavy—The U. S. Nobby.
For ordinary country roads—The U. S. Chain or Usco.
For front wheels—The U. S. Plan.
For best results—everywhere—U. S. Royal Cord.



ROYAL CORD—NOBBY—CHAIN—USCO—PLAN

United States Tires LILLY HARDWARE CO., Agent Stayton Oregon

Executrix's Notice of Sale of Real Property

Notice is hereby given that under and by virtue of an order of sale heretofore duly made and entered of record in the county court of the State of Oregon for the County of Marion, in the matter of the estate of George Niebert, deceased, I will, as Executrix of the last will and testament of said decedent, sell at private sale for cash in hand on the day of sale all of the right, title and interest of the estate of the said George Niebert, deceased, in and to the following described real property, to-wit:

Commencing at a point 70 feet west of the Southeast corner of Block Number one (1) in the original town of Stayton, Marion County, State of Oregon, and running thence West 30 feet; thence north 72 feet; thence west 54 feet; thence south 48 feet; thence west 24 feet; thence south 2 feet to the place of beginning, being a part of Block No. one (1) in the original town of Stayton, Marion County, Oregon, as shown by the recorded plat thereof now on file and of record in the office of the Recorder of Conveyances for said County and State; also

Lots one (1), two (2), three (3), and four (4) in Block Number two (2), in Hollater's Addition to the town of Stayton, Marion County, Oregon, as said lots are shown and designated on the plat of said addition now on file and of record in the office of the Recorder of Conveyances for said County and State;

also Lots Numbered one (1) and two (2) in Block number five (5) of the Ottomar Luettich Addition to the town of Stayton, County of Marion, State of Oregon, as shown by the plat of said addition now on file and of record in the office of the Recorder of Conveyances for said County and State; also

Lots Numbered one (1), two (2) three (3), four (4), five (5) and six (6) in block number two (2) in Stayton's Addition to the town of Stayton, in Marion County, Oregon, as said lots are shown and designated on the plat of said addition now on file and of record in the office of the Recorder of Conveyances for said County and State.

That said sale will be made at the office of Condit & Glover, attorneys-at-law, room 203 Oregon Building, in the City of Salem, Marion County, Oregon, on and after Saturday, the 5th day of June, 1920, and sealed bids will be received by the undersigned for said real property, or any particular tract thereof, at the above mentioned office up to 10 o'clock a. m. of said day.

That said order of sale was duly made and entered of record as heretofore indicated on the 14th day of April, 1920.

Dated at Salem, this 14th day of April, 1920.

Lena Yankke, Executrix of the Last Will and Testament of George Niebert, deceased. April 22-29-May 6-13-20