

CAVE-MAN WOOLER
COURT POLICE

Romantic Peddler Courts Married Woman While Her Husband Looks On.

SANITY BEING QUESTIONED

Harry Wallenstein, Whose Affections Played Between Wife and Daughter, Takes Mrs. David Moses' Complaint as Joke.

"I have been looking for years for a woman like you," Wallenstein is declared to have said to Mrs. Moses in the presence of her husband.

"If Mr. Moses had not been meeker than his namesake he would have taken the handle to him then and there," broke in a neighbor who had interested himself in the case.

"Wallenstein was also charged with having demanded money from Mrs. Moses, threatening that he would take her two crows if she didn't give it to him."

"Judge," said Wallenstein, after listening to the testimony against him, "I would like to laugh but I am a sick man."

"I am disgusted with life," he continued. "You can't do anything for people but they return it with ingratitude."

Judge Langstun turned Wallenstein over to the county physician, to be kept in the hospital until he is sane.

"This happened a long time ago," he began reminiscingly. "I was walking in Indiana and carrying a bundle. I saw a caboose and I ran and caught it and rode to a neighbor's house."

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"CAVEMAN," WHO AS ROMANTICIST AND PEDDLER WORKED HIS WAY INTO POLICE COURT ON PORTLAND WOMAN'S COMPLAINT.



LEFT—JAILER F. A. ROBINSON. RIGHT—HARRY WALLENSTEIN.

SHIP OWNERS FURIOUS

Open-Shop Stand for River Craft Is Reiterated.

MEN MET IN CONFERENCE

Unions Decide to Continue Strike and Return to Work Only Under Closed-Shop Rules When Vote Is Taken.

Only under closed-shop conditions will the river men return to work, the Stevedores' Union return to work, they say.

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TIE BUSINESS IS OFFERED

Lumber Dealers Hear That 500,000 Pieces Are Wanted in South.

ONEONTA STARTS WITH TOW

Bringing Imgard From San Francisco and Wallula Leaves Victoria.

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JULY RETURNS GOOD

Several Activities Are Greater Than Last Year.

OTHERS SHOW FALLING OFF

Bank Clearings, Postal Business and Receipts of Livestock, Flour and Oats Gain Over Same Month of 1914.

A study of the month of July, 1916, as compared with the same month last year, from a statistical standpoint indicates that many lines of business have improved greatly over last year, while others have fallen off due in part, no doubt, to the strikes that have recently interfered with shipping activities.

Bank clearings, postoffice receipts and deposits, livestock receipts and flour and oats receipts are placed on the favorable side of the ledger, while decreases are shown in shipping statistics, building permits and wheat, hay and barley receipts.

The bank clearings for July, 1916, were \$46,153,838 as compared with \$44,560,208 for the same month last year, a substantial gain. This year's month in the Portland banks was also busier than it was during July, 1914, when the clearings totaled \$46,046,477.

The total receipts at the Portland postoffice last month were \$90,154.21, while last year they did not quite reach the \$90,000 mark. At the close of business July 31 there were 7116 accounts in the Portland postal service.

The cereal shipments from Portland during last month were about the lightest in the history of the port, only 65,223 bushels, which went to California. Last year July made the best showing for the month in six years, 82,874 bushels being shipped. The lumber movement last month was confined to domestic business, 6,256,372 feet being floated.

More building permits were issued during last month than last year, but the volume cost was slightly greater last year. For July, 1916, the 355 permits for building construction cost \$368,525, while in July, 1915, there were 328 permits representing a total expenditure of \$375,374.

Following are the comparative figures on the livestock and grain receipts for the month of July in each year:

Table with columns for Livestock receipts (Cattle, Hogs, Sheep, Cows) and Grain receipts (Wheat, Barley, Oats, etc.) comparing July 1916 and July 1915.

Marine Notes. In tow of the Port of Portland steamer Pease, the barkentine Georgian left St. Johns last night for Knappa, where she is to be loaded with lumber.

Coming here with hardwood and sulphur shipments in the service of Mitsui & Co., the Japanese steamer Nippon Maru left Otaru July 29. From Portland the vessel goes to Puget Sound to discharge the last of her cargo and load for Vladivostok.

On her maiden voyage, the steamer Daisy Matthews, built on Grays Harbor, and her machinery installed at San Francisco, left the latter port Tuesday night for Portland. She belongs to the Fremont line of well-known Daisy steamers. The steamer Daisy is 1000 tons.

Keel of Third Ship Under Way. NORTH BEND, Or., Aug. 2.—(Special.)—Krusse & Banks today started laying the keel of the third ship the company has contracted for this year. The vessel is being constructed for Oliver Olson, formerly of the Olson & Mahoney line, of San Francisco.

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SHIPPING GAIN HEAVY

Clearances From America Increase 700,000 Tons.

MOST IS OF FOREIGN ORIGIN

Big Growth in Trade With South America and All Countries, Except Central Allies and Japan, Is Shown.

WASHINGTON, Aug. 2.—Merchant shipping cleared from ports of the United States in the year ending June 30 set a new record, notwithstanding the allied blockade, the closing of the Black Sea and the withdrawal of German and Austrian merchant ships from trade.

Bureau of Navigation reports made public today show the tonnage cleared was 25,500,000, of which 2,500,000 originated in the United States and 23,000,000 was foreign. The percentage high mark was 24,800,000 tons cleared in the year ending June 30, 1914.

Comparing the two years, American shipping tripled and European clearances decreased. The American tonnage to South America was 950,000, nearly five times greater, and to Europe 1,100,000 tons and half as much greater. Total clearances to France and Italy almost doubled; clearances to Norway, Denmark and Sweden more than doubled, and to Greece increased three-fold.

The increase in clearances of American shipping to South American countries is most notable for Argentina, whose tonnage in 1914 was less than 2000, and in 1915, 130,000, and to Colombia, which got 245 tons of American products in 1914, and 100,000 tons in 1915. Clearings to Brazil were four times greater in 1915 than in 1914.

China got 5000 tons of American goods in 1915 and 37,000 in 1916, and for Japan there was a decrease from 12,000 to 13,000 tons. Imports from Europe cleared from American ports for China were one-half as much in 1916 as in 1914, and for Japan was seven-tenths.

MARINE INTELLIGENCE

Table with columns for Name, From, Date, and other details regarding ship arrivals and departures.

News From Northwest Ports. ASTORIA, Or., Aug. 2.—(Special.)—The five-master auxiliary steamer City of Portland arrived from St. Helena this afternoon laden with lumber. After signing her crew of 21 men, the vessel sailed for Australia on her maiden trip.

Bringing a roll cargo of freight and a fair list of passengers, the steamer Great Northern arrived this afternoon from San Francisco. The gasoline schooner Milene arrived this morning from Waldport with ten tons of general merchandise, 43 cases of cheese and 21 men of the vessel sailed for Portland.

The barkentine Amy Turner has finished loading lumber at Wauna, but the rigging of the craft is not yet completed. Bringing freight and passengers for Astoria and Portland, the steamer Rose City arrived this afternoon from San Francisco.

Lower Columbia River Sends Away Over 47,000,000 Feet in July.

ASTORIA, Or., Aug. 2.—(Special.)—Shipments of lumber from the Lower Columbia River district during July, 1916, were valued at \$1,488,025. In that month 22 vessels with cargoes from the lower river mills and three large rafts, totaling 220,000 M. T. of lumber, were shipped to California.

The combined cargoes amounted to 43,425,000 feet of lumber. In the same period 1,000,000 feet of lumber were shipped to local mills. The combined cargoes amounted to 43,425,000 feet of lumber.

PORTLAND, Aug. 2.—Arrived—Steamers Breakwater, from San Diego, via San Francisco, sailed for Astoria, Aug. 2. Rose City, from San Diego, via San Francisco, sailed for Astoria, Aug. 2.

ASTORIA, Aug. 2.—Sailed at 4:30 A. M. Daisy Matthews, for Columbia River. Arrived at 9:40 A. M. and left up at 4 P. M. steamer Breakwater, from San Diego, via San Francisco, sailed for Astoria, Aug. 2.

San Francisco, Aug. 2.—Sailed at 3 P. M. steamer Imgard, in tow of the Oneonta, for Columbia River. Sailed at 3 P. M. steamer Northern Pacific, from Placerville, at 4 P. M. steamer W. F. Herwin, from Portland, at 9 P. M. steamer Daisy, for Columbia River. Sailed at 3 P. M. steamer Northern Pacific, from Placerville, at 4 P. M. steamer W. F. Herwin, from Portland, at 9 P. M. steamer Daisy, for Columbia River.

Seattle, Aug. 2.—Arrived—Steamers Adirondack, from Vancouver, B. C. (British), from Liverpool; Santa Ana, from Vancouver, B. C. (British), from Liverpool; Santa Ana, from Vancouver, B. C. (British), from Liverpool; Santa Ana, from Vancouver, B. C. (British), from Liverpool.

Marconi Wireless Reports. (All positions reported at 8 P. M., August 2, unless otherwise designated.) Grace DeLair, San Francisco, 217 miles north of Seattle. Lucas, Seattle for Richmond, 400 miles north of Seattle.

Notice to Mariners. The following affects aids to navigation in the Seventeenth Lighthouse District: Columbia River approach—Main channel dredging buoy "C," white, first-class, conical, reported extinguished, was relighted July 31.

Tides at Astoria Thursday. High. 2:55 A. M. 1.4 feet; 8:25 A. M. 1.0 foot; 2:35 P. M. 1.1 feet; 10:30 P. M. 1.3 feet. Vessels Cleared Yesterday. American barkentine Georgian, 233,000 feet lumber, for Sydney, via Knappa.

Columbia River Bar Report. NORTH HEAD, Aug. 2.—Condition of the bar at 3 P. M. Sea, smooth; wind, southwest 12 miles. Big Grain Elevator Closed. SEATTLE, August 2.—One of the largest grain elevators in Seattle was closed indefinitely today. Grain shipments are unable to charter either steam or sailing vessels, and expect no relief until next Spring, at the earliest. Much grain is going East by rail, and some is being shipped abroad in general freight steamers.

A new type of furnace equipment for ships equipped with smokestacks, which will enable women to buy skunk and cat skins imported from the United States.

WHEEL BREAKS; FIVE HURT

Holcomb Motorists Pinned Under Automobile Near Kalamia.

CHEHALIS, Wash., Aug. 2.—(Special.)—Gladys Rose, six-year-old daughter of Mrs. Frank Rose, of Holcomb, suffered a broken leg in an automobile accident today near Kalamia. Mrs. Rose had one arm badly mashed. Mrs. Calmeyer, another occupant of the car, also was seriously hurt. Mr. Calmeyer and Emma Rose, sister of Gladys, were badly bruised.

The accident was caused by a rear wheel breaking while going down a steep hill. The car was overturned and the occupants pinned underneath. The victims are being cared for at a local hospital.

It is learned from Government statistics that the United States Navy constitutes the most thoroughly American branch of men in the world. Of the 32,587 men aboard American ships, 29,500 are born within the continental limits of the United States, and of the remainder 2,087 were born in the four-seas possessions of the United States.

PORTLANDERS FIX DAVANGER New Steamer Loads Barley at San Francisco for Europe. Laden with barley supplied by the Northern Grain & Warehouse Company of Portland, the new Norwegian steamer Davanger, ex-clipper Roly, recently dispatched at San Francisco and turned over to her owners Saturday.

The Annette Rolph has attracted more attention than any other steel freighter building on the coast. She is being built by Mayors Steel Company, who resold her to Mayors Rolph at a wide and profitable margin, and in turn she was disposed of to a Norwegian syndicate for an estimated price that she will load close to 10,000 tons of barley.

SHOVELS NOT FARM TOOLS Implements Must Be for Agricultural Needs to Get on Free List. Uncle Sam has such a warm spot in his heart for the farmer and rancher that he sanctions the free importation of plows, hayrakes, mowers and various kinds of gear and implements pressed into service in the interest of agriculture, but he will not include in the list spades and shovels.

That was made known at the customs house yesterday on the receipt of a decision of the Board of General Appraisers, some of whom held sessions here, and they said that shovels and agricultural tools because some of them find their way into the fields. Therefore, shovels and spades imported hereafter will be taxed 30 per cent of their value.

Picketing Resumed in Tacoma. TACOMA, Wash., Aug. 2.—Picketing will be resumed on the waterfront and streets. It was announced today by the strike committee of Tacoma Longshoremen's Association. No violence will be resorted to, according to members of the committee, the object being merely to obtain information useful to the union.

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OREGON MEN ARE HEARD

MARTHUR BULL RUN BILL IS EXPECTED TO BE FAVORED.

Measure Providing for Exchange of Privately Owned Lands in Reserve Passed Already in the Senate. OREGONIAN NEWS BUREAU, Washington, Aug. 2.—The three Oregon Representatives had a hearing today before the committee on agriculture on the Marthar Bull Run bill, authorizing the exchange of private land holdings in the Bull Run watershed for lands of equal area and value in the Oregon National Forest. This exchange is desired further to protect the Portland water supply, and is favored both by the private land owners and by the Forest Service. Some \$600 acres are involved. A favorable report on the bill is expected to be authorized Friday when the committee meets again.

Appearing with the Oregon Congressmen today were Manager Briggs, of the Marthar Bull Run watershed, who owns most of the private lands in the Bull Run reserve, and representatives of the Forest Service. The committee at the conclusion of the hearing asked the Forest Service to submit a written recommendation in support of the bill, and indicated that when this is received the bill will be favorably reported.

Senator Lane's bill, identical in terms with the Marthar Bull Run bill, was today favorably reported to the Senate.

FEW HEAR SOCIALISTS

THREE PERSONS ARE AUDIENCE AT INTERNATIONAL CONFERENCE.

Norwegian and Spanish Delegates Fail to Attend—Resolutions Oppose Economic War After Peace Is Made.

THE HAGUE, Netherlands, via London.—Two men and one woman were the entire audience at the closing public session of the International Socialist conference here today. It was announced at the meeting that the Norwegian delegates had now received promises of safe conduct from the German government, but they were too late, and that the Spanish delegate was held up in London by other causes.

The conference adopted a resolution condemning an economic war after the war and favoring free trade and freedom of the seas. The delegates also recorded their protest against the absence of Dr. Karl Liebknecht, the German Socialist leader, and others who had suffered punishment for their anti-war convictions.

Algeron Lee, the American delegate, speaking on the free trade resolution, said the question had now become vital and was of interest also to the Americans. The resolutions, he declared, would serve to stimulate opposition to protectionism in America.

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