HAWLEY'S FRIENDS POINT TO RECORDS

Congressman's Influence at Washington Held Visible in Number of Bills Passed.

DEMOCRAT LAUDS WORK

Success of Oregon Representative in Aiding Harbors, Rivers, Forests, Natural Wonders, Widows and Veterans Called Unique.

SALEM, Or., Oct. 3.—(Special.)—Taking advantage of the absence of Representative W. C. Hawley, who has been in Washington, D. C., since immediately before the convening of Congress in December, 1912, the opposition has been laboring persistently to discredit his work for Oregon and the First District.

So bold and far-reaching have become the efforts at misrepresentation that a prominent member of the press in the National capital, who resides in Wyoming and therefore has no personal interest in political affairs in Oregon, but who is familiar with the work of Representative Hawley, writes to a friend in Oregon as follows:

Twenty Bills Recalled.

I hope the people of your district will not take any stock in the reprehensible canards I notice are being circulated there against Mr. Hawley. It appears to me their very boldness, however, might cause some to believe them were they not contradicted. I have in mind particularly the story circulated purporting to state as a fact that Mr. Hawley had "only passed four or five bills out of the 100 and more he had introduced." I have just run over in my mind more than 20 bills by Mr. Hawley I can recall as having been enacted.

Keeping track of Mr. Hawley's activities in Congress for a good many years, as you know, by personal calls at his office daily, I have long contended that he has a record of being one of the most successful members of the House in the matter of getting his bills through. I know the rivers and harbors committee has a standing truism among its members that "Hawley always gets what he asks for," and the explanation is because he never asks for unreasonable appropriations and always has his facts and figures so arranged as to make the very best possible presentation.

This care as to detail, coupled with a record for absolute veracity in all his statements and a very pleasing personality, account for his successes. His success in public land and labor legislative matters is equally good, while there is no harder working member on the committe on agriculture, or one more successful in securing the adoption of his suggestions in making up the big agricultural bill each year. I cannot believe that any considerable number of voters will record themselves in favor of trading off for an unknown quantity a Representative whose long experience and splendid standing with members in all parties enables him to accomplish more real good for his district than any new man could hope to accomplish in years.

Widows and Orphans Helped.

Just during the present session of Congress Representative Hawley, mindful of the charge of the martyr, President Abraham Lincoln, to take care of the veteran, his widow and dependent children, has secured the passage of 13 of his private bills for the relief of three widows of Civil War veterans, one widow of a Mexican War veteran and two invalid and dependent sons of a veteran and eight veterans on beds of sickness, some of them helpless and all of them without the necessary funds to provide for their necessities and comforts.

But the opposition sneers at legislation of this character and its candidate was circulating an anonymous circular, said to be in violation of the corrupt practices act of the state, which affirmed that only "four bills passed" that were introduced by Mr. Hawley, not counting legislation for the relief of the veteran, in which, of course, he has no interest.

Here are 10 of Represenetative Hawley's bills that have been acted upon favorably by the house committee, the House itself or have become portions of laws, and all of them belong to this Congress:

R. R. 9183, roads and trails, Crater Lake National Park, $75,000; $7540, general administration.

H. R. 9182, roads, Crater Lake Park, cared for by H. R. 9183.

H. R. 13,863, fish culture stations, Columbia and tributaries, $50,000.

H. R. 13,865, long leases in forests to open wonders like Josephine caves, Grants Pass, Oregon.

H. R. 4108, relief of homestead entrymen.

H. R. 2482, closing of Mill Slough, passed October 17, 1913.

H. R. 13,180, housing Federal officers at Roseburg Federal building obtained by Hawley.

H. R. 8940 and 11,569, relief postmasters at Seaside and Monmouth for losses.

H. R. 15,803, money from sale Siletz Indian lands to be divided equally among wards.

Hawley Quadruples Average.

Up to September 19, 1914, there had been a net total of House bills and resolutions reported during the present Congress of 748. On the basis of the 435 members of the House, the pro rata share of each member would be less than two bills reported during the present Congress. It will therefore be seen that Representative Hawley has secured favorable action on more than four times his share.

A Democratic member of the Committee on Rivers and Harbors in a public statement, printed in the press last March, after the passage of the River and Harbor bill by the House, in which Mr. Hawley had appropriations aggregating almost $1,750,000 for 16 different projects in his district, or 4 per cent of the total, said:

"Of all the Congressmen who appeared before the River and Harbor Committee this session to make appeals for appropriations for waterways in their respective districts, none was so well equipped with facts and figures and none made such a favorable presentation of facts as Representative Hawley of Oregon."

Coos Bay Appropriation Large.

As an example of Mr. Hawley's success in the matter of securing appropriations for the improvement of rivers and harbors in the First district, Coos Bay may be cited. The first appropriation made for this improvement was secured by Richard Williams, then representing Oregon in Congress. After he retired from Congress he was followed by such able men as Representatives Whitaker, George, Hermann and Tongue, all of whom were able men and known to look well after the interests of their state.

The average appropriation secured by these men for the improvement of Coos Bay each year was $34,500. In the six years in which Mr. Hawley has had an opportunity to secure appropriations for Coos Bay, this year not being counted, he has secured $543,920 for Coos Bay, which is all the engineers have recommended, and is an average of $90,650 per year.

For the erection of public buildings, the maintenance of the Chemawa Indian School and other purposes he has secured more than $4,900,000 during his service in the House without attempting to estimate what his efforts will secure during the present Congress.

On matters of national and international concern, Representative Hawley has taken an active part. On March 5, 1914, in an address before the House on our national agricultural policy, which address is known as the most able presentation of that policy ever made to the House, Mr. Hawley took occasion to urge that the Panama Canal should be considered as a part of the waterways of this country, that no toll should be charged for American coastwise shipping in order that the products of the West and the manufactured articles of the East could be exchanged with as little charge for transportation as was possible. When the President proposed to repeal the free tolls provision Mr. Hawley continued his opposition and made another able appeal on March 28, 1914, when he laid before the House many reasons why the repeal of that provision would be against the welfare of the state and Nation.

He has been equally diligent, successful and aggressive in other matters and the long list of his accomplishments during his active service in the House are well known to people in every community in the state.

The Monday Crawfish

"IT NEVER CRABS"

Mr. Beals says today will probably be fair; east wind.

The Crawfish says it will rain some, and maybe a lot.

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THE MONDAY CRAWFISH. "It Never Crabs." Monday, Oct. 5, 1914. REX LAMPMAN, Editor. Adv. rate: $1 a line.

Editorial

AUTUMNAL SONNET.

The adolescent rooster's hoarse
Makes clamorous the drowsy
air of Fall;
The low-necked shoes have
gone unto the wall,
Along with other Summer
splendors too;
The football coaches are a dismal crew,
And on the scribes they
spring the same old stall:
"Holes in the line we cannot
fill at all,
Backs are too slow." Gil Dobie's very blue,
And Bezdek worries like a setting hen;
But still the sophomore his
watch will pawn
To bet upon eleven husky men
Who'll fight through mud to
glory, and anon
We'll see the crafty coach has
lied again,
As often he has lied in years
agone.

"CRUEL AND UNUSUAL."

Ol' Clark Wood, of Weston, rises to remark that if he were on trial for his life he wouldn't mind so much being sentenced to hang, but would hate to be sketched in the courtroom by a Portland newspaper artist.

At the earnest request of our many California readers, we have discontinued Earl R. Goodwin's series of Little Journeys to California cities.

Locals and Personals

Rain is still needed.

What has become of J. H. Nolta?—tf.

Dean Collins got back from Phoenix, Ariz., last week, and rented a house, in which he is living a double life.

Larry Fernsworth, ed. of our est. contemp., the Banks Herald, was in from there last week, and reported a great difference of opinion about the war in his community, very few people agreeing with him.

Larry Walsh is not committing himself, but he told Tom Neuhausen the other night that he couldn't see, whichever way the war should go, that it would make much difference in the cost of high living. "The luxuries are the necessities of life," he said.

Rob't Rankin, one of the asst. U. S. Dist. Att'ys, is back from his vacation, which he spent resting at his home in this city, which our readers will agree was an unusual way to do it.

Fred Failing tried to ferry four beautiful young women across the Willamette, the w. k. local stream, recently, with his motorboat, and the boat got stuck on a bar in mid-stream. Bill Smith came along and Fred's cargo was transferred to his yacht. Ralph Staehli told us this story and said it was funny. Maybe he didn't tell us all of it.

Koshe Rosenthal said last week that he never lost an election but in his life, but he didn't say it for publication, and perhaps we should'nt print it.

The sophomores out at Reed Coll. dragged the freshmen through a frog-pond last Tues. at the annual tug-of-war between the classes, the same being considered rare sport in institutions of higher learning throughout the land.

"Capt." E. R. Bland, supt. of the aqueous division of the O.-W. R. & N. Co., took the str. Nahcotta to Astoria Sunday to see if the right-of-way was in good condition. His friends had been wondering how the "Capt." got so much publicity, and it is time that they knew. He takes newspaper men with him on such excursions, and they are ever a grateful tribe.

B. F. Mulkey, formerly of Dallas, but now a lawyer and ever-ready orator at Medford, was in our fair city last week and went down to Salem to see and be seen at the State Fair. Mr. Mulkey is not running for office this Fall, but has the same hearty hand-clasp as of yore, which shows that he is keeping in condition.

J. H. Peare, the handsome and popular jeweler of La Grande, was in our fair city last Fri. He has been struggling along for the last five months without reading The Crawfish, but now that we have mentioned him in our cols., we expect him to become a regular subscriber. He save that Bruce Dennis, ed. of our est. contemp., the La Grande Observer, is trying to keep his resolve not to smoke until after the political campaign is over.

Dave Atkinson writes ye ed. from Medford to say that Emil von Mohr, who runs the hotel there, believes that the dispatches from the war that come through Paris are slightly colored in favor of the French. Mr. Mohr has cut French peas out of the bill-of-fare. Dave says, and has adopted Esperanto as the only neutral language in which to print his menu-cards.

Dr. U. C. Coe, of Bend, was here last Fri. Doc is not only one of the most leading physicians of Bend, but is the best shot in Crook Co. There isn't a man in Bend will throw up his hat for Doc any more.

Ev. Johnson and Hi House closed their tennis tournament at the Irvington Club Sat., and when they checked up they found that during the season Ev had won 12 tennis balls and a suit of B. V. D.'s from Hi. Hi. it will be remembered by our readers, is a detective, and we might also mention in passing that Ev has friends in Tacoma who object to our calling him "Ev." which is short for Everett.

Joe Singer is looking for Geo. Cameron. He wants to know if it happens that Colonel Gordon, of the Gordon Highlanders, is in Berlin at this time.

WARNING TO HUNTERS.

Don't Shoot the Solitary Sandpiper at Any Time.

Now that the hunting season has opened, The Crawfish publishes herewith a concise summary of the game laws so that our readers may know what they may and may not shoot. Rails and coots, whatever they are, may be shot in District No. 1 from Oct. 1 to Jan. 15. On the other hand, greater and lesser Yellowlegs may be shot only to December 15.

Huntsmen may not shoot the festive semi-palmated plover or the solitary sandpiper at any time, but they need not give way to utter despair, for it is permissible to shoot the sharp-shinned hawk, the goshawk and the American Merganser at any time.

Visit From Black.

W. H. Black was down from Seattle last Thurs. He was the only man from there in a long time who didn't eat at the same cafeteria or live next door, or something, to Kinney Beaton, the w. k. Towne Gossip. Mr. Black says that Kinney mentions E. A. Batwell in the P.-I. so often that people are talking about it.

Congratulations.

Uncle Bill Cuddy was 60 years old Thurs. and didn't make any foolish 2d-childhood remarks about being just as young as he used to be. He celebrated by getting his regular annual haircut on Yom Kippur, the day before his birthday. Uncle Bill is ed. of our est. contemp., The Weekly Oregonian, and knows all about pigs and chickens.

Going to Work.

Young Bob McGuire has resigned as asst. to Dist. Att'y Evans and is going to start practicing law.

Soothing Story for Today

Greg's Goat.

Lair H. Gregory is back from Molalla. He brought the young goat mentioned in a recent dispatch to The Crawfish and has had no trouble with it so far except that it gets up early, as soon as the milkman passes, and absorbs all the milk from the bottles on the neighbors' doorsteps. Mr. Gregory has always had a great respect for the Oregon flea, but he says that the species indigenous to Molalla is the largest and most energetic that he has encountered in all his travels. The goat was accompanied here by several, and this fact, Mr. G. believes, accounts in part at least for the animal's criminal activity.

Sign of Season.

John Manning says that, from what he has seen of the new styles, he thinks it will be a long, hard Winter.

Bay, Baby, Bay.

We trust that all our readers bought a tag last Sat. We did. The lady asked us to buy a tag for the Baby Home, and we said we were running a baby home ourselves, and she said, "Oh, but these little babies have no one to care for them."

Good Show Coming.

Bill Pangle informs us that Mr. DeWolf Hopper, the w. k. singer, is coming here soon with a company to play Messrs. Gilbert & Sullivan's operas. Bill explained to us that the last-named gentlemen were natives of England who had a sense of humor, which they expressed both in words and music. Mr. Hopper is too w. k. to need introduction from us.

Beginnings of the Great

Geo. Baker used to rassle props for John Cordray and later he was a bouncer.

John Cordray brought the Columbus electric clock to Portland years ago, and made a lot of money with it on 1st st., between Wash. and Alder, where the N. Y. restaurant once was.

F. Coffinberry used to play the E-flat tuba in an orchestra with a Chicago repertoire show, and sang in a church choir when the show wasn't on the road.

Nick Pierong used to work for the Paine Pyrotechnic Co. and knows all about making such spectacles as "The Last Days of Pompeii." He broke into the legit. drama as an usher, and even now he sometimes forgets himself and straightens things out when people get their seats mixed.

Jack Johnson, of Pantages, not Paris, used to do blackface in a variety show at Vancouver, B. C.

Cal Heilig used to be a stenog. for the Pennsy line. He got his real start earlier than that as a boxcar carpenter.

Bill Pangle used to be a trap-drummer in a vaudeville orchestra, and is still nervous.

Which Show, Ed?

Edwin James is back from New York, and says that the moving-picture shows in that town aren't in it with those in Portland. Have any particular show in mind, Ed?

Lilian Knows.

If we could ever find more than enough mushrooms for one sitting, we would write a letter to Lilian Tingle and find out how to can 'em.

Dick Didn't Get Any.

M. C. Dickinson was out hunting pheasants last week, but didn't get any. We know he didn't, because we haven't seen any. Tom Word, our temperamental Sheriff, was out with Dick, but he didn't get any, either.

Poet's Corner

"Poeta Nascitur, Non Fit."

War's Horrors.

BY BERNHARDI.

The French word-tinkers all
agree
That A-l-s-n-e spells Ane.
They get Wax from O-l-e-o,
And call S-e-l-n-e Sane—
It must be so,
They ought to know.

Such word-styles, though, do vex
the man,
Who talks war-lore. They rattle him
And show how thoroughly war
can
Deserve old Sherman's synonym—
And make him yell
"Oh! war IS hell!"

MORE SIGNS OF A HARD WINTER.

MAIL CLERKS IN DANGER

RAILWAY OPERATORS IN IDAHO THREATENED WITH DISMISSAL.

Protest Against Speeding Up Requirements Resented, But Senator Borah Demands Stay.

BOISE, Idaho, Oct. 4.—(Special.)—One hundred and fifty railway mail clerks, operating in and out of the State of Idaho, today stand threatened with dismissal from the Postoffice Service by Alexander M. Stephens, general superintendent of the railway mail service. But before Superintendent Stephens is likely to put into effect his order United States Senator Borah will take a hand in the matter and probably cause an investigation to be made into the action that prompted the superintendent to make the threat. The trouble that affects so many Idaho mail clerks, according to the information given out here today, is over the so-called "Efficiency system" which Superintendent Stephens has attempted to put into effect and to which the clerks most strenuously object.

The "Efficiecy system" is classed by the railway mail clerks as a speed or stopwatch system which seeks to procure from postoffice employes every ounce of energy. Senator Borah has introduced a bill attempting to remedy the evil. While engaged in the postal service the speed and stopwatch system has been put on employes to account for every movement they make while handling mail and has caused friction. It has been referred to as the "Plus and Minus" system but the railway mail clerks prefer to call it the "Minus System." Superintendent Stephens takes the attitude the mail clerks have no right of protest and that because they have raised one they should be summarily dismissed from the service.

SUPPOSED IDAHOAN KILLED

Letters of George Breyer Found on Train Victim at Turner.

SALEM, Or., Oct. 4.—(Special.)—A man in whose pockets were found papers bearing the name of George Breyer was killed by a Southern Pacific freight train near Turner early today. The body was badly mangled.

Coroner Clough had the body brought to the city and believes the man fell while stealing a ride. Letters indicated that he had been engaged recently in mining in Idaho. He was about 20 years old. The body will be held here while an effort is made to find relatives or friends.

LA CENTER ROAD PLANNED

Seven Miles of Pacific Highway to Woodland to Be Built.

VANCOUVER, Wash., Oct. 4.—(Special.)—The road between La Center, Clarke County, and Woodland, Cowlitz County, about seven miles long, and part of the Pacific Highway will be hard-surfaced early next year. Walter R. Schwarz, County Engineer of Clarke County, in which practically all the road lies, received plans and specifications for the road Saturday. The road must be completed by January 15, 1915.

The roadway is to be 14 feet wide and have a surface of nine inches of gravel. On top is to be a two-inch coating of fine gravel, all of which is to be pressed with a six-ton roller.

DETECTIVE UNDER ARREST

Man in O. M. Jackson Case Accused of Tampering With Mails.

GRANTS PASS, Or., Oct. 4.—(Special.)—Detective Kirkwood was arrested Friday charged with tampering with the United States mails while engaged in the hunt for Oslin M. Jackson, charged with carrying on a confidence game in New York City.

Kirkwood was taken into custody by United States Marshal Fuller and then taken before United States Commissioner Smith, where his bonds were placed at $2000 to appear before Federal officers later. His bonds were furnished by Dr. and Mrs. J. F. Reddy, and he left for the south yesterday.

Oslin M. Jackson has brought civil action against Ernest Dennison for damages for alleged slander, on seven different counts at $15,000 in each instance.

IDAHO'S SHARE $59,227.81

State Receives This Sum as Receipts From 21 Forest Reserves.

LEWISTON, Idaho, Oct. 4.—(Special.)—According to advices received here by the Lewiston Commercial Club, there is due to the State of Idaho from the Federal Treasury $59,227.81, as this state's share of forest reserve receipts.

There are 21 forest reserves in Idaho. The apportionments from each reserve are:

Boise, $2617.53; Cache, $1541.29; Caribou, $1412.57; Clearwater, $94.09; Coeur d'Alene, $4289.03; Idaho, $1657.46; Kaniksu, $7386.52; Lemhi, $2181.52; Minidoka, $2764.73; Nez Perce, $1457.85; Palisade, $1302.86; Payette, $3261.11; Pen d'Oreille, $5459.90; Pocatello, $1865.90; St. Joe, $5314.02; Salmon, $1515.23; Sawtooth, $4896.59; Selway, $664.44; Targhee, $2568.79; Weiser, $2497.65.

Auto Association Elects.

LEWISTON, Idaho, Oct. 4.—(Special.)—The Nez Perce County Automobile Association has completed final organization and elected officers as follows: Frank Thompson, president; H. K. Fountain, vice president; Jesse Adam, secretary-treasurer.

Genevra, Free for Nonce, Finds Courteous Admirer

Newspaper's Generosity Revives Thirst of Poetess and Auto Hails at City Jail.

THE path of Genevra B. Claflin, a constant and frequent "visitor" to the City Jail, whose photograph adorns the gallery of the Municipal Bureau for the Protection of Women, was considerably brightened last week when an afternoon paper donated an automobile for her exclusive use, with the result that Genevra started on a royal spree.

It all happened when the local afternoon newspaper opened a contest. Genevra is a writer and scribbles poetry in jail, during her various stays, to pay for "booze" when she gets out. Genevra entered the contest, the award of which was the free use of an automobile, and the necessary expenses for a "joy ride."

Genevra won. Joy of all joys. "I invited Bertha Fulton, also a frequent inmate of the city jail, and some other friends who never rode in an 'ortermobile,'" said Genevra to jail attendants upon her arrival after the auto ride, "and we had a grand time."

After the trip the contest winner was again taken into custody charged with being drunk. Judge Stevenson paroled her.

Following is one of Genevra's serious poems. Copies of it have been widely circulated and used. It and similar ones have won $5 and $10 gold pieces:

Little Ones.

God has sent these little children,
He first loved them; so must you,
He will guide if you but lead them
In the path that's good and true.

Train their little feet to follow
In the path that's good and right,
Then they will not walk in darkness,
But in God's own heavenly light.

Teach their lips to lisp God's praises
Reverently to speak His name
When they are a little older,
They'll not take his name in vain.

Not for us to know their future.
You can shape it—"make or mar,"
For the day comes when you'll answer
For it at the judgment bar.

If it be their lot to travel
Through this world of sin and strife,
Mother's prayers be ever with them—
He their guiding star through life.

If by sin you are unworthy,
Lift your heart to God and say:
"Teach me, Lord, that I may better
Show my little ones the way."

—GENEVRA B. CLAFLIN.

Georgia Progressives Nominate.

MACON, Ga., Oct. 4.—Two candidates for the United States Senate for Georgia were nominated here Saturday by the Progressive state committee. C. W. McClure, of Atlanta, was named to oppose Senator Hoke Smith and G. R. Hutchens, of Rome, was selected to oppose Thomas W. Hardwick, Democratic nominee, to serve the unexpired term of the late Senator A. O. Bacon.

Chicago will spend $400,000 in improvement at Grant Park.

WORK WILL RESUME

Force on Dalles-Celilo Canal to Be Increased.

OTHER PROJECTS IN HAND

Work on Rivers and Harbors of Oregon to Gain Impetus as Result of Passage of Rivers and Harbors Bill.

Between 150 and 200 men are working on The Dalles-Celilo canal, and as rapidly as more can be obtained they will be put to work so the force there will be from 700 to 800 during October and November. Knowing that the signing of the rivers and harbors bill would follow immediately after its passage and that funds would be made available, arrangements were made last week to assemble part of the crew, and yesterday telegraphic authorization was received from Washington to resume operations full blast.

The order applied to the first and second districts, so the north jetty at the mouth of the river is to be carried forward at once. The dredge Clatsop will be returned to Harrington Point, on the Lower Columbia; the Multnomah will continue on the new cut at the Tongue Point Crossing; the dredge Wahkiakum will be ordered out to work on Slaughter's; the Mathloma will return to the Upper Willamette to continue dredging, and perhaps the Champoeg will be recommissioned, while the Cowlitz will be placed in service and be sent either to the Cowlitz, Lewis or Clatskanie rivers. On the Upper Columbia and Snake operations were not suspended, and more funds are expected to be set aside to continue the work throughout the season.

On the Coast the new Government dredge Colonel P. S. Michie will be worked on Coos Bay bar, and her crew is being reassembled now. The dredge Oregon leaves Coos Bay tomorrow in tow of the tug Printer for Grays Harbor, and her equipment goes there on the steamer Willapa.

Rock will again be received at Fort Canby for distribution along the north jetty about October 10, and bids may be asked for more rock, as the material was being bought in the open market at the time of the shutdown, the price being $1.10 a ton. It is intended to work on the jetty all Winter if weather conditions permit, and that will be the programme on every project, for while it has not been indicated from Washington the actual amount each district will be allotted of $20,000,000 appropriated in the rivers and harbors act, it has been the understanding when special estimates were asked for that all authorized projects would be continued up to March 1, 1915, by which time another rivers and harbors act is to be passed that will probably carry other appropriations.

The Dalles-Celilo canal was to have been ready for the passage of river vessels January 1 had the lack of funds not compelled a suspension of operations, and it is believed now that though there will be some delay because of Winter conditions, the big canal and locks will be ready for navigation about June 1.

The dredge Chinook will retire from the Columbia River bar about November 1 and will lay up for the Winter, as she could not work at the entrance to the river in rough water. But with the jetty being continued seaward when possible and considerable rock dumped along the completed portion of the tramway during the season, a material change is looked for in the depth of the river when the June survey is made.

PORT MAY ASK FEDERAL AID

Bonds for Construction of Seattle Structure Remain Unsold.

SEATTLE, Wash., Oct. 4.—(Special.)—Facing the problem of either delaying work on structures badly needed by the port or disposing of its bonds at a great loss in the present unfavorable market, the Port Commission this afternoon considered the advisability of petitioning Secretary of the Treasury McAdoo asking that the Federal Government come to the assistance of the community.

Commissioner C. E. Remsberg said: "In my investigation of Canadian ports I find that it is only necessary for the port authorities to show an intention of good faith to obtain all the money they want from the Canadian government at 3½ per cent. Under the stress of the present disturbed financial market it is barely possible the Secretary of the Treasury will recommend favorable action on our petition if it is presented."

The Port Commission has received low bids for the construction of the big apple cold-storage warehouse, on which is dependent the halibut cold-storage warehouse. Both these structures are badly needed at this time.

BEAVER, BREAKWATER DOCK

San Francisco & Portland Steamer Brings Portland Tourists Home.

Carrying a general cargo and a passenger list of 140, the steamer Beaver of the San Francisco & Portland Steamship Company's fleet arrived in Portland at Ainsworth dock yesterday at 1 P. M. Captain Mason of the Beaver reported the weather to have been unusually good and the run was made in 48 hours. Many of the passengers were from Portland returning from California points.

The Steamer Breakwater docked at Ainsworth wharf at 1:30 yesterday afternoon with a passenger list of 40. Captain T. J. Macgenn reported a good run.

News From Oregon Ports.

ASTORIA, Or., Oct. 4.—(Special.)—The steamers Beaver and Roanoke arrived this morning from San Francisco and San Pedro, en route to Portland, and the steamer Bear sailed early today for the bay city.

The steamer Paraiso arrrived today from San Francisco via Coos Bay with cargo for Portland.

The steamer Breakwater arrived this morning from Coos Bay with freight and passengers for Astoria and Portland.

The steam schooner Saginaw arrived today from San Francisco and after taking on lumber at the Clatsop mill went to Linnton to finish loading.

The schooner Samar sailed today for the West Coast with a cargo of lumber from Linnton.

The steamer George W. Elder sailed this evening for Coos Bay and Eureka with freight and passengers from Portland and Astoria.

The British steamer Mexico City remained in the lower harbor all night and sailed this morning for the West Coast.

COOS BAY, Or., Oct. 4.—(Special.)—The four-masted schooner seen off Coos Bay last evening was the Simpson Lumber Company's Encore, 60 days out from Antofogasta, Chile, where she had delivered a cargo of lumber from this port. The gasoline schooner Coaster towed the Encore into port today at noon.

The gasoline schooner Roamer arrived this afternoon from the Siuslaw River at 4:30.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Geo. W. Elder	Eureka	In port
Breakwater	Coos Bay	Oct. 4
Roanoke	San Diego	Oct. 4
Beaver	Los Angeles	Oct. 4
Rose City	Los Angeles	Oct. 9
Yucatan	San Diego	Oct. 11
Bear	Los Angeles	Oct. 14

DUE TO DEPART.

Name.	For	Date.
Geo. W. Elder	Eureka	Oct. 4
Yale	S. F. to L. A.	Oct. 5
Breakwater	Coos Bay	Oct. 6
Harvard	S. F. to L. A.	Oct. 7
Multnomah	San Diego	Oct. 7
Klamath	San Diego	Oct. 7
Roanoke	San Diego	Oct. 7
Beaver	Los Angeles	Oct. 8
Paralso	San Francisco	Oct. 9
Northland	San Francisco	Oct. 10
San Ramon	San Francisco	Oct. 10
Rose City	Los Angeles	Oct. 13
Yucatan	San Diego	Oct. 14
Cello	San Diego	Oct. 15
Bear	Los Angeles	Oct. 18

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Den of Airlie	London	Oct. 25
Merionethshire	London	Oct. 30
Cardiganshire	London	Nov. 13

Name.	For	Date.
Den of Airlie	London	Nov. 1
Merionethshire	London	Nov. 10
Cardiganshire	London	Nov. 13

ALASKAN SERVICE.

Name.	For	Date.
Thos. L. Wand	Skagway	Oct. 7
Quinault	Skagway	Oct. 17

INDIANS FIND 4 BODIES

ONE LEGGETT VICTIM 160 MILES FROM WRECK SCENE.

Beach Near Hoquiam Is Place of Discovery—Corpses of Boy and Three Men—Two Identified.

HOQUIAM, Wash., Oct. 4.—(Special.)—Four bodies of victims of the wreck of the steamer Francis H. Leggett, 60 miles south of the Columbia River, have been found on the ocean beach west and north of Hoquiam. They are the bodies of three men and a boy. One of the bodies was found about 160 miles north of the scene of the wreck.

Two of the bodies have been identified. The boy was R. D. Schneidinger, from a city in the East. The boy's body was found at Point Granville, seven miles north of Moclips, Saturday afternoon. The body of J. Naes was found in Jefferson County, just north of the Queets River and a quarter mile north of the county line. All the bodies were found by Indians.

Coroner Hunter was not able to reach the scene where the boy's body was found until about midnight, and identification was made today by a ring bearing engraved initials the boy wore. His parents were in Portland last week hoping his body would be recovered. They left for Seattle and efforts are now being made to locate them.

Naes' body was picked up Friday. This was identified by a bankbook and certificate of deposit in a California bank, which were taken to Indian Agent White, at Taholah. The body was buried by the Indians.

Word reached Hoquiam this afternoon that two other bodies had been found this morning by Indians on the beach about eight miles north of Taholah, or half way between the Queets and Quiniault rivers. An undertaker's party has been sent to bring the three bodies to the Harbor. This party is not expected to return before Tuesday.

Marconi Wireless Reports.

(All positions reported at 8 P. M., October 3, unless otherwise designated.)

Santa Rita, Port San Luis for Seattle, 540 miles north of San Francisco.

Geo. W. Elder, Portland for Coos Bay, eight miles south of Columbia River.

Gen. Hubbard, San Pedro for Grays Harbor, 20 miles south of Grays Harbor.

Klamath, San Francisco for Portland, off Columbia River.

Norwood, Grays Harbor for San Francisco, off Tillamook Rock.

Governor, San Francisco for Seattle, via Victoria, 108 miles north of Cape Blanco.

Admiral Schley, San Francisco for Seattle, off Cape Flattery.

Chatham, Grays Harbor for San Francisco, 731 miles from San Francisco.

Dewey, Seattle for San Francisco, off Point Wilson.

Alameda, Alaska for Seattle, off Entrance Island light.

Leelanaw, San Francisco for Comox, 672 miles from San Francisco.

Lindsay, Excursion Inlet for Bellingham, off Cape Lazo.

Pennsylvania, San Francisco for Balboa, 509 miles south of San Francisco October 3.

Speedwell, San Pedro for San Francisco, 140 miles south of San Francisco.

Yucatan, San Francisco for San Pedro, off Point Arguello.

Aroline, San Francisco for San Pedro, 27 miles southeast Piedras Blancas.

Argyll, San Francisco for San Pedro, 10 miles west of San Pedro.

Washtenaw, Port San Luis for Portland, 173 miles north of San Francisco.

Bear, Portland for San Francisco, 260 miles north of San Francisco.

Nann Smith, San Francisco for Coos Bay, 212 miles north of San Francisco.

Lucas, Richmond for Seattle, off St. George's Reef.

Northland, San Francisco for Portland, 15 miles south of Cape Mendocino.

Santa Maria, Port San Luis for Honolulu, 315 miles out October 3.

Ventura, San Francisco for Honolulu, 1566 miles out October 3.

Maverick, Honolulu for San Francisco, 1652 miles out October 3.

Enterprise, Hilo for San Francisco, 1474 miles out October 3.

Hilonian, Honolulu for San Francisco, 1031 miles out October 3.

Manoa, San Francisco for Honolulu, 1841 miles out October 3.

Cooska, San Francisco for Eureka, 14 miles south of Point Arena.

Columbia, Santa Barbara for San Francisco, off Pigeon Point.

Mazatlan, San Francisco for Astoria, 20 miles south of Cape Blanco.

Grace Dollar, Bandon for Port Harford, 300 miles north of San Francisco.

President, Seattle for San Francisco, 12 miles north of Point Arena.

Kilburn, Eureka for San Francisco, 120 miles north of San Francisco.

San Ramon, San Francisco for Portland, 20 miles south of Point Gorda.

Coronado, Aberdeen for San Francisco, five miles north of Point Arena.

Buck, Monterey for Everett, left at 7 P. M.

St. Helens, San Francisco for New York, five miles south of lightship.

Movements of Vessels.

PORTLAND, Oct. 4.—Arrived—Steamer Breakwater, from Coos Bay; steamer Beaver, from San Francisco and Los Angeles; steamer Saginaw, from San Francisco; steamer Roanoke, from San Diego and way ports; steamer Paraiso, from San Francisco via Coos Bay. Sailed—Steamer Geo. W. Elder, for Coos Bay and Eureka.

Astoria, Oct. 4.—Arrived at 4:30 and left up at 5 A. M.—Steamer Breakwater, from Coos Bay. Arrived at 5 and left up at 6 A. M.—Steamer Beaver, from San Francisco. Arrived at 9 A. M. and left up at 9:00 A. M.—Steamer Saginaw, from San Francisco. Arrived at 10 A. M. and left up at 11:25 A. M.—Steamer Roanoke, from San Francisco. Arrived and left up at 9:50 A. M.—Steamer Paraiso, from San Francisco via Coos Bay. Sailed at 10:30 last night—Steamer Bear, for San Francisco; steamer Santa Clara, for Seattle. Sailed at 6 P. M.—Steamer Geo. W. Elder, for Coos Bay. Sailed at 12:45 P. M.—Schooner Samar, for Callao.

Tatoosh, Oct. 4.—Passed at 9:40 A. M.—Steamer Santa Clara, from Portland for Seattle.

Seattle, Oct. 4.—Sailed last night—Steamer Thomas L. Wand, from Alaska for Portland.

San Francisco, Oct. 4.—Sailed at 1 A. M.—Steamer Yucatan, from Portland for San Pedro. Sailed at 9 A. M.—Steamer Cello, from Portland for San Pedro. Arrived at 1 A. M.—Steamer W. F. Herrin, from Portland. Sailed at midnight—Steamer San Ramon, for Portland. Sailed at 7 o'clock last night—Steamer Elsie, from Portland, for Portland. Sailed at 10 o'clock last night—Steamer Northland, for Portland.

Coronel, Sept. 30.—Arrived—British steamer Fernley, from Portland for St. Vincent.

Tides at Astoria Monday.

High.	Low.
1:21 A. M....7.4 feet	7:32 A. M....2.9 feet
1:12 P. M....8.5 feet	8:07 P. M....0.3 foot

DAILY METEOROLOGICAL REPORT.

PORTLAND, Oct. 4.—Maximum temperature, 57 degrees; minimum, 51 degrees. River reading at 8 A. M., 4.6 feet; change in last 24 hours, 0.5 foot rise. Total rainfall (5 P. M., to 5 P. M.), 0.05 inch; total rainfall since September 1, 1914, 4.16 inches; normal rainfall since September 1, 2.26 inches; excess of rainfall since September 1, 1914, 1.90 inches. Total sunshine in October 4, none; possible sunshine, 11 hours, 33 minutes. Barometer (reduced to sea-level) at 5 P. M., 2.96 inches.

THE WEATHER.

STATIONS.	Maximum temp.	Precipitation past 24 hours	Wind Velocity	Wind Direction	State of Weather
Baker	54	0.00	..	W	Clear
Boise	54	0.04	4	NW	Cloudy
Boston	72	0.00	4	SW	Pt. cloudy
Calgary	36	0.24	16	NW	Cloudy
Chicago	70	0.00	8	SE	Cloudy
Denver	54	0.04	16	NW	Clear
Des Moines	72	0.00	4	SE	Cloudy
Duluth	78	0.00	12	S	Pt. cloudy
Eureka	60	0.00	4	N	Clear
Galveston	80	0.00	10	SE	Cloudy
Helena	40	0.04	4	NE	Snow
Jacksonville	84	0.88	4	NE	Rain
Kansas City	72	0.00	10	SE	Cloudy
Los Angeles	72	0.00	6	SW	Clear
Marshfield	68	0.00	..	..	Cloudy
Medford	66	0.00	4	W	Cloudy
Montreal	72	0.00	16	SW	Clear
New Orleans	80	0.00	4	E	Pt. cloudy
New York	76	0.00	18	SW	Clear
North Head	52	0.14	18	SE	Rain
North Yakima	66	0.00	12	NW	Clear
Phoenix	76	0.00	4	W	Clear
Portland	48	0.00	18	SW	Cloudy
Roseburg	68	0.00	4	SE	Pt. cloudy
Sacramento	74	0.00	6	NW	Clear
St. Louis	74