

IN THE FIELD OF LABOR

Unions Are Actively Co-operating With Free-Water Association in Securing Signatures to Petition for Free-Water Amendment to City Charter.

BY R. A. HARRIS.
 (This department is conducted from the point of view and is designed to review topics under discussion in union labor ranks from that standpoint.)

THE labor organizations of the city are actively co-operating with the Free Water Association in securing signatures to the petition to initiate the free water amendment to the city charter. The matter is to be submitted to the vote of the people at the coming election in June.

The essential changes to the city charter provided by the amendments proposed by the Free Water Association are noted as follows: The offices of superintendent and engineer of the Water Board are abolished and a city engineer is to be elected. At the plant, while the accounts are turned over to the City Auditor. All water mains up to the dimensions of four inches are to be laid at the expense of abutting property and all water for the purposes of drinking, cooking, washing, bathing and water closets in households, stores, restaurants and offices shall be free. Water for all commercial purposes is to be furnished at a flat meter rate with no discrimination between users of large or small amounts, and rates and rules made to govern sprinkling and the irrigation of lawns, yards and gardens.

A special tax to be levied on each \$100 of taxable property is provided for in addition to other revenues for the maintenance and development of the water system.

In support of the amendments it is argued that water is now furnished that would amount, comparatively speaking, to about one-third the amount consumed to large amounts of water, as against 25 cents a 100 gallons to consumers of small amounts of water. Home and business owners, which, the amendment proposes, water will be provided free. At the rate now made to large consumers it is said the water furnished to the small consumer is forced to pay not only an equitable rate, but also an amount sufficient to make up, at least in part, for the deficit entailed by the low rate to the big consumer.

Some more or less serious objections are thought to exist in that the benefits hoped for in providing free water, especially to the renting population, would be fully offset by enhanced rents to cover the additional cost of water to the property-owner; that free water privileges would be abused through waste by careless persons, and that the principle of paying for what one gets is essentially wrong.

Against the objections offered, Attorney McAllister, who assisted in drafting the proposed amendment, says: "Admitting the possibility that water rates may be added to rental charges by the landlord, it is true that competition determines rents and that the many landlords who favor this amendment will do their share toward reducing rents. It is not made. But beyond any such consideration do not lose sight of the big tracts of unimproved lands in our city which must pay no rent for water, in this direction as the law now stands.

It is not that you could suggest anything that would be of general benefit to the people at large which could not be taken advantage of by big landlords, but this measure certainly exacts something in return. It is not that you could suggest anything that would be of general benefit to the people at large which could not be taken advantage of by big landlords, but this measure certainly exacts something in return. It is not that you could suggest anything that would be of general benefit to the people at large which could not be taken advantage of by big landlords, but this measure certainly exacts something in return. It is not that you could suggest anything that would be of general benefit to the people at large which could not be taken advantage of by big landlords, but this measure certainly exacts something in return.

attle last Wednesday. He represented the Portland organization in the convention of the unions of Oregon and Washington to arrange a uniform wage scale or bill of prices. After a three-day session a bill of prices was agreed upon and the same will be put in effect about the first of April, after which all union cigarmakers of the two states will receive uniform pay. The new scale provides for work in Oregon shops, but gives material increases to cigarmakers in Tacoma, Seattle, Walla Walla, Everett and Bellingham. Permanent organization was effected for purposes of mutual assistance and the new association's affairs are to be looked after by an advisory board of three. Of this board Mr. Fitzgerald, the Portland man, is chairman, the other members being W. Mitchell, Spokane; E. P. Miller, Eugene; and J. C. Bennett, Astoria. The time set for the second convention is in 1922 through the Seattle exposition. In the interim efforts will be made to interest cigarmakers in other states and it is hoped that at the 1922 convention the alliance and uniform price scale can be extended to California, Idaho and Montana.

Forty-two out of the 69 odd labor unions of the city, five Socialist locals and two locals of Industrial Workers were represented in the parade and mass meeting Wednesday night to protest against the conduct of the Moyereywood-Pettibone case. No disturbance of any kind occurred, and cheering and applause was indulged in by those who lined the sidewalks, as well as the paraders. The actions of the police did not indicate that any trouble was expected, comparatively few officers being conspicuously on the scene, while at places friendly exchanges between paraders and police were noted. Lettered banners and American flags headed the parade, which was headed by the "Committee on the Moyereywood-Pettibone case." Several bands of music made the air resound with the familiar strains of "America," "Star Spangled Banner," "White and Blue," "Marching Through Georgia" and other patriotic airs. It was announced from the platform that 3750 persons marched in the parade, while the crowd in the Armory had been variously estimated at from 4000 to 6000.

The labor party mass meeting scheduled for March 1 will occur in A. O. U. W. Hall, Selling-Hitach building, Tenth and Washington streets, and will be called to order at 8 o'clock. The following new officers have just been installed by the grainhandlers' union: President, Joseph Foley; vice-president, John Swanson; secretary, William McCluskey; financial secretary, O. Melby; treasurer, Martin Johnson; marshal, Ed Krueger; guard, M. Williams; trustee, J. W. Blinn. For's orchestra furnished music, and a very successful and enjoyable time is reported.

An increase in the wage scale of journeymen printers in the book and job printing business of Portland went into effect last Wednesday morning, and is to continue for a period of three years. The scale was advanced from \$19.20 to \$22.50 per week, or a weekly raise of \$3.30.

A social dance was given in Armory Hall, on Thursday night, by the railroad union. The dancing was done by a orchestra furnished music, and a very successful and enjoyable time is reported.

NEW BOOKS AT THE LIBRARY

- The new books at the library follow:
- ETHICS AND LOGIC.** Call—Everyday living. Hibben—Logic deductive and inductive.
 - RELIGION.**
 - Basant—Birth and evolution of the soul. Ed. 2.
 - Brock—Christ the life and light. Lenten readings sel. by W. M. S. Jay.
 - Castle—Studies and treatments in Christian Science.
 - Houghton—Hebrew life and thought.
 - Lehmann—Other side of death.
 - Murray—Theosophy, lectures and addresses.
 - SOCIOLOGY.**
 - Jenks—Citizenship and the schools.
 - Rhead—Chats on costume.
 - Train—Prisoner at the bar; side-lights on the administration of criminal justice.
 - SCIENCE.**
 - Casey—Treatment of the analytical geometry of point, line, circle and conic sections. Ed. 2, 1893.
 - Detrick—Races of man, 1906.
 - Elliot—Romance of plant life, 1907.
 - Masterlinck—The swarm; from the life of the bee.
 - USEFUL ARTS.**
 - Devsnap—Railway organization and working.
 - Fairweather—Constructional steel-work, 1905.
 - Fairweather—Lovers and how to grow them, 1906.
 - MEDICINE.**
 - Haber—Consumption, its prevention and cure, 1908.
 - Sutton—Tumors, innocent and malignant. Ed. 4, 1917.
 - FINE ARTS.**
 - Bing—Artistic Japan, v. 6.
 - Gutman—Gymnastics of the voice for song and drama. Ed. 2.
 - Hayden—Chats on old furniture; a practical guide for collectors.
 - Reed—The art of architecture; a practical guide.
 - AMUSEMENTS.**
 - Beard—Things worth doing and how to do them.
 - MacGregor—Stories of King Arthur's knights.
 - Marshall—Stories of Robin Hood.
 - Rowlet—Our little Spanish cousin.
 - Smith—Four on a farm.
 - Ziemssen—Johann Sebastian Bach.
 - LITERATURE.**
 - Bates—Tales on teaching literature.
 - Breare—Education; its first principles.
 - Lawton—Anthology of French poetry.
 - Quayle—Poet's poet and other essays.
 - Vilas—Charles Brockden Brown, a study of early American fiction.
 - DESCRIPTION AND TRAVEL.**
 - Burdell—Life in ancient Egypt.
 - Gundry—A transplanted nursery, by Martha Keen.
 - Merwin—Afloat and ashore on the Mediterranean.
 - Rhynhart—With the Tibetans in tent and temple.
 - Scarritt—Three men in a motor car.
 - HISTORY.**
 - Dawson—St. Lawrence, its basin and borderlands.
 - Thomson—China and the powers; a narrative of the winter of 1900.
 - BIOGRAPHY.**
 - Beze, Theodore de—Theodore Beze, the counselor of the French reformer.
 - Hlake, William—William Blake, by H. A. North.
 - Dunton, W. T. W.—Theodore Watts-Dunton, by James Douglas.
 - Pusey, E. B.—Story of Dr. Pusey's life, by M. F. French.
 - Spencer, Herbert—Herbert Spencer, by J. A. Thomson.
 - FICTION.**
 - Ainsworth—Stanley Breereton. Andrew MacRobert tribute.
 - Burdell—Life in ancient Egypt.
 - Craigh—Dream and the business, by John Oliver Hobbes.

SPECIAL TRAIN MADE A SURE LIFE INCOME FOR YOU

I Will Make Millions—Invest With Me—If You Want to Share With Me You Must Come Quick—Your Money Will Grow Into Thousands

I ran a machine shop and brass foundry in Minneapolis, I did the repair work for the Electrical Street Railways of St. Paul and that city. I was so successful as a mechanic and electrician in this repairing that I was requested to change over dynamo put in by the General Electric Co. I saw all the troubles of the street railway managers. I found the present system of running street cars was entirely wrong.

My own car could get more power, greater speed, more safety and comfort by running cars with electro-magnets direct than by the roundabout, mixed-up system now used by electric railways.

I have always been a successful manufacturer and inventor. I have had charge of 200 expert mechanics at one time. My own inventions have made great successes and enormous sums of money. The great successful bar wire business today is built on my patents.

The best money being made today in the manufacturing of harvesting machines is very largely based on my inventions.

I invented the first switch and turn-out that prevented the trolley wheel on trolley cars from constantly jumping the wire at crossings.

For fourteen years I have studied how to make cars run faster, cheaper, safer than ever before. I am done experimenting.

It will remodel the whole railroad business. There is not a railroad in this country but that will soon be better off by adopting my system, because it is cheaper, faster, safer and more money-making than any other system.

I absolutely control the next great step forward in the railroad world in my patents. Why? Because steam cannot run a train 100 miles an hour and keep it up. The trolley and present third-rail system cannot be depended upon for long distances. Their motors are likely to burn out any minute. With my system I can run a train any distance in any kind of form, at a without hitch. My system is a sure thing, it will not fail. If a wheel breaks or a rail breaks the cars would stay exactly in position on the track. They could not do otherwise. They could not jump the track at any speed. It would be impossible to run my cars off the end of a track into a river where a bridge is open. My car would stop itself even if the leverman were asleep.

I know this whole system to be a success, because I have tried it for two years. During that time millionaires have tried to control my system, but I would not let them, because I preferred to have the reports of some of the stockholders. I have therefore bound myself to this company, and every stockholder that I will personally see to it that every man and woman who makes an investment in this company will get a square deal. This is a square deal from start to finish.

Tom Johnson, of Cleveland, offered me \$100,000 for my invention on the scrap-iron and forget it. He did not want to be compelled to change his old cable system.

Wall street capitalists have made five different attempts to gain control over the Leffler Electric System, and Wall street generally knows a good thing when they see it. I could not afford to let these big money interests get control. I preferred to go to the small investors, to the people who want to make small, but safe and sure investments. I have therefore bound myself to this company, and every stockholder that I will personally see to it that every man and woman who makes an investment in this company will get a square deal. This is a square deal from start to finish.

PAUL W. LEFFLER, Inventor of the Leffler Electro-Magnetic Railway and Signal System. Inventor of machine to make Barb Wire. Inventor of many improvements to Harvesting Machines. General Manager and Consulting Engineer of Leffler Electric System.

This Stock Advances to \$4.80 Per Share Saturday Night, March 9th

To prove that you will get a square deal I have had the following contract printed on the back of every certificate:

All or any shares of the capital stock of the Leffler Electric System will be redeemed by it at par or face value up to, and including, the 19th day of May, A. D. 1923, upon written notice properly given to the stockholders. The redemption is in Chicago, Illinois, in a manner and form as provided by its by-laws, and adopted by a majority of the stockholders of this company, so that all stock so offered for redemption from stockholders direct or from share equally and proportionately. However, the stock of this company is only redeemable from funds received, or to be received, as royalties from railroad companies using the patents of this company under license, and after proper notice, as aforesaid, which may be received from such railroad companies as have received said stock in payment of such patents. OTHERWISE, PROVIDED, HOWEVER, no stock shall be redeemed until after May 19th, 1923, except at the option of this company.

THIS CONTRACT MEANS
 that this company will pay you full face value for every share of stock you buy out of the royalties paid by railroad companies using my system.

You can use your stock as cash in payment for fare or freight on any road using my system.

You see, every road that uses my system will have to pay our company a royalty each year simply for the right to use it. These railroad companies would just as soon pay us with these certificates as pay cash, and the certificates would be the same as cash to us.

This contract means that if you bought 100 shares at the present price you would be able to get at least \$1,000 from any railroad using my system. Or you could turn the certificates of stock in to us and get \$1,000 in cash when there is royalty money in our treasury. I don't think you will ever want to sell because we have hidden away our cash, and they have written reports on

to wondering that some one did not think of this marvelous idea before.

When I send you this booklet I will also send you the reports of some of the ablest electrical engineers in this country, who have carefully examined the system. They fully endorse it.

We have received requests from no less than seven different responsible parties within the past two weeks for royalties for putting the system on new roads about to be constructed.

SREWD INVESTORS MAKE FORTUNES. THIS IS YOUR CHANCE—ACT WISELY AND QUICKLY.

Don't let this opportunity slip by. As soon as the world learns what a simple, money-saving and money-earning system this is the money-making instincts of the railway managers will force them to adopt it. This will mean millions for the stockholders. The profits and dividends can't help but be something wonderful.

Great fortunes are made nowadays by people who make judicious investment of their savings and earnings.

Saving money doesn't make you rich. It is making the money work for you while you are working that brings wealth.

Invest your savings in something safe to bring the greatest returns. Bankers get rich by doing that with the money you deposit with them, and they pay you only 3 or 4 per cent for the use of your money. Why not do as the banker does and get all the profits yourself?

Here is such an opportunity as may never come your way again. Such great things do not come more than once in a century. It is up to you to act carefully, wisely and intelligently. Investigate every claim I make. Go into it thoroughly. Find out for yourself that I have the greatest railway system ever devised. Get in now! Invest now unless you are perfectly satisfied. I have just what I claim to have. Ask all the questions you want to and I will answer every question honestly and squarely.

MY AUTOMATIC SIGNAL SERVICE.
 I absolutely prevent collisions. Everywhere a car moves it sends signals ahead, up or down the road, so that no other car is exposed where storms can blow them down or interfere with them. If through some accident one signal is broken, or otherwise suddenly takes its place. Every train dispatcher and operator on the road can go to sleep, and my signals will work perfectly and safely. Even the trainman have nothing to do with them. No wires or poles are run along the tracks, and the signals are kept in the leverman's cab.

CARS UNDER ABSOLUTE CONTROL.
 It is all controlled by one lever. The leverman starts, stops and reverses with the same lever. Snow, ice, sleet, rain, grease, dirt and mud on the road do not affect the power or control of the car or train.

THE BUSINESS WILL BE IMMENSE
 because before long we will be putting my system on all the standard, street and inter-urban railways. Just think what an immense business that will be. One company alone now employs 10,000 men to make the present electric railway equipments and cars. Another firm employs nearly as many more. There are also thousands of men employed making standard locomotives and equipments. All of these will be back numbers, and the certificates of stock issued to Leffler Electric System will take their place and will employ thousands more.

INVESTIGATE US CAREFULLY.
 Come and see this most remarkable invention of the twentieth century.

This is such an opportunity as does not come to any one once in a hundred years, to get in on the ground floor in a proposition bound to make millions. It is the next great forward step in the railroad world, and it means the utter ruin of every present steam and street railway over to the Leffler system, not only because it can run faster, but it saves the money because of expense and thousands of lives.

It means faster and cheaper travel and greater profits to the railroad managers and stockholders.

I cannot describe the system fully here. I have done this in a booklet which I will send you free for the asking. If you can't take but ten shares, get the booklet and learn fully all the wonders of the simplest, most perfect system ever devised. It will set you

BE QUICK AND GET A SURE LIFE INCOME.
 For every 100 shares, \$47.00.
 For every 100 shares, \$470.00.
 Any other number of shares up to 5000 at the same rate.

OUR EASY PAYMENT PLAN.
 For every 10 shares, \$12 cash and 6 monthly payments of \$2 each; total \$48.
 For every 100 shares, \$120 cash and 6 monthly payments of \$20 each; total \$480.
 Any other number of shares, up to 5000 at the same rate.

Have at Last the Greatest Invention of This Century

There are no overhead wires, no third rail, no slot in the street, no underground trolley, no obstructions in the street.

Can be run faster, safer, easier and more comfortably than any other system known.

It is cheaper to operate, uses a half less fuel at power-house, is cleaner, surer and quicker in operation than any other system.

Cannot be stopped by sleet or snow storms, rain, fog, grease, dirt or any other similar objectionable conditions. It cannot produce electrolysis on water pipes or conductors, or cause a short-circuit, as in the case of other systems.

It is all controlled by one lever, and is always under the most absolute control anywhere and under all conditions.

It is noiseless, since there are no gears, motors or other machinery to grind, squeak or rattle.

There are no "burn-outs" of motors, because there are no motors to burn out. It is impossible for man or beast to get a shock from an electric current.

POINTS TO REMEMBER ABOUT THIS SYSTEM FOR STREET RAILWAYS.

There are no overhead wires, no third rail, no slot in the street, no underground trolley, no obstructions in the street.

Can be run faster, safer, easier and more comfortably than any other system known.

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POINTS TO REMEMBER ABOUT THE LEFFLER SYSTEM TAKING THE PLACE OF PRESENT STEAM RAILWAYS.

It does away entirely with locomotives, heavy motor cars, electric engines and all other similar heavy and expensive machines.

A speed of 80 to 200 miles an hour can be regularly reached and maintained for any distance.

It runs winter and summer alike. Not affected by ice, snow, grease, dirt, sleet, rain or any other weather condition.

Less than one-quarter of the fuel is necessary.

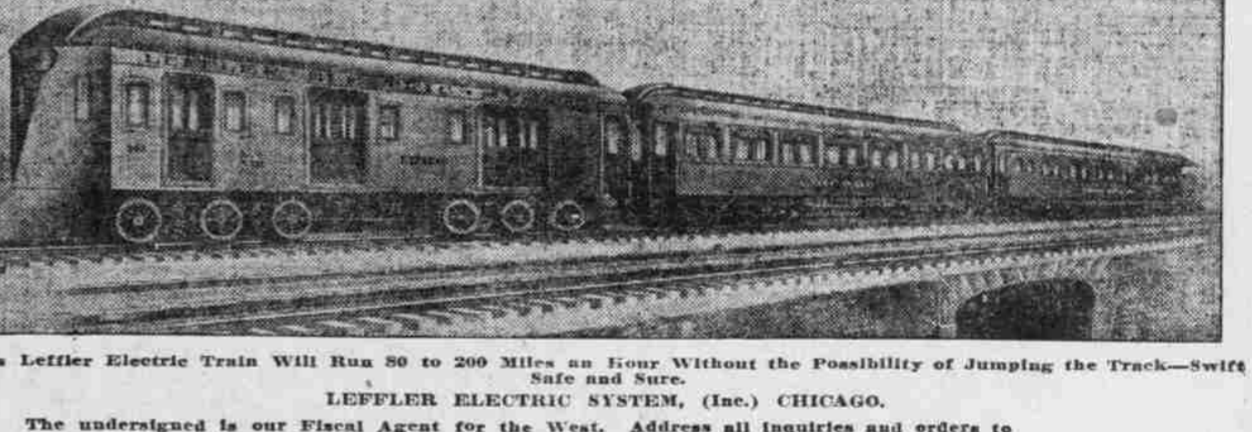
Trains can be started and stopped quicker than by any other system and without discomfort to passengers.

Power houses can be placed 200 miles apart.

No brakes are required. The stopping is done by reversing the current.

There is no flattening of the wheels and consequent joggling of the cars. Wheels do not grind on the rails to start trains, hence no noise and depressions are made.

It is easier on the roadbed and cars, and practically no repairs will be needed.



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OFFICE OPEN SATURDAY EVENINGS UNTIL 9 O'CLOCK

PHONOLOGA—Dragon painter. Fingerson—the Purple Land. Fox—Knight of the Emerald. Giesing—Will Warburton. Girty—Creatures that once were men. Hill—The accomplice. Jones—Foot and the parish. Saunders—Saints in society. Spearman—Held for orders. Wray—Short story.

BOOKS FOR CHILDREN.
 Butler—Our little Mexican cousin.
 Davenport—Milton Birlife and the Green Mountain boys.
 Foulke—Twilight stories.
 Greene and Kirk—With spurs of steel.
 McDonald—Our little Canadian cousin.
 MacGregor—Stories of King Arthur's knights.
 Marshall—Stories of Robin Hood.
 Rowlet—Our little Spanish cousin.
 Smith—Four on a farm.
 Ziemssen—Johann Sebastian Bach.

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MAKES LEAN PEOPLE FAT. through the new scientific process of a PURELY VEGETABLE COMPOUND. It contains no opium or any other habit forming drug that is injurious or liable to produce a habit.

IT'S THE GREATEST DRUG IN THE WORLD. Each bottle contains a month's treatment and costs \$1.50 at any first-class drug store.

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NO OPERATIONS, NO KNIFE

Drugs or poisons are not used in our famous remedies. IF YOU CANNOT CALL, WRITE FOR SYMPTOM BLANK AND CIRCULAR. INCLOSE FOUR CENTS IN STAMPS. CONSULTATION FREE. ADDRESS

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