

BIDS ON LUMBERED PORTLAND EASIER

Portland Mills Thought to Be Assured of First Order of 4,000,000 Feet.

FUTURE THOUGHT BRIGHT

New Fleets Prepared to Carry Product of Northwest by New Waterway to Atlantic Coast and to European Ports.

One lumber order of 4,000,000 feet, mostly timbers, is being bid for by Portland mills to be moved through the Panama Canal, and it is said to be virtually assured that one of the plants here will be given the contract. Because the plants on the Coast are in competition.

That this port will have the opportunity of becoming the largest shipper of lumber through the Panama Canal is the opinion of some millmen, who concede that a share will be reaped by Grays Harbor mills and by firms on Puget Sound. Because the number of mills located between Astoria and Portland, the ability of operators to turn out dimension stuff, besides the amount of cargo to move, Portland from the Atlantic side, are reasons given why this region will be the central shipping locality.

Among the steamship corporations planning to handle large lumber cargoes is the Boston-Pacific fleet, which is to have its first steamer on the way soon. The fleet will carry the material regularly. The Hammond Lumber Company will place at least two carriers in the trade, Swayne & Hoyt will have the steamer Camlin to start with and owners of other large steamer schooners contemplate the same step.

The fact that the canal trade has been opened with specifications for 4,000,000 feet is viewed by millions as a most encouraging sign and to indicate that a tremendous business will be developed in Spain and other European countries also are seeking Northwest lumber, and it is believed that with a cessation of hostilities a road will be opened to the demand for material. Added to the new channel of trade to the Atlantic side is the assurance that the Oriental, Australian and West Coast trade will advance.

WAR CURTAILS FUEL SUPPLY

Port of Portland to Use Oil in River Dredge Fleet.

Lack of cut fuel for dredges of the Port of Portland Commission, arising from the fact that sawmills which have furnished much of it are shutting down, has caused the commission to have a new plan for the European war having an influence on exports, has prompted the Commission to authorize the installation of oil in the dredge fleet. The dredges will be burning liquid fuel Tuesday. Tanks in the new hull of the dredge Columbia will be shifted to the Willamette for the storage of the fuel.

DOLLAR WILL LEAVE HARBOR

Colusa Due at Portland Mill to Load for West Coast Ports.

Last of 600,000 feet of lumber for the British steamer Hazel Dollar will be loaded at the Pacific mill today and she drops down to Linton to work the last of her load for the Far East. Soon after she vacates a berth at the Portland mill, the British steamer Colusa, of the Grace line's West Coast fleet, will come into the harbor from Linton and take on most of her cargo there.

CARNARVONSHIRE IS SAFE

Royal Mail Liner Joins Monmouthshire at Yokohama.

Yokohama cables to the Merchants Exchange reported yesterday that the Royal Mail liner Carnarvonshire, which got away from the river July 24, had arrived at the Japanese port August 14. As the big liner was en route to India, she will be out of the river next week.

ANOTHER TRAMP TAKES GRAIN

Inverberie Follows Fernley Here to Load for England.

With the grain cargo of the British steamer Fernley aboard another trampload is in sight, for the British steamer Inverberie, which sailed from San Francisco Wednesday for Puget Sound in the A. Carpenter line, comes here from the north to discharge European freight and load for the return with wheat from Balfour, Guthrie & Co.

are being given on grain cargoes consigned to the United Kingdom, of the Fernley. There were no developments yesterday and grainmen take the stand that insurance interests abroad will not quote rates until it is felt certain that German vessels have left the Pacific. On Oriental shipments war risks are being arranged, but Portland firms say they do not know how or by whom the insurance is being handled.

COOS BAY MYSTERY UNSOLVED

Strange Ship Develops Great Speed After Crossing Bar.

MARSHFIELD, Or., Aug. 20.—(Special)—The strange vessel which hovered about the entrance to Coos Bay two days has not been sighted today. When the George W. Elder passed the position where she was thought to be around yesterday, the stranger had put to sea and was about seven miles off shore. The craft had great speed and when three-quarters of a mile off the bar Tuesday night, steamers were out of sight in a few minutes.

MEMBERS OF UNITED STATES INDUSTRIAL RELATIONS COMMISSION NOW CONDUCTING HEARING ON LABOR CONDITIONS IN PORTLAND.

Editor Harris Believes Employer as Well as Employee Should Organize.

MANY WITNESSES HEARD

Seasonal Occupations, Excessive Immigration and "Agitators" Are Various Blamed for Lack of Industrial Harmony.

The relationship between employer and employe in Portland and vicinity,



Left to Right, Top Row—W. O. Thompson (Counsel to Commission); John B. Lennon, Representing Labor; Frank P. Walsh, Chairman, Representing Public; Austin B. Garretson, Representing Labor. Front Row—Professor John R. Commons, Representing Public; James O'Connell, Representing Labor. (Four Members of the Commission Are Not Here.)

from the point of view of each side, was discussed frankly and critically by nine witnesses who testified at a public hearing before the United States Commission on Industrial Relations, held in the assembly hall of the Central Library yesterday.

The Commission is in Portland in the course of a trip in search of evidence on industrial relations that is to take it to virtually every large city and industrial center in the country. The hearing will be continued today and tomorrow, the Commission going from here to San Francisco on Saturday.

One of the most interesting witnesses of the day was A. H. Harris, editor of the Portland Labor Press. He seemed to take a broader view of conditions than any other witness, and he had definite ideas as to remedies. Asked whether he knew of unrest among laboring men here, Mr. Harris said that there was a condition of unrest and dissatisfaction among both organized capital and organized labor.

Employers' Hardships Cited.

In response to further questions, he explained: "The employer, in the first place, is working on the Pacific Coast under financial conditions that make his position harder than would seem to be the case at first glance. Subject to this worry, it is harder for him to make concessions than otherwise would be the case. On the other hand, Oregon labor is working under bad conditions because of unrestrained immigration and consequent oversupply of the labor market, and unemployment.

Vocational Training Advocated.

Mr. Harris emphasized his belief, in the need of early vocational guidance for the boy, to begin at the formative period of his life. He thought this would do much to solve the problem of the many who struggle along in a "blind alley" for which they are not fitted, and which they might have avoided had they had guidance. "The problem of immigration is the real problem of unrest on the Pacific Coast," he said. "A great many men, some with families, who have limited means, come here in response to glowing advertisements. They find land values away out of their reach. They are forced out into industry, and there is a consequent crowding of industrial lines."

Organization Is Favored.

An honest, thorough survey of conditions of labor in the state, especially such occurrences as the strike at the widest publicity of the findings, Mr. Stuck suggested as a partial remedy. He expressed belief that compulsory investigation of the causes for disputes between employers and employes would be a good thing.

La Grande Fire Record Made.

LA GRANDE, Or., Aug. 20.—(Special)—A record in the history of the La Grande Fire Department was established today when the truck responded to four calls, two this morning, one at noon and another tonight. None of the fires reached serious proportions.

LABOR AND CAPITAL UNREST DISCUSSED

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KNOWLES EMERGES FROM LONE WOODS

Nature-Man Back to Civilization and Comfort Again After Month's Test.

DAWN OF LAST DAY LOVED

Mountaineer Prizes Picture Painted With Forest Material as His Possession and Regrets He Had to Kill Deer.

BY JOE KNOWLES, Klamath National Forest, via Grants Pass, Or., Aug. 20.—(Special)—Can you imagine how you would feel after an absence of 30 days from all civilized comforts and from the companionship of your friends, alone in the wilderness, unknown to you, where the wild animals and birds were your only neighbors? I have lived for 30 days as outlined above, as a test of what a man may do if put to it, or if by accident was left alone to depend on nature for an existence.

Today I have completed my self-imposed test and I am proud of my achievement that I would be of \$1,000,000, which I never hope to have. I am proud because my efforts have been fully appreciated.

Day Most Welcome.

I sat before my fire last night watching forms shape themselves in the glowing embers till the first grey streaks of dawn crept in through the branches of the giant fir and reminded me that this was the day I was to leave my forest home and go out to meet my friends, who were waiting for me on the outskirts of my domain. Looking forward with the greatest pleasure to that meeting, it was not without regret that I took a parting look at my crude shelter and my last night's dinner.

I have painted a picture in full color, without the aid of a brush, paint or canvas. This picture is painted on a sheet of fir bark and the pigments are dry leaves, bark, decayed wood and moss. I believe the painting of this picture, under the circumstances and with the material which nature had discarded, is my greatest accomplishment.

Sorrow Felt for Deer.

I am not proud of the fact that I snared an innocent deer. I would not have done it had not absolute necessity for food and covering driven me to it. I did not go on this expedition to see how much innocent game I could destroy, but rather to see how little I would have to kill to supply my needs. The little bird sang her farewell song to me this morning and the brown digger squirrel barked at me as I passed him on the trail. I am back in camp with my friends and have seen the papers with articles about me. I have finished reading my mail and know that it is all over. A faint longing creeps over me to come back some day to this range of mountains and wonderful timber country and visit my woodland friends, whose ways and habits are like an open book to me. I love them and I love the natural wilderness they inhabit and I love our great mother nature, who never betrays her children.

KNOWLES IN PERFECT SHAPE

Woodsmen Lose 24 Pounds but He's Firm as a Rock.

BY A. L. FAIRBROTHER, Klamath National Forest, via Grants Pass, Or., Aug. 20.—(Special)—Clad in a deer's robe, with ornamental trimmings and carrying a wonderfully correct drawing, Joe Knowles, who has been alone in the forest about 29 days and some hours, entered the camp this afternoon in perfect physical condition and with his exposed skin bronzed until he looked like an Indian. Sitting in the camp waiting for him were the members of his party—Professor C. L. Edwards, of Los Angeles, J. G. Sill, of Portland, and Philip Kinstry, of the San Francisco Examiner.

Mazamas to Visit Oswego Lake.

The Mazamas will resume their Sunday local walks next Sunday, with an outing at Oswego Lake. The party will leave on the Fulton car at 8:37 A. M. and tramp from a point near River View Cemetery to the lake. The return will be made by the Southern Pacific from Lakeview Park Station, leaving at 8 P. M.

La Crosse, Wis., Trade Unions Have Investigated the Question of Living Costs and Agree that a Family can Exist at a Weekly Cost of \$12.50.

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LAFFERTY'S RECORD OF ACHIEVEMENT

HAS HAD 30 BILLS PASSED IN THREE YEARS.

Was First to Introduce Woman's Eight-Hour Law and Bill for Street Railway Ownership in District of Columbia.

Secured First Vote Ever Had in House on Parcel Post.

Only Member of Congress Having Bill Pending for Agricultural Asset Currency.

A. W. Lafferty.

Lafferty unabashedly claims to have a record of achievement. His name is the following is from an editorial in the Oregonian of August 18.

Lafferty's Bills Passed During Sixty-second Congress.

- H. R. 7690—To authorize the construction of a bridge across the Snake River at Nappa, Or.
- H. R. 14538—Granting a pension to Hattie Fordyce, \$12 per month.
- H. R. 14539—Granting an increase of pension to George P. Walling, \$30 per month.
- H. R. 14540—Granting an increase of pension to Edmond Bonneau, \$30 per month.
- H. R. 23002—Innocent purchaser act, relating to Oregon & California Railroad land grant. Under same bill, 990, approximately, has been turned into the United States Treasury and the Oregon & California Railroad case against the railroad in the main case for the \$100,000 acres of unsold land.
- H. R. 25971—For acquisition of a site and erection of a postoffice building at St. Helens, Ore., appropriating \$5000 for site.
- H. R. 17355—For the relief of Robert P. Scott, charter of the Oregon Appropriation \$187.07. Did not pass Senate.
- H. J. resolution, 108—Loaning Army tents to Astoria, Oreg.
- H. R. 17828, 14875, 14699, 17810, 17841, 17842 and 17845, appropriating a total of \$60,000 for the establishment of fish-culture stations on the Columbia River, or its tributaries, in the State of Oregon, appropriating \$50,000 for that purpose. Favorably reported by the committee on agriculture, marine and fisheries April 9, 1914, and included in omnibus fish-culture bill, H. R. 15506. Now on calendar.
- H. R. 1234—Granting a pension to Nancy...
- H. R. 1242—Granting a pension to Mary Dager, \$12 per month.
- H. R. 1243—Granting a pension to Rebecca Crawford, \$12 per month.
- H. R. 1244—Granting an increase of pension to Richard Ben, \$9 per month.
- H. R. 1245—Granting an increase of pension to Charles W. McLean, \$24 per month.
- H. R. 1250—Granting an increase of pension to Robert D. Rector, \$40 per month.

Beneficiaries Reside in Portland.

All of the persons mentioned in the foregoing list are residents of the Multnomah County and most of them reside in Portland. A tremendous amount of work was connected with the securing of the passage of so many private bills. It is estimated that more than 1000 were written and presented to the examiners of the committee. The granting of a pension is a tremendous task. It is never done, except where the circumstances show that the applicant is deserving thereof. It is estimated that more than 1000 were written and presented to the examiners of the committee. The granting of a pension is a tremendous task. It is never done, except where the circumstances show that the applicant is deserving thereof.

Introduced Many Other Measures.

The foregoing list of 30 bills passed is only a small percentage of the bills drafted and introduced. My bill providing for the street railways in the District of Columbia was the first ever offered in bill for public ownership of the street railways in the Capitol. La Follette followed me six months in offering the eight-hour bill, and his bill became the law. I was the first to introduce a bill providing for the loaning of Treasury notes direct to the farmers. The plan is now being seriously considered. I was the first to introduce a bill which provides for agricultural assets currency.

Has Stood for the Public.

The fact is that I have performed my simple duty and stood for the folks at home on all occasions. That is why I have shocked those who are in the habit of using Congressmen as mere tools of the various special interests whose lobbyists infest our National Capitol. The interests also use the newspapers and magazines as powerful weapons with which to bludgeon timid Congressmen into line. I was either a fool enough, or courageous enough, whichever you choose to call it, to tell all those in the habit of misusing their agents at Washington to go straight to the hot regions, and that will be my course. I am sure that by November 3 will tell whether it pays to serve the folks at home or the greedy special interests around the Capitol. Very respectfully,

A. W. LAFFERTY.

(Paid Advertisement by A. W. Lafferty.)

WORTH BEACH

Always Delightful, Has Never Been More Alluring Than This Year

WEATHER SPLENDID BATHING FINE SERVICE EXCELLENT

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Steamer Potter leaves Ash-street Dock, Saturday, 1 P. M.; Hassalo 9 P. M. Returning, leave Long Beach, Sunday, 7:50 P. M.

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