

LABOR CALLS FOR SUPPORT ON BILLS

Farmers Also Throw Strength for Modified Consolidation Programme.

GOOD ROADS ARE FAVORED

State Aid in Marketing Problem Is Wanted, as Well as Help in Accident Fund—Cheap Lime Is Another of Requests.

SALEM, Or., Jan. 29.—(Special).—Representatives of the State Federation of Labor, the State Grange and the Farmers' Union, following a long conference today, issued a statement indicating their combined attitudes on questions of legislation pending or proposed.

They suggest a form of consolidation for the offices relating to labor, modified from that suggested by the consolidation committee, declare in favor of state aid in marketing problems and outline their position on various other phases of the legislative situation.

"We, the organized farmers and laborers of Oregon, are unanimously asking your support of the following:

"We favor the amendment of our land-registration law so that titles may be perfected more quickly.

"Senate bill 125, strengthening the rural credits amendment.

"House bill 213, which is a good roads bill drawn by our organizations with the aid of our friends.

"We favor the amendment of our land-registration law so that titles may be perfected more quickly.

"Senate bill No. 124, providing cheaper lime for the farmers of Oregon.

"We favor the retention of the Labor Commissioner's office as an elective one, including factory inspection under the existing law, and the placing of the Board of Child Labor and the Industrial Welfare Commission under this office.

"We favor the elimination of the one Industrial Accident Commissioner representing the state and substitution of the Commission's physician to act as member of the Board of Awards, the salaries of the Commissioners and the physician to be \$3000 each, and we favor the state aid to the accident insurance fund be retained till state insurance is made compulsory.

"State Aid in Marketing Asked. "A bill to have the state aid in our marketing problems and a grain-grading and inspection law similar to that of the state of Washington.

"We oppose House bill 227, known as the anti-picketing bill.

"We are opposed to any change in the eight-hour law. We favor the principle of one day of rest in seven. We are in favor of making the recall apply to school directors and removal of property qualifications of voters at school elections. We are opposed to any change in our initiative and referendum laws.

"We favor a prison-labor plan which will cause the least possible competition with free labor."

Those present at the conference included O. R. Hartwig, C. H. Ryerson and E. J. Stack, of the State Federation of Labor; C. E. Spence, James Stewart and M. M. Burton, of the State Grange; and R. A. Willison, A. R. Shumway and J. A. Smith, of the Farmers' Union.

LABOR AGAINST PRISON PLAN

Sale of Products on Open Market Is to Be Opposed.

SALEM, Or., Jan. 29.—(Special).—Organized labor will oppose the recommendation made in the report of the Prison Survey Commission that the law prohibiting the sale of convict-made goods on the open market be repealed.

O. R. Hartwig, president of the State Federation of Labor, and E. J. Stack, its secretary, are strong against such a proposal, but have a counter proposal of their own, which, they believe, will solve the problem of idleness at the Penitentiary.

They declare themselves as unalterably opposed to any return to the contract system, but they recommend three proposals for handling convict labor to keep it employed—road building by the prisoners, clearing of state lands and the state-use system of employment.

"The state-use system can provide for a diversity of industries, and each prisoner can be employed in the line for which he is best suited and which will enable him to make a living upon his discharge from the prison," they say.

"We recommend the approval of a prison-labor plan which will include work on public roads done directly by the state, and provide for the operation of penal farms whose products shall not be sold in the open market, but only to the penal, correctional and charitable institutions of the state and to those of its counties and cities.

"Industries should be established within the prisons, whose products also shall not be sold in open market, but only to the state, county and city institutions and charitable organizations, and that the profits derived therefrom be devoted to the support of the prisoners' families.

"This plan will take care of the unemployed prisoners who might not be trusted to work in the open without having a guard.

"We believe that the farmers should approve of this plan because the building of good roads is of far greater importance to them than the saving of a small sum of money on the machinery or products used on the farm, such as binding twine. The farmer loses tenfold what he would save on those articles by bad country roads.

"We wish to emphasize that every effort be made to see that the product of convict labor does not come in competition with free labor, and that the prisoner may be employed productively and that he may not be exploited for profit."

4 APPROPRIATIONS SUBMITTED

Total Recommended by Ways and Means Committee \$902,498.

STATE CAPITOL, Salem, Or., Jan. 29.—(Special).—Four bills came into the House today from the ways and means committee, but did not get onto the calendar, as the House already had passed that order of business. They provide appropriations as follows:

Oregon National Guard, \$155,000; Naval Militia, \$15,000; Insane Hospital, \$658,535; Tuberculosis Hospital, \$75,862.60; total, \$902,498.60.

SECTARIAN AID BILL ARGUED

Measure to Cut Off State's Contributions Is Unsettled.

STATE CAPITOL, Salem, Or., Jan. 29.—(Special).—Representative Bowman's

bill, intended to discontinue state contributions to sectarian institutions for the support of dependent and delinquent children, was debated on the floor of the House for a short while this afternoon and still was under consideration when the House adjourned.

It is possible that the House will begin holding night meetings this week.

HEARING LIKELY THIS WEEK

Public Will Be Heard on Bill to Increase Inheritance Tax.

STATE CAPITOL, Salem, Or., Jan. 29.—(Special).—A public hearing probably will be held this week to consider the provisions of the Eaton bill to increase the rate of the state inheritance tax.

The Eaton bill, which follows the outline of Governor Withycombe's message, increases the present rate, but many members of the House believe that it does not go far enough. It would levy a tax of 1 per cent on all bequests over \$1000 and up to \$20,000, and 2 per cent on all above \$20,000. The first \$5000, as under the present law, is to be exempt.

The bill will raise about \$200,000 a year for state purposes, it is estimated—about twice the present income from inheritance tax.

LOCAL PRINTING AUTHORIZED

Supreme Court Report Publication Now Done in San Francisco.

STATE CAPITOL, Salem, Or., Jan. 29.—(Special).—A bill introduced in the House by Representative Burdick today authorizes publication of State Supreme Court reports within the state.

The measure provides that the Supreme Court make a contract with a publisher for the work, and that the publisher can charge not to exceed \$2.50 a volume, or \$3 a volume if the advance sheets are delivered to subscribers.

The Oregon reports now are printed by a firm in San Francisco. Burdick says the cost is excessive and the service unsatisfactory to the lawyers of the state.

APPRENTICE LIMIT ATTACKED

Callan Bill Resisted by Labor as Blow at Agreements.

STATE CAPITOL, Salem, Or., Jan. 29.—(Special).—Representative Callan introduced a bill in the House today intended to make it unlawful to restrict the number of persons learning a trade in any given profession.

Labor unionists on the ground are opposing the measure. They say that it will prevent them from enforcing their contracts with employers which fix the ratio of apprentices to skilled mechanics employed in various industries operating under closed-shop agreements.

PROSECUTORS IN SESSION

Action to Prevent Sale of Remedies That Have "Kick" Proposed.

STATE CAPITOL, Salem, Or., Jan. 29.—(Special).—District Attorneys from several counties gathered here today, discussed a number of laws and adjourned until tomorrow.

District Attorneys Placek, Polk, Gehlar, Marion, and Ray, Lane, were named as a committee to consult with the Attorney-General and draft a bill regulating the sale of patent medicines.

The main idea of the bill will be to hit at patent medicines containing a high percentage of alcohol, the use of which might be abused.

District Attorneys Tongue, Washington, Multnomah; Connor, Yamhill; Erickson, Clatsop; Neuter, Douglas, and Hedges, Clackamas, were designated as a general legislative committee to consider legislation which would affect the criminal laws and be of interest to prosecutors.

CANDIDATE IS DRAFTED

Eugene Business Men Insist on C. O. Peterson Running for Mayor.

EUGENE, Or., Jan. 29.—(Special).—C. O. Peterson, manager of the Eugene Excelsior Mills and Councilman from the Second Ward, was drafted today as a candidate for Mayor of Eugene by delegation of about 50 business men, who called at his office and pledged him support. E. J. Adams was the spokesman.

Mayor W. A. Bell, who has announced that he will not be a candidate again, also spoke, urging Mr. Peterson to accept.

Joseph Koke, retiring president of the Eugene Chamber of Commerce, who had been mentioned as a possible candidate for Mayor, was a member of the delegation.

STEEL BRIDGE AUTHORIZED

Structure Will Be Built Across East Fork of Lewis River.

VANCOUVER, Wash., Jan. 29.—(Special).—The County Commissioners today decided to begin construction at once of a new steel bridge across the east fork of the Lewis River at the Center on the Pacific Highway at a cost of about \$10,000.

The bridge will replace a wooden draw span which has been in service for 30 years.

Permission was received from the War Department at Washington, D. C., today allowing the abolishment of the draw span, which has not been moved for 13 years, replacing it with a fixed span, 60 feet long. Bids will be opened February 7 for the steel work. Work on the foundations will be started at once.

JEFFERSON OFFICIALS POSE FOR PHOTOGRAPH, TAKEN LAST WEEK AT MADRAS.

NEW OFFICERS OF NEW COUNTY.

MADRAS, Or., Jan. 29.—(Special).—The new officers of Jefferson County last week set for their pictures, the group including, from right to left: Dr. Snapp, of Metolius; J. Wood, Ashwood, Sheriff; W. D. Arney, Agency Plains, Assessor; D. Bennett, Madras, Treasurer; B. J. Boylin, Madras, District Attorney; W. M. Eaton, Culver, Surveyor; S. Percival, Madras, Clerk; P. H. Chitwood, Grizzly, Commissioner; W. Boyce, Madras, Judge, and R. Gard, Gateway, Commissioner.

Although Monday usually is a dull day at automobile shows, there was no let-up in the crowds at Portland's eighth annual display at the Armory yesterday, and present signs indicate that the attendance this year will surpass all previous exhibits by a comfortable margin.

All during the afternoon and evening interested motor students investigated the latest models in the respective booths, the higher priced cars on the lower floor being especially popular. All machines retelling in Portland at prices exceeding \$1000, in addition to several lines that spread on either side of that mark, are shown in this main drillroom.

The Oakland booth contains a six-cylinder touring car, an eight-cylinder touring car and an enclosed job, with prospects that a striped chassis will be ready in a day or so.

Expected Models Late.

W. E. Doan, Paige distributor, received word yesterday that the new Stratford, Linwood and Brooklands models will not arrive until next week and he must retain the Fleetwood sedan and the Fairfield in his booth under the panorama paintings of Mount Hood, which brings recollections of the famous Paige climb up the sides of Mount Hood last summer.

The Howard Auto Company booth is drawing crowds with its six-cylinder striped chassis, the six-cylinder standard sedan, touring car and roadster and the four-cylinder touring car and roadster types.

One of the Haynes cars is especially attractive with a Portland-made Victoria top and a special painting job done in Portland. In addition to this car a seven-passenger touring car and a four-passenger roadster are shown.

The space set aside for the Braly Auto Company is occupied by a natty Franklin roadster, a standard Franklin touring car, an eight-cylinder Scripps-Booth.

Among the most fascinating vehicles on the entire floor is an elegant Winton limousine. The Winton touring car and the roadster are also painted effectively.

Alongside the Wintons are two other high-class cars, a Pierce-Arrow limousine and an elegant touring car.

Space in the KisselKar exhibit is divided between a town car, a coupe and a sedan, a touring car and roadster, each of them dressed in the latest colors. The display is supplemented with one of the Kissel all-year tops, detached.

A Hupmobile sedan, roadster, standard five-passenger and seven-passenger touring cars, a specially colored "Hup" with Victoria top and a National all-weather roadster and standard touring car are shown side by side in the Manley Auto Company exhibit in the northwest end of the pavilion.

The D. C. Warren Motor Car Company shows two touring cars and a four-cylinder roadster, while the main booth of the Northwest Auto Company has a Marmon touring car and all-weather roadster, a Cole eight touring car and roadster and two Reos with a specially painted and covered touring car as the piece de resistance.

Two all-weather roadsters are exhibited by the Gerlinger Motor Car Company with a seven-passenger standard touring car.

One of the newest jobs at the show is a four-passenger Locomobile, which is to be the property of J. R. Linn, of Salem. There is also a standard seven-passenger vehicle.

A special Studebaker lavender roadster, owned by Miss Virginia Menefee, a standard touring car, convertible sedan and a touring car arranged as a camp car, with bed made up, are displayed by the Oregon Motor Car Company.

H. L. Keats Auto Company has two touring cars and a roadster, while the Coty Motor Car Company shows a beautiful Cadillac sedan and two standard touring cars.

Outsiders Are Attracted.

The only other exhibitor on the lower floor of the building is Mitchell, Lewis & Staver Company, which has set apart an attractive display in the artillery room near the entrance to the building. Here are shown a sedan with Springfield body, a club roadster, five and seven-passenger touring cars, and Mitchell "Junior" models of two and five-passenger capacity, respectively.

Among the out-of-town visitors who visited the show yesterday were Frank C. Riggs, Pacific Coast representative for the Willis-Overland Company; P. D. Willis, general manager of the same company for the Pacific Coast; R. P. McCall, of the Overland auditing department; Douglas Shelor, automobile editor of the Seattle Post-Intelligencer; Albert Miller, special representative for the Maxwell factory on the Pacific Coast; H. E. Stinson, of the American Automobile Company, Tacoma; E. R. Lundell, of Ione; R. G. Bullack and Merle W. Chapman, of Goldendale, Wash.; Claude Hampton, of Pendleton; R. S. Battie, of Bow Island, Alberta; A. Jalloff, of Astoria; Albert J. Rosseau, of Albany; Sherman Hayes, of Eugene; E. W. Snell, of Arlington; E. B. Henry and W. T. Shive, of Klamath Falls; Clint Gallatin, of Yreka, Cal.; J. C. Power, of Modoc; J. E. Knecht, of the Smith Farm-A-Truck Company, Chicago; and Samuel S. Corl, of the Racine Rubber Company, Racine, Wis.

Hood River Dealers at Auto Show.

HOOD RIVER, Or., Jan. 29.—(Special).—Hood River will be well represented this week at the Automobile Show in Portland. All local dealers

plan to visit the displays of new models, and many prospective purchasers will be present to see the new cars. Among those who will attend the Automobile Show are the following: C. F. Gilbert, Harry T. DeWitt, Otto T. Wedemeyer, L. E. Clark and son, William Clark, Mark Cameron, C. B. Coffin, E. A. Franz, Edgar Franz, Earl Frank, Mr. and Mrs. W. L. Clark, Newton Clark, Jacob Merle, A. S. Keir and C. C. Anderson.

AUTO SHOW PROVES BIG DRAWING CARD

Nattiest of Cars Dot Every Inch of Space in Portland's Great Armory.

OUTSIDERS ARE ATTRACTED

Several Types of Cloverleaf Design on Exhibit and New Models Are Greatly Admired—Some Specials Also on View.

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Stronger Than Ever

Today the Cole Eight is a more pronounced leader than ever before.

Production of this wonderful car is not only 200% greater than at this time last year,

—but even this increased production does not meet the rapidly growing demand.

Such great popularity can be credited solely to Cole Eight performance.

No car built excels the Cole Eight in power, smoothness, and sterling dependability.

No other Eight has been produced to approach the Cole in actual miles per gallon of gas and oil or in point of tire economy.

It is the largest Eight built—yet relatively the lightest. This unusual combination gives greater economy of operation than many Sixes.

In every respect—action, appearance, and riding ease—the Cole Eight is a wonder car.

See the magnificent Cole Eight models on exhibit at the Automobile Show.

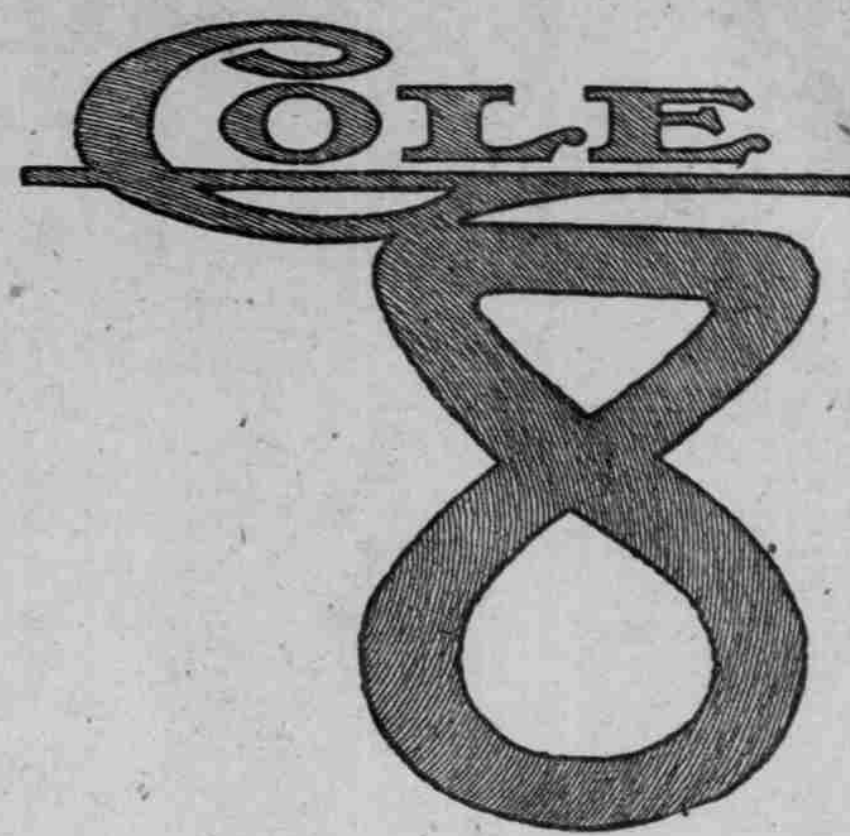
Northwest Auto Co.

PORTLAND, OREGON

Factory Distributors

F. W. VOGLER, Pres. C. M. MENZIES, Sales Mgr.

"the largest exhibit at the auto show"



United States Prices