

TAGGING PRISON OUTPUT URGED

Identification of Goods Put Out by Convict Labor Is Suggested

Tagging prison-made products to distinctly identify them from those of "free" labor will serve to eliminate one of the chief objections raised in connection with the marketing of prison goods, in the opinion of a committee of penologists, manufacturers and labor representatives which has been acting as an advisory body to the department of commerce in a study of prison industries.

According to the committee the "differentiation" obvious to the buyer would make it possible to sell similar goods even in the same retail store with different prices for the prison products and the "free" products. The only other alternative to this tagging method the committee believes, is the removal of prison-made products entirely from the open market. (The report has been accepted by the entire committee except by two dissenting letters which are to the effect.)

The nation-wide survey of prison industries was undertaken by the department of commerce as a result of urgent pleas by various groups of manufacturers who claimed that their respective interests were being seriously affected by the competition of prison goods. In offering the results of its study, the department makes it plain that it is presenting the facts only as developed.

Discussing proposed remedies for the present situation in connection with marketing prison-made products, the report reveals that while the ratio of prison goods to the total manufacturing output of the country appears negligible, in the case of certain commodities it reaches an appreciable figure. Binder twine is instance, where the proportion of prison output is substantially higher than the general average. To a lesser degree, this situation prevails in the case of shoes, brooms, furniture and certain types of men's shirts.

Different states have different methods of marketing their prison-made goods. Eleven states sell their prison products for government use only (this includes federal, state, municipal and county institutions); thirteen states sell to brokers, wholesalers, retailers and consumers in addition to manufacturing for government use; and 24 states sell prison-made goods to private distributors or labor to contractors who seek private profit in reselling those products to wholesale and retail dealers.

Some of the prisons make regular cost analyses of their products, the investigation showed. It was found that in two institutions making the same class of shoes, prison labor costs were estimated in one at 15 cents while in the other no charge was made for this item. In "free" factories labor costs for the same shoe are around 45 cents per pair. For binder twine labor costs are figured at less than one-half cent per pound in two prisons, as compared with one cent per pound in "free" factories. Labor costs on work shirts in prison factories operating under contract are figured at 75, 90 and 91.5 cents per dozen work shirts, as compared with an average of \$2 per dozen for six free factories. No prison industry was found paying workmen's compensation insurance. In only one prison study was it found that the contractor paid rent, although in most cases he did pay for light, heat and power. Referring to this matter of production costs, the committee declared that "if anything approaching normal efficiencies of operation can be attained with the use of prison facilities and labor, the total costs of production are obviously below those of the manufacturer who must meet large overhead expenses as well as employ free labor."

Pointing out that the problems connected with prison industry are essentially state rather than federal matters, the committee, concluding its letter, emphasizes the fact that a solution of these problems must be found. "Otherwise," it declares "prison industries must cease and prisoners kept in idleness or the manufacture of products competing with the prison output will become impossible."

DRIVES CHRYSLER ACROSS COUNTRY

The old idea of a woman's place being anywhere except behind the steering wheel is fact becoming a myth. Her accomplishments in the last decade, over land and sea, by airplane, speedboat, and motor car, have revised all previous conceptions of feminine capabilities.

That transcontinental trips by automobile no longer hold terror for the modern woman driver is seen by a letter recently received by J. W. Frazer, general sales manager for the Chrysler corporation at Detroit, from Miss Jessie C. Cauley, of Vallejo, Cal., who covered the 3,067 miles from the Chrysler factory at Detroit to San Francisco, in five days and 13 hours, an average of approximately 500 miles a day, in a new Chrysler coupe.

The drive was an unusually severe test—even for a man driver. Leaving Detroit in a car that had not been broken in, she made the first lap of 624 miles from Detroit to St. Louis in 19 hours, driving in the early morning through comparatively heavy traffic, fog and detours made necessary by floods. During the next

day's driving, congested roads reduced the total to 414 miles and the third day brought her to Trinidad, Colo., and Raton Pass with 550 additional miles on the speedometer. Passing through the desert and Santa Fe, she stopped the following day at Barstow, Cal., with a total mileage for the day of 602. On the fifth and last lap, Miss McCauley made the cut across the Mojave Desert in a sand storm so fierce her speed was less than 30 miles an hour for hours on end. She arrived, however, at San Francisco, 849 miles from the starting point for the day, and five and a half days from Detroit. In her letter she said she made the entire trip without breaking the speed laws in any state from Michigan to California. Miss McCauley's trip is the more remarkable when it is taken into consideration that she is only 5 feet 1 1/2 inches tall and weighs but 105 pounds. Her introduction to the automobile came 14 years ago when she experienced a severe illness and being unable to walk, took to driving. Since then she has covered approximately 200,000 miles at the wheels of 38 different cars.

"The Chrysler performed perfectly," was her only comment about the trip. "I should like to do it over again."

CHANGE OF POLICY TALKED BY BOARD

By FRANK I. WELLER
Farm Editor

Associated Press Feature Service
WASHINGTON.—(AP)—Speculation has arisen as to whether the federal farm board may alter its policy in disbursing the \$500,000,000 established for the rehabilitation of the farmer.

Washington sees a change as possible because of President Hoover's transfer of the division of cooperative marketing from the department of agriculture to the board.

The board has had to battle a widespread impression that the government virtually is going to give away a half billion dollars, and that if the individual farmers from the revolving fund are not paid back congress will remit them.

As a result hurried applications have been made for loans without attention to conditions specifically set forth in the agricultural marketing act. Frequently the applicant is an obscure cooperative with meager organization and not even a bookkeeper.

Convinced that its duty is to make loans only on adequate security, it has been the board's policy to urge all cooperatives handling the same commodity to join a central cooperative marketing body of such character that the board safely can finance its activities. Thereby, cooperatives seeking loans for the assistance of their members might get them in orderly fashion from their superior organization.

There are, in round numbers, 12,000 farm cooperatives. Some are well managed and substantial. Others are not. A number of them are capable of qualifying for government loans, and some have. A far greater number have not and probably cannot without material changes in organization.

Only the division of cooperative marketing knows what and where such cooperatives are. Now that the division has become a part of the farm board organization, all of its facilities developed by Chris L. Christensen, secretary to the board and former chief of the division, may be woven into an extremely important informational unit under the leadership of A. W. McKay. Its legal advisor, L. S. Hulbert, has been assisting the board for weeks, determining the status of cooperatives applying for loans. B. B. Derrick, its extension officer, has been assisting the organization of cooperatives. The transfer gives the board the entire staff of about 20 experts in the cooperative marketing of farm commodities.

ARMY ENGINEER IS NEVER TAKEN SICK

NASHVILLE, Tenn.—(AP)—Fifty-six years old, a soldier all his adult life, and not on sick report once in his 34 years in the United States army—

That is the measure of Maj. Gen. Lytle Brown, named chief of army engineers to succeed Lieut. Gen. Edgar Jadwin.

The general's best booster is his wife. "He's as plain as an old shoe," she says, "and I believe the people of territories subject to river overflow will find him a good friend. And when he undertakes a job he sticks to it until he's done."

News of the appointment of General Brown came as a surprise to Mrs. Brown.

"The first I learned of it was in the newspapers," she said. "I thought General Brown was still in Panama. My son, Lytle, received a telegram from him on the day of his appointment but he didn't say anything about the appointment. It merely said that we would live in Washington, instead of Panama."

One of the principal duties of the new engineer chief will be flood control work. Four assignments as chief of engineer districts have fitted him for that phase of his duties.

At Muscle Shoals, Ala., where he was in charge of construction of Wilson Dam from 1919 to 1920 he won the approval of the people of the three cities adjacent to the dam, and public tribute was paid him when he was transferred. In addition, he served as engineer of the Chattanooga, Louisville and Nashville districts.

Born in Nashville, he has always called this city his home and maintained a home here.

Follow the sports in The Statesman; full sport news reports fresh each morning.

Weather Advice Planned For Aviation on 24 Hour Basis, Says Bureau Head

Continuous weather advice for pilots of aircraft, and for the 24 hours of the day if flying schedules so require, is the objective of the weather bureau in its aeronautical meteorology service, said C. F. Marvin, chief of the bureau, in his report to Secretary of Agriculture Hyde covering the year ending June 30, 1929. Full service is limited by the appropriations for the service. Professor Marvin, in the report which was made public today, also directs attention to certain confusing situations that arise from the distinctions necessarily drawn between "official" airports, as designated by the department of commerce, and those not so classified as yet.

"It is highly important," said Professor Marvin, "that all aviation interests understand just how the air commerce act works out in practice. A great many cities, large and small, have already set about developing what we may now call local airports, either privately owned and operated, or under municipal control. New cities are being added to the lists almost daily. These localities need and expect adequate weather service, and it is the policy of the bureau to supply it as far as possible. Its appropriations, however, are always made to put into operation a definite program of work laid out several months in advance for airways and airports designated by the department of commerce as official.

Manifestly, the bureau has no special funds that can be diverted to outside activities. The case is further complicated by the utilization in the same metropolitan area of two or more airports which, in the meteorological sense, are closely contiguous. One of these is often the official airport, and sometimes questions of rivalry and competition are factors with which the weather bureau must deal in its desire to render its services equally and impartially to all."

Outlining the difficulties attending extra service, Professor Marvin continues by saying, "The bureau is always glad, however, to give consideration to special situations, and occasionally some arrangements can be made to meet peculiar conditions. The cooperation of the transport and aviation interests is earnestly solicited by the bureau to realize full and complete utilization of those official airports and of the facilities as they are maintained by the government, rather than to plan for a great multiplication of places where nearly identical information is desired. From the very nature of the situation it is difficult to render service as rapidly and widely as aviation itself advances."

Professor Marvin also commented on the advances in the international movement for reporting and forecasting weather at sea, and also referred to the economic returns from the weather bureau services of warnings against frosts and against conditions favorable to the spread of forest fires. Under informal agreement the principal maritime nations of the world now enlist selected ships of their own registry. These ships observe and report weather conditions at least twice a day. Forecasts indicated by these reports go into the international exchange of weather information by radio.



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SCOUTS BLAZING TRAILS IN PARKS

GLACIER PARK, Mont.—(AP)—Like the trail blazers of pioneer days, Eagle Scouts have completed their fifth season in hewing paths through the forests of America's national parks.

Two and a half miles of completed forest trail that is not merely a footpath but a three feet wide passage between Red Eagle Landing and Sun Camp in the Glacier National park stands as a result of their three year effort.

In 1924 and 1925, scouts built trail between Rockwell Falls and Cobalt lake in Yellowstone park. E. G. MacLay, scout commissioner of Great Falls has brought to a successful conclusion, a plan which he hopes to extend next season to other national playgrounds.

Forty-three boys, most of them from Montana but the others representing 18 states separated as far as the width of the continent made up the crew of 43 at Sun camp this year. Their expenses are paid while they are in the park and they work five hours a day.

MACDONALD VISITS IN CANADIAN CASTLE

OTTAWA.—(AP)—When Ramsay MacDonald comes to Ottawa after his visit in the United States, he will be the guest of the Canadian government at historic Rideau hall, official residence of the dominion's governor general.

In the huge stone turreted mansion which resembles a European castle, Mr. MacDonald and his daughter Isabel will move in an atmosphere of old English empire formality. Within its great rooms, the

present prince of Wales and his popular grandfather, King Edward VII, were feted and cheered with traditional colonial loyalty. Mr. MacDonald is to be honored at a state dinner in the executive mansion, at which he will deliver what will probably be his only speech in Canada.

It is expected he will tell the Canadian people about his discussions with President Hoover on the disarmament question.

While his visit to Canada is said to be of no domestic political significance, it is believed he will discuss with Premier MacKenzie King the question of Canadian absorption of some of the 1,500,000 unemployed in England.

According to a tentative schedule, Mr. MacDonald will leave New York October 14 for Niagara Falls. It is believed he will stop at Toronto for a short time on his way to Ottawa where a stay of three days will be made. After that he will visit Montreal and Quebec, sailing from the latter city for England, October 26.

Informed motorists say, "Buy an EIGHT"

The informed demand today is unmistakably for the Eight. This swing of public preference is developing with unprecedented rapidity. Nobody can predict what chance a Six will have in next year's used car markets. Consider the facts: During the first seven months of this year, in 43 states,* registrations of new cars over \$1000 showed a 94 per cent increase in Eights—and an 18 per cent decrease in Sixes. Every high-priced American car is an Eight. In fact, over 41 per cent of all American makes of cars are Eights. And Studebaker, enjoying its seventy-seventh successful year in business, sells more Eights than any other manufacturer in the world.

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