

FISH HATCHERY AT BONNEVILLE IS BEST

Assistant Secretary of Commerce Department Knows of No Equal.

HIGHWAY IS PRAISED, TOO

Edwin F. Sweet Enthusiastic Over Oregon Attractions—Steamboat and Lighthouse Bureaus Are Inspected on Tour.

"I never saw a finer fish hatchery than the Oregon state hatchery at Bonneville," declared Edwin F. Sweet, assistant secretary of the United States Commerce, on his arrival in Portland from Bonneville last night.

Mr. Sweet is touring the Pacific Coast on official business. He is giving particular attention to the fisheries, lighthouse and steamboat inspection bureaus.

Today Mr. Sweet will be an honor guest at an informal luncheon at the Chamber of Commerce. He is expected to detail the plans of the Department of Commerce for development of Pacific Coast trade conditions.

"I had often heard of the Bonneville hatchery and I decided to visit it at the first opportunity. I was particularly fortunate today in having an opportunity not only of going to Bonneville, but of riding over your justly renowned Columbia River Highway. I never saw such such wonders on a single day before."

Highway is Incomparable. Mr. Sweet, who is accompanied by his daughter, reports that he has toured over most of the best roads in the East, but that he has never seen in any part of the country that can be compared with the new road along the Columbia River.

From a professional point of view, however, he was most interested in the Bonneville hatchery. Some of the men now attached to the plant at Bonneville formerly were in the Federal service, while others now in the Federal service formerly were connected with the Bonneville plant.

"Ever since I entered the department," he said, "I have had the Bonneville hatchery held up to me as a sort of model. I went there today expecting to see a wonderful plant and, indeed, I was not disappointed. I believe that the people of Oregon feel and appreciate what a valuable asset the fish hatchery is. It has been doing good work and the Federal Government can well be proud if it can come up to its standard."

It was explained by Mr. Sweet—not by way of apology but merely to furnish the proper perspective—that the Government necessarily must divide its appropriations for fish hatcheries among a great number of plants scattered through various parts of the country, while Oregon is able to extend all its resources devoted to this particular branch to the single hatchery at Bonneville.

Halibut Banks Located. Mr. Sweet reports that his department is continuing its research along the Oregon coast and in other waters of the Pacific to locate halibut banks and various kinds of commercial fish. Considerable progress already has been made in this respect.

Before leaving Portland today he will visit the steamboat inspection offices and receive formal reports from the officers in charge.

He will leave tonight for Seattle, where he will inspect a Federal patrol boat being built there for government service. It was his intention originally to go to Alaska to see the new lighthouse being erected on Cape St. Elias, but urgent business demands that he go from Seattle directly to Washington.

Mr. Sweet was appointed to his present office by President Wilson. He is accredited to the State of Michigan. He is an ex-representative in Congress from the State of Michigan and an ex-mayor of Grand Rapids.

\$15,150 ASKED FOR INJURY

O-W. R. & N. Company Is Sued by Ex-Employee on Track.

The O-W. R. & N. Company is made defendant in a personal injury suit for \$15,150, filed in the Circuit Court yesterday by William Bradley, an ex-employee.

Mr. Bradley alleges that he was employed in taking up a track of the defendant company near Troutdale, and that on March 29, 1915, while on duty as an employee of the company struck with a hammer a nut of a bolt holding some of the track together with the result that it was broken off and flew striking him in the right breast. He says that he was in the St. Vincent's Hospital for a time as a result of the injury, and that his right lung was injured permanently.

SUTHERLIN GIRL INJURED

Miss Helen Bennett Seriously Hurt While Auto Kidding.

ROSEBURG, Or., July 13.—(Special.)—Miss Helen Bennett, a popular society girl of Sutherlin, sustained a serious laceration of the right eye, a deep gash extending along the right side of the neck and other equally serious injuries Monday while riding in an automobile with Harold Wells, son of Judge G. E. Wells, of Eugene.

The accident was caused by the automobile striking a small stump which was concealed in some bushes. Miss Bennett was thrown through the windshield, and for a time it was thought she would succumb from loss of blood. Miss Bennett is now at the home of her parents, Dr. and Mrs. Bennett, of Sutherlin.

U-BOAT SINKS FISHERMEN

Submarine Near British Coast Sinks Several Trawlers.

LONDON, July 13.—Following the attack by a German submarine on the British port of Seaham harbor Tuesday night, a submarine raid on fishing boats near the British coast was reported by Lloyd's today.

A German submarine attacked a British fishing fleet off the northeastern coast and sank the trawlers Florence and Dalhousie and several smaller vessels.

DRONES FEWER AT SCHOOL

Higher Standards Are Met Only by Those Who Would Study.

UNIVERSITY OF MONTANA, Missoula, July 10.—Never before in the history of the Summer session of the State University of Montana has there been such enthusiasm and such keen interest on the part of students as there is this Summer. The more than 300 men and women who are in attendance this season are there for work and they are doing it. This is the testimony of all the instructors.

This year the standard of requirements for admission was raised and no student is admitted who is not 18 years old. Despite this fact, the registration this year is as large as it was in 1915, when 18 years was the minimum age. The sterner requirement has been an excellent thing for the school, in that it has resulted in a more serious search work, leading to the master's degree. There are many teachers enrolled this year who are taking advanced work in psychology and in educational methods.

"It is the finest lot of students I have ever had," declares Miss Jennie Paddis, of Butte, the specialist in charge of the department of primary methods. This is a sentiment which is echoed from every corner of the campus.

Records of Kentucky Company Mention Chickamauga List of Dead. Paper Yellow With Age.

OREGON CITY, Or., July 13.—(Special.)—Dog-eared, yellow, faded, the muster roll of G Company, Second Kentucky Regiment, the Confederate States of America, is being sold in a bale of paper sent to a local mill to be made over into new stock.

The muster roll covers the period from May 1, 1864, to August 31, 1864, a period of 31 months. The company saw unusually severe service. Of the 50 names of officers and men on the roll, 30 were reported to have been killed, wounded, sick, discharged, taken prisoner, deserted or transferred. Seven were killed, seven more were wounded and three were ill. Nine deserted from the ranks.

The company was commanded by Captain Ed L. Spears. Two members of the company were killed in the battle of Chickamauga, Georgia, Oct. 28, 1864. The company saw service at Jonesboro, Ga., and at the battle of Resaca.

The muster roll has been sent into strips by the folds in the paper. The ink is faded, but it is still legible.

REBEL MUSTER ROLL FOUND IN PAPER SENT TO MILL.

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RATE HEARING JULY 27

GREATER CHARGE FOR LESSER HAUL WANTED BY RAILROAD.

State Commission Will Hear Plea of Southern Pacific Company on Water Haul Competition.

SALEM, Or., July 13.—(Special.)—The Oregon Public Service Commission today set July 27, at Eugene, as the time and place for hearing the application of the Southern Pacific Company to establish greater rates for lesser than for longer distances between Portland and points on the Willamette and Clatsop rivers, Roseburg and Eastern branches.

In its request for authority from the commission to establish rates, the Southern Pacific Company proposes a schedule grading up from Eugene to Nekoma, a distance of 45.5 miles. From Nekoma to Roseburg, the rate to be charge lesser rates than those now in force from Eugene. It is being contended that points beyond this station are affected severely by water competition from boats operating from Portland and other points to points on the St. Lawrence river as far as Mapleton.

The commission also will consider the application of the Southern Pacific to establish commodity rates on coal from Beaver Hills, Cedar Point and other points on the Southern Pacific lines in Oregon.

OREGON LAW IS PRAISED

Superintendent of Public Instruction Says School Act Best.

SALEM, Or., July 13.—(Special.)—The improved educational methods in Oregon are drawing the attention of Eastern educators, according to J. A. Churchill, State Superintendent of Public Instruction, who returned today from New York City, where he attended the sessions of the National Education Association.

"Special attention is being given by Eastern educators and Oregon interested in education to Oregon's high school law," said Superintendent Churchill. "Commendation for the law is general and it has been described as one of the most constructive pieces of school legislation enacted by any state."

STATE BOARD IN SESSION

Semi-Annual Examinations Being Conducted by Chiropractors.

The State Board of Chiropractic Examiners are holding their semi-annual examinations at the Y. M. C. Bldg. Only seven persons have applied for license to practice.

Every applicant under the law of 1915, must have a diploma from a recognized, chartered college, which teaches a regular course of two years or nine months or more. The board may insist upon the course of study being increased to three years and possibly longer. The members are: Dr. George Hoyce, of Oregon City; Dr. R. C. Ellsworth, of Astoria; and Dr. B. Calder, of Portland.

DRUG STORES STRIKE FOR POLICE

San Francisco Waterfront Factious to Hold Another Session Today.

BUSINESS MEN MAY ARM

Labor and Order Committee to Take Over Task of Guarding Waterfront, if Necessary—Pistols Worn Until Police Act.

STRIKE CLAIMED BANDON IS DECLARED ENEMY.

BANDON, Or., July 12.—(Special.)—The longshoremen's strike came to an end here this morning, when members of the local union reported for work on the steamer Elizabeth and Bandon, which crossed in last night. The men will receive the same scale of wages as before the strike was declared. The return of the Bandon men to work is regarded as equivalent to their withdrawal from the Coast division of the International Longshoremen's Union.

SAN FRANCISCO, July 12.—The conference held today between representatives of the Employers' Union, the Waterfront Workers' Federation and the local Riggers and Stevedores' Union, which is being held at the Golden Gate for Portland tomorrow, carrying general cargo, is taken to mean the Parr-McCormick line has decided to accept the terms of the agreement of freight in spite of the strike along the coast.

Henry M. White, Immigration Commissioner, of Seattle, who is acting as Federal mediator and who arranged today's conference, admitted tonight that the parties had not reached any decision. Another conference has been arranged for tomorrow. While no final decision of the conference was made public, it was announced by those present that the gulf between the contending interests was wider than ever.

When the waterfront employers agreed to meet the strikers, they stipulated they would meet the local men only. This action was taken to mean that the employers would not attempt to settle their disputes of their own accord.

Whatever action is taken by the conference will be submitted to the law and order committee of the Chamber of Commerce before being signed. Today the waterfront Employers' Union agreed to submit their dispute to the law and order committee, which gave the latter body virtual control over the employers' end of the situation.

The law and order committee, which is waging a million-dollar fight to break the strike and bring business to a stop, today announced through its president, F. J. Koster, that it will send armed guards to the waterfront to take the place of the police.

"The business men will arm and take the work on themselves, if it becomes necessary," said Mr. Koster. The committee also announced it was planning to petition for injunctions in the Federal courts to prevent the strikers from interfering with interstate shipments. The committee has secured \$350,000 to carry on its fight.

Several men wore revolvers in plain sight, strapped to belts about their coats, on the waterfront for a short time today. A police order, however, forbade strikers to carry any small arms and arrests followed.

OPEN SHOP TO BE MAINTAINED

Waterfront Employers Stand Firm After Conditions Are Reported.

Reports of conditions growing out of the longshoremen's strike were reported today to the Chamber of Commerce yesterday by business men.

Captain J. S. Gibson, president of the International Stevedores' Company at Seattle, and C. K. McGill, also of Seattle, were the principal speakers. McGill had just returned from San Francisco where they observed conditions. Both expressed confidence that the shipping will not suffer severely, regardless of the length of the strike.

"We are not in this fight to annihilate the unions," declared Captain Gibson. "We are willing and even eager to have the men organize, but we cannot permit them to dictate unreasonable terms."

Mr. McGill reported that employers at various points on the Coast would accept the wage scale proposed by the Chamber of Commerce of Portland, which will provide a slight increase over existing wages.

Mr. McGill and Captain Gibson were met here by J. P. Blaine, of the Pacific Coast Stevedores' Company, of Seattle; John Harmon, a stevedore, of Tacoma; E. H. Adams, of the Matson Navigation Company, of Seattle; and E. M. Jackson, of Tacoma. They conferred with officials of local steamship, railroad and stevedoring companies.

It is understood that following the conference the employers determined to continue their stand for the open shop.

DOCKMEN SOOTHED BY MUSIC

Perfume Is on Sale in Stock Opened by Thrifty Longshoreman.

On Almsworth dock, the Portland berth of the "Big Three" fleet, the restlessness of the men is being worked out among nonunion longshoremen, who have not had to "turn to" since the docking of the steamer Beaver Tuesday on the liner Rose City arrives Monday.

First a phonograph was provided for their entertainment and yesterday a snare drum was added to the musical accompaniment. The police and private watchmen at the dock, consequently whistling all the latest "tags," two-steps and other selections. Then a store was established yesterday, carrying candy and an assortment of knick-knacks, and he is rapidly building up trade.

Some of the men obtained hooks and lines and spent part of the time fishing from the dock, and there is talk that the upper level will next be the scene of indoor baseball.

On front street, at convenient points where union longshoremen are on picket duty, entertainment is not so varied, but pitching horseshoes is popular at times, while whistling sticks and reminiscences help to pass away the hours in the campaign of "watchful waiting."

The steamer Daisy Gadsby continued loading lumber today at the North Pacific mill, she being the only carrier in the harbor on the "unfair" list of the labor unions.

ALASKA LUMBER GOES TODAY

Samson Tows Barge and Biddle Is Here for Next Cargo.

Barge 23, fourth of the vessels of her class to be loaded here with lumber for Anchorage, Alaska, where 6,000,000 feet of Oregon fir is to be delivered for railroad construction work, is due to get away today in tow of the tug Samson, and barge No. 28 will be the next to go, the latter being now in port.

The tug Samson, No. 29, regarding the last trip of the Samson, it being reported that she had sought refuge from the wind as the barge was waterlogged, was found the barge was not in trouble and the move simply was to escape the weather. The tug will leave for Anchorage Tuesday and will take the next barge in tow.

DREDGING EQUIPMENT AMPLE

Sediment Can Be Cleared From Cuts at Rate of 100,000 Yards Daily.

Prolonged high water being experienced in the river, while expected to have an effect on the channel, especially in the Columbia, where some of the dredged cuts may be slightly, but not causing uneasiness among Port of Portland officials and Federal officers, who feel that the dredging fleet available can be used to a complete and clear the way in short order before the river falls to a normal stage.

Four pipeline dredges of the Port of Portland, with two maintained by the Army engineers, besides the dredge Clatsop, can all be used in the Columbia. The dredges of the Port of Portland have a capacity of 100,000 cubic yards of material in a day.

PARR-McCORMICK RESUMES

Yosemite Said to Be Scheduled to Start for Portland Tomorrow.

Direct information to shippers from San Francisco yesterday was that the steamer Yosemite, owned by the Golden Gate for Portland tomorrow, carrying general cargo, is taken to mean the Parr-McCormick line has decided to accept the terms of the agreement of freight in spite of the strike along the coast.

MARINE INTELLIGENCE

STEAMER SCHEDULE.

Name. DUE TO ARRIVE. Date. Great Northern, San Francisco, July 14. Northern Pacific, San Francisco, July 16. Breakwater, San Diego, July 20. F. A. Kilburn, San Diego, July 20.

Name. DUE TO DEPART. Date. Yale, Seattle, R. P. to L. A., July 14. Harvard, R. P. to L. A., July 15. Harvard, R. P. to L. A., July 15. Wapama, San Diego, July 15. Klamath, San Diego, July 15. Breakwater, San Diego, July 20. Beaver, Los Angeles, July 20.

TO PROTECT PORT TIT

Port Not to Improve Service Till After Strike.

BUNKERS ALSO DELAYED

Prospective Business Is Not Considered Sufficient to Warrant Expense—Contracts for Fuel Barges Awarded.

Pending developments of an encouraging character in the shipping situation, the Port of Portland Commission will not proceed with the construction of a powerful sternwheel tugboat to replace the steamer Ocklahaama, reconstructed, until the matter of providing coaling facilities here in advance of a resumption of the general deepwater trade, or at least positive knowledge that steamship lines will restore service at a definite time.

The reason is that Portland is a victim of the European war. The Port Commission's personnel is not imbued with pessimism, feeling that ultimately there will not only be a complete restoration of trade, but that it will be augmented by new lines and more business generally. But it is realized that with the war and the railroad lines preparing to handle much more wheat from the Northwest to the Atlantic this season than last, it is useless to invest large sums in equipment that will virtually lay idle for a time.

Three Schooners Are on Way.

Two schooners are loading offshore cargoes of lumber in the Columbia and the steamer Yosemite, owned by the Columbia, which represents all of the prospective business that will require tonnage until the return of the Alaska salmon fleet in the fall, said E. W. Wright, general manager of the Port, at yesterday's session of the commission.

It was pointed out that two tugs, the Onocota and Wabun, could handle all movements of vessels on the river and, in the event a few ships came to Portland, outside tugboats could be hired to shift them through bridges if required, so advised against the building of a new tugboat until later.

The commission decided on that view, yet decided to carry out the original plan to order a boiler for the vessel, as it would be on hand should construction be decided on at a time when speedy work was desirable. Bids had been asked for a boiler and the only bidder was a letter from J. W. Williams, Iron & Steel Works, to the effect the company would not file a tender because the specifications set forth the Oregon labor laws must be met.

Second Call Ordered.

It was the opinion of the commission that the laws applied only to work under contract awarded for equipment, so it was ordered that bids be readvertised.

It was reported that high water in the river which interfered with the operation of "hogs" at sawmills for turning out cut fuel, was bothering dredging contractors, but that portable machines were kept going and fuel was obtained in limited quantities from plants down the river.

It was reported that bids be asked for 1900 feet of 30-inch shore discharge pipe for the dredging fleet, as gradually dredged were during the winter farther from the river, necessitating more pipe sections.

Commissioners Are Criticized.

Mr. Wright directed the attention of the commission to the fact that the Multnomah County Commissioners permitted the ferry Lionel R. Webster to be lifted on the Oregon drydock, a private dock through the Port of Portland recently set the big dredge Tualatin to the Middle Columbia to dredge the channel for parking purposes at Multnomah Falls, remove the old mill site, but did not cost the county anything. It was reported that the fire-boat H. Williams, owned by the Port, on the Port's drydock Monday for cleaning and painting.

The committee on coal bunkers reported existing shipping conditions did not warrant bunkers being built and that as soon as marine business revived, facilities could be provided speedily.

Contracts were awarded the Portland Shipbuilding Company for building two 100-ton coal bunkers for the Port, to be built at \$1400. E. H. Collis was selected to audit books of the commission on a bid of \$124.

VESSELS COAL FROM BARGES

Tariff for Handling Fuel Over Public Dock Is Cut in Half.

In the interest of paying the way for additional coaling facilities for ships visiting here in the future, the Commission of Public Docks yesterday decided to lower the coal rate on public docks from 20 to 10 cents a ton.

The Liberty Coal & Ice Company was said to be concerned in a plan for bringing into the city a large barge to transport fuel from cars to barges at Dock No. 1. By the aid of a derrick rigged with a bucket the coal is to be delivered to the city.

The Commission authorized the purchase of an oil tank for a locomotive which will provide the means for the fuel from cars to barges at Dock No. 1. By the aid of a derrick rigged with a bucket the coal is to be delivered to the city.

BLADE OF PROPELLER IS LOST

Dredge Col. P. S. Michie Will Come to Portland for Repairs.

COOS BAY, Or., July 12.—(Special.)—The dredge Col. P. S. Michie, dragged from her position on the north sandspit last night at 11 o'clock, was not damaged, according to the statement of Junior Engineer James Polhemus.

However, the Michie, during the run out of the tide, was seen to have lost a blade of her propeller. The propeller was to have been brazed and repaired when the Michie was in Portland before coming to Coos Bay. The Michie will leave in the morning at 4 o'clock for Portland, to have a new propeller attached.

Marine Notes.

Inspector Warrack of the 17th Lighthouse district was informed yesterday that Orca's Rock buoy No. 4, on Puget Sound, was reported missing at 4 o'clock. It is supposed to have been from a defective kitchen stove.

Inspector Warrack, located on an apple and walnut ranch and was built about four years ago, when Mr. and Mrs. Libbey came to Oregon from Oskosh, Wis. There was an unusually large number of fine sets of books, china, silverware and bric-a-brac in the house. Yacht club trophies and cups to the value of \$1000 were lost.

Neighbors who came to the rescue supplied Mr. and Mrs. Libbey with clothing and other necessities. Mr. Libbey is undecided whether or not he will rebuild.

LABORER GETS VERDICT

\$150 JUDGMENT FOR FALSE ARREST GIVEN R. GRANT.

Complainant Declared Officers Seized Him Without Cause and Denied Communication With Lawyer.

Judgement of \$150 for false arrest was granted Richard Grant, a laborer who at Twenty-third and Sixth streets, by a jury in Circuit Judge Gantenben's court yesterday in his suit for \$2000 brought against Police Officers E. T. Stewart, Frank Mallon and Chester E. Shaffer. The verdict was signed by eight of the 12 jurors. The case probably will be appealed.

Grant, a laborer, was arrested on May 20, 1915, without cause. He said he was taken to the police station, locked up and denied permission to telephone to his wife or communicate with a lawyer. He said that he had gone down to the employment agency to look for work on the day of his arrest and that the police patrol wagon came out near where he was to get some men to work on the street. He said that he was seized by him and took him along, he said.

Stewart, Shaffer and Mallon testified that the members of the police force were under orders to pick up idle men with no visible means of support or to take them to the station. Police Officer Mallon denied having participated in the arrest, although he said it was made on the beat which he claimed the day passed by the Council last week.

ROAD MAY BE HELD UP

ROSEBURG MAYOR ASKS ASSURANCE OF SAWMILLS.

Kendall Bros. Not Sufficiently Bound to Protect City Is View—Signing of Ordinance Delayed.

ROSEBURG, Or., July 13.—(Special.)—Asserting that the city has insufficient assurance that Kendall Bros. will erect a sawmill on the Fair Grounds near here, even though the proposed Roseburg Eastern Railroad is constructed, Mayor Napoleon Rice today said he would refuse to sign the ordinance authorizing the construction of the railroad as passed by the Council last Monday night.

"I have given the plans, specifications and other statements to the mill as well as work starts on the railroad will I sign the ordinance," said the Mayor today. "And I am satisfied that the city is not protected. There is not one record on record which binds Kendall Bros. to erect the sawmill as promised by S. A. Kendall at the time he visited in Roseburg, a few months ago. It is a written assurance by Kendall Bros. that they will begin the erection of the mill as well as work starts on the railroad will I sign the ordinance."

AMENDMENT TO BE URGED

Change in Land Grant Bill.

An organized campaign in support of the Sinnott amendment to the land grant bill, which is now pending in Congress is to be started by the Portland Chamber of Commerce early next week.

Within a few days an appeal will go out to every commercial organization and to every newspaper in the State, asking residents of Oregon to appear at such personal friends as they may have in Congress to support the Sinnott amendment.

The Sinnott amendment provides for the expenditure of the 40 per cent of the proceeds from the sale of Oregon public lands to be used entirely in the state of Oregon. It is pointed out that Oregon already has contributed for this purpose to the Federal reclamation fund as it has received.

GIRL CORPS STUDY AUTO MECHANICS

HONOR GUARDS TAKE LESSON IN MECHANICS.

Pacific Automobile Branch Attaches Act as Instructors to Members of Patriotic Organization.

More than a dozen members of the Girls' National Honor Guard of the Third Corps took their first lesson in automobile mechanics in the rooms of the Pacific Coast branch last night with A. S. Robinson, manager of the branch, and his assistants as instructors.

"Perhaps we may never be called on to serve our country in any capacity, but in the event we are needed to drive an ambulance or on 100 miles we will be able to perform our duty without being checkmated by a distressing puncture or other mishap," explained Miss Lucille Danforth, captain of the Third Corps.

"Tonight we may only dream of car-buretors and spark plugs, but before we complete our investigation of automobiles we hope to know how to run them and keep them in order."

The girls were shown last night how to change a tire, how to locate a burned fuse in case the lights go out in the car at night, how to determine whether or not a spark plug is fouled and what to look for when the motor refuses to go any further. All of the mechanicals of a modern-day automobile were explained.

In addition to Captain Danforth, the following members of the Honor Guard were present at last night's session: Carrie Breiter, Kathleen Booth, Agnes Ries, Evelyn Gregory, Jane C. Allen, Fern J. Hart, Edith Stuart, Lucille Walker, Edith Woodman, Adela Piasocki and Edna Parsley.

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