

ARTIFICIAL PRICES CHARGED FOR FOOD

Department of Justice Adds to Force of Investigations Into Causes of Rise.

MANY ANOMALIES ARE SEEN

Hogs Decline but Dressed Meats, of Which Little is Exported, Increase in Price—Small Consumer Bears Burden.

WASHINGTON, Aug. 17.—Reports to the Department of Justice tell of the creation of artificial food prices all along the line. A District attorney in Texas reported that granulated sugar had risen from \$4.60 to \$7.50 per hundredweight since a week ago; Swiss cheese from 25 cents to 35 cents; flour from \$4.75 to \$5.10; beef ribs from 18 to 21 cents per pound; mutton from 28 to 32 cents; pork loin from 18 to 25 cents, and smoked ham from 20 to 22 cents. The District Attorney suggested that small consumers are charged even higher prices than hotels and restaurants.

A letter to the Attorney-General from the manager of one of the largest livestock commission companies in the West reported that while hogs declined in Chicago \$1 per hundred pounds and cattle declined 65 to 85 cents per hundred pounds, dressed products to the consumer advanced several cents a pound.

"The packers claimed that reductions were made on account of financial conditions and the government agency," he wrote, "but I don't know what excuse they gave for advancing the dressed article. There is little beef or pork exported."

Additional special agents of the Department of Justice were dispatched today to Cleveland, Providence, Baltimore, Pittsburg and Buffalo to assist in the nation-wide investigation of the increased price of foodstuffs.

United States District Attorneys all over the country have begun inquiries and in many places grand juries already are at work. At Buffalo, John L. O'Brien, the District Attorney, will direct special efforts to determine the cause of the rise in the cost of flour.

Fred Robertson, District Attorney at Topeka, Kan., reported today that "the unusual circumstance of wheat going down on the market and flour going up has stood out prominently in the Kansas City daily newspapers for several days past." He is investigating.

SAN FRANCISCO INQUIRY WIDE

Grand Jury to Investigate Every Known Increase in Price.

SAN FRANCISCO, Aug. 17.—(Special.)—John W. Fulton, United States District Attorney, discussed before the Federal grand jury today the increased prices of foodstuffs, which dealers attribute to the effects of the war.

Proceeding under the Sherman anti-trust act, forbidding combinations in restraint of trade, and backed by the orders of President Wilson and Attorney-General McReynolds at Washington, Mr. Fulton is moving to carry the inquiry into every branch of trade in which the cost of the retailer and ultimate consumer has been increased.

"If I find it necessary," said the District Attorney, "I will hold special sessions of the grand jury. Our preliminary hearing will be principally of an educational character, for the purpose of enlightening the grand jury and the public as to the manner in which prices are raised and as to the real causes for the increase. We will seek to discover who is directly responsible for the raising and the body of men, if any, combine in this direction."

"In the case of the rapid increase in sugar, for instance, it would seem that the prices are fixed daily at a uniform rate, evidently by certain persons who hold a high position in the trade."

The District Attorney will subpoena the heads of several large sugar refining companies, transportation companies, importers and wholesale grocers.

CANAL BUYING PLAN ASKED

Chicago May Adopt Scheme to Check Food Price Increases.

CHICAGO, Aug. 17.—The United States Government's experience in supplying food at cost to residents of the Panama Canal Zone was invoked here today to help the city solve the increased living problem. The Chicago Municipal Markets Commission, after a public session attended by representatives of civic societies, women's leagues and heads of all city departments, sent a telegram to Colonel Goethals asking information as to the methods of maintenance and operation employed by the United States department of the canal zone.

The Commission also asked Colonel Goethals to inform them by wire the prices the Government is now charging on all staples, meats and vegetables and milk.

The Commission also telegraphed to President Wilson expressing gratification for the promptness with which he attempted to bring relief from unwarranted food prices.

Resolutions were adopted ordering the establishment of at least five municipal markets in the most thickly populated sections, and recommending the passage of a special ordinance by which to punish combines, pools and trusts which have taken advantage of the war to raise prices.

James H. Wilkerson, United States District Attorney, said witnesses would be called before the grand jury Wednesday.

INDUSTRIAL RELATIONS HEARING WILL BEGIN THURSDAY.



James O'Connell

Members of the Federal Commission on Industrial Relations will begin a series of hearings on industrial conditions in Portland Thursday morning. The hearings will last for three days, concluding on Saturday.

Witnesses to be examined will be Dr. F. Young, of the University of Oregon; Governor West, E. J. Stack, secretary of the Central Labor Council; T. H. Burchard, president of the State Federation of Labor; A. H. Averill, president of the Chamber of Commerce, and others. The members of the commission who are to be here for the hearings are Frank P. Walsh, chairman; James H. Commons, Austin B. Garretson, James O'Connell, John B. Lennon, Mrs. J. B. Harriman, S. Thurston Ballard, Frederick Delano and Harris Weinstein.

SHIPS GO EARLIER

"Big Three" Changes Sailing Time From 4 to 3 o'Clock.

MORE DAYLIGHT IS GAINED

New Schedule to Begin October 3 Puts Craft Out of Willamette Before Dark—Shortening of Lay-over Time Here Pending.

Among changes the San Francisco & Portland Steamship Company will make to facilitate the winter schedule from Portland to California ports is setting back of the sailing hour of vessels from this end of the line from 4 to 3 o'clock in the afternoon. This procedure, which provides for their departure at 3 o'clock in the morning, ends with the dispatch of the steamer Rose City September 25. The Bear will sail at 3 o'clock October 3.

Copies of the new schedule reached the Portland office of the fleet yesterday from General Manager Blair at San Francisco. One reason asked for the change is that by getting away from here an hour earlier the "Big Three" steamers will be out of the Willamette River and into the Columbia before dark, thereby getting a favorable start. At times during the busy winter shipping season other vessels aboard the Willamette and officers of the liners feel that avoiding narrow turns in darkness also will be an advantage.

On leaving Portland the vessels must proceed under slow bell to the city line, and make only eight miles an hour from there to the dock of the Associated Oil Company at Linton. This procedure makes little daylight available in short days in which to reach the Columbia.

LAY-OVER CHANGE PENDING.

Consideration of a plan to shorten the lay-over of steamers at this end of the run by one hour has not resulted in a definite schedule yet. It is supposed that officials of the company have temporarily postponed action until the 1915 season, when the time it will have been demonstrated what effect the new Hill steamers, Great Northern and Northern Pacific, has on the "Big Three" business, and into the heavy traffic expected then on account of the San Francisco exposition may warrant a different arrangement.

FUSIBLE PLUGS INCREASED

Steamboat Inspectors Take Additional Precautions.

Owners and engineers of vessels in this district, also all manufacturers of fusible plugs, are being notified from the office of United States Inspectors Edwards and Fuller of a new order from the board of supervising inspectors requiring three fusible plugs in each boiler, instead of but one plug, as in the past, and each plug must be of bronze casting, filled with pure Banch tin.

Pirebox, Scotch and other types of ball boilers come under the new regulation. In placing three plugs in the crown sheet of the combustion chamber one is to be fitted about 12 inches inboard on each end of the crown and one in the center. Besides, plugs must be renewed after four months of service, while in the past a plug was permitted to remain in place a year. Plugs must stand at least one inch above the plate on the water side.

TUFT TO BE LOADED TODAY

Queen Maud Goes to St. Helens to Load Ties for India.

Lumber for Iquique may be cleared tomorrow aboard the barkentine James Tuft, which finishes loading today at the North Pacific mill. No orders have been given for starting her seaward. The schooner Wm. Bowden, loading for New Zealand, is expected to finish the last of the week at Westport. The British steamer Queen Maud, halting from Guaymas, reached the river yesterday and went to St. Helens to load crocotted ties for India, and after taking on a part cargo she sailed at 8 o'clock for Esquimaux Harbor. The steamer put out from Guaymas August 6 and was mentioned in a rumor as having been captured. The Grace liner Colusa is held at Port Townsend indefinitely, so it is not known when lumber return for her here will be loaded. The British steamer Cloughton has returned to San Francisco with a cargo from Buenos Ayres and is looked for here next week.

A Hint for Coming Maternity



In a little book designed for expectant mothers more complete instruction is given through the ordeal with more remarkable success. "Mother's Friend" has been growing in popular favor for more than forty years. In almost every community are grateful mothers who credit themselves, their daughters have used it and they certainly must know what a blessing it is when they recommend it so warmly. It is used very successfully to prevent caking of breasts.

"Mother's Friend" has been prepared in the laboratory of Bradford Regulator Co., 205 East Main, Atlanta, Ga., for more than two generations and can be had of almost any druggist from coast to coast. Write to-day for the little book.

MONMOUTHSHIRE NOT AT SEA

Royal Mail Steamer's Reported Departure From Japan Erroneous.

In a cablegram received from Yokohama yesterday it was set forth positively that the Royal Mail liner Monmouthshire did not sail from there last week and that she was yet in port, awaiting orders. A message to the Canadian Pacific line headquarters a few days ago reported her departure. A copy arrived of the Monmouthshire's manifest, showing cargo she worked at Hongkong for Portland, consisting of 100 bags of gunnison, 100 bags of sugar, 14 packages of rattan furniture, 25 packages of paper and 25 cases of cassia. When she sails from Yokohama depends on how soon the Pacific is cleared of German vessels. In the event Japan becomes involved in an early date, it is believed British vessels will attempt to cross to the Pacific Coast without fear.

LAUNCH NEARLY READY

GASOLINE VESSEL TO CARRY SIGHTSEERS AT MOUTH OF COLUMBIA.

Craft Designed and Built by Joseph Supple May Go on Flavel-Astoria Run Temporarily.

One of the staunchest gasoline vessels of the river passenger type yet turned out is nearing completion at the yard of the Flavel-Astoria Co. on the Ilwaco-Fort Canby run as soon as a Government appropriation is available for a resumption of the north and south runs. The vessel, which is probably she will ply between Astoria and Flavel, as work on the Hill docks at the latter point is counted on to be considerable freight and passenger business.

Mr. Supple designed the vessel, which has a length of 72 feet and beam of 16 feet. Being a hull type, she draws but 30 inches of water, though her wheel has a diameter of 56 inches and on her trial here a speed of 16 miles was reached off. She is equipped with an engine of 125 horsepower.

Being intended for daylight travel, the vessel has a large cabin forward of the engine room and one aft, while on the upperdeck another cabin is located aft of the pilothouse. It was hoped to have the craft in readiness for the latter part of the summer season because of the number of North Beachers who journey to Port Canby to view the jetty work, as well as inspect other Government plans there, but cessation of work on the jetty and the opening of the canal are not to be carried out until it is determined what effect war will have on the trade.

NEWS FROM OREGON PORTS.

ASTORIA, Or., Aug. 17.—(Special.)—The steamer Daisy arrived this morning from Aberdeen with a part cargo of lumber, and after loading shingles here went to Portland to finish her cargo.

The steam schooner John A. Hooper arrived during the night from San Francisco and went to Kalama to load lumber.

The steamer Cello arrived this morning from San Francisco and went to Portland.

The British steamer Colusa, that was to come from Puget Sound, has been laid up at Port Townsend for an indefinite time. Pilot Anderson, who went to Puget Sound after the Colusa, has returned.

Captain Sanders, master of the British schooner David Evans, received a telegram today announcing the death of his wife at their home in Port Townsend.

Captain Charles Richardson, of the tender Manzanita, is taking his annual 10-day vacation, which he is spending on his ranch. During the captain's absence First Officer Medeer is in command of the tender.

The dredge Chinook returned to service at the mouth of the river early this morning, after taking on fuel and having one of the hoisting davits repaired. During the past few days another party has been established at the inner end of the dredge channel as a range for the Chinook, and this is expected to assist her materially in her work.

The gasoline schooner Rustler arrived today from Wedderburn with 900 cases of salmon for Portland.

COOS BAY, Or., Aug. 17.—(Special.)—The steamship Breakwater arrived this morning from Portland with passengers and cargo. The schooner Redondo sailed from Marshfield this afternoon with lumber and passengers for San Francisco. The tug Clearer arrived today from Gardiner, bringing a shipment of butter and household goods. She will return to the Umpqua tomorrow.

Two Fine Trains Daily

Leave Portland 5:55 A. M. and 1:30 P. M. Parlor observation car on afternoon train.

Tillamook County Beaches

A wonderful ride through harvest fields and towering forests, over purring mountain streams to the grand old ocean.

LOW ROUND-TRIP FARES. Season Tickets \$4.00. Week-end \$3.00. Portland to Garibaldi Beach points. Proportional low fares to other points.

That "Loop Trip"

To McMinnville and Return is something you should not miss. You can make it any day in the Big Red Electric Cars or on Sunday afternoon on the special train leaving Portland 1:30 P. M. via Forest Grove and returning via Newberg.

Week-end or Sunday Fare Round Trip \$1.00. Daily 30-Day Fare \$2.30.

Delightful Lake Grove

A nearby outing spot right at your door. A 30-minute ride on the Big Red Steel Electric Cars or on Sunday afternoon on the special train leaving Portland 1:30 P. M. via Forest Grove and returning via Newberg.

35 CENTS ROUND TRIP. Fast and Frequent Train Service.

Crater Lake

There is no known or imagined blue to compare with that of Crater Lake. Daily train service to Medford, thence auto or train service to Chiloquin via Klamath Falls, thence auto to Crater Lake.

LOW SUMMER EXCURSION FARES.

Week-End Fares

Return Portland and all points in the Willamette Valley give all an opportunity to visit the harvest fields, visit friends or spend a day in the country.

WILHOIT SPRINGS

A most delightful mineral springs health resort at home. Reached in comfort in a few hours from Portland. Good hotel. Camping service to Chiloquin via Klamath Falls, thence auto to Crater Lake.

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Shasta Mountain Resorts

offer a pleasing retreat for quiet healthy outdoor life among the mountain peaks of the Shasta region, where life is large.

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Choice August Outings

Seashore, Mountains, Springs, Lakes and Nearby Trips

NEWPORT

August is the month to spend at Newport. Refreshing, charming, hospitable. Bathing, boating, deep-sea fishing and wholesome outdoor life at low cost.

Round-Trip Fares. Season Round Trip From Portland \$6.25. Week-end Round Trip \$3.75. Corresponding Low Fare All Other S. P. Points.

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