

RAIL BROTHERHOODS PRESENT MEMORIAL

Farmers Join in Demand for Veto of Bill.

OBJECTIONS SET FORTH

Fundamental Principles of Govern- ment Declared Violated and Extravagance Encouraged.

WASHINGTON, Feb. 26.—President Wilson was urged to veto the railroad bill in memorials presented today by the railroad brotherhoods, the farmers' national council and the American society of equity. Delegations representing those organizations saw Secretary Tumulty, who told them he would bring their requests to the president's attention.

The railroad brotherhoods objected especially to the labor clauses of the act, but joined with the other organizations in opposition to the provision which in effect asserts that railroad security owners are entitled to 5 1/2 per cent on the aggregate valuation of the properties.

Referring to the risks of crop failure taken by the farmers every year in order to feed the nation, the American equity society declared that the outstanding debt against farm values was between \$6,000,000,000 and \$7,000,000,000, with an interest charge of about \$500,000,000 a year to the farmers. The government, the society said, does not guarantee this charge.

Freight Increase Predicted.

Return of the railroads, the three memorials said, would mean an increase in freight rates of 25 to 40 per cent. The farmers' organizations declared that this would be an added charge to them of at least \$200,000,000 a year for carrying their products.

The memorial said the bill violated the fundamental principles of the American government by guaranteeing a right to increase rates that would produce a minimum net return of 5 1/2 per cent on that "uncertain and intangible thing" aggregate valuation.

This is a grant of a "particular exclusive and special privilege," not enjoyed by investors in other kinds of securities the memorial said.

Vigorous opposition was expressed to the provision of the bill establishing a tribunal for settlement of labor disputes, the memorial saying this was an attempt to deprive the railroad employes of their former "inherent right" to determine their wages "by negotiation between employee and employer."

Delay "Unreasonable."

Operation of the measure, it was said, would cause an "unreasonable delay," in settling the present wage demands, because the unions would have to present their demands "in person" to each of the 200 privately owned railroads.

The memorial also set forth that the "inequities, uncertainties, delays and ambiguities" of the bill would promote unrest and intensify existing causes of disagreement, and prevent the orderly adjustment of grievances.

Finally it was charged that the bill abrogated the right and freedom of collective bargaining and substituted "an indefinite and uncertain method of compulsory adjustment or arbitration of disputes."

George F. Hampton, managing director of the Farmers' National Council, presented the arguments for that organization. He said the bill contained "vicious provisions antagonistic to American principles." Permission for merging the roads would "almost inevitably result in an increased return on false capitalization," he declared. The instructions to the interstate commerce commission to fix rates to yield a net income of 4 1/2 per cent, if continued, gives carriers a "good basis for demanding very high rates, since the exact effect of increasing rates in reducing the volume of traffic cannot be forecast."

Objections Are Listed.

Other objections outlined were that the rights granted the railroads under the bill created for them a new property right estimated to be worth to them at least \$5,000,000,000 and placed heavy carrying charges on the people.

The guaranteed dividend is "not only an invitation, but in effect a mandate to extreme waste and inefficiency, entailing a cost to the people of nearly \$2,000,000 a day."

The bill, if enacted, would check production and "militate against agriculture and all other legitimate industry in America."

H. L. Bissonette, president of the Iowa State Branch of the American Society of Equity, accompanied Mr. Hampton.

"Farmers have to take risks of their crop failing every year in order to feed the nation," he said. "The outstanding debt against farm values is between \$6,000,000,000 and \$7,000,000,000 and the average rate of interest is 8 per cent. The government does not guarantee this interest charge of about \$500,000,000 a year to farmers. Why should the government underwrite the whole investment of the railroads?"

RATE INCREASE OPPOSED

Roseburg Holds Water Contract Cannot Be Altered.

SALEM, Or., Feb. 26.—(Special).—The city of Roseburg, through its attorney, B. L. Eddy, today filed with the Oregon public service commission its brief opposing the proposed increase in rates sought by the Douglas County Water & Light company.

In his brief Mr. Eddy sets out that the contract for water was made by legislative authority, and is an inviolable agreement, which the commission cannot change, and this applies to that feature of the contract relating to fire hydrants.

It is also contended that the valuation of the plant should not be based upon abnormal prices, and that the value of the system as shown in the report of Engineer Green, of the public service commission, is in excess of the true investment.

The hearing was held two weeks ago, and a decision of the commission is expected within the next few days.

HONOR BANQUET GIVEN

Departure of F. W. Robinson for Omaha Cause of Party.

At the Arlington club last night officials of the Union Pacific system gathered at a dinner at which Frank W. Robinson was the honor guest. It was an informal family party of the men who have long been closely associated with the traffic manager of the Oregon-Washington lines and

who took this opportunity to express to him their good wishes on the eve of his departure for Omaha to become traffic manager of the system lines. J. P. O'Brien, federal manager, was toastmaster, and brief responses were made by many of those present in which felicitations were the order of the occasion. Those present were:

J. P. O'Brien, federal manager; F. N. Finch, assistant general manager; S. Murray, chief engineer; S. A. Hering, car service agent; E. A. Klippel, superintendent of telegraph; John T. Jarvis, superintendent dining car and hotel department; William McMuray, general passenger agent; C. Magin, assistant general passenger agent; E. E. Lounsbury, general freight agent; Albert Keeling, J. W. Mount, assistant general freight agent; W. R. Skeay, district freight and passenger agent; G. W. Kane, D. E. Clark, livestock agent; G. W. Saul, purchasing agent; H. N. LaDow, federal auditor; J. F. Meyer, federal treasurer; A. C. Spencer, general solicitor; W. A. Robbins, J. F. Kelly, general attorneys; James A. Gannon, district claim agent; L. Frank Gordon, general claim agent; Charles E. Cochran, assistant secretary; R. A. J. Mackenzie, chief surgeon.

TURN VEREIN TO EXHIBIT

GYMNASTIC PERFORMANCE IS SET FOR MARCH 7.

Plans Made to Send Team to Chi- cago in 1921 to Enter Na- tional Athletic Meet.

The 12th annual gymnastic exhibition of the Portland Social Turn Verein will be staged at the municipal auditorium Sunday, March 7, at 2 P. M. Owing to the impact given the cause of physical training by the war, all of the classes have been well attended this year and large numbers of men, women and children will participate in the programme.

It is the purpose of this exhibition to be instructive as well as entertaining and many new and interesting dances and calisthenic movements will

REGISTER!

WHO? All citizens who failed to vote during 1918 or 1919, or who have moved out of the precincts in which they voted during those years.

WHY? You cannot vote at the spring primaries if you do not. Nearly 400 registrants a day must be taken care of before April 21 if Multnomah county is to have a normal election on May 19, 1920. If you put it off, the last-minute crowds may make it impossible for you to register.

WHERE? West end, first floor, county courthouse, Fifth and Salmon streets. Open Saturday afternoons.

Registrations to Date.

Republicans	32,429	30,329	53,254
Democrats	10,975	7,342	17,737
Other parties	2,320	1,787	4,107
Grand total	45,724	39,458	75,102
Increase over Wednesday	156		

be shown here for the first time. The Portland Turn Verein is now laying plans to send teams to compete in an athletic meet to be held at Chicago in 1921 under the auspices of the American Gymnastic Union. Part of the proceeds of this exhibition will be set aside to help defray the expenses of sending these teams.

The following numbers compose the programme:

- Overtures.
- Grand entrance of all classes.
- Dumb-bell exercises.
- "Coming Through the Rye," dance, girls' class, aged 6 to 11 years.
- Long wand drill and games, boys' class, aged 8 to 11 years.
- "La Zingara," calisthenics and steps, first and third ladies' class.
- Difficult exercises on horizontal bar by nine boys of advanced class and second boys' class.
- Apparatus exercise by business men's class.
- "Tomb Raider," duet, sung by Mrs. Helen Fromme-Schlesler (soprano) and Halfred Young (tenor).
- "Sorrentina," Italian dance, by girls' class, aged 11 to 15 years.
- Indian clubs by boys' class, aged 11 to 15 years.
- Activities on parallel bars.
- Free-hand exercises by women's class.
- "Sea Dream," chaise laetee Greek waltz, dance by 16 women of the first and third women's classes.
- Pyramids by actives and juniors.
- All chaise laetee are specially arranged for this exhibition by Professor Richard Gensersowki.

ARMY FLIER IS VISITOR

PEARSON HOLDS PRIZE IN TRANSCONTINENTAL RACE.

Oregon Lieutenant Crosses Nation and Back in 48 Hours; Parents Live in Portland.

Alex Pearson Jr., army aviator who is in Portland for a short visit with his parents, Mr. and Mrs. Alex Pearson, made the trip last fall from Atlantic to Pacific and back again to the Atlantic in the actual flying time of 48 hours 27 minutes and 16 seconds. The span of the continent through the air occupied but a few minutes more than one entire day of actual travel. Lieutenant Pearson won first prize in the recent cross-continent flight against 42 competitors, the best of the army's air pilots, on the basis of actual flying time.

To Lieutenant Maynard has been given most of the credit in the contest of the army contest, yet two other pilots, Lieutenant Pearson and Captain Donaldson, share with the first officer the honors in the race. Three prizes were awarded by the war department, all three considered to be equally important in the contest. Lieutenant Maynard won first place in regard to the total length of time consumed in making the trip from ocean to ocean and return. Lieutenant Donaldson was awarded first prize upon the test of reliability, and Lieutenant Pearson led the entire



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—it's at your dealers—made today.
—just ask for "Red Rock."

Manhattan Shirts for Spring, 1920

Trimble Hats New Shapes and Shades

NO matter how fashionable
or how unpretentious the
occasion, the man who wears

HART SCHAFFNER & MARX

"Ready" clothes may enjoy the
consciousness of being appropri-
ately dressed at a gratify-
ingly modest expenditure.

The new models for spring are
here for your inspection. We'll
be glad to have you come in and
look them over.



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Suits and Overcoats \$45 and Up to \$100

Sam'l Rosenblatt & Co.

The Men's Store for
Quality and Service

Gasco Bldg.
Fifth and Alder

Flock of birdmen in the actual flying time consumed in making the flight, his time of 48 hours 27 minutes and 16 seconds standing as a world's record. A handsome token from the war department was recently received by Lieutenant Pearson in reward for his achievement.

Lieutenant Pearson was accompanied in his flight by his mechanic, Loyd Adkinson, also an Oregon man. Mr. Adkinson is now out of the service and is living at Eugene.

Centralia Schools Complimented.

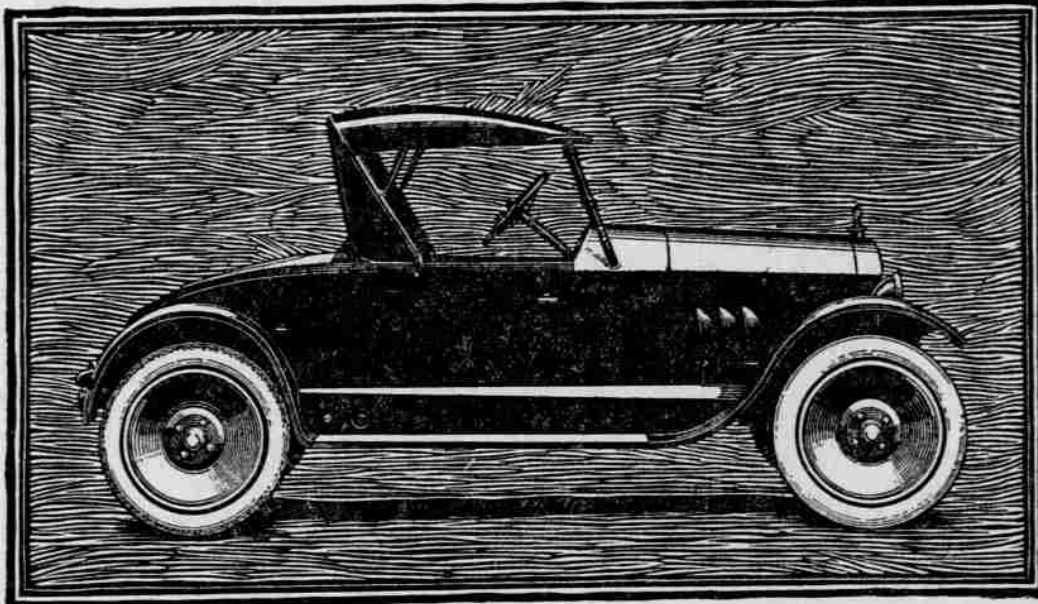
CENTRALIA, Wash., Feb. 26.—(Special).—Edgar Reed, superintendent of

Centralia schools, is in receipt of a letter from Mrs. Josephine Preston, state superintendent of public instruction, complimenting the local teachers and pupils on their excellent record in the thrift campaign being waged in the schools. Since January 1 a total of \$2661.84 has been invested by pupils and teachers.

Epidemic Shows Abatement.

NORTH BEND, Or., Feb. 26.—(Special).—The epidemic of colds, influenza and pneumonia which has prevailed here for the past two weeks is now showing signs of abatement.

Several deaths have occurred, the most recent being that of Mrs. A. T. Adams, daughter of J. Crosby, of Marshfield, who died at Mercy hospital yesterday.



The Son's Reason

Young men, also, like the Columbia Six.

Some of the best known sportsmen in the country drive it. There's a thorough-bred, high-spirited look of action, sturdiness and power to it. The Columbia Six appeals to the young man with sportsmanship and red blood in his veins.

You will seldom find a car that pleases the young man in every respect and still pleases other members of the family the way the Columbia Six does.

For the Mechanically Inclined

Timken Axles—Continental Red Seal Motor—Detroit Pressed Steel Company Frame—Radiator with "Sylphon" Thermostatically Controlled Shutters—Spicer Universal Joints—Borg & Beck Clutch—Durstion Transmission—Detroit Steel Products Company's Springs—Gemmer Steering Gear—Auto Lite Starting & Lighting—Atwater-Kent Ignition—Stromberg Carburetor—Prest-O-Lite Storage Battery—Painting and Trimming by The American Auto Trimming Co.—Pantastote Top—Firestone Tires.

A. M. BEAVER MOTOR CO.

Temporary Location
354 East Broadway at East Third
Phone 319-43

Columbia Six

Factory Sample Shop

286 Morrison Street, Between Fourth and Fifth
Next to Corbett Building

Beware of imitators and imitation Sample Shops.
Look for the big sign with hand pointing to
286 Morrison St., Factory Sample Shop

Extraordinary Spring Sale

In spite of the Eastern snow storms and railroad delays, we are pleased to announce that our stocks are now so nearly complete that we are in a position to give this cordial invitation to COME and SEE and be CONVINCED by spring's prettiest advance emmisaries.

And the prices—you may confidently rely on the fact that nowhere can our prices be scaled, as this store adheres rigidly to its policy of commencing each season with new merchandise marked at the very lowest prices possible.

This extraordinary spring sale is one of the biggest of the season and every wise woman should come early to take advantage of big savings.

During this sale the Factory Sample Shop will exchange all sale garments and your money refunded if not satisfied, within 3 days of purchase.

Spring Coats—Sport Coats

Including Polo Coats with leather belts. All sizes—all new shades. Extraordinary sale offer

\$18.95

Victory Bonds
taken at full
face value.



Spring Suits

In Serges and Tricotines—all sizes—a fractional part of the wholesale cost of some. Extraordinary sale offer

\$18.95

Pattern and Sample Suits

Beautiful, exclusive styles and models. We will offer these in this extraordinary spring sale at extra special

\$26.95 \$36.95

Skirts

In Silks, Serges and Poplins—values to \$10.95 at only

\$3.95

Dresses

Including many samples taken largely from our highest priced lines. Special for this sale

\$14.95

No matter what sale you may attend, we sell for less.



Slipon Sweaters—Sweater Coats

In all the varied and wanted spring styles and shades. Many of these are below present wholesale cost.

Spring Sale Special

\$4.95 and \$6.95

Odds and Ends

In many beautiful and attractive Winter Coats, Suits and Dresses. Values in this lot run to \$65.00—at only.....

\$18.95

