

NO UNIVERSAL LABEL IF TRADE DEPARTMENT WARNING IS HEEDED

Reported That Proposition Might Prove Boomerang to Labor.

(United Press Teased Wire.)
Seattle, Wash., Nov. 6.—The movement to establish a universal label was reported on unfavorably at a meeting of the union label trade department of the A. F. of L., which met at Labor Temple here today as a preliminary to the opening of the thirty-third convention which meets next Monday.

Meeting in the same building, the metal trades department received resolutions asking for local control and more solidarity between unions affiliated with this body.

John W. Hayes, secretary-treasurer of the International Typographical union, presided at the label trades meeting in the absence of President John W. Tobin who is unable to attend the convention. Hayes read Tobin's report in which the president said the movement for a universal label was the result of hastily formed concerns not borne out by the investigation which has been conducted since the 1912 session.

Tobin urged that each union try to popularize its label and support other label owning organizations.

Might Be Boomerang.

Mathew Wolf, president of the International Engravers union and vice president of the label trades department, said that investigations made on this subject showed that the addition of a universal label was impossible, owing to laws of the country covering labels, and that it would prove a boomerang to labor under the present trade union system for an employer who hired union men in one branch, but not in others, would claim the right to consignment.

President James O'Connell of the metal trades department, who has just been appointed by President Wilson as a member of the Federal Commission on Industrial Relations, presided at the meeting of the department.

Resolutions were introduced by the Portland council asking the department to endorse J. F. McAllister for appointment by President Wilson as assistant chief boiler inspector of the United States; from the Seattle local asking that all local metal organizations be compelled to affiliate with the department; by the Boston council, requesting a change in the by-laws giving more local autonomy and compelling all metal craft to support a metal trade strike called by the majority of the members; by the Chicago amalgamated association of street and electric railway employees asking for admission to the department, and by the Newark, N. J. council, for a change in the by-laws to prevent employers from defeating ends of labor by dealing with one group at a time.

Gompers Talks.

Samuel Gompers, president of the American Federation of Labor, announced here today that he will not be a candidate for reelection at the thirty-third convention, which meets here Monday, but that he is chosen here to serve for another term.

Gompers and Secretary Morrison inspected the convention hall and found it satisfactory.

In making a general talk on labor conditions Gompers declared that the child labor situation in the south is so serious that within another generation the negro will be the superior race, both physically and mentally. The reason he gives is that the children of the whites are becoming degenerate through work in the cotton mills, while the negro children, through their ability to live on less, refuse to work in the mills, grow up outside and attend school more regularly than the whites.

Believes in Wilson.

Gompers repeated his belief in the feminist movement.

RIVER DEVELOPMENT INCOMPLETE WITHOUT IMPROVED NAVIGATION

(Continued From Page One.)

and water transportation, and nothing is further from the truth than that one who advocates improved rivers is performing an opponent of the railroads. The railroads, he went on, would be the greatest single beneficiaries if our rivers were rightly improved.

Mr. Teal, after alluding to the fact that water competition on the Columbia has resulted in a rate of 50 per cent of the normal rate in the state of Washington, where water competition does not exist, turned to the results that have followed the inland waterway development in Germany.

Germany's System.

"The total traffic for 1912 on the German Rhine," he said, "was 61,152,119 metric tons (204.5 lbs.) or 5,967,164 tons more than in 1911." * * * Kehl showed the largest percentage of increase, 73.1 per cent and Strasburg was fourth with a gain of 53.2 per cent. The increase on railroad freight traffic at Strasburg in the same year was only 13 per cent. The growth of Rhine traffic is attributed to a general increase of business in 1912 but is more especially due to the improvement made in the river channel during 1911 and previous years which has made the stream navigable for every one familiar with the use of deers draft vessels. Traffic in the river Elbe showed a corresponding increase.

Just to what extent Germany's marvelous commercial and industrial development in the past few years is to be attributed to her inland waterways can not definitely be determined, but that it has been a powerful factor therein is conceded by every one familiar with conditions. It is also interesting to note the traffic handled consisted nearly altogether of low grade heavy commodities requiring low rates and where rapid movement was not of first importance.

Mr. Teal said the same showing has been made by the "Sooy" canal.

"Sooy" Canal's Showing.

In 1912 the tonnage passing through the American and Canadian canals at Saint Ste Marie was 75,472,878 tons. In 1896, water borne tonnage at Superior and Duluth was 6,328,351 tons. In 1912, 41,474,778 tons. At Superior during this period the gain was 756.8 per cent. The entire registered tonnage entered and cleared at the six largest ports in the United States, including New York, for the year ending December 31, 1912, was 45,559,772 tons. At Superior and Duluth during the same period, 45,632,514 tons. Again we find it is largely heavy low grade commodities that were handled, he stated.

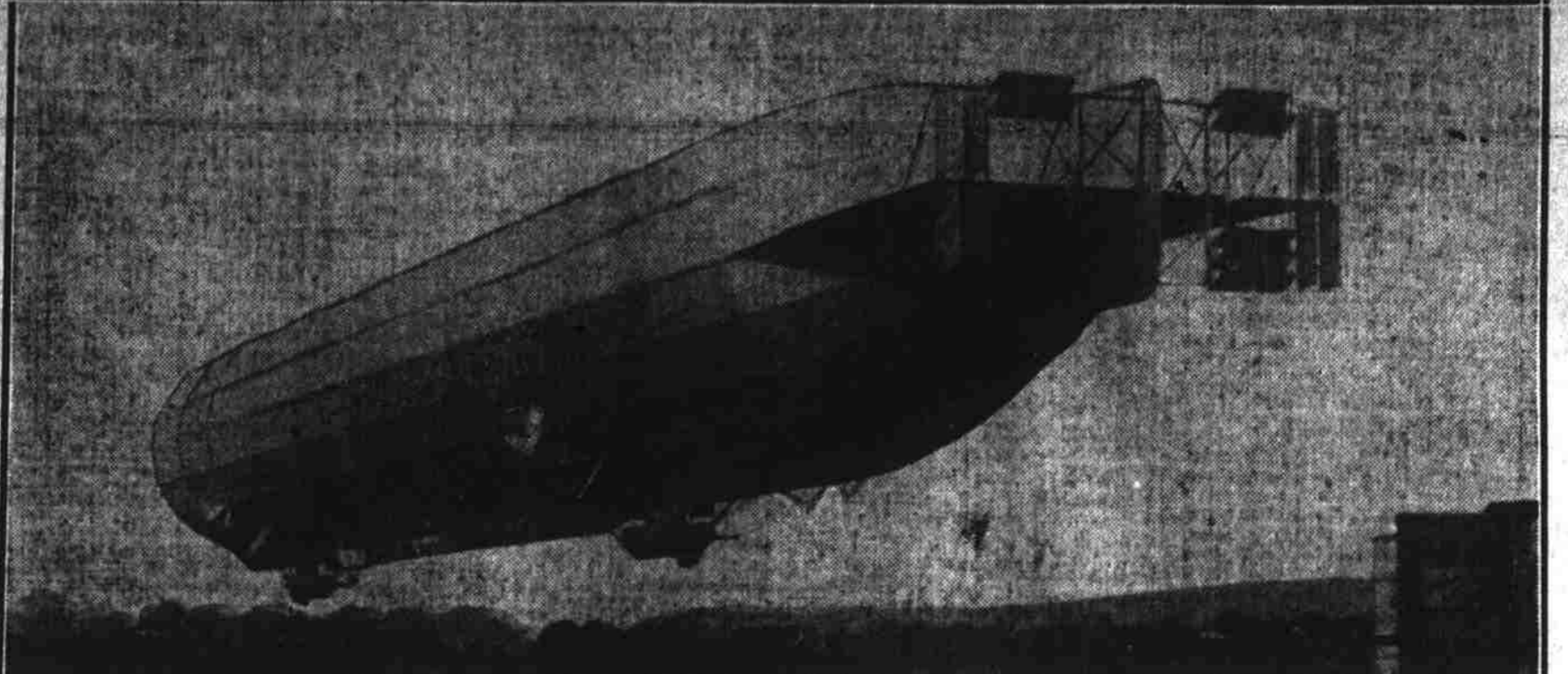
No interior waterway in the northwest has as yet been improved having in mind the only sort of navigation that can be conducted economically. Mr. Teal went on. He cited the work done above Cello, saying that the improvements are based on navigation as it was 40 years ago. When these improvements are finished, Mr. Teal asserted, the river will not be navigable in the true sense of the term. While railroads have been improving in every way, boats, dock facilities, etc., have actually deteriorated.

"We have not as good boats or as good wharf facilities, either on the upper Columbia or the Willamette as we had 25 years ago," declared the speaker. "In other words, in river navigation we have gone backward, and have almost abandoned the use of the rivers—the instrumentality which in the past has exercised and in the future must necessarily exercise a profound influence on our development."

Might Kind of Improvements.

"The 'right improvement' of the Columbia and Snake rivers will involve large expenditures, but the result of the improvements will amply justify the

ZEPPELIN AIRSHIP FROM WHICH 26 PERSONS FELL TO DEATH WHEN DIRIGIBLE EXPLODED 900 FEET IN AIR



The explosion of nearly a ton of gasoline on the new Zeppelin dirigible battleship while she was 900 feet in the air at the Johannisthal Aerodrome, October 17, caused the death of 26 persons. This photograph is said to be the only one in the United States, having been sent to the Auto Club of America shortly after the vessel was built.

expenditure. But what encouragement is there for congress to expend millions where we do not even use the facilities we now have?"

"At a cost of about \$5,000,000 between January 1 and March 1, 1915, the Cello canal will be open to traffic. From present indications the look gates, except to keep them from rusting fast, will rarely swing apart. I submit in all candor: Will this condition tend to encourage further expenditures on the part of the general government for the improvement of our rivers?"

Mr. Teal said also, regarding the locks, that they furnish a lesson that should be taken to heart. The expenditure to construct the locks was, as stated, about \$5,000,000 and he said he had been informed by those in whom he had confidence that with comparatively little additional expenditure had it been planned originally, a water power of great value could have been created coincident with the improvement for navigation.

"Why was it not done?" Mr. Teal demanded. "Why should this policy of not considering all possible uses be continued? But with the plan as adopted what have we got? An open river? No. We have taken the first and most important step towards securing this greatly desired result and it is in that fact the importance of its construction and completion lies."

Most Important Points.

This he said brought him to what he considered the most important point: The future improvement and the character of our inland waterways, and the absolute community of interest that exists between all sections and all interests in these improvements.

"The valleys of the Columbia and Snake rivers east of Cello and immediately adjacent to the rivers, consist of millions of acres of productive land. The climatic condition is that could

be desired and the waters of the rivers are ample to irrigate an empire. The three great elements of development and population—land, water and climate—are there, merely waiting to be coordinated, to transfer a desert into a garden. The lay of the land is such that irrigation by gravity of by far the greater portion of the land is impossible. The water must be elevated to the higher lands by pumping. Power must be developed to do this, and as a by-product of navigation, it can be produced, and in sufficient volume to irrigate all this rich but arid territory."

Mr. Teal called attention to the fact that when the expenditure of about \$100,000 in improving the upper Columbia has been made the river from Cello to the Snake will be officially navigable.

The Deschutes, the John Day, the Umatilla Rapids and all of the rest of the bad water will be there but unless further steps are taken the work of improving that portion of the river will be officially finished. Certain improvements have been made and some rocks and reefs blown out, but to term it a navigable river from a practical standpoint is to state it mildly, a misnomer.

"Officially Navigable" Is Misnomer.

"With the expenditure of about \$42,000 more Snake river from its mouth to a point above Lewiston will also be navigable officially," said Mr. Teal.

"Again what has been done and with what result? Simply this: That during the high water period boats of high power can get to Lewiston, and get there probably a few days more a season than they could 50 years ago. This is not river navigation, it is simply the poorest sort of a makeshift pending a real improvement."

The speaker said he was not criticizing the engineers in charge, but simply stating a fact and calling attention to the result of a system which should long since have been abandoned; a system as archaic as the irrigating sweep

and bucket of ancient Egypt. If this policy continues, Mr. Teal predicted, not only would the Columbia river never be navigable, but what was worse a large portion of the tributary valley would be condemned to a desert condition forever.

"Briefly, such rivers as the Columbia and Snake must be canalized," he said. "That is, at each important obstruction the river must be dammed and locks built, thus creating long pools of navigable water. But what is of equal importance, every dam so constructed will create a water power which can be used in putting water on the soil and in furnishing power for the various uses to which it can be applied, and in this way, and only in this way, can these rivers be made navigable and adjacent territory productive."

Existing Laws Criticized.

Mr. Teal criticized existing laws and regulations that hamper the engineers, and that place a veto on proposals which would tend to solve the real problems that are presented for development of the country.

There are others, Mr. Teal said, who could see the possibilities and who would take advantage of opportunities presented if the government would not "they doubtless," he said, "would submit to any reasonable regulation or restriction and will be quite willing without cost to the government to build and maintain the necessary facilities for navigation. This, however, is not the moral of this tale."

"The moral is the statement I first made that any project for waterway improvement should contemplate all the uses a river can be put to. The government has assumed, and rightly, jurisdiction over our navigable waters. It has all the machinery and means for treating the problem as one. It has departments in touch with every branch of the question and should, when opportunity offers, do its full duty in the interest of all the people. It should co-

operate, it should coordinate. In other words, there should be team play, to the end that the public should secure the greatest possible benefit from their natural resources.

"It means that we of the northwest must demand such improvements of these rivers that with navigation will at the same time be created the instrumentality which will make of these valleys counterparts of the valley of the Rhine, and where now and then we find a hamlet, and here and there an occasional settler, there will be cities and countless homes and hundreds of thousands of people producing everything the world demands."

JUDGES CALLED SEWER RATS BY MOTHER JONES

Washington, Nov. 6.—Mother Jones declared today that a general strike of all coal miners throughout the country was possible unless the Colorado mine owners stopped their "gating gun rule and ruthless slaughter of men, women and children."

"All Colorado is under Rockefeller's spell," she added. "The miners must submit to trial before sewer rats in the guise of judges."

Will Lecture on Portland.

The Portland chamber of commerce today sent a bundle of literature concerning Portland to a fair co-ed, of the Ohio State Normal school, who asked for information to use in preparing an oration on Portland. She explained that she had been assigned the subject, with particular reference to the reason for the city's location and growth. A letter was sent with the package covering additional information.

A soft answer doesn't turn away the young man who is in love.

MUNICIPAL PACKING PLANT IS ADVOCATED

Citizens Aim Blow at Alleged Monopoly of the Meat Distributors.

Believing that the present high cost of meats is due to monopolistic methods of packers and distributors, who are combined for the purpose of keeping up prices irrespective of laws of supply and demand, the Ninth Ward Protective association at a recent meeting drew up resolutions calling upon the people of Portland and Oregon to take steps toward providing a municipal slaughter house and packing plant.

The resolution asks for an initiative election authorizing the issuance by city or state of 6 per cent non-assessable bonds in small blocks from \$50 to \$100 to finance the proposition. The association alleges that the packers export their best meats to foreign countries and reserve their cheapest and poorest cuts for the local trade at exorbitant prices. The association would provide municipal and state slaughter houses, stock yards, packing plants and public markets, and would sell the products direct to the consumer at a moderate rate of profit.

The association also passed a resolution calling upon the city to take over the repair of the city streets out of the general fund, believing that such a plan would do away "with trust methods in competition." Both resolutions are signed by Peter Wikander, president; J. Landigan, vice president; William Reach, secretary, and Anders Pedersen, treasurer.

Dr. Ziegler's Dog Found.

City Physician Ziegler's dog has been found. No sooner had the afternoon papers appeared on the street than a man on the east side called the doctor, telling him a dog answering the description of the lost canine was found in the east side's automobile. The owner of the car allowed the dog to ride home with him, and was later turned over to the owner.

Would Sell Strawberries Here.

Louisiana strawberry growers are trying to find a market for their product in Portland, according to a letter received today from the Independent Farmers' association by the Portland Chamber of Commerce. Some berries from the southern state already are disposed of here, but the association thinks it should sell more. The inquiry covers amount of consumption and prices paid.

Tableware Stolen.

Rockwood, Or., Nov. 6.—Rockwood grange discovered when it gave a dance Saturday that someone had crawled through a hole in the concrete basement wall of the grange hall and stolen 65 pieces of tableware valued at \$40. The dishes were kept in an unlocked safe.

To Pave Wall Street.

Kenton, Nov. 6.—Wall street will be paved between Edwards and Lombard and bids for materials have been received.

Largest Women's Garment and Millinery House in the Northwest, Occupying an Entire Five-Story Building

\$5.50 Waists \$2.98
Charming models in plain and striped messelines, combined with velvet and chiffon. Some in new yoke effects, others with smart, turn-down collars. Long and short sleeves. Regular \$4.50 to \$5.50 Waists, only.....

EMPORIUM

PORTLAND'S FINEST FASHIONABLE MILLINERY STORE
124-126-128 SIXTH ST. JUST OFF WASHINGTON

\$10 Dresses \$5.55
Lovely little frocks of wool matelasse. The colors are brown, Copenhagen, navy and taupe. Some Serge Dresses in tan, brown and navy. Dresses selling regularly for \$10.00, offered special for this sale, only.....

Great New Garment Capture Is Town Talk!!

400 More Ostrich Hats

Worth \$8.50
\$10 and \$12

\$3.98



Hundreds of Women Are Buying a New Suit or Coat at 1/3 to 1/2 Off!

THIS week the new management is breaking all former selling records at Portland's Emporium. From far and wide, women have come to profit by the tremendous savings made possible through our New York capture of Suits, Coats and Dresses. The overloaded makers take the loss—you gain. Now is the time to test our value-giving power. The savings are absolutely unparalleled, for this time of year. Come tomorrow.

To \$35 Suits and Coats at \$19.85

—Only 285 of these stunning Suits and Coats left to tell the tale of this remarkable purchase! All models are those most seen on the smartly dressed women of New York. The cuts are the newest, the fabrics are the noblest! Come in and select one for yourself. Two exactly as illustrated.

\$25.00 Suits at Only \$16.55

—Exactly 93 smart Suits in this lot! Splendid men's wear navy serge, in plain tailored style; also novelty Suits in eponges, Bedford, poplins, chevots and diagonals. New mahoganys, taupe, navy and other attractive colors. See illustration at left.

THE most tremendous offering of Ostrich trimmed hats ever made in Portland! Every one spic and span new, the very latest, chic models shown by the best milliners of New York and Paris.

We have just bought a huge stock of ostrich plumes, fancies and bands, in black, white and colors, from a New York importer who was heavily overstocked. We wish to let our patrons share our good fortune!

Think of it! The season's smartest Hats with the newest ostrich trimming—small, medium and large sizes, in black, navy and brown. No two alike! Every Hat—trimmed—is worth considerably more than the price asked.

Be here promptly on the stroke of 9 to make an early selection. The moment the doors open, we know there will be a tremendous rush to take advantage of such unusual values! Remember, Ostrich Trimmed Hats, worth up to \$12.00, for only.....

\$3.98

\$20 Suits at \$12.95 Excellent Suits of blue serge, lined with guaranteed Skinner's satin. Also fancy mixtures in the lot.	\$18.50 Coats \$11.95 The jauntiest new coats for fall and winter. Bouclet, Zibelines, Diagonals, Mixtures, etc. Coats in all styles, serviceable and stylish.	\$22.50 Coats \$14.85 Stunning models in Chin-chillas, Zibelines and Novelty Weaves. Pretty Klono and set-in sleeves. A limited number left. Come early.
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