

REPUBLICANS PLAN CHANGES IN SOUTH

Move On to Require All Delegates to Be Voters.

HARDING GIVES APPROVAL

Purpose of Innovation Declared to Put Party on Strictly White Man's Basis.

BY MARK SULLIVAN. WASHINGTON, D. C., May 12.—At the coming meeting of the republican national committee in preparation for which conferences are now under way, there will be just two important items of business.

That part of the business will be quickly out of the way. But thereafter will come a detail of re-organization, which is right now the cause of some controversy.

The proposed change in the constitution of the republican party in the south, those who want to do away with the ancient second of the "southern delegate" propose that hereafter the republican party shall rest upon the same basis in the south as does the democratic party.

Negroes Kept From Voting. In the southern states large numbers of negroes are prevented from voting by state laws, which laws have been held to be constitutional by the supreme court of the United States.

At present, the bulk of the republican party in the south is made up of these disfranchised negroes. The new proposal is that the republican party shall recognize state laws in the south and everywhere else, just as the democrats do.

The suggested rule is that hereafter no person can be a delegate to a republican national convention or take part in a republican convention unless he is a qualified voter of the state in which he lives and has voted in that state.

The practical working out of this rule would make the republican party in the south a party of the same extent practically as is the democratic party.

Two Groups Oppose Plan. The suggested rule is opposed by two groups in the republican party, which compose a curious combination of principle and politics.

One large section of the republican party in the north think the party should continue to stand as it has always stood since the civil war—the friend and protector of the republican party in the north.

Another group are joined a group of old-time republican leaders of the "hard boiled" type who have been doing business with typical southern delegates in every republican national convention for a generation or more.

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They say the experiment of trying to force local southern communities to elect negroes to vote against the will of the white communities has gone on for nearly 60 years, that it has never been successful, and has always made mischief.

The only sound way for the southern negro to become a voter is to impress his character on his white neighbors, that they are willing to give him the franchise.

That process is going on all the time and the number of negroes who have the franchise constantly increases.

Innovation Likely to Succeed. The innovation is likely to succeed with the "southern delegate" scandal and making the republican party in the south a white man's party, the same as the democratic party probably will succeed.

There is little doubt that President Harding favors it. His is the first republican administration since the civil war which has not thrust colored postmasters and other colored officeholders on white communities who resent them.

In addition to President Harding many other forces are behind the proposed innovation.

LABOR COSTS RED CHIEF RAIL BURDEN

Union Pacific Official Testifies on Situation.

HIGHER RATES NO RELIEF

Chairman Kruttschnitt Tells Congressional Committee Wages Are Wrecking Railways.

WASHINGTON, D. C., May 12.—During a long cross-examination before the senate interstate commerce committee today, Julius Kruttschnitt, chairman of the board of the Southern Pacific, held firmly to the views he had given in direct testimony as to the causes of the financial plight of the railroads.

Expenditures for labor, fixed partially or wholly by government action, are too high and must be reduced, the reiterated reply to questions.

Present revenues as affected by recent rate advances are justifiable, he added, and must be sustained.

Arrangements and queries by senators designed to bring out the views of the witness, as to whether lower freight rates might bring the roads more business and increase profits of smaller tolls, met not the slightest encouragement.

Lines Near Death Throes. In reply to the suggestion of Senator Townsend, republican, Michigan, that railroads might gain popular favor by dealing with rate reductions and wage reductions at the same time, the witness reported that the railroads are "almost in death throes."

A similar reply was given Senator Myers, democrat, Montana, who inquired as to the possibility of railroads attempting to encourage traffic by granting lower rates, said Kruttschnitt said, "while losses in revenue are certain."

Senator Foindecker, republican, Washington, said many complaints were being voiced because of the slowness of action by the railroad labor board in deciding complaints.

Delay Is Serious Factor. Mr. Kruttschnitt agreed that this was a difficult factor, and insisted that the recent increase in freight rates had not operated to bring about a drop in railway freight business.

The only trouble is, he said, that the increase in rates "came simultaneously with the depression in general business."

"Haven't you seen the risk of alienation of public opinion by the policy of increasing rates before reducing wages?" asked Senator Townsend, republican, Michigan.

Roads in Desperate Situation. "The roads were in a desperate situation," was the reply. "All these claims for reduction bear the earmarks of a well planned propaganda campaign."

The fact is that commodities for which the producers now receive very little are taxed so very greatly by middlemen and retailers, that the consumer must pay altogether disproportionate charges, while the transportation charges are very small parts of the increases.

"If I understand you," said Senator Townsend, "you have got to have nearly \$1,000,000,000 a year more than you are now getting, if you are to operate these roads properly. How are you going to get it?"

Two Ways Out Proposed. "There are only two ways—increased revenue or reduced expenses," the witness replied. "The first relief, and it is substantial, will come from a reduction in common labor costs."

Less Expense Chief Hope. "The chief hope lies in reduction of railway expenses. What I have said about the Panama canal and highway competition only bore upon the possibility of increasing revenues."

Labor costs to class one roads were greater by 115 per cent in 1920 than they were in 1917, Mr. Kruttschnitt declared in a statement submitted to the committee. During the same period, he added, gross revenues of the carriers increased less than 54 per cent.

Statistics on labor costs were given by the witness. Since the Adamson law was enacted in 1916, labor costs have been increased by government action by \$1,229,839,957. The total for 1920, he added, was \$3,998,216,351.

The statement said in part: "The labor bill to the carriers in 1916, which was before the Adamson law took effect, stood at \$1,468,578,394. In 1917, when the Adamson law was in effect, the aggregate compensation of the employees of the carriers of class one amounted to \$1,734,424,142, an increase over 1916 of \$270,805,748."

"This was increased by the railroad administration in 1918, so that the labor cost for that year was \$2,613,812,351, or an increase over 1917 of \$874,331,209."

Increase More Than Billion. "This was further increased by the railroad administration in 1919, so that the labor cost for 1919 was \$2,843,128,422, or an increase over 1918 of \$229,316,071, and an increase over 1917 of \$1,304,549,228, and over 1916 of \$1,374,552,028."

"This labor cost for 1919 was further increased by the railroad administration in 1920, so that the labor cost for 1920 was \$3,998,216,351, or an increase over 1919 of \$855,087,929."

STUDENT ELECTIONS AT UNIVERSITY HELD

1100 Ballots Cast in Exciting Annual Event.

SALEM MAN PRESIDENT

Lyle Bartholomew Defeats Elston Iceland—Co-Eds Stage Keen Race for Secretary.

UNIVERSITY OF OREGON, Eugene, May 12.—(Special)—The university student body president for next year will be Lyle Bartholomew of Salem, according to results of the annual election announced tonight.

Eleven hundred students voted in the election, which was one of the most exciting in years. The race for student body president was expected to be most keen.

Norton Winnard of Eugene won the vice-presidency by a big margin, receiving 654 votes. Oden Johnson of Portland was the other candidate, receiving 424.

Secretarial Race Close. The race for secretary of the student body was exceedingly close. Helen Carson of Hood River, winning over Marvin Steels of Coquille, and Ruth Austin of Woodburn, Miss Carson received 442 votes, Miss Steels 407 and Miss Austin 244. Ralph Couch of Wallawa was easily elected to the position of junior man on the executive council. His vote was 418 while his opponent, James King of Spokane, Wash., received 429.

Wanna McKinley of Eugene won in the race for senior woman on the executive council, receiving 256 votes. Pauline Coad of Dallas, who had 259 votes, and Ruth Griffin of Portland, who received 259, were her opponents.

Heppner Student Eliminated. Four men ran for senior positions in the student council, and Neil Morfill of Malheur, 707; James Say of Sheridan, 842; and Maurice Eben of Joseph, 784, were elected. Arthur Campbell of Heppner was eliminated.

For senior woman on the student council, five candidates were to be elected. Alice Evans of Portland, with 469 votes, and Mildred Ferguson of Newberg, who received 455, were elected. Those eliminated were: Elaine Cooper, 315; Florence Furuset of Eugene, 339, and Ila Nichols of Hood River, 442.

The race for editor of the Oregon Daily Emerald was one of the best in the history of the university. Floyd Maxwell of Union, who received 446 votes, won the place. John Dierdorf of Hillsboro, receiving 421, and Eugene Kelly of Portland, with 249, were defeated.

Oregon Editor Unopposed. Tom Ingle of La Grande and Guy Koopp of Eugene were elected to the position of junior man on the student council. Ingle received 658 votes and Koopp 632. John Anderson of Astoria, 512, and Harry Mayer of The Dalles, 255, were defeated.

Inez King was unopposed for editor of the Oregonian, and received 834 votes.

Philbert Obersteuffer of Portland was elected vice leader over Arthur Larson of Eugene by an even margin. This was one of the most interesting races of the election. Larson and Obersteuffer have opposed each other on the track team for two years.

NEW MATE IS SOUGHT

Wonderful Transformation Is Wrought by Notoriety.

BEAUVAIS DONS GRAND TOGS

By JOHN M. GARDINER. MONTREAL, Quebec, May 12.—(Special)—From shoe packs to daintily shaped overalls and from heavy cottons to the lightest of materials, "Jazz" trousers is somewhat of a transformation, but nevertheless that is the transformation that Fred Beauvais, actor and retailer, has undergone in the Stillman divorce suit, has undergone.

The mighty hunter of the northland, in his hunting garments, was through his connection with the Stillman case, has undergone a change that would cause his acquaintances to stare.

His place we have Fred Beauvais, starting example of sartorial elegance, wearing trousers commonly affected by three-day vaudeville comedians, with a four-inch seam down the sides and cuffs to wonder at.

The steel gray eyes that in the past scanned the forest trails for the tracks of the moose or caribou are now camouflaged with demurely rims of the tortoise shell variety, imparting to the eyes a certain appearance very similar to a certain well-known movie comedian.

His shirts, as varied in hue as the forest in autumn, are of such texture and quality to make any self-respecting Celestial glad he is a laundryman and these combined with collars bearing military names and ties, more blessed than the ones that bind, make Beauvais present "a front" that, Foch would give a "gaping offensive."

The stubby briar, that so often played such an important part in many of the Beauvais hunting trips, filled with its quota of "bob tabac" canyons," has abdicated its throne in favor of the slender cigarette, which is taken down in lengths and reassembled whenever its owner feels like indulging in a cigarette.

While his old friends may mourn the loss, his new acquaintances are welcoming in their midst a "jazz baby" de luxe.

LAND MEETING CALLED

Olcott Urged to Send Agent to Confer on Grant Exchanges.

THE OREGONIAN NEWS BUREAU, Washington, D. C., May 12.—Senators McNary and Stanford sent a telegram to Governor Olcott today requesting him to send G. G. Brown, state land agent, here to consult with officials of the general land office on land exchanges in the Oregon and California land grant.

The telegram to the governor was sent following a conference between the Oregon senators and Representative Sinnott with Commissioner Spry of the general land office and First Assistant Secretary of the Interior Finney.

Mountain Roads to Open Soon. BEND, Or., May 12.—(Special)—Snow has been receding rapidly in the Deschutes national forest, forest officials report, and scenic roads into the mountains will soon be open for use. It will be possible to reach Odell lake, one of the largest bodies of water in central Oregon, in two weeks, it was predicted.

Vancouver Educator Re-elected.

VANCOUVER, Wash., May 12.—(Special)—Professor Shurway, head of the Vancouver city schools, for more than 25 years, was elected for the 26th time by the school board tonight. Mr. Shurway came here in 1884 as head of the schools and has retained his position ever since.

DRYS ASSAIL BARLEYCORN

Every question I ask. Tell us what you know. If you know so much. The witness again attempted an explanation, but was interrupted by Mr. Volstead, who inquired why cereal beverages were not as good for the invalid as beer with a "kick."

ALDEN SHOES for BOYS

Conceded the world's best—Peak priced at \$13 and \$12. Every pair Saturday our entire stock in tan and black calfskin, blucher and English—withe A to D.

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Oakland Six Wonderful Sales Opportunity at Reduced Prices. Northwest Oakland Co. 344 Burnside St.

Weyenberg Shoes

50 pairs Boys' black side button or blucher—McKay sewed shoes, broad toes. Sizes 11 to 13, \$2.50 pair. Sizes 1 to 6 \$3.00 pair.

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The Master Instrument
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The Longer You Play It The Sweeter It Grows

This Beautiful Cabinet Will Add Charm to Your Home

It is priced within the reach of all. It is offered on convenient terms. Every home can afford the pleasure, entertainment and culture which The Cheney brings.

Notable Cheney Features

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- Sweetens with age, like an old violin.
- Twelve distinct volumes of tone.
- Perfect tone control, avoiding "blast" on loud, high notes.
- Practically eliminates needle scratch.
- Automatic stop on all models.
- Plays all records.

The tone quality of The Cheney is unusually pure and sweet. Compare its playing of your favorite records.

Exclusive features found in no other phonograph

give The Cheney a richness of tone which cannot be imitated.

Made in either Biltmore mahogany or oak, this Sheraton model is completely equipped with automatic stop, steel and jewel needles, and two reproducers for playing all records. It places the music of the world at your disposal—you can choose the best from all makes of records.

Cheney Regular Models—\$125 to \$385
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Chicago and New York.

G. F. JOHNSON PIANO CO.
147-149 Sixth St., Portland, Oregon
CHENEY PHONOGRAPH COMPANY
Distributors, 212 Seltine Bldg., Portland, Oregon.

SLAYING 4 MATES CHARGE

(Continued From First Page.) insurance company which has its headquarters in Boise.

Edward Dooley, the first husband, was insured on May 4, 1915. He died on August 9, 1915, of alleged typhoid. The amount of the insurance policy was \$2,000. This was collected.

Robert C. Dooley of Filer, a brother of Edward Dooley, and a brother-in-law of the then Mrs. Dooley, was insured May 3, 1915. He died October 1, 1915, of alleged typhoid. The insurance policy was a joint one with Lulu Dooley named as a party to it. The amount of insurance carried was \$2,000. Mrs. Dooley made proof of death and the surviving beneficiary collected \$2,000 insurance. On August 10, a baby, the offspring of Edward Dooley and Lydia Dooley, died. That was six weeks after the death of Robert C. Dooley.

Later Mrs. Dooley was married to William G. McHaffie. He was insured to take out an insurance policy for \$500 by his wife. It was alleged McHaffie died October 22, 1918. The second premium was unpaid and the policy lapsed. Death occurred at Twin Falls. Mrs. McHaffie failed to collect the insurance for that reason. Becoming suspicious of the sudden death of McHaffie, the authorities investigated the cause. It was alleged that arsenic was found in the stomach.

The next heard of Mrs. Dooley McHaffie was in Montana. There she married Harlan C. Lewis of Billings. On June 14, 1919, Lewis was alleged to have been induced by his wife to take out an insurance policy with a Spokane company. It was for \$5,000. The beneficiary named was Lydia Lewis. Lewis died July 6, 1919. The stated cause of death was "uremia" following acute neuritis. The body later was exhumed and arsenic in large quantities was found in the stomach.

Mrs. Lewis, the authorities said, collected the insurance after submitting proof of death.

\$275,000 TO BE SPENT

OVERHEAD CROSSING PROJECTS ARE AUTHORIZED.

State Highway Commission Decides to Eliminate Hazardous Intersections.

SALEM, Or., May 12.—(Special)—Establishment of overhead crossings over the lines of the Oregon-Washington Railroad & Navigation company, aggregating a cost of approximately \$275,000, was authorized by the Oregon public service commission today. The proposed crossings will be located in Union and Umatilla counties.

These overhead structures will eliminate at least 11 hazardous grade crossings now in use at the various points involved.

The locations of these crossings, together with the cost of each, follow: At Meacham, in Umatilla county, \$53,000; at Glover, Union county, \$20,000; at Hilgard, Union county, \$24,000; at Perry, Union county, \$20,000; at Hot Lake, Union county, \$37,000; at Telocast, Union county, \$23,000; at North Powder, Union county, cost not given.

In the establishment of the crossings at Meacham, Glover, Hilgard, Hot Lake and Telocast, the cost of the construction will be borne on the basis of 50 per cent by the state highway commission, 35 per cent by the railroad company and 15 per cent by the county.

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