### BIDS ON LUMBER FOR EAST ASKED

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

#### FUTURE THOUGHT BRIGHT

New Flects 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 he virtually assured that one of the plants here will be given the busi-ness, though other plants on the Coast

are in competition. That this port will have the oppor-tunity of becoming the largest shipper of lumber through the 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 of 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 to 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 car-goes is the Boston-Pacific fleet, which is to have its first steamer on the way soon. The idea of executives of that soon. The loca of executives of that fleet is to transport general merchandise to Pacific Coast ports and load back with lumber, not depending on general shipments on the eastbound voyages. It is understood to be the intention of the American-Hawalian to strive for lumber shipments on certain steamers and the Grace fleet will carry the material regularly. The Hammond the material regularly. The Hammond Lumber Company will place at least two carriers in the trade, Swayne & Hoyt will have the steamer Camino to start with and owners of other large steam schooners contemplate the same

The fact that the canal trade has been opened with specifications for 4,000,000 feet is viewed by millions as most encouraging sign and to indicate that a tremendous business will be developed with fir. Spain and other European countries also are seeking Northwest lumber, and it is believed that with a cessation of hostilities abroad there will be a ready 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 ad-

#### WAR CURTAILS FUEL SUPPLY

Port of Portland to Use Oil in River Dredge Fleet. Lack of cut fuel for dredges of the

Fort of Portland Commission, arising from the fact that sawmills which have furnished much of it are shutting down as a consequence of the European war having an influence on exports, has prompted the Commission to

The dredge Wahklakum, which was ordered out of commission recently by the Government because of lack of funds, will be taken over by the Port to operate temporarily. The dredge Portland will be laid up as she is a 20-inch type, while the Wahkiakum is 24 inches. All dredges will burn oil if the supply of cut fuel ceases entirely. as it is determined to keep the ma-chines operating, not only to maintain the channel, but to deepen and widen it. Advantage is being taken of the low stage of water to hurry the dredg-ing project. The Port took over the Government dredge Multnomah recently and will use her at least two months. an expense of approximately \$8000 & a month.

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 Portland mill by noon to-day and she drops down to Linnton 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 innton and take on most of her cargo

Across the harbor the Japanese steamer Shinkai Maru took on the last of her Shanghai cargo at Inman-Poulsen's mill yesterday and left down, while the Norwegian tramp Chris-tian Bors is nearly ready for sea at the North Pacific mill. The British steamer Queen Maud has started loading creosoted ties at St. Helens, which go to Indis, and she will be out of the river

CARNARVONSHIRE IS SAFE

Royal Mail Liner Joins Monmouth-

shire 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 agrived at the Japanese port August 14. As the big liner was en route at the time war was declared between Germany and Great Britain some concern was expressed for her safety, it being thought that if any German rulsers were off the Japanese Coast

they might try for the Carnarvonshire, as she is a large and fairly speedy vessel carrying a valuable cargo.

So far as has been learned, the Monmouthshire of the same fleet, has remained inside Yokohama harbor since her arrival from London via Manila and other ports to the southward. Whether the Carnarvonshire proceeded has not been cabled. It is regarded chable that she was ordered to tarry until further developments, such as Japan entering the melee, which ship-pers think will clear the Oriental Coast of danger from German war-

ANOTHER TRAMP TAKES GRAIN

Inverbervie 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 Inverbervie, which sailed from San Francisco Wednesday for Puget Sound in the A. Carpentier line, comes here from the north to discharge European freight and load for the return with wheat from Balfour, Guthrie & Co.

Load for England.

Tablished today when the truck responded to four calls, two this morning, one at noon and another tonight. None of the fires reached serious proportions.

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Tablished

Guthrie & Co.
No war risks in the North Pacific sify."—Adv.

are being given on grain cargoes con-signed to the United Kingdom, say exporters, except in the case of the Fernley. There were no developments esterday and grainmen take the stand 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 aground 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, steamed to sea and was out of sight

in a few minutes. The ship carried wireless, but no in-formation can be had from the local wireless as to whether she communicated with the shore.

News From Oregon Ports

ASTORIA, Or., Aug. 20 .- (Special.)-

LABOR AND CAPITAL UNREST DISCUSSED

Editor Harris Believes Employer as Well as Employe Should Organize.

MANY WITNESSES HEARD

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

The relationship between employer

nony related to general rather than to

mony related to general rather than to specific conditions.

A. E. Wood, instructor in social science at Reed College, testified in connection with an exhaustive survey he had made of conditions among the unemployed kept at the Gipsy Smith Tabernacle last Winter. He said that the unemployment situation was one of the leading causes of unrest, and spoke of the large number of men he had found that had come here under faise impressions.

A. H. Averill, president of the Portland Chamber of Commerce, was the main witness in behalf of the employing interests. W. C. Francis, secretary of the Employers' Association, who was to have been a witness, was called out of town but sent a written statement to the Commission. Charles H. Carey, another witness, was not H. Carey, another witness, was no

Mr. Averill thought underlying causes of unrest on the part of labor were seasonal occupations and agitators. At mention of "agitators" there were hoots from the rear of the room. Chairman Walsh of the Commission promptly demanded that there be order.

Seasonal Work Blamed. "There is a tendency by the unem-ployed to flock to the city when not employed and that is the time the unrest occurs," said Mr. Averill. He sug-gested that the best relief would be to have more industries here so that laboring men could find employmen when through with the seasonal work. He declared that as president of the

The steamer Beaver arrived today from San Francisco with a full complement and employe in Portland and vicinity, Chamber of Commerce many persons

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



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

The steam schooner Klamath arrived this morning from San Francisco with general cargo for Astoria and Portland. The stern-wheel steamer Elmore arrived from Portland during the night to go on the run between here and Megler, replacing the steamer Nahcotta.

Pedro with a large list of passengers

and a heavy freight.

The gasoline schooner Ahwaneda sailed for Newport with general cargo.

The fourth raft of logs which the Benson Lumber Company is sending to San Diego this season came down the state of season came and was moored in river last evening and was moored in the lower harbor. This morning the tug Hercules arrived from San Francisco, and, taking the raft in tow, start-ed for sea immediately. The Benson Lumber Company is to dispatch another of the rafts next month, making a total of five for the year. Tonight one of the Hammond Lumber Company's rafts of piling is to be brought from Stella and will be taken to sea tomorrow by the steamer Edgar H. Vance.

Marine Notes.

Bound for Shanghai, the Japanese steamer Shinkai Maru was cleared yesterday with a number cargo measuring 2,640,000 feet and valued at \$25,560.

Having been floated from the sand above Astoria late Wednesday night, the British steamer Colusa proceeded to Linnton, arriving early yesterday. She started working lumber there. Towed by the steamer Ocklahama, the schooner W. F. Jewett leaves St.

Helens today for San Pedro, lumber-laden. The barkentine James Tuft leaves down from Portland today for Iquique, fully laden with lumber. Late reports from San Francisco are

that 57 steam schooners of the Coast fleet have been withdrawn from serv-ice. It is estimated by mariners that fully 1000 licensed officers, which means masters, mates and engineers, are seeking berths on the Coast.

Wells, Fargo & Co. have notified steamship agents that traveling checks may be sold that will be redeemed at any point in the United States, but no checks will be sold travelers going lines

ward, the result of having struck a snag in the Cowlitz River late Wed-nesday, the steamer Joseph Kellogg ar-rived here yesterday for repairs. A soft patch was applied so the vessel could steam here and she will be dispatched on the return today.

Arriving at Ash-street dock last night, the steamer Nahcotta, of the O.-W. R. & N. fleet, is to be held here to undergo an overhauling. Her place on the Astoria-Megler route has been taken temporarily by the sternwheeler

Carrying 1,085,000 feet of lumber. the steamer John A. Hooper was cleared yesterday for San Francisco via Willapa Harbor, where she is to

terday sae carried 2700 tons of cargo for California, made up largely of grain, paper, canned milk and other Northwest products. She had 320 pas-

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 morn-

of passengers and a heavy freight. The from the point of view of each side, steamer Bear sailed for that port tonight.

The tank steamer W. F. Herrin arrived during the night and the tank steamer Maverick arrived from California with fuel oil.

The steam sakes of the control of the central Library yesterday. brary yesterday.

The Commission is in Portland in the

tomorrow, the Commission going from here to San Francisco on Saturday.

said that there was a condition of unrest and dissatisfaction among both organized capital and organized labor "Both sides have grievances," he went on, "that make them both dissatisfied." Employers' Hardships Cited.

In response to further questions, he explained: "The employer, in the first place, is working on the Pacific Coast place, is working on the Patinic Coas-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, Ore-gon labor is working under bad conditions because of unrestrained immi-gration and consequent oversupply of the labor market, and unemployment.

"This makes a gap between the two interests when there is absolutely no logical cause for it. I think organization is the only effective solution."
"You mean organization of both capital and labor?" asked one of the Commissioners. Mr. Harris said that he did. He said that he believed in organization for labor, and saw no reason why capital should not organize

Vocational Training Advocated. Mr. Harris emphasized his belief in Air. Harris emphasized his better 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

a blind alley for 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 glowmeans, come here in response to glow-ing advertisements. They find land values away out of their reach. They are forced out into industry, and there is a consequent crowding of industrial

Answering questions from the Commission, Mr. Harris enumerated the names of several firms boycotted as unfair by the labor federations, the unfairness having consisted principally in employment of non-union men in building operations, or refusal to employ employment of non-union men in building operations, or refusal to employ
union engineers on an eight-hour basis.
T. H. Burchard, president of the State
Federation of Labor, and of the Central Labor Council, of Portland, and
E. J. Stack, secretary, agreed with Mr.
Harris that the large immigration here
from Eastern States in response to a

from Eastern States in response to advertisements was a leading cause of unemployment and unrest. Organization Is Favored. An honest, thorough survey of conditions of labor in the state, especially in such occupations as logging, with the widest publicity of the findings, Mr. Stack suggested as a partial rem-edy. He expressed belief that com-pulsory investigation of the causes for disputes between employers and em-

ployes would be a good thing. Two other representatives and other representatives of or-ganized labor were among the nine witnesses examined. They were B. W. Sleeman, business agent of the Car-penters' Union, and Mrs. L. Gee, mem-ber of the Garment-workers' Union. Mr. Sleeman thought that employers' organizations should be desirable from

The first witness of the day was Dr. F. G. Young, professor of social sciences at the University of Oregon. His testi-

had come to him to talk over the pros pective establishment of manufactur-ing plants. In a large number of instances, he said, they had been fright-ened away by the labor situation and by uncertainty as to laws that might

"Agitators" Are Condemned.

was injuring the town in its shipping visit my woodland friends, whose ways business. Later in the session a labor and habits are like an open book to down as a consequence of the European war having an influence on exports, has prompted the Commission to authorize the installation of oil in the dredge Willamette and she 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 oil.

The dredge Wahkiakum, which was prompted the Commission to which left this morning for Portland to be overhauled. The British steamer Colusa, which ran aground Tuesday of the day was A. H. Harris, editor of the day was A. H. Harris, editor 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 loading and unbacked unbacked whether he knew of unrest date than in any city on the Coast.

The dredge Wahkiakum, which was prompted 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 loading equipment here is less up-to-definite ideas as to remedies.

The steamer Yucatan sailed this morning for Portland to be overhauled. The British steamer Colusa, which ran aground Tuesday 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 loading and unbacked as to remedies.

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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 Pa-cific from Lakeview Park Station, leaving at 5 P. M.

# FROM LONE WOODS

DAWN OF LAST DAY LOVED

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

posed task and I am prouder of my achievement than I would be of \$1.000,-000, which I never hope to have. I am proud because my efforts have been fully appreciated.

proud because my efforts have been fully appreciated.

Day Most Welcome.

I sat before my fire last night watchings 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 and 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 fire, the two silent witnesses of my self-imposed test.

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

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 in on this experiment to see how much innocent game I could destroy, but rather to see how little I would have to kill to supply my

Well, the little bird sang her fare well 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 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 hearing will be continued today and Puget Sound—a condition, he said, that 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 is in perfect physical condi-tion. When he went in he weighed 194 pounds and today he tips the scales at about 170. His flesh is hard and his muscles are like iron.

Knowles' experiment has received

the absolute approval and sanction of Professor G. L. Edwards, who has been here continually during Knowles' ab-La Crosse, Wis. trade unions have investigated the question of living costs and sarger that a family can exist at a weekly cost of \$12.92.

first two weeks was utilized in producing a picture, which for beauty of expression and composition is exquisite enough for a salon. From the decayed and discarded mosses in the forest, for which even nature itself has little use, he produced a painting in colors that is a wonder of technique and composi-

Tomorrow Knowles is to take the entire party to his "ranch," he calls it. There he will demonstrate more fully how he has lived, what he has made and the utensils he has conwas not tired, in the sense of weariness, when he hit the camp. He was offered a cigarette.

"No thanks," he said, "I don't want it; no more cigarettes and other things for me. I have not wanted to smoke

for me. I have not wanted to smoke since I went into the woods, nor a drink, and I feel like a new man."

Joe made but two fires in the woods. The wood here, he says, is hard to light and it takes desperate hard work, so after his fire went out and he got his second he corrided a mark with his second, he carried a spark with him in soft punk.

#### STEAMER INTELLIGENCE.

Movements of Vessels.

Had to Kill Deer.

Movements of Vessels.

PORTLAND, Aug. 20.—Arrived—Steamers Maverick and Klamath, from San Francisco, Beaver, from San Pedro and I fan Francisco. Salled—Steamers John A. Hooper, for Williapa Harbor; Daisy, for San Francisco; Japanese steamer Shinkai Maru, for Shanghai. Astoria, Aug. 20.—Arrived at 6 and left up at 7:25 A. M., steamer Beaver, from San Francisco. Arrived down at 11 last night and salled at 2:15 P. M., log raft, for San Francisco. Arrived at 7:30 and left up at 10:45 A. M., steamer Klamath, from San Francisco, Arrived at 7:30 and left up at 10:45 A. M., steamer Klamath, from San Francisco, Arrived at 7:30 and left up at 10:45 A. M., steamer Klamath, from San Francisco, Arrived at 7:30 and left up at 10:45 A. M., steamer Maverick, from San Francisco, Salled at 10 A. M., steamer Yucatan, for San Francisco; British steamer Colusa was floated at 11 last night and proceeded to Linnton.

San Francisco, Aug. 20.—Arrived—Steamer Daisy Pulnan, from Portland, via Coes Bay, Arrived at 5 A. M., steamer Roanoke, from San Pedro and San Francisco; British steamer Colusa was floated at 11 last night and proceeded to Linnton.

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Scattle, Aug. 19.—Arrived—Steamer Thos.
L. Wand, from Alaska, for Portland. Sailed
—British steamer Strathhalbyn, from Port-land for Melbourne.

Tides at Astoria Friday. 4:04 A. M. . . 9.1 feet 7:07 A. M. . . -0.8 foot 1:11 P. M. . . . 7.9 feet 7:11 P. M. . . . 2.1 feet Columbia River Bar Report,
NORTH HEAD, Aug. 20.—Condition of
the bar at 5 P. M., cloudy; sea, smooth;
wind, northwest 12 miles.

Marconi Wireless Reports.

Marconi Wireless Reports.

(Positions of all vessels shown at 8 P. M., August 29, unless otherwise designated.)
Santa Maria, Puget Sound for Port Harford, 439 miles north of San Francisco.
Catania, Port San Luis for Seattle, 645 miles north of San Francisco.
Columbia, Aberdeen for San Francisco, 85 miles south of Columbia River.
Bear, Portland for San Francisco, 37 miles south of Columbia River.
Hubbard, Aberdeen for San Pedro, 63 miles south of Columbia Compensation for San Francisco, 8 miles south of Grays Harbor.
Yucatan, Portland for San Francisco, 6 miles north of Heeeta Head.
Willametic, San Francisco for Astoria, 5 miles south of Tiliamook Head.
Cyprus, Seattle for San Francisco, off Tiliamook Bay.
Richmond, Richmond for Seattle, 540 miles from San Francisco.
Buck Monterey for Portland, 577 miles from Monterey.
Drake, Seattle for Richmend, 12 miles
Drake, Seattle for Richmend, 12 miles

R. 17542 and 17543, appropriating a settle of final settlement with seven Indian tribes in Oregon and Washington, were favorably reported by House Indian affairs committee, included in Indian appropriation bill and passed.

Record for Present Congress.

The following is a list of my bills so far passed during the present Congress; in R. 4389—Granting an increase of permonth.

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Record for Present Congress.

Record ser. Averill said of the organization of the o

orth of San Francisco.
Hyades, San Francisco for Seattle, 5 miles
outh of Point Reyes.
Northland, San Francisco for San Pedro,
5 miles south of San Francisco.
Kores, Honolulu for San Francisco, 198
iles out. Normania San Francisco.

Korea, Honolulu for San Francisco, 196 miles out.

Hanalel, Eureka for San Francisco, 30 miles north of Point Arena,

Lansing, Port San Luis for Vancouver,
50 miles north of San Francisco.

Queen, San Francisco for Seattle, 53 miles north of Blanco.

Elder, Coos Bay for Eureka, 7 miles south

St. Casarge's Reef.

### OF ACHIEVEMENT

HAS HAD 30 BILLS PASSED IN THREE YEARS.

First to Introduce Woman's Was 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 Cur-



A. W. Lufferty.

Lafferty unblushingly claims to have a cord of achievement. He has none.

Lafferty unblushingly claims to have a record of achievement. He has none.

The foregoing is from an editorial in The Oregoing is a list of my bills which were passed during the Sixty-Second Congress, my first term:

H. R. 7699—To authorize the construction of a bridge across the Shake River at Nyssa, Or.

H. R. 14588—Granting a pension to Hattle Fordyce, \$12 per month.

H. R. 15181—For the relief of Harry S. Wade, injured at Cellio Canal, appropriating \$2590.

H. R. 15182—Granting an increase of pension to George P. Walling, \$20 per month.

H. R. 2995—Granting an increase of pension to Edmond Bonneau, \$30 per month.

H. R. 2995—Granting an increase of pension to Edmond Bonneau, \$30 per month.

H. R. 2995—Innocent purchaser act, relating to Oregon & California Railroad land grant. Under same \$1.000.000, approximately, has been turned into the United States Treasury and the decks cleared to win the case against the railroad in the main case for the \$1.100,000 acres of unsold lands.

H. R. 25971—For acquisition of a site

for the 3,100,000 acres of unsold lands.

H. R. 25971—For acquisition of a site and erection of a poetoffice building at St. Johns. Passed, appropriating \$5900 for site.

H. R. 17355—For the relief of Robert F. Scott. Passed House, appropriating \$487.07. Did not pass Senate.

H. J. resolution, 108—Loaning Army tents to Astoria Centennial.

H. R. 17828, 14675, 14699, 17840, 17841, 17842 and 17842, appropriating a total of \$66,000 for final settlement with seven Indian tribes in Oregon and Washington, were favorably reported by House Indian affairs committee, included in Indian appropriation bill and passed.

Record for Present Congress.

H. R. 2927.—Granting an increase of pension to Chester W. Lyons, \$24 per month.

H. R. 11149.—Granting an increase of pension to Frederick H. Rix. Passed House March 17, 1914. Rix died June 14, 1914. before Senate had acted on bill.

H. R. 3213.—Granting pension to Susan R. Benson, \$12 per month.

H. R. 1797.—To authorize the establishment of fish-culture stations on the Columbia River, or its tributaries in the State of Orezon, appropriating \$50,000 for that purpose. Favorably reported by the House committee on merchant marine and fisheries April 3, 1914, and included in omnibus fish-culture bill, H. R. 15506. Now on calendar.

culture bill, H. R. 15505. Now on calendar.

H. R. 1234—Granting a pension to Nancy E. Tate, \$12 per month.

H. R. 1542—Granting a pension to Mary Dager, \$12 per month.

H. R. 1243—Granting a pension to Rebecca Crawford, \$12 per month.

H. R. 1246—Granting an increase of pension to Rachel I. Holliway, \$25 per month.

H. R. 1247—Granting an increase of pension to John Beazen, \$40 per month. month.
R. 1249—Granting an increase of pension to Samuel W. McLean, \$24 per month.
R. 1250—Granting an increase of pension to Ronert D. Rector, \$40 per

Beneficiaries Reside in Portland.

All of the persons mentioned in the foregoing private bills are residents of 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 relief bills. Hundreds of affidavits were written and presented to the examiners of the committees. The granting of a pension by special act of Congress is never done, except where the circumstances show that the applicant is deserving and that justice cannot be done under the general law. As I have stated before, my private secretary, Richard L. Merrick, is entitled to the passage of so many private bills. He looked after the details of the cases and appeared with me before the committee on pensions.

Introduced Many Other Measures. Beneficiaries Reside in Portland.

Introduced Many Other Measures.

Introduced Many Other Measures.

The foregoing list of 30 bills passed is only a small percentage of the bills only a small percentage of the bills I drafted and introduced. My bill providing for an eight-hour day for women in the District of Columbia was the first ever offered in Congress. The same is true of my bill for public ownership of the street railways in the Capitol. La Foliette followed me six months in offering the eight-hour bill, and his bill became the law. Crosser, of Ghio followed me a year in offering a bill for public ownership of the street railways, and his bill has just been favorably reported to the House. I was first to introduce a bill providing for the loaning of Treasury notes direct to the farmers. The plan is now being seriously considered, but mine is the only bill pending which provides for agricultural assets currency.

I secured the first vote ever had in the House on the parcel post law, when I offered an amendment to the post-office appropriation bill in May, 1912, providing for a parcel post. It failed in the House, but was a law inside of three months.

Has Stood for the Public. Introduced Many Other Measures.

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 intest 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 fool enough, or courageous enough, whichever you choose to call it, to tell all those in the habit of misusing your agents at Washinston to go straight to the hot regions, and that will be my course hereafter if continued in office. November 3 will tell whether it pays to serve the folks at home or the greedy special interests present around the Capitol. Very respectfully,

A. W. LAFFERTY, 733-35 Pittock Block.

(Paid Advertisement by A. W. Lafferty,) Has Stood for the Public.

(Paid Advertisement by A. W. Lafferty.)

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