# JOBS MULTIPLY AND CITY SALARIES SOAR

## Under Commission Form Pay Roll Rises and 1915 Mark Is Set at $1,684,315.

## IMPROVEMENT WORK LESS

### New Inspection Service Is Blamed Partly for Disproportionate Comparison of Conditions Between 1912 and 1914.

Under two years and two months of commission government Portland has had an era of multiplying municipal jobs and a soaring annual payroll that has gone up with leaps and bounds.

The extent of this may be seen from payroll comparisons for the years since 1911. The total payroll during 1912, the last full year of councilmanic government, was $1,433,859.43. During 1914, the first full year of commission government, the total payroll was $1,697,810.06. This shows an increase of $263,950.63 for commission government.

These figures were compiled by City Auditor Barbur and include all salaries except salaries paid in the Water Bureau, which come from the water fund raised from water rentals.

**Payroll Yet Is Soaring.**

And the payroll is still going up. Based upon the rate the city has gone for employes so far this year, the 1915 total will be $1,684,315. This is based upon the payrolls for the first six months. The cause is new positions and increased salaries.

Take the Public Works Department for example. Here a study of the payrolls shows that the average pay for each employe is $5.08 more than in 1913 before the commission government. Then the average for the employes was $92.46 a month. Now it is $95.54 a month.

The increased payroll has been brought about in spite of the city having actually less necessary work than in 1912. Just for example, the city had to supervise the construction of improvements in 1912 amounting to $4,300,449.92, while in 1914 it supervised $2,633,480.59, or nearly 100 per cent less.

**Causes Many and Varied.**

New jobs, more extensive work, new inspection service, handling of work never attempted before and increased general forces has been the cause of the big disproportionate comparison of conditions between 1912 and 1914. A few of these are temporary. The great majority are permanent.

Scanning the city's payrolls the 171 following distinctly new employes are found drawing the salaries as indicated each month:

| | |
|---|---|
| 1 landscape architect, Park Bureau | $ 150 |
| 1 private secretary, Public Works | 125 |
| 1 painter, municipal shops | 91 |
| 1 shop apprentice | 25 |
| 1 automobile mechanic, municipal shop | 195 |
| 1 clerk in municipal shop | 85 |
| 1 stenographer in Mayor's office | 90 |
| 1 office boy, Public Works | 30 |
| 1 electrical inspector | 100 |
| 1 special inspector (traffic eng.) | 130 |
| 1 assistant engineer, Public Works | 150 |
| 1 special inspector, Public Works | 100 |
| 1 sign writer, Public Works | 75 |
| 1 chauffeur, Public Works | 75 |
| 1 chainman, Public Works | 85 |
| 1 draughtsman, Public Works | 100 |
| 1 civil service efficiency clerk | 80 |
| 1 private secretary, finance dept | 80 |
| 1 chief clerk, utilities department | 175 |
| 1 private secretary, utilities dept | 125 |
| 1 stenographer, public utilities | 80 |
| 1 stenographer, Water Bureau | 80 |
| 1 chief sanitary inspector, Health Bureau (now laid off) | 120 |
| 1 chief clerk, Health Bureau | 150 |
| 1 clerk, Health Bureau | 75 |
| 1 veterinarian, Health Bureau | 130 |
| 4 milk and dairy inspectors (two now laid off) | 295 |
| 1 sanitary inspector, Health Bureau | 95 |
| 2 market inspectors, Health Bureau | 220 |
| 2 meat inspectors (now laid off) | 250 |
| 1 bacteriologist, Health Bureau | 160 |
| 21 firemen for fireboat Campbell | 1,042 |
| 1 clerk, Fire Bureau | 95 |
| 1 relief engineer, Fire Bureau | 110 |
| 12 firemen, amount of giving men one day off in six | 900 |
| 88 new firemen for eight new stations | 5,376 |
| 2 engineers at City Jail | 300 |
| 3 janitors at City Jail | 234 |
| 2 City Jail elevator operators | 130 |
| 2 police detectives | 210 |
| 1 police lieutenant | 130 |
| 1 stenographer, Dept. Public Affairs | 75 |
| 1 chief clerk, Dept. Public Affairs | 145 |
| 1 City Hall messenger boy | 30 |
| 1 additional telephone operator | 55 |
| 1 clerk, Municipal Court | 130 |
| 1 marketmaster | 105 |
| 1 assistant marketmaster | 75 |
| 1 assistant marketmaster (one day a week) | 12 |
| 8 emergency hospital interns | 125 |
| 1 second assistant fire chief (combined position involving increased salary) | 20 |
| 1 labor agent (temporary) | 135 |
| 1 deputy city attorney (temporary) | 150 |
| 1 motion picture censorship secretary | 90 |
| 1 jitney inspector | 100 |
| 1 public defender | 150 |
| 1 clerk, Park Bureau | 80 |
| 4 garage men, Department Finance | 225 |
| 4 garage men, Department Finance | 255 |
| 171 | |

This is not purported to be a full list of the new jobs. It is a list giving those that show up clearly. The commission charter changed the city's system completely so that some employes received names merely. These are not included in the list.

## MARINE INTELLIGENCE.

**Steamer Schedule.**

DUE TO ARRIVE.

| Name. | From | Date. |
|---|---|---|
| Beaver | Los Angeles | In port |
| F. A. Kilburn | San Francisco | In port |
| Northern Pacific | San Francisco | Sept. 3 |
| Rose City | Los Angeles | Sept. 4 |
| Roanoke | San Diego | Sept. 5 |
| Great Northern | San Francisco | Sept. 5 |
| Breakwater | Coos Bay | Sept. 6 |
| Santa Clara | San Francisco | Sept. 8 |
| Bear | Los Angeles | Sept. 10 |
| Geo. W. Elder | San Diego | Sept. 12 |

DUE TO DEPART.

| Name. | For | Date. |
|---|---|---|
| Yale | S. F. to L. A. | Sept. 3 |
| Wapama | San Diego | Sept. 3 |
| F. A. Kilburn | San Francisco | Sept. 3 |
| Harvard | S. F. to L. A. | Sept. 3 |
| Northern Pacific | San Francisco | Sept. 4 |
| Beaver | Los Angeles | Sept. 4 |
| Kalamath | San Diego | Sept. 5 |
| Great Northern | San Francisco | Sept. 7 |
| Multnomah | San Diego | Sept. 8 |
| Roanoke | San Diego | Sept. 8 |
| Rose City | Los Angeles | Sept. 9 |
| Santa Clara | San Francisco | Sept. 9 |
| Breakwater | Coos Bay | Sept. 9 |
| Santa Barbara | San Diego | Sept. 11 |
| Bear | Los Angeles | Sept. 12 |
| Willamette | San Diego | Sept. 15 |
| Geo. W. Elder | San Diego | Sept. 15 |

**Portland-Atlantic Service.**

DUE TO ARRIVE.

| Name. | From | Date. |
|---|---|---|
| Navajo | New York | Sept. 1 |
| Montanan | New York | Sept. 1 |
| Dakotan | New York | Sept. 19 |
| Honolulan | New York | Oct. 1 |
| Iowan | New York | Oct. 18 |
| Panaman | New York | Nov. 6 |

DUE TO DEPART.

| Name. | For | Date. |
|---|---|---|
| Montanan | New York | Sept. 10 |
| Dakotan | New York | Sept. 22 |
| Honolulan | New York | Oct. 4 |
| Panaman | New York | Oct. 22 |
| Iowan | New York | Nov. 9 |

**Marine Notes.**

Captain John Peterson, in charge of the Astoria office of the Columbia River Pilots' Association, was a visitor yesterday, having brought up the steamer Atlas of the Standard Oil Company's fleet, which he piloted downstream again at midnight.

Captain L. Charrier, of the French bark Duplleix, which was entered yesterday from Bahia Blanca with 1100 tons of slag ballast, that she is discharging at the plant of the North Pacific Lumber Company, says the Pacific was more quiet than on any voyage he has made. Head winds delayed the vessel rounding the Horn for 12 days, but from there the passage was made in 30 days.

Last of the grain cargo of the French bark Noemi went aboard yesterday, amounting to 2940 tons, and she will leave down this afternoon. The French bark Le Pilier has shifted from the stream to Mersey dock to begin loading today, and will be followed in a week by the Duplelx, all being under charter to Balfour, Guthrie & Co.

Haze at the entrance to the Columbia has interfered with the September survey of the bar to some extent, but the work is expected to be finished in another week.

Notice has been issued from the headquarters of the Second Portland District, Corps of Engineers, U. S. A., that range lights used in the dredging area at the mouth of the Columbia will be extinguished at 10 o'clock each night and relighted at 4 o'clock in the morning, as the dredge Chinook is to work 16 hours a day instead of 24 hours during the remainder of the season.

To have the hull cleaned and painted and the annual overhauling carried out, the lighthouse tender Manzanita will be lifted on Hall Bros.' marine railway at Winslow, Wash., tomorrow.

Having resumed service, the North Pacific steamer Roanoke arrived at San Francisco yesterday from San Diego and San Pedro and will proceed here on schedule, sailing on the return south Wednesday.

On her way from Portland for Valparaiso with flour, the Sudden & Christensen steamer Isabella was reported sailing from Balboa Wednesday. Next of that fleet to load here for the west coast will be the John A. Hooper, due between August 15 and 20.

Coming here to load grain, the British steamer Snowdonian sailed from Cristobal Wednesday, says a message to the Merchants' Exchange.

To go into Winter quarters, the tug Akutan of the Portland-Alaska Packers' Association fleet left Astoria yesterday morning for Goble.

**News From Oregon Ports.**

COOS BAY, Or., Sept. 2.—(Special.)—The steamship Santa Clara arrived from Portland at 5 A. M. and sailed from Marshfield in the afternoon for San Francisco and Eureka.

The steam schooners Hardy and Yellowstone are due from San Francisco with general freight.

The Port of Coos Bay Commissioners at a meeting last night allowed several large debtors an extension of time in which to pay for fills ranging from one to five years.

ASTORIA, Or., Sept. 2.—(Special.)—The cannery ship Levi G. Burgess arrived this morning from Nushagak River, Alaska, with a portion of the salmon pack for the Alaska-Portland Packers' Association plant. The Berlin will be due tomorrow.

Bringing freight for Astoria and Portland the steam schooner Klamath arrived from San Francisco.

With freight and passengers for Astoria and Portland, the steamer F. A. Kilburn arrived from San Francisco via Eureka and Coos Bay.

With freight and passengers from Portland and Astoria, the steamer George W. Elder sailed for San Francisco and San Pedro.

The steamer Breakwater sailed for Coos Bay.

With a heavy passenger list and a large consignment of freight, including grain from the interior, the steamer Great Northern sailed for San Francisco.

FLORENCE, Or., Sept. 2.—(Special.)—Arrived at 7 A. M., Grace Dollar, from San Francisco. She found good water on the bar, the lumber cargo is to be loaded here. The first arrival of a steam schooner entering the Siuslaw was celebrated with a banquet tonight to the officers and crew.

**Movements of Vessels.**

PORTLAND, Sept. 2.—Arrived—Steamers W. F. Herrin, from Monterey; Akutan, from Nushagak; Klamath, from San Francisco; F. A. Kilburn, from San Francisco via way ports. Sailed—Steamers Atlas, for San Francisco; Breakwater, for Coos Bay.

Astoria, Sept. 2.—Arrived at 1 and left up at 3 A. M., steamer W. F. Herrin, from Monterey. Arrived at 4 A. M., bark Levi G. Burgess, from Nushagak. Left up at 6 A. M., steamer Akutan. Sailed at 6:40 A. M., steamer Geo. W. Elder, for San Diego via way ports. Arrived at 6 and left up at 8 A. M., steamer Klamath, from San Francisco. Arrived at 8:10 and left up at 9:30 A. M., steamer F. A. Kilburn, from San Francisco via way ports. Sailed at 2:15 P. M., steamer Great Northern, for San Francisco.

San Francisco, Sept. 2.—Arrived at 8 A. M., steamer Roanoke, from San Diego and way ports for Portland. Sailed at 11 A. M., steamer Northern Pacific, for Flavel; at 1 P. M., steamer Rose City, from San Pedro for Portland.

Coos Bay, Sept. 2.—Arrived at 5 A. M. and sailed, steamer Santa Clara, from Portland, for Eureka and San Francisco.

San Pedro, Sept. 2.—Arrived—Steamers Cello, from Portland, for San Diego; J. B. Stetson, from Portland via Grays Harbor, for Queenstown. Aug. 31.—Arrived—Russian bark Port Stanley, from Portland.

Balboa, Sept. 1.—Sailed—Steamer Isabela, from Portland, for Valparaiso.

Cristobal, Sept. 1.—Sailed—British steamer Snowdonian, from Norfolk for Portland.

San Francisco, Sept. 2.—Arrived—Steamers Peninsular and Oriental (British), from Liverpool; Fulville, from Brooklyn Brookings Landing; Captain A. F. Lucas, from Seattle; Discoverer (British), from Tacoma; Temple E. Dorr, from Aberdeen; Navarch, from New York. Sailed—Steamers Northern Pacific, for Astoria; Rose City, for Portland; Berwick Law (British), for New York.

Seattle, Wash., Sept. 2.—Arrived—Steamers Stewart and Melville Dollar, from San Francisco; Hawaiian Maru (Japanese), from Honolulu via Inlet; Congress, from San Diego via San Francisco; Jefferson, from Southeast Alaska. Sailed: Steamers Umatilla, for San Francisco via Victoria, B. C.; Spokane, for Southeastern Alaska; Alameda, for Southwest via Southeast Alaska.

**Tides at Astoria Friday.**

| High. | Low. |
|---|---|
| 9:04 A. M...5.6 feet | 2:31 A. M...1.3 feet |
| 8:06 P. M...7.3 feet | 2:07 P. M...4.4 feet |

**Columbia River Bar Report.**

NORTH HEAD, Sept. 2.—Condition of the bar at 4 P. M.: Sea, rough; barometer, 30.20; wind, northwest 30 miles.

# GEMS SELL, MONEY PLENTY

## Jeweler Says Trade Prospers and People Quit Hoarding.

NEW YORK, Aug. 30.—The fact that the people are again buying jewelry was cited by T. L. Combs, of Omaha, Neb., president of the American National Retail Jewelers' Association.

"The jewelry business is a good barometer," said Mr. Combs. "The people are buying jewelry and there seems to be no tendency to hoard money."

# DAILY CITY STATISTICS

**Marriage Licenses.**

HERMANN-JENSEN—John T. Hermann, 29, 511 Leo street, and Freda Jensen, 24, 1540 East Thirteenth street.

DIPPRE-COBB—William Dippre, legal, Scranton, Pa., and Effie May Cobb, legal, 1006 East Salmon street.

**Births.**

UNRATH—To Mr. and Mrs. Edward Unrath, 1077 Water street, August 31, a son.

COOPER—To Mr. and Mrs. Albert E. Cooper, Courtney station, August 2, a son.

SALTMAN—To Mr. and Mrs. Morris Saltman, 183 Caruthers street, August 16, a son.

HOUSEFELD—To Mr. and Mrs. Chris Housefeld, 409 Main street, August 31, a son.

HERNS—To Mr. and Mrs. Joseph Herns, 433 Taylor street, August 29, a daughter.

BENNETT—To Mr. and Mrs. Harry A. Bennett, 68 East Fifty-seventh street North, August 22, a daughter.

BENESKE—To Mr. and Mrs. Sam Beneske, 420 First street, August 22, a son.

HARDMAN—To Mr. and Mrs. Tracy Hardman, 227 Glenn avenue, August 29, a daughter.

KAUFMAN—To Mr. and Mrs. Isador Kaufman, 590 Front street, August 22, a son.

NORTH—To Mr. and Mrs. James North, Tigard, Or., August 21, a son.

SETTERBERG—To Mr. and Mrs. Harry O. Setterberg, 255 East Eightieth street North, August 26, a son.

**Vancouver, Wash., Marriage Licenses.**

VENABLE-HURD—Robert L. Venable and Miss Hazel Hurd, both of legal age, and of Portland.

SCHLOTH - THOMPSON — Edward A. Schloth and Miss Mae A. Thompson, both legal age and both of Portland.

GEIL-DUNFORD—C. A. Geil and Miss Jessie A. Dunford, both of legal age and both of Portland.

COX-SEARS—S. L. Cox, legal age, of Mount Vernon, Wash., and Miss Jean A. Sears, legal age, of Pittsburg, Kansas.

THOMPSON-TURNER—Al J. Thompson and Mrs. May Turner, both of legal age and both of Portland.

KITTLESON-SCHULSON—Peter G. Kittleson, legal age, and Miss Anna O. Schulson, legal age, both of Dallas, Or.

RIDGEWAY-KITTLESON—Joseph Ray Ridgeway, legal age, of Buell, Or., and Miss Nora E. Kittleson, legal age, of Dallas, Or.

BROWN-WELLMAN—Carl W. Brown, legal age, of Silverton, Or., and Miss Myrta G. Wellman, of Topeka, Kansas.

# ALASKA SALMON IN

## Columbia River Ships Are Reporting With Cargoes.

## PACK BELOW LAST SEASON

### Bark Burgess Runs From Nushagak in 10 Days 9 Hours and Sets New Record for Fast Sailing Trip.

Four of five vessels constituting the Columbia River division of the Alaska salmon fleet have reported, the tug Akutan having arrived Wednesday, the bark Levi G. Burgess at 4 o'clock yesterday morning and the bark Berlin and the bark St. Nicholas were reported outside, with the ship Reuce expected to be a close tailender.

The arrival of the Burgess, Captain E. Thomsen, after an actual run of ten days and nine hours, was the talk of the waterfront yesterday. The Burgess has been known as a fast sailer under her present skipper, and her last performance places her at the head of the list in covering the course from Nushagak. Like the Berlin and the tug Akutan, she belongs to the Alaska-Portland Packers' Association.

It was 1:30 o'clock the afternoon of August 22 that the Burgess was cast off from the tug Akutan in the open sea, after being towed a short distance from Nushagak, and the Berlin, also aided by the tug, got under way half an hour later. Both beat the Akutan to Unimak Pass, where the latter was to have waited to assist the square-riggers through, but on reaching there was informed that they had passed. The ships had a spanking breeze behind them all the way, there being a fresh northwester on, and the fact they arrived so soon after the Akutan, the Burgess being really only 12 hours behind her, indicates the speed attained.

The distance between the mouth of the Columbia and Nushagak is placed at between 2130 and 2150 knots and the average speed of the Berlin was in excess of 200 knots a day. The best previous time was made by the ship C. F. Sargent in 1903, being 13 days on the way from Nushagak. At 4 o'clock yesterday afternoon the Berlin, according to a wireless received, was 50 miles west-northwest of the entrance to the Columbia. The St. Nicholas left Nushagak August 15, and three days later was spoken off Unimak Pass, so she has made an average run down the coast.

The Shaver steamer Henderson left down yesterday to bring up the Burgess, which berths at Municipal Dock No. 1, as will the Berlin. Together they have 88,350 cases of the pack, which is about 1500 cases less than the ships brought back last year. How the pack will move is not known, as prices have not been named, and the great condition of the foreign exchange market may exert an influence. F. A. Daly, superintendent of the Alaska-Portland Packers' Association, estimates that the total pack in the region of Bristol Bay this season was 40 per cent short of last season's total.

## BARGE PASSENGER DROWNED

### Launch Camas Flyer, With Tow, Runs Into Steamer Tahoma.

Pilot William Dunn, of the steamer Tahoma, yesterday filed a written report with United States Steamboat Inspectors Edwards and Fuller of the drowning of an unknown passenger from a barge in tow of the launch Camas Flyer, at 10:25 o'clock Wednesday morning, near the head of Lady Island, when the Tahoma was en route from Portland to The Dalles. Captain Nelson, of the Tahoma, corroborated the report, which is being investigated by the inspectors.

The statement of Pilot Dunn is that when nearing the head of Lady Island he saw the launch, towing the barge, off his starboard bow, there being several passengers on the barge. The Tahoma sounded two whistles and the launch then described a circle and headed for the Tahoma, which was immediately stopped, but the launch and barge struck the Tahoma about amidships, and three or four persons on the barge fell overboard.

Life preservers are said to have been thrown over the side at once, and the lifeboats lowered from the Tahoma, but one of the passengers was drowned. A further statement is to be made today by Pilot Dunn, on the return of the Tahoma and the operator of the launch Camas will be asked to explain the accident.

## MICHIE DEEPENS COOS BAR

### Entrance to Have Depth of 30 Feet and Width of 500 Feet.

More than 225,000 cubic yards of material were removed from the Coos Bay bar during August by the Government dredge Col. P. S. Michie, and with a depth of 28 feet found on August 10 it is estimated that by the end of the season there will be 30 feet at the entrance of that harbor and probably for a width of 500 feet.

In June the Michie dug 210,000 cubic yards and in July 200,000 yards. The August showing is the best she has made. When the dredge began operations in June there was 24 feet of water on the bar for a width of 200 feet, and August 10 it had been increased to 28 feet and a width attained of 400 feet.

Captain John Reed has given up command of the dredge to go on the tug Wallula later as master, and he has been succeeded by Captain George Seely, pilot of the Michie and formerly on the mine planting steamer Major Samuel Ringgold. Captain Robert Jones is acting pilot.

## JETTY FILL NEEDS 4 MONTHS

### About 1500 Tons of Rock Being Used Daily Near Aberdeen.

ABERDEEN, Wash., Sept. 2.—(Special.)—Although two crews are being worked here and at the north jetty in loading and unloading rock for improving the jetty, it will be four months yet before the work is completed, according to Government Engineer E. L. Carpenter.

About 1500 tons of rock are being handled daily at the north jetty, where two crews of about 70 men each are employed. Altogether 270,000 tons of rock are being used in making the improvement. This is coming from quarries at Skookumchuck and Nisqually.

## IOWAN TO CALL AT BOSTON

### Canal Service Gives Portland Entrance to Eastern Harbors.

Bringing Portland cargo, the liner Iowan, of the American-Hawaiian banner, sails from Boston September 8 on her way here from New York. It is the first vessel of the line to call at Boston bound west in about a month, though the eastbound schedule provides for frequent stops there. In season, Portland sends considerable wool to Boston, and at all times there is a fair movement of miscellaneous freight. On the steamer Montanan, due to leave here next week, will be consignments for Charleston, Boston and New York.

The schedule for Fall and Winter provides for the delivery of eastbound cargo at those cities, so Portland is virtually in touch with the principal Atlantic ports on less than a monthly service. Gradually new trade is being worked up and goods heretofore not moved in this direction because of rates are getting started through the influence of lower water tariffs.

## LATHES NEEDED FOR SHELLS

### Federal Inspector Gets Bid for Machine Delivery in Year.

Among bids opened yesterday at the office of Robert Warrack, Inspector of the Seventeenth Lighthouse District, for a lathe to be installed in the machine shop at the Tongue Point Buoy station, was a letter from one manufacturer agreeing to furnish a lathe in 12 months, being unable to make delivery now as orders resulting from the war would tax the plant for that period. The machines are being used in manufacturing shells. The bid of Fay & Scott, of Dexter, Me., was in the sum of $1750, the Portland Machinery Company $1516 and Zimmerman-Wells-Brown Company $2171.

Other tenders were opened for the purchase of 2000 cases of empty oil cans, there being 4000 cans in all, which were sold for $360. The oil is sent here from Texas and as the Bureau of Lighthouses has no use for the cans they are collected semi-annually and disposed of. About 4000 cases of oil are used each year in the Seventeenth district in maintaining aids to navigation, in addition to gas buoys and gas stations ashore.

## TOOLS ARE WANTED IN ALASKA

### Engineering Commission Gives Portland Firms Chance to Bid.

Portland firms are to be given an opportunity to bid on small tools, steel and similar supplies required by the Alaskan Engineering Commission, and specifications are being received from the office of C. E. Dole, purchasing agent for the Commission. Mr. Dole was formerly assistant purchasing agent in the Panama Canal Zone and is said to be well acquainted with Pacific Coast jobbers and manufacturers, so it is expected that much of the material and equipment required in the Alaskan railroad project will be supplied on the Coast.

There is a large movement of lumber looked for from the river as a result of the Government having undertaken the big job in the north and that probably will be moved in full cargoes; so the absence of a regular line of steamers will not figure in the business. In other competition Portland firms must consider freight rates between Portland and Puget Sound.

## SHIPS CARRY NEARLY 1000

### Many Farmers Inquire About Steamer Rates to Exposition.

The twin ships Great Northern and Northern Pacific yesterday carried nearly 1000 passengers between California and Oregon. The Great Northern, southbound, was loaded with considerable grain, flour and a miscellaneous assortment of freight. The Northern Pacific is due at noon today with a passenger list of 502, and freight consisting of merchandise, canned goods, fruit, sugar and other commodities for interior points.

At the ticket office of the steamship company the high pressure for berth reservations has subsided, according to Lou F. Knowlton, city ticket agent. Inquiries from the country indicate that many of the farming population are now planning trips to the exposition.

## NEW FREIGHT AGENT NAMED

### Frank Waterhouse to Look After Foreign Trade for Union Pacific.

Frank J. Waterhouse has been appointed general foreign freight agent for the Union Pacific system, with headquarters at Seattle. He will begin his new duties immediately.

Mr. Waterhouse has extensive shipping and other interests at Seattle and will handle his work for the Union Pacific in connection with his other business. He will keep in direct touch with freight moving to and from the Orient to the United States with the view to having it routed in and out of the port of Seattle and over the Union Pacific lines.

**Ridgefiled Gets New Service.**

RIDGEFIELD, Wash., Sept. 2.—(Special.)—The water transportation service between Rigefield and Portland has again been improved by the addition of another boat which began last Friday. The new boat is the Argosy, and makes Ridgefield and way points, Lake River and other points that were formerly made by the steamer Mascot. The new service is daily, except Sunday.

**Jilted Girl Gets Damages.**

PHILADELPHIA, Aug. 30. — Anna Rebikov was awarded $200 damages recently by Judge Gilpin, in the municipal court, because Israel Tucker failed to keep his promise to marry her on July 1. The girl asserts that Tucker courted her since 1913, when they came to this country from Russia. She gave up her employment to get ready for the wedding. Just before the wedding day Tucker told the Rebikov girl that he was engaged to marry another woman, and that he could not keep the wedding engagement on July 1.

The United States cotton crop this year will be 2,500,000 bales less than last year.

Fish sausage, says a German scientist, is palatable, nutritious and economical.

# DUNGEON CELL USED

## Two Men Found, Not in Darkest Russia, but in Illinois.

## BOTH ARE NEARLY INSANE

### Investigating Board Members Find Secret Prison Within Walls of Bastile — Deputy Demurs When Suggestion Made.

SPRINGFIELD, Ill., Aug. 31.—"The most inhuman treatment of prisoners ever brought to the attention of penologists in ten years' experience," is the term applied by the State Board of Auxiliary Visitors to the handling of inmates of the Madison County Jail at Edwardsville, in a report just presented to the State Charities Commission.

According to the report submitted to the commission, prisoners were confined in dungeons in the Madison County bastile, practically devoid of daylight and air and with no attempt at sanitation, and left there in filth and misery for days at a time.

The report is one of many of similar trend coming from separate boards in various counties of the state which have reached the State Charities Commission. Since the law limits the activities of the commission to an advisory capacity, there appears little likelihood of bringing about a general improvement in conditions except through popular clamor following publicity of the revolting details.

**Three Are Jail Visitors.**

Under the Illinois charities act, the State Charities Commission appoints a board of auxiliary visitors of three members in each county to inspect the county institutions. The Madison County board consists of Sophia Demuth, of Alton; Dr. E. W. Fiegenbaum, of Edwardsville, and Samuel D. McKenny, of Alton, a clerk in the department of the State Board of Administration.

The trio say that their finding of the dungeon victims was an accident. While they were in conversation with a Deputy Sheriff who was showing them through the jail, in the absence of the Sheriff, one of the board members was standing with his back against the door of a cell. While the conversation was in progress the occupant of the cell crept close behind this member and whispered:

"For God's sake, look in the dungeon."

Taking a chance upon the unexpected cue, the board member a little later suggested to the deputy that they proceed to look into the dungeons.

**Dungeon Prisoner Faints.**

The deputy is said to have demurred to such a course, assuring the visitors that the chambers were empty.

The board member was insistent, however, and seeing no way out of the dilemma, the deputy finally surrendered and conducted the trio to the dungeons, located above the regular cells. When the door of the first dungeon was opened a hysterical man fell out upon the floor. The other dungeon cell was found to contain another offender, in nearly as bad a state of physical collapse.

The two had been kept in these dark, contracted chambers six days already. They had been placed there upon the report of another jail inmate that the two had attempted to saw their way out of prison. No other evidence was presented against the suspects.

# WOMAN EXILED TO SNOWS

### "Grandmother of Revolution" to Be Sent to Farthest North Point.

CHILMARK, Mass., Aug. 30.—The abode of Mme. Catherine Breshkovskaya, known as the "grandmother of the Russian revolution," is not to be Yakoutsk, reckoned the least desirable of Siberian exile settlements, but Buline, 200 kilometers farther north, the last outpost on the icy frontier of the North Pole region, according to a letter received by Miss Alice Stone Blackwell, from one of Mme Breshkovskaya's most trusted friends, and made public recently. A previous letter received on August 14 last from Mme. Breshkovskaya herself, contained the news that she was to be sent to Yakoutsk.

It now develops that the noted exile's stay in Yakoutsk is to be preliminary to her banishment to the end of the world. She was recently sent to Yakoutsk for trying to escape from prison in Siberia, where she had been sent for life.

Only two political exiles have been sent to Bulune in 20 years. Both were men. Mme. Breshkovskaya is 71 years old and is losing her sight. For seven months of the year Bilune is cut off from communication even by post from the outside world by arctic snows.

**AUCTION SALES TODAY.**

Auction Sale today at Wilson's Auction House, 166-8 1st st. Ladies' suits, coats, waists, etc. Sale at 2 P. M. J. T. Wilson, auctioneer.

At Baker's auction house, 166-168 Park st. Furniture, etc. Sale at 10 A. M.

Ford Auction House, 211 1st. Furniture carpets, etc. Sale at 2 P. M.

At Wilson's Auction House, at 10 A. M. furniture 166-8 First st.


# TOURISTS' GUIDE

**Where to Take a Short Trip Out of Portland Mountain, River and Beach Resorts**

IF YOU ARE IN DOUBT ABOUT ANY POINT, OR THE TRIP YOU HAVE HEARD ABOUT IS NOT MENTIONED HERE, CALL AT THE INFORMATION BUREAU OF THE CHAMBER OF COMMERCE OR PHONE THEM—BELL PHONE, BROADWAY 440, OR AUTOMATIC A 6091. INFORMATION WILL GLADLY BE GIVEN. LITERATURE OF INTERESTING POINTS FURNISHED—TIME CARDS, BEACH AND MOUNTAIN RESORT LITERATURE.

Safety at All Times
**Mt. Hood Auto Line**
calls and delivers to any part of city, day or night, to Mount Hood resorts. Round trip, $5; Government Camp, $7.50.
Phones: Main 331, or A 2331
ANDERSON BROS.

**CLATSOP BEACH SEASHORE RESORTS**
GEARHART AND SEASIDE MAY BE VISITED IN ONE DAY. ROUND TRIP FROM PORTLAND
$3 WEEK-END $4 SEASON ROUND TRIP
Stop Over en Route to or From California Expositions.
Observation Parlor Car Seats. Tickets and information at Fifth and Stark streets.
SPOKANE PORTLAND SEATTLE

**RELIANCE MT. HOOD AUTO STAGES**
Daily to Mount Hood resorts $ A. M. Round trip $5; Gov. Camp $7.50. Special rates for week-end and climbing parties. Information, reservations and tickets at
ROUTLEDGE SEED & FLORAL CO., 109 3d St. Main 5956, A 3811. Or Irvington Garage, East 153.

**SOL DUC HOT SPRINGS AND SANATORIUM**
the greatest health and pleasure resort on the Pacific Coast, in the heart of the Olympic Mountains, open for the season. For full information address
The Manager, Sol Duc, Wash.

**THE WARREN**
CANNON BEACH.
The only hotel on the beach front. Good fishing, hunting and surf bathing; unsurpassed table, excellent service; large airy rooms and bungalows. Auto stage meets all trains. P. O., Ecola, Or. M. S. Warren, Prop.



# PORTLAND BUSINESS DIRECTORY

**ACCORDION PLEATING.**
K. STEPHAN, hemstitching, scalloping, accord., side pleat, buttons covered, goods sponged; mail orders. 209 Pittock block. Broadway 1990.

**ABSTRACTS AND TITLES.**
PROMPT service at reasonable prices. Pacific Title & Trust Co., 7 Ch. of Com.

**ACCORDION PLEATING.**
Pleating, hemstitching, picoting, braiding. Eastern Novelty Co., 85½ 5th, B'way 2000.

**ACCOUNTANTS—CERTIFIED.**
G. RIDOUT, Marshall 2865. 266 12th st. Moderate rates.

**ASSAYERS AND ANALYSTS.**
MONTANA ASSAY OFFICE, 142½ 2d. Gold, silver and platinum bought.

**ATTORNEYS-AT-LAW.**
J. S. NELSON, LAWYER, 618 PITTOCK BLK. CONSULTATION FREE. BD'Y 5179.

**CARPET WEAVERS.**
FLUFF RUGS—RAG RUGS.
New rugs from old ingrain, Brussels, Smyrna, Axminster carpets; carpet cleaning refitting, resizing; country orders prompt attention. Send for booklet. Western Fluff Rug Co., 94-96 Union ave. North. Phone East 6516, B 1413.
NORTHWEST RUG CO.—Rugs from old carpets, rag rugs. 188 E. 8th. Both phones.

**CELLULOID BUTTONS, BADGES.**
THE IRWIN-HODSON COMPANY. 887 Washington st. Main 512 and A 1254.

**CHIROPODISTS.**
William, Estelle and William, Jr., Deveny, the only scientific chiropodists in the city. Parlors 302 Gerlinger bldg., S. W. corner 2d and Alder. Phone Main 1301.
CHIROPODY and pedicuring. Mrs. M. D. Hill. Office Filedner bldg. Main 3473.

**CHIROPRACTIC PHYSICIANS.**
DR. M'MAHON, sixth year. Chronic cases taking time, 31 treatments, $15. 121 4th st.

**COLLECTION AGENCY.**
CLAIMS of any description collected on percentage anywhere; highest class references. The Harden Mercantile Agency, 426 Henry bldg. Phone Marshall 480.
NETH & CO., Worcester bldg. Main 1796—No collection, no charge. Established 1900.

**DETECTIVE AGENCIES.**
PINKERTON & CO., U.S. DETECTIVE AGCY Established over 50 years. SCIENTIFIC DETECTIVE WORK. Investigations and reports made on individuals anywhere. Consultation free. Suite 354 Pittock block. Phone Broadway 613.

**DANCING.**
MANCHESTER Dancing Academy, 85½ 5th st., bet. Stark and Oak; sp'l Summer rates 5 private lessons, $2; morning, afternoon, evening, all latest dances guaranteed. Class Thurs., Sat. evenings, 7-8.30. Children's classes Sat., 2 to 3, 25c. Broadway 2160.
MISS IRELAND, Mulkey bldg., 2d and Morrison. 10 private lessons $5, guaranteed; 10 A. M. to 8 P. M.; classes Mon., Fri. eve., 8 to 10 P. M. Marshall 213.
HEATH'S SCHOOL—Lessons daily; class Fri. eve. Auditorium Hall, 208½ 3d st., near Taylor. Main 6822.

**EYE, EAR, NOSE AND THROAT.**
Treatment by specialist; glasses fitted. Dr. F. F. Cassaday, 517 Dekum bldg., 3d & Wn

**GLASS AND GLAZING.**
TIMMS, CRESS & CO., 184 2d st. Main 2023, A 2023. Wind shields and auto lights.

**INSURANCE.**
DAVID M. DUNNE, gen'l insurance; fire, marine, auto. 536 and 538 Chamb. of Com.

**MESSENGER SERVICE.**
HASTY MESSENGER CO.—Motorcycles and bicycles. Phone Main 53, A 2153.

**MUSICAL.**
Emil Thielhorn violin teacher, pupil Sevcik. 207 Filedner bldg. A 4160, Marshall 1679.
PIANO STUDIO—209 14th st., terms $5 a month. Phone Main 3893.

**OPTOMETRISTS AND OPTICIANS.**

WHY pay big prices for glasses? I can fit your eyes with first-quality lenses in a gold-filled frame, as low as $1.50; lenses duplicated at a big saving, satisfaction guaranteed. C. W. Goodman, optometrist, 209 Morrison. Main 2124.

**PATENT ATTORNEYS.**
R. C. Wright—22 years' practice U. S. and foreign patents. 603 Dekum bldg.

**PIPE.**
PORTLAND WOOD PIPE CO.—Factory and office near 24th and York sts. Main 3489.

**PRINTING.**
KEYSTONE PRESS. J. E. Gantenbein, Mgr. Printing and linotyping. 100½ Front st., cor. Stark. Main or A 1418.

**STORAGE AND TRANSFER.**
REDUCED FREIGHT RATES TO AND FROM ALL POINTS.
On household goods, pianos, autos, etc. Through carload service, guaranteed handling.
Get our rates before shipping anywhere. We can save you money and annoyance.
PACIFIC COAST FORWARDING CO., 201 WILCOX BLDG. Phones, Marshall 2467, Marshall 1659.
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OREGON TRANSFER CO., 474 Gilsan st., corner 13th. Telephone Main 89 or A 1189. We own and operate two large class "A" warehouses and terminal tracks. Lowest insurance rates in city.
MOVING, PACKING, SHIPPING, STORAGE Reduced freight rates to all points. MANNING Warehouse & Transfer Co., Main 708. 9th and Hoyt. A 2214.
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**VETERINARY SCHOOLS.**
S. F. VETERINARY COLLEGE begins Sept. 13. No profession offers equal opportunity. Catalogue free.