

I. W. W. SCOFF AT VIEWS ON UNREST

Crowd Packs Room While Colonel Blethen Urges Giving Jobs to Idle.

ORGANIZER ALSO IS HEARD

Newspaper Publisher Would Prohibit Street Speaking—"Revolutionist" Would Put End to Wage System.

SEATTLE, Aug. 12.—Scores of Industrial Workers of the World crowded into the hearing room of the Federal Industrial Relations Commission today, and, silenced by a rebuke from Commissioner Lennan, reflected their views of testimony by laughter and muttering. The testimony of two witnesses, Colonel A. J. Blethen, publisher of the Seattle Times, and James P. Thompson, who organized the Industrial Workers of the World, of the Lawrence (Mass.) strike, touched frequently on the organization.

Colonel Blethen, who has fought the Industrial Workers of the World movement through his newspaper, caused amusement with his account of gatherings of members of the organization under his office windows, often with the purpose, he said, of telling what a "son-of-a-gun" he was. His employees on an upper floor frequently left their work to hear him attacked, he declared. Vigorous applause followed this and the Colonel laughed.

"The way to cure social unrest is to give men jobs," Colonel Blethen told the Commission.

Unrest Laid to Idleness.

"Men who are employed are happy and those who are idle are unhappy. Idleness is the cause of social unrest, and out of it grows street speeches, or, as we call it, the talk of the I. W. W. I do not think the agitators should be permitted to speak in public streets.

"The strike, the lockout and the boycott ought to be written into the law. The day has arrived when employers and employees should arbitrate and conciliate."

Wage System Blamed.

"Until the wage system is abolished the world will not be at rest," he said. "The working class and persons who are afraid of losing their jobs if they told the truth. He suggested as a means of getting at the facts interrogation of 'revolutionists' like himself."

Workmen Suffer from Unrest.

"The working class is suffering from the unrest," he said. "The working class is suffering from the unrest, and the working class is suffering from the unrest."

Wages are Low, Hours are Long.

"Wages are low, hours are long and the work hard," he said. "The men are victimized by employment agencies to the last degree."

"Ordinary Laborers are Paid about \$26 a Month and Board."

"Ordinary laborers are paid about \$26 a month and board. If they are married and board themselves they are allowed \$10 a month and board. But when a single man is ill or otherwise incapacitated for work he is charged \$20 a month for board."

"When penniless men are sent out on jobs their baggage is held for their transportation and fee."

"When penniless men are sent out on jobs their baggage is held for their transportation and fee. When they finally earn enough to recover their baggage they can change their clothing."

Mr. Brown produced pay slips to show that two wage reductions have been made among unorganized sawmill workers within the last year.

Mr. Brown produced pay slips to show that two wage reductions have been made among unorganized sawmill workers within the last year. Simultaneous with the last reduction in one camp, the witness declared, the price of wood, which is sold to employees, was raised. There has been no attempt to lower wages in organized camps, according to Mr. Brown.

E. B. Ault, editor of a local labor paper, declared that many laws were official to labor in this state are not enforced.

PLAN CHEAPENS REGISTRY

New System of Listing Voters Is Submitted to County Clerks.

EUGENE, Or., Aug. 12.—(Special.)

A new system of registration, expected to eliminate 75 per cent of the cost of enrolling voters, is outlined in a bill submitted to the County Clerks of Oregon by the Republican Club of Marion County.

The system is a card index dispensing with binders, loose leaves and equipment.

The system is a card index dispensing with binders, loose leaves and equipment. The cost of printing is reduced one-fourth.

Voters register on cards adapted to use in the metal card files every county possesses.

Voters register on cards adapted to use in the metal card files every county possesses. The cards are kept on file. County Clerks are required to remove the cards of all electors who fail to vote once in four years. For elections in every precinct as shown by the card index. Only two electors instead of six are needed to administer oaths at polling places.

LEGAL DEAD MAN SOUGHT

Wilkesbarre Asks Marshfield to Find Resident Gone 16 Years.

MARSHFIELD, Or., Aug. 12.—(Special.)

Chief of police Carter, of this city, has a communication from Wilkesbarre, Pa., asking for information about Matthews J. Jennings, formerly of that city.

Jennings has been missing from Wilkesbarre for 16 years and has been declared legally dead.

Jennings has been missing from Wilkesbarre for 16 years and has been declared legally dead. The inquirers say they have heard that Jennings has been on Coos Bay and relatives are searching for him.

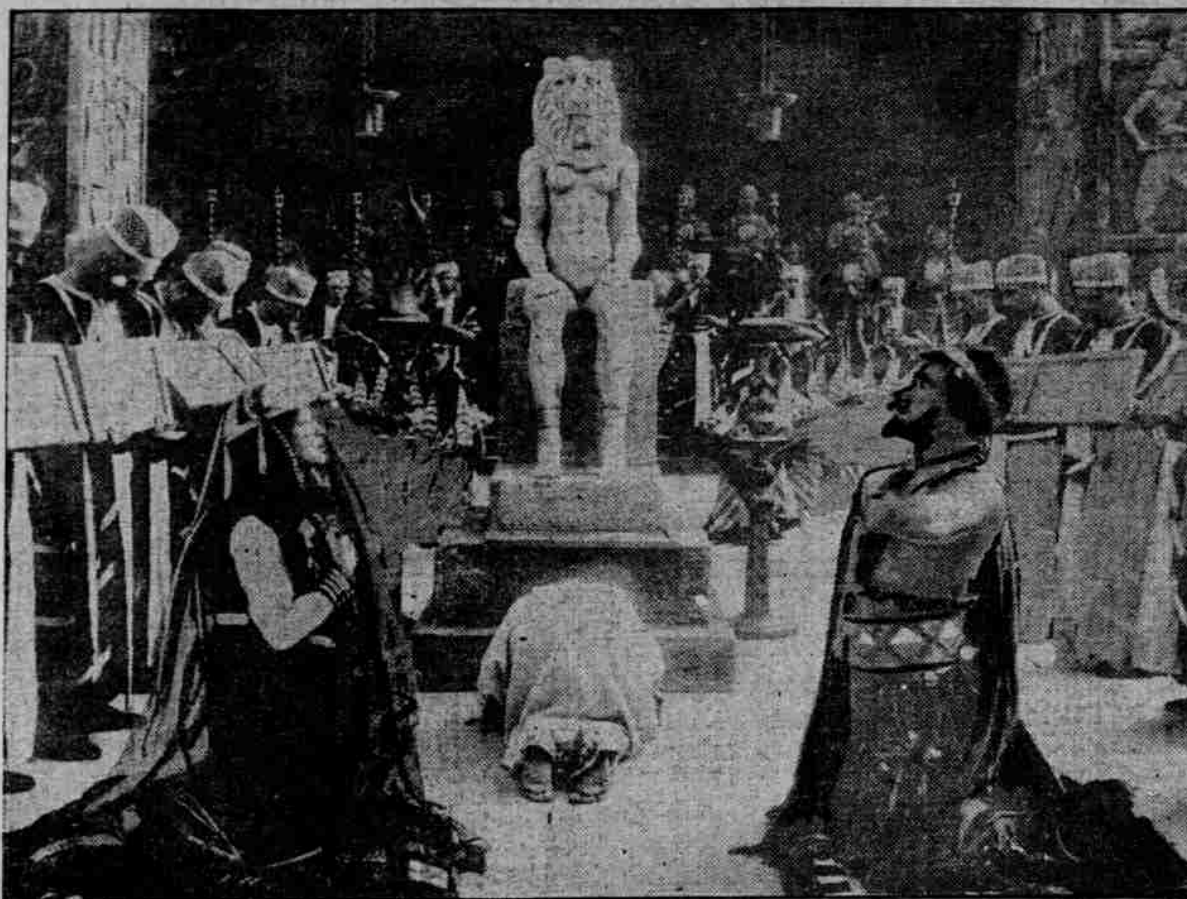
No trace of Jennings has been found here.

Bridge Falls, Pedestrian Hurt.

ST. HELENS, Or., Aug. 12.—(Special.)

Milton Creek bridge, in West St. Helens, collapsing as he was crossing it this morning, J. Case, superintendent of the Columbia County Poor Farm, was seriously injured. Workmen were engaged in tearing down the bridge at the time of the accident. Removal of this bridge is the first step toward work on the St. Helens-Pittsburg highway under the bond issue.

GLIMPSE OF GREAT PHOTO PLAY PRODUCTION AT THE HEILIG.



"CABIRIA"

MORE LUMBER SENT

Alaska Vessels to Take All They Can Carry.

STETSON TO LEAVE TODAY

Cargo Will Include 16,000 Cans and Other Goods—N. F. Titus, Manager of Line, Will Go as Far as Skagway.

Lumber shipments from Portland to Alaska cities have increased to such an extent that the next three vessels to be dispatched will have all they can carry and at the same time take care of other shipments, says N. F. Titus, manager of the line, who leaves on the steamer J. B. Stetson this morning for points as far as Skagway on business connected with the future movement of tonnage.

With 16,000 cans that went forward on the Stetson last night, the Portland Steamship Company has caught up with the orders of the American Can Company, though up to this time there has been a rush to make deliveries as fast as canneries demanded.

Shingles Also Carried.

The Stetson has aboard 75,000 shingles as well as 100,000 feet of lumber, 10,000 box shooks and fully 200 tons of miscellaneous goods, while three horses are going to Juneau.

The movement of canned salmon is on in full swing so southbound cargoes are assured for some time, and since Portland lumbermen interested themselves in the Alaskan market and sent a representative to meet buyers, a material improvement has followed.

In equipping the steamers with temporary shelters on deck so as to enlarge space for general cargo to be protected from the weather, sufficient storage room remains for large lots of lumber, so 200,000 to 300,000 feet can be carried.

Others to Go North.

Mr. Titus is to be accompanied by Mrs. Titus on the voyage and others to go as far as Skagway include Mrs. Gans Miller and daughter, Mrs. Flora T. Enders, A. B. Wilcox, B. A. Labbe, Mrs. E. Johnson and Mrs. Myrtle Clayton. Mrs. E. K. Merry is bound to Dawson, Mrs. F. W. Elliott for Fairbanks and J. R. Dodson for Juneau.

The trip on the Stetson is proving popular with tourists and vacationists as she makes the run to Skagway and return in about 14 days.

BRITON GIVES GERMAN COAL

Cruiser Leipzig Secures Aid From British Ship Prior to War.

One of the ships in the public marine eye now, because she is on the high seas with a valuable cargo of creosoted ties, is the British steamer Lord Seton, which left here over a month ago and finished loading on Puget Sound, getting to sea July 16 for Karachi, India. She has 3,785,839

feet of the material that is destined for the British government.

The Lord Seton, laden with coal, made Magdalena Bay on her way up the Pacific, and there she sold 2100 tons of coal to the German cruisers Nürnberg and Leipzig, which are now off the California coast. Of course, that was early in May, and other than the inner circles of Continental Europe there was no thought of war.

From there she went to Unalaska and got rid of 900 tons and discharged the remainder here, loading a part cargo of ties and completing on Puget Sound. One subject of King George remarked yesterday that if it had not been for the fuel delivered at Magdalena Bay by the Lord Seton the Kaiser's sea fighters might not now be off the coast menacing shipping.

PORT OPERATES MULTNOMAH

Commission Will Pay Government Dredge's Operating Expenses.

Realizing that a most serious delay to channel work in the Columbia would follow the withdrawal of the entire government dredging plant, the Port of Portland Commission has come to the aid of the War Department by setting aside money for the running expenses of the dredge Multnomah, working lately at Walker's Island, so she can be continued in service at least two months. It is understood that in return for the assistance, the Multnomah will dredge at Slaughter's and complete the new straight channel at Tongue Point to a depth of 25 feet and width of 300 feet.

By so doing the dredges Columbia, Willamette and Portland, of the Port of Portland fleet, can continue on the upper bars so as to obtain a depth of not less than 30 feet this year. The Port of Portland also diverted \$475,000 to the fund for improving the mouth of the Columbia early in the year, so that project was kept going until Monday and the last \$50,000 will be paid this week.

PORTLAND FLEET IN CHILE

War Holds Grain Vessels at Valparaíso Until German Cruisers Go.

Among 60 vessels tied up at Chilean ports because their owners fear to have them proceed to sea is a small fleet listed for Portland to load wheat and lumber. No private advices have been received as to the prospect of getting any of the ships started northward, further than that with assurances that the German cruisers either leave the Pacific or are captured, some of the British ships will venture out.

Among those listed to load here is the British bark Crown of India, lying at Valparaíso since June 6; the British bark Englehorn, which reported there July 14; the Russian ship Thomasina, there since May 22, and the British transport Knight of the Thistle, which reached Valparaíso July 14. The British bark Invercauld is bound there and sailed from Geelong July 2.

GRACE LINERS IN SATURDAY

Buyers to Be Entertained at Luncheon on Santa Cecilia.

Detained at San Francisco to discharge part of her New York cargo, the Grace liner Santa Cecilia did not sail for Portland until yesterday, so a luncheon, arranged aboard to permit buyers from the interior to view a mod-

ern vessel that is to ply through the Panama Canal has been postponed until Saturday noon. The steamer will be in port in plenty of time for the preparations to be made.

G. M. McDowell, Portland agent of the fleet, was informed yesterday that the departure from Tacoma of the British steamer Colusa, of the Grace South America service, has been delayed, so she is due here Saturday as well. It is supposed that many buyers interested in shipping will also visit the Colusa, for, while under another flag, she is controlled by the same interests and is one of the largest and most comfortable vessels of her class on the Coast. Like the Santa Cecilia, she is strictly modern. Her passenger accommodations are like those of an exclusive passenger vessel.

lowered a boat and sent the Roamer supplies, but the Roamer crossed in at 11.

ASTORIA, Or., Aug. 12.—(Special.)

The steamer Geo. W. Fenwick arrived during the night from California and went to Linton to load lumber. While in the river she will be measured to get her rating for the Panama route. This fact indicates that the Hammond Lumber Company, her owners, are about to establish their contemplated service between the Columbia River and Atlantic Coast points.

The tank steamer Catania arrived during the night and the tank steamer W. F. Herrin arrived this morning from California with oil cargoes.

The British steamer Hazel Dollar shifted tonight from Knappton to the Hammond Lumber Company's mill to take on lumber.

Up to a late hour tonight no further instructions had been received from the charterers of the British steamer Strathalbyn, and the vessel is still here awaiting orders before proceeding to sea. It is now practically settled that the one thing which is preventing the steamer from sailing is the financing of her cargo.

Marine Notes.

Captain Canty left the harbor last night with the oil tanker Catania, after she had discharged 19,000 barrels of fuel oil.

After working a portion of her Oriental lumber cargo at Knappton, the British steamer Hazel Dollar shifted yesterday to Tongue Point.

Plans are afoot to shift the steamer Rochelle from the upper harbor to St. Helens to have certain repairs made, after which she may be returned to the Astoria Commission to open bids about first of month.

ASTORIA, Or., Aug. 12.—(Special.)

At the meeting of the Port of Astoria Commission, the plans for the superstructure of the municipal docks were approved and bids on the construction work will be opened about September 1.

The main building will be two stories high and will contain accommodations for both freight and passengers. The plans also provide for the storage of about 20,000 tons of fuel coal.

News From Oregon Ports.

COOS BAY, Or., Aug. 12.—(Special.)

Heavy fog obscured the Coos Bay bar this morning and vessels which arrived at 6 o'clock did not enter until after 10 in the morning.

The steamer schooner Nann Smith arrived from San Francisco today with freight and passengers, at 10:30.

The tug Roscoe sailed for Florence today at noon with the barge Frederick in tow, having 800 tons of coal.

The steamship Breakwater arrived from Portland this morning at 11, with passengers and freight, and will sail tomorrow at 12:30 on the return trip.

The gasoline schooner Roamer had been off Coos Bay bar two days and was out of provisions. Fog had held the craft outside. This morning, before the fog cleared, the Nann Smith

5 Reasons

Saves a Day Business Day

Water Level Sleep

Leaves Center of Chicago Arrives Center of New York

Office Facilities and Home Conveniences at Your Service

All Steel Cars

Why

You should use the Famous

20th Century Limited

TO

New York and Boston

Lv. Chicago 12:40 Noon Arr. New York 9:40 a. m. Arr. Boston 11:55 a. m.

Ten Other Fast Daily Trains

Between Chicago and the East, including the ever popular Lake Shore Limited and the fast morning train, Lake Shore Number Six, completing a service unapproached in excellence.

All trains arrive in New York at Grand Central Terminal, the world's greatest railway terminal, the heart of New York, and the only terminal on all lines of local transportation. The surface cars, subway and elevated service, are all at its very doors.

New York Central Lines

Lake Shore Ry.—"The Water-Level Route"

Apply to your local agent for tickets and sleeping car reservations, or for complete information, call on or address our

PORTLAND OFFICE, 109 Third Street

W. C. Seachrest, Gen'l Agent Passenger Dept.

NEW YORK CENTRAL LINES

Willamette, San Francisco for San Pedro, off Point Huemul.

Celilo, San Pedro for Astoria, 16 miles west of San Pedro.

Hubbard, San Pedro for Astoria, 16 miles west of San Pedro.

Yale, San Pedro for San Francisco, passed Point Huemul at 6:35 P. M.

Admiral Evans, Alaska for Seattle, off Smith Island.

Queen, Seattle for San Francisco, 14 miles south of Cape Blanco.

Admiral Evans, Alaska for Seattle, off Smith Island.

Columbia, San Francisco for Portland, off Crescent City.

Adeline Smith, San Francisco for Coos Bay, 28 miles north of San Francisco.

Hillman, Seattle for San Francisco, off Flattery, August 13.

Chancellor, Monterey for Honolulu, 974 miles off, August 13.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for San Francisco, 96 miles north of San Francisco.

Newport, San Francisco for Balboa, 40 miles south of San Francisco.

Congress, San Francisco for Seattle, off Point Arena.

Drake, Seattle for Richmond, 42 miles north of Point Arena.

Grace Dollar, Bandon for