

JOHN D., JR., ADMITS DANGER ELEMENT

Large Foundations Held to Hold Possibility of Passing Aims of Founders.

ONE SAFEGUARD IS SEEN

On Man Would Depend on Legislative Bodies and on Spirit of American People—'Mother' Jones Is Impressed.

NEW YORK, Jan. 27.—John D. Rockefeller, Jr., ended his testimony before the United States Commission on Industrial Relations today by sketching in a general way the purposes of the Rockefeller Foundation and its methods of operation.

He admitted also that it was possible such foundations might exert an influence upon the liberalism of the country, as was done in Germany, he said, by the militarists.

The safeguard, he asserted, lies in the legislative bodies and the spirit of the American people.

Mixed Audience Applauds.

Before Mr. Rockefeller left the witness stand, which he had occupied all yesterday and the day before, he told the committee he sincerely hoped its efforts would develop real improvements in the relations between capital and labor, and aid in the general betterment of the condition of the workers.

The audience, in which there were Socialists, individualists, members of the Industrial Workers of the World and other similar organizations, applauded Mr. Rockefeller as he left the stand. Frank P. Walsh, chairman of the commission, had to insist that order be maintained.

'Mother' Jones Is Confident.

Mr. Rockefeller had another talk with "Mother" Jones today and discussed with her the question of her visit in Colorado. The aged labor advocate told him she firmly believed he would act to remedy conditions among the workers in the coal and iron industries there if he could see for himself the things she had seen.

Ivy L. Lee, now a member of the personal staff of John D. Rockefeller, who compiled and waded through the letters which gathered the operators' side of the labor difficulties in Colorado, and which was entitled "The Truth About Colorado," was another witness today. He testified at length regarding an error in those bulletins, which were sent broadcast over the country.

Error in Bulletins Discovered.

A sum was given in the bulletins as to which the labor organizers, including "Mother" Jones, had received as compensation for their services for nine weeks, when, in reality, the compensation was for an entire year's work.

The material for the bulletins was furnished by Mr. Welborn, president of the Colorado Iron and Steel Company, and other operators. Mr. Lee testified. The bulletins were in transit from Philadelphia, where they were printed, to Colorado, when Mr. Welborn received a telegram from Mr. Welborn announcing an error had been made in them. The nature of the error was not disclosed.

Polites No Part of Purpose.

Mr. Rockefeller said in the course of his testimony that he did not believe the Rockefeller Foundation ever would participate in politics or the defense of trusts or enter any other field than its philanthropic purposes.

Chairman Walsh cited a hypothetical case, in which the foundation might desire to have circulated a speech of W. L. Mackenzie King, opposing certain suggestions which might be made by Frank V. Hayes, of the United Mine Workers of America. Mr. Welch asked if the funds of the foundation could be used to circulate Mr. King's speech. Mr. Rockefeller thought they could be.

The witness was asked whether he had objection to a "court of last resort," consisting of the President of the United States, the Governor of New York and the presidents of several universities, such court having the power of veto over the Rockefeller Foundation. Mr. Rockefeller said he had none.

He did not think such an amendment to the charter of the Rockefeller Foundation was necessary, however. Chairman Walsh read the terms of the deed of gift transferring \$100,000,000 from Mr. Rockefeller, Sr., to the Foundation. They provided that \$2,000,000 a year should be set aside out of the income for the personal benefactions of Mr. Rockefeller, Sr., and that the remainder should be turned into the general treasury of the Foundation. The total income of the Foundation last year, the witness said, was \$5,152,761.

Letter of Protest Not Received.

"Did a State Superintendent of Education in a Southern state write a letter to the Rockefeller Foundation in which he said the foundation imperiled the liberty of education?" asked Mr. Walsh.

"I never heard of it," replied the witness. At the afternoon session Mr. Rockefeller said it had been the idea of the Rockefeller Foundation to select the ablest man available to conduct its investigation into industrial relations. With that in mind, Mr. King had been selected. He will be permitted to follow his own methods and plans, with the hope on the part of the foundation that the result will be beneficial to humanity as a whole, the witness said.

"What do you think is the underlying cause of industrial unrest?" Mr. Rockefeller was asked. "If I thought I knew," replied the witness, "I would have given utterance to my ideas. I did not believe myself capable of determining the cause. I urged an investigation by the foundation in order to get at the true cause of industrial unrest."

Mr. Rockefeller said that in his opinion employer and employee "do not come face to face often enough." Mr. Rockefeller was then excused. He had been on the stand the better part of three days.

Louisiana Legislature Breaks Record

NEW ORLEANS, Jan. 27.—For the first time in nearly 25 years the Louisiana Legislature will have members other than Democrats when the next session of that body is called, one Progressive Senator and seven Progressive Representatives having been elected.

Heligoland was ceded by Great Britain to Germany in 1890 in exchange for Zanzibar, in East Africa. The British took it from Denmark in 1807.

DODGE BROTHERS MOTOR CAR

Car and stripped chassis on exhibition at the Automobile Show. Demonstration by appointment.

Covey Motor Car Co. Washington St., at Twenty-First, Portland.

BUS LINES ATTACKED

North Portland Business Men to Ask for Regulation.

CAR COMPANY IS PRAISED

Speakers Say Council or Railroad Commission Should Require Pledge of Responsibility to Cover Jitney Accident.

At a well-attended meeting of business men last night at 142 Killingsworth avenue, in the store of Alex Goldstein, it was decided to protest to the City Council and also to the State Railroad Commission against the present methods of the jitney automobile service in Portland as unfair to the street railway company and without responsibility of any sort in case of accident.

The meeting was called to order by Alex Goldstein, who stated its object. J. G. Chambers was elected chairman, and he outlined in full the injury he believed the jitney service would do to Portland if allowed to continue as at present. Mr. Chambers said he held no brief for the street railroad company, but that it is apparent "the present operation of the jitney is exceedingly unfair in that the operators have no franchise, pay nothing to maintain either the streets or the bridges they use, and are without responsibility in case of an accident."

He thought that if the jitney service is to continue it should be required to file bonds for the protection of the public in case of accident, and that either the Council or the State Railroad Commission should regulate the service. Dr. I. N. Palmer pointed out what he considered the unfairness of the jitney service and declared it should be subject to the same requirements imposed on the streetcar company, which has spent its money on the streets and is responsible in case of accident.

"The street railroad has made the city," said Dr. Palmer, "and we should be loyal enough now to see that it has fair play in this case. The jitney service may have come to stay, but it should be regulated by the city." Eugene Palmer said that one result of the jitney service would be that

the streetcar company would reduce its service and many of the men employed would be dismissed. He said that from the Piedmont car barn alone the payroll was nearly \$10,000 a month, which means a great deal for North Portland. Mr. Palmer said that if the streetcar company reduces its service it would have a bad effect on suburban districts and that the erection of homes in the suburban districts would cease. He declared that the effect of the jitney service is already seen in the real estate business.

After nearly all present had expressed their opinion a resolution was adopted declaring it the sense of the meeting that the City Council should regulate the service and require of the jitney business the same responsibility that the streetcar company carries and that the lines be required to give bonds as a pledge of responsibility. J. G. Chambers, Dr. I. N. Palmer, Eugene Palmer, Dillon Rogers and J. M. Hanson were appointed to take up the matter of regulating the jitney bus service with the Council and report later at another meeting to be called by the chairman.

MICHAEL NIBLER PASSES

Early Resident of St. Paul, Or., and Walla Walla, Dies, Aged 87.

WALLA WALLA, Wash., Jan. 27.—(Special.)—Michael Nibler, aged 87, a pioneer of the Pacific Northwest, died at his home here today from pneumonia. Born in Bavaria, Germany, he came to the United States when 23, and eight years later, or in 1867, crossed the plains with an ox team. He passed through Walla Walla to the Willamette Valley, where he bought the old mission farm near St. Paul, Or. He stayed there five years, then with his wife came to Walla Walla, buying the old August Herman farm of 50 acres near Berney School.

Homes for Children Sought.

The Juvenile Court wants to find a home for a good, modest, well-behaved little girl of 11 years. Her father is a drunkard, her mother goes out to work by the day and can arrange for her other child, but there is no place for the girl. Mrs. Margaret Thoroman, of the Juvenile Court, pleads: "Won't someone take this child in and 'mother' her?" And there is a lad, a good boy, who is willing to work, who wants to go to a country school and live on a farm. If someone will give this homeless chap a chance to work and attend school, live in healthful environment, will that person please notify the Juvenile Court, Portland?

RUBBER TO BE SENT

Americans to Obtain Supply Through British Consul.

GUARANTEE IS EXACTED

Association Believes Thousand Tons Monthly Will Be Shipped—Action Desired to Prevent Corner in Product.

LONDON, Jan. 27.—Through the efforts of the Rubber Trade Association of London and the Rubber Club of New York, arrangements have been perfected for a second shipment of 1000 tons of rubber to go forward this week to the British Consul in New York. The Consul will apportion the rubber among manufacturers who sign a guarantee that the product manufactured from this shipment will not be exported to Germany and Austria.

The Rubber Trade Association hopes that at least 1000 tons of rubber will be shipped monthly under the same condition, for the benefit of American manufacturers other than the large concerns which gave heavy bonds enabling them to procure all the rubber desired from London.

Corner on Product Feared.

The association felt that some such action was necessary to prevent a few large American concerns from obtaining entire control of the market. Ordinarily about 3000 tons of crude rubber is stored in London. The present amount is estimated at about 8000 tons as a result of the embargo on its exportation. Trade experts estimate that America normally requires 40,000 tons annually, of which about two-thirds is supplied from London. The rubber exports committee named by the Government to provide a plan for regulating exports during the war is attempting to formulate a more permanent method for handling American business in such a way that Germany will not obtain manufactured goods.

Brokers Are Confident.

In the meantime the Rubber Association, which is composed of a large number of local brokers, believes that American manufacturers properly vouched for will be able to obtain sup-

Fortified Tires. Fortified in Five Exclusive Ways. Against rim-cutting in the best way known—a way controlled by Goodyear. Against coming off by six flat bands of 126 braided wires which give an unstretchable tire base. Against blowouts by our exclusive "On-Air" cure—a costly process which removes a major cause of blowouts. Against loose treads by a patent method which reduces this risk 60 per cent. Against punctures and skidding by our All-Weather tread. It is tough, double-thick and enduring. It is flat and smooth-running. It has sharp, resistless grips. These protections—all of them—are found in the Goodyear fortified tire. No other tire embodies anything like them. 1,479,883 Last Year. In the fiscal year just ended we sold 1,479,883 Goodyear pneumatic automobile tires. That's about one tire for each machine in use. That is fourteen times as many as we sold five years ago. That amazing sale is due to these exclusive Goodyear features. They have made Goodyears, by long odds, the most popular tires in the world. Goodyear Service Stations. Belmont Garage, 756 E. Morrison St. Benj. E. Boone & Co., 514 Alder St. Braly Auto Co., 31 N. 19th St. R. E. Blodgett, 29 N. 14th St. Nob Hill Garage, 704 Kearney St. Northwest Auto Co., Broadway and Couch Sts. Oregon Motor Car Co., Chapman and Alder. Oregon Sales Co., 434 Alder St. Redman Auto Co., 1130 Albina Ave. E. D. Van Dersal, 523 Alder St. John A. Walters Co., 335 Ankeny St. Western Hardware & Auto Sup. Co., 56 Broadway. Winton Motor Car Co., 23d and Washington Sts. Motorcycle & Supply Co., 209 Fourth St.

CHEVROLET. The Chevrolet "Baby Grand" Touring Car, Complete With Starter, \$1085 F. O. B. Portland. "Baby Grand" Touring Car, \$1085 f. o. b. Portland. "No chain is stronger than its weakest link, No motor car is better than its motor." So say the builders of this remarkable CHEVROLET. And its motor is the wonder of all who ride in it. WHY did the Chief of the Washington, D. C., Fire Department choose a CHEVROLET, after putting many other cars through grueling tests? It had best construction, attained greatest speed, took steepest hills on high gear with ease, was most economical and its body lines and general appearance were most pleasing. THAT IS WHY. Look for the CHEVROLET at our Show Exhibit Northwest Chevrolet Motor Car Co.

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