

Bigger and Better Than Ever



Rebuilding the Home of the Pacific International Livestock Exposition

Above are pictured the new buildings, August 23rd, just one month after the fire. When people heard that the Pacific International Livestock Exposition at Portland had been destroyed, it was like a blow to the face. But the indomitable spirits who formed it first, who labored for its establishment and continuance were not daunted.

Within a few days, work had been begun on a new home, "bigger and better than ever," and now it is nearing completion. The contractors have promised to have it done and ready for occupancy by October 25th, and the great Exposition will open its doors to the public on the morning of November 1st with a larger and more beautiful show than ever in its history.

The new structure is modeled in general after the old one, for the arrangement and plan of the former one was hard to beat. The stadium has been enlarged, however, and forty feet have been added to its length, and the seating capacity has been increased to 7000.

The horse department has been enlarged and improved, as has the poultry department, while the boys' and

girls' clubs will have a department exclusively for their exhibits.

Magnificent animals from all over the United States will show what breeding and scientific care can do with the race of dairy cows. World record animals of various breeds are promised and the dairy department will be a union of beauty and utility not to be surpassed anywhere in the world. The breeders of cattle vie with each other for numbers and excellence, and there is always a sportsmanlike struggle in the show ring between breeders for the coveted blue ribbons.

Collected within the walls of the immense Exposition building are not only the finest dairy cattle to be found anywhere in the world, but hundreds of other animals, representing the time, labor and thought and work of centuries to bring them to as near perfection as the ingenuity of man can compass. Nor is this all. The products of the soil in their glory of color and fragrance, the accomplishments of the boys and girls in useful endeavor and other things worthy of study and enjoyment will be found at the Pacific International Livestock Exposition, November 1 to 8 inclusive.



WISCONSIN LABOR WORKS LONG HOURS

LaFollette Has Not Helped Working Man in State He Controls.

Portland, Or.—(Special.)—Labor that is following LaFollette had better look to performance of the LaFollette program elsewhere rather than rely upon the promises of what the plan offers labor, according to a statement issued by Chairman L. L. Patterson of the Republican State Central committee here. He said a study of the way the LaFollette program has worked out in Wisconsin will prove a bitter disappointment to labor.

One would suppose, he said, that in Wisconsin, where LaFollette and his policies have been enthroned without interruption for a quarter of a century, the status of the laboring man would be ideal. If not entirely perfect, it would be assumed conditions there would certainly be far better than in any other state of the union.

As a matter of fact, the contrary is the truth. An examination of official wage statistics shows that wages in Wisconsin fall far below the average wage level of the country as a whole.

The manufacturing section United States census of 1919 shows that the average monthly wage in the manufacturing industries of the country was \$96.50. The same report shows the average wage in Wisconsin was only \$91.69. When ranked with other states, Wisconsin stands 29th in its average wages.

Later studies of wage scales show that the situation still obtains. The average weekly wage paid in Wisconsin in all industries in June, 1924, as stated in the report of the Wisconsin Industrial Commission, was \$23.93. Strange to say, while wages elsewhere have risen, they have declined in Wisconsin in the past four years, the average wage in July, 1920, being \$27.73, in comparison with the above figure for this year. Yet the LaFollette group has been in undisputed control in Wisconsin during these four years.

Hours of labor in Wisconsin are long. In the country as a whole, 48.6 per cent of wage-earners in the manufacturing industries work 48 hours or

less a week, according to the U. S. census of 1919. In Wisconsin, however, only 31.3 per cent of the workers in the manufacturing industries enjoy a 48-hour week, or an eight-hour day. Among the states, Wisconsin takes the humble rank of 39th in the percentage of its industrial workers who enjoy a 48-hour week or one of less hours.

Obviously, then, the political economy of the LaFollette regime in Wisconsin has not made the lot of the wage-earner any happier than in the rest of the nation. Indeed, it is less advantageous than that of the worker in most of the states, viewed from the double standard of hours and wages.

If LaFollette, with a free hand for his policies for 25 years in his own state, has been unable to help the working man there even so much as to place him as well off as the average working man throughout the country, how idle it is for the working man in Oregon to expect any benefit for himself by voting for LaFollette.

Public Debt Reduced.

The public debt has been cut down more than \$3,000,000,000 since 1921. This means an annual saving of more than \$155,000,000 in interest alone. Taxation has been reduced by the closing Republican administration \$1,250,000,000 annually, or more than 50 per cent in three years. During the present fiscal year, tax receipts will show a saving to the people of approximately \$6,000,000 a day, compared with 1921.

Foreign Policy Sound.

The republican platform on foreign relations outlines a policy which, carried out with the common sense, clear vision, and courage of Calvin Coolidge, offers the American people a constructive course of honor, safety and progress, for its own and the world's good. It offers the only policy which, at the present time, means the possibility of accomplishment.—Dawes.

I. N. I.

The shades of night were falling fast. The fool "stopped on it" and sped past. A crash—he died without a sound. They opened up his head and found—Excelsior!

Overheard in the Kitchen.

Mistress—Who broke that china jug?
Maid—The cat, mum.
Mistress—What cat?
Maid—Why, ain't we got one?
London Daily News.

RAIL UNIONS KEEP FREIGHT RATES UP

Farmers Cannot Hope For Any Relief If LaFollette Is Elected.

Portland, Or.—(Special.)—Farmers of the Northwest who expect LaFollette's plan of government ownership of railroads to give them lower freight rates are doomed to bitter disappointment, in the event he should be elected and be in a position to make his plans effective. It was declared at the Republican State Central committee headquarters here by Chairman L. L. Patterson.

The fact is, Senator Patterson said, the railroad unions are trying to hoodwink the farmers in the Northwest states into belief that lower freight rates will come along with government ownership. It was said the contrary would, in all probability, be the case.

"The LaFollette platform says never a word about lower freight rates for farmers or anyone else, despite the fact they are highly desirable," said the state chairman. "If LaFollette or his close advisers believed for a minute government ownership would bring about lower freight rates on farm products, the promise would unquestionably have been dangled as bait in the platform."

"If one will look into the railroad question a little he will find that the chief obstacle in the way of lower freight rates, which our farms need very much, is the high scale of pay that has been forced by the railroad unions."

"We farmers have very little in common with the railroad unions when it comes to working together. Our interests are not the same. What we want from the railroads is lower freight rates. The unions are pressing constantly for higher wages, which precludes lower rates."

"The railroad unions are the ones who are getting the money from higher freight rates. The average wages per hour of railroad employees is now 123 per cent higher than it was in 1916 before any rates were advanced. Here we see the chief reason why rates cannot go down."

"Total earnings of the railroads in 1923 were \$2,666,000,000 more than in 1916. Wages paid the same year, exclusive of officials, amounted to \$1,544,324,000 more than in 1916. Out of every \$1 in increased earnings from more traffic and higher rates, the lines paid 58 cents out in higher wages."

"Increase in freight charges on farm products that moved to market between 1916 and 1923 amounted to about \$330,000,000. Of that amount, the railroads at once handed over to their employees \$191,400,000, or more than half. The railroads were able to retain none of these higher rates for the companies, for net operating income has never been so high since 1916 as in that year."

"Higher costs of operation cut down the net, with increased expenses in all lines and more taxes. Wages and taxes take two-thirds of the railway income."

"Another reason why rates cannot come down is that the 26 months of government operation increased expenses of the railroads from \$8,194,521 a day to \$14,310,449, or \$6,205,928 a day."

"In the first five months of 1924, operating expenses averaged \$12,550,000 a day, or \$1,760,000 a day less than at the end of government control. So a cause of the higher rates we suffer is the fact there is still left almost \$1,500,000 a day of the increase in operating expenses that occurred under government control."

"When the farmers understand the reason for high freight rates and realize that railroad labor takes more than half of rate increases for itself, they cannot make common cause with the rail unions and expect to get anything in the way of lower rates. Unquestionably, if the policy of government control, under which expenses were vastly increased, were restored, as LaFollette proposes, rates would go higher."

National Finances Restored.

As a result of the financial policies of the republican administration since March, 1921, the United States has taken the position of the leading commercial and financial nation of the world. The dollar has become the international standard of value. With possibly one exception, the United States is the only nation that participated in the world war that has reduced its expenditures, its debt and its taxes since the war. It was the first of the nations participating in the war to get its budget balanced.

Postal Savings Effectuated.

Three years of careful and economical administration by the Republican party has cut down the deficit in the postoffice department \$117,489,609.

(Paid Advertisement)

Which State Will Grow?

Washington . . . NO Income Tax
Oregon . . . INCOME TAX
California . . . NO Income Tax

WE HAVE EXAMINED copies of the documentary evidence as to the effect of a state income tax upon Oregon. We are satisfied as to the genuineness of the documents.

We find that this evidence substantiates the claim that many millions of dollars have been diverted from investment in Oregon industries that would provide a home market for Oregon agricultural products.

We find the damage is so serious and of such extent that we appeal to our neighbors and to voters in all parts of Oregon to vote for the repeal of the present income tax and to oppose the enactment of any new state income tax bill, at least until such time as the other Pacific Coast states have enacted similar legislation so they cannot grow at Oregon's expense.

We do not object to paying a state income tax, but we do object to imposing a tax that keeps capital out of our state, retards state development and tends to leave our farmers dependent upon distant markets.

We resent the tendency to give Oregon the reputation of being a "backward state." Oregon's resources and the courage and enterprise of her pioneer people entitle her to a great destiny. Let us all join hands to rid Oregon of legislation that handicaps Oregon development.

READ THE NAMES OF THESE SIGNERS:

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Callister, F. E., Albany.
Cusack, J. B., Albany.
Davis, R. W., Albany.
Mason, Rocky E., Albany.
Nebergall, H. L., Albany.
Williamson, E. B., Albany.
Snyder, C. C., Brownsville.
Stanard, H., Brownsville.
Halverson, H. E., Harrisburg.
Bond, B. M., Halsey.
Cross, E. F., Halsey.
Frum, O. W., Halsey.
Koontz, C. H., Halsey.
Taylor, D., Halsey.
Mayer, J. C., Lebanon.
Evans, Milton, Corvallis.
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N. G. Wallace, Prineville.
Carl G. Washburne, Eugene.
T. C. Wheeler, Cottage Grove.
J. L. Gault, Corvallis.

VOTE For Repeal

L. Barnum, The Dalles.
L. J. Chapin, Salem.
E. G. Favell, Lakeview.
August J. Strange, LaGrande.
E. J. Kurath, Hillsboro.
Jess R. Lasswell, Oakland.
R. J. Hendricks, Salem.
Hal E. Hoss, Oregon City.
Wm. H. Daughtery, Echo.

312 X Yes

W. C. Dalton, Klamath Falls.
P. F. Chandler, Canyon City.
W. C. Stewart, Dayville.
W. S. Ferguson, Athena.
H. W. Gard, Madras.
F. S. Butt, Huntington.
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Elbert Bede, Cottage Grove.
W. F. Hamans, Ontario.
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