

LICENSE PROCURED; MARRIAGE ANTIKED

Siberian Youth in Toils on Complaint of 15-Year-Old Martha Barmatoff.

LIFE DECLARED MISERABLE

Girl Says Jack Shewcheck Arrived in Automobile to Take Her to Movies but Drove to Vancouver and Swore She Was 18.

MESSAGE FROM IMPRISONED RUSSIAN TO GIRL WHO HAS PREFERRED CHARGES. "Marfatchek, I will go to work and you will take the money. I will buy for you whatever you ask for, and better you come to me and we will speak personally. I love you. I kiss your cheeks and your hands and your white feet. Tell me, please, how soon they will let me go."

From far Siberia, where marriage customs are strange, Martha Barmatoff came to Portland with her parents, to become an American girl. Today she is detained by sympathetic officers of the Women's Protective Bureau, while the crude matrimonial methods of Jack Ulanon Shewcheck are under investigation.

Martha is plump and placid and slow of speech. But her gray eyes flash coldly when she speaks of her important sutor. She is 15 years of age. Shewcheck is 22 years old. He is charged with a statutory crime.

Yesterday morning, in his cell in the City Jail, the impromptu husband penciled a letter to the girl. The original was in Russian. A translation was obtained by Mrs. Lola G. Baldwin, of the Women's Protective Bureau, as follows:

"A note from Yakoff Shewcheck to lovely and dear wife Marfatchek. My dear lovely Marfatchek—I don't know why you are here suffering, my young and dear wife, Marfatchek. I loved you with all my soul and also I love you now. Dear Marfatchek, write me a note why you put me here and why do you injure my young life so that I must stay in prison here too? It would be better for us to live together, my dear highly prized Marfatchek. Please write to me right away."

"Written by your loved Yakoff Shewcheck."

Postscript Full of Ardor. "When followed by a postscript, into which the prisoner poured his ardor. 'Marfatchek, I will go to work and you will take the money. I will buy for you whatever you ask for and better you come to me and we will speak personally. I love you. I kiss your cheeks and your hands and your white feet. Tell me, please, how soon they will let me go.'"

The Barmatoffs came to Portland nine years ago. Their home had been at Yekinski, on the great Siberian railroad. The senior Barmatoff was a soldier of the Great War and he ended by turning with his brood toward America, having more than enough of soldiering.

In the public schools of Portland the eldest child, Martha, became an ambitious student. She worried with the old English tongue until she became the envy of her parents and the smaller children. The Siberian plain, the great-coated soldiers, and the huddled village became almost lost to memory.

Ideals Are Established. She would be a stenographer some day, she told herself, or a cashier in a motion-picture palace—and most emphatically—she would never have a Russian husband.

In the celebration of Christmas, when the families of the motherland met to perpetuate the customs of holy Russia, Martha came to know Jack Shewcheck, a logger. He had made money in the woods, and money means admittance to picture shows. So Martha accepted him as an escort.

One July day Shewcheck came to her home at 1705 Eastern. He asked her to ask Anastasia Barmatoff, the girl's mother, if he might take Martha to the movies. And they were to go in an automobile.

But the chauffeur drove past picture show after picture show. They left the city, crossed the river, and came to an ancient Wash. It was then that Shewcheck told the girl that she was to be his wife. He applied for the license. Martha declared that she protested her age was but 15, and that Shewcheck told the license clerk that he knew she was 18.

The license was issued and she returned home. Shewcheck told Martha that he had been married, the girl says, and she believed him. Yet she went to her mother and complained that she did not love the logger.

Sympathy Is Slight. "I can do nothing for you. Go and live with him, said Anastasia. 'You are married to him.' For two weeks Martha and Shewcheck roomed at 288 North Nineteenth street, the girl's home. That residence enforced mating grew intolerable. She showed the marriage license to friends, and asked them if it was really true that she had taken a husband.

"They told me that license was 'null,' she related, smiling as she thought of the slang that meant escape from the slavery of the rooming-house. 'So I went again to my mother. She said that if it was so that I could have Shewcheck arrested, she would let me come home again.

"While I was with him I did no housework. There was a gaspate in the room, but we did not use it much. He had no money. Sometimes he gave me food once a day, sometimes twice and sometimes not at all. He did not pay for the room, even."

Martha looked steadily at her questioners. "Do I love him? Of course I don't. I never did. But I couldn't go to my home, and I did not know. I will not be married to him."

Shewcheck has employed an attorney and will be given a hearing before the Municipal Court tomorrow. He is held under \$1000 bail.

HARBOR PUPILS TOTALED

School Head at Hoquiam Reports County Has 9101 School Children.

HOQUIAM, Wash., Aug. 12.—(Special.)—Grays Harbor County has 9101 persons of school age—4663 boys and 4438 girls—and during the year had 7126 pupils enrolled in its schools, according to the annual report of Superintendent J. W. Hodges. The average daily attendance was only 5681.

One notable feature shown by the report is that there are only 15 children between the ages of 8 and 15 years in the county who were not going to school the past winter. The report also shows that 882 pupils are enrolled in the high schools of the county.

CROWDS AT SAN DIEGO EXPOSITION GREATER THAN LAST YEAR

Predictions of Failure in Second Year Are Set at Naught by Heavy Attendance, Which Shows Wisdom of Making Beautiful Fair International in Character—Expense Grows Less as Months Pass, While Turnstiles Buzz More and More Every Day.



Afternoon Crowd on Plaza de Panama of San Diego's 1916 Exposition.

SAN DIEGO, Cal., Aug. 12.—(Special.)—Attendance at the Panama-California International Exposition during the first few months of the second year, is showing the wisdom of the directors in enlarging the beautiful 1915 Exposition and making it international, in a statement issued by President G. A. Davidson, he makes the following comparison of the 1915 and 1916 attendance figures to date, beginning with the formal opening on March 18, 1916.

"Dedication day attendance, March 18, was 93 per cent greater than the greatest day of the entire period of 1915. Dedication day's total was 45,000 against 29,000 for the biggest day of 1915. The month of April, which was the first full month that the Panama-California International Exposition had been operated, showed an attendance of 49,000 greater than April, 1915. During May the daily average attendance was practically the same, and except for several special events held during May 1915, not observed during 1916, the total admissions were greater for May. Five big special attractions were given during May 1915, as against one big feature for May 1916. The first 11 days of June showed an attendance of 5090 greater than the first 11 days of June, 1915. The July figures are expected to show even greater improvement.

"In face of the predictions of failure for 1916 and statements that no exposition could ever operate successfully a second year, we are proud of this record. The months that have passed are known as slack months and we have not yet entered on the big period for the exposition. Our rates were practically closed until March 15, and our expenses, up to that time and for several weeks following that period, were far greater than now, because of the reconstruction work necessary in preparation for these international features."

It is possible now that a second train will be necessary and ample dining car service also will be provided for that. The Portland people are arranging to take all their meals while at Coos Bay on the dining cars. They realize that the crowds will be great and that it will be difficult to get meals at the regular hotels and restaurants.

Californiaans Are Expected. The trains will leave the Portland Union Depot late in the evening of Wednesday, August 23, arriving in North Bend the following morning. The first day's celebration will take place at North Bend. The remaining two days will be divided between Marshfield and some of the other Coos Bay towns.

The San Francisco Chamber of Commerce has arranged for a special train to visit North Bend on the first day of the celebration. The California visitors then will leave Coos Bay and proceed to Eugene and other cities in Southwestern Oregon.

But the San Francisco crowd will arrive on the bay Monday evening, August 21, and will pass Monday and Tuesday in visiting Marshfield, Coquille, Myrtle Point and other towns in the district. A steam vessel has been chartered to carry them up the Coquille River. The San Franciscans are coming to Oregon on a trade-extension mission purely, and will participate in only one day's festivities.

The advice of the Californians' plans has spurred the Portland merchants to new action, and it is probable that the excursion crowd will be measurably greater by reason thereof.

Portland Has Competition. The San Francisco people somehow imagine that the Coos Bay country is their legitimate trade territory. This probably is due to the fact that heretofore freight shipments to and from Coos Bay have been made solely by water. It was about as easy to ship

between Coos Bay and San Francisco as between Coos Bay and Portland. Now that the railroad line has been completed, Portland has a decided advantage over its southern competitor in both time and distance, and it is presumed that the rates will be similarly advantageous.

However, the San Francisco jobbers do not propose to give up this choicest bit of trading district without more or less of a struggle. That is the reason they are chartering a special train. A second special will run from San Francisco, carrying officials of the Southern Pacific. It is probable that President Sroufe will be a member of the party. G. W. Luce, freight traffic manager, and C. S. Fee, passenger traffic manager, as well as other officials of both the traffic and operating departments, will be in the party. Virtually all Southern Pacific officials in Portland will go.

The celebration marks the formal opening of the Southern Pacific's new line from Eugene to the Coos Bay cities.

The last annual report of the Interstate Commerce Commission shows that a train man is killed on an average of every four hours and 40 minutes, and a man crippled every three minutes and 30 seconds. And this does not tell all the story, because if a man does not die from his injuries within 24 hours, he is not reported to the commission as killed, unless the injury disables him for three days he is not counted as injured.

"Out of every 100 men who start work as firemen, only 17 ever become engineers, out of every 100 men who do become engineers, only 5 become passenger conductors."

"The average length of service is 11 1/2 years. Train service employees are picked men in every sense of the word. Few realize the rigid physical examination they are required to pass and which is more severe than that of the United States Government. Physical examinations are repeated every two or three years.

"Eyesight, hearing, color perception, heart action and blood pressure are all scrutinized closely. Although the United States Government employment of a train employe more than 16 hours, it is worthy of note that in 1915 there were 248 fatalities reported by the railroads themselves.

Under the rates of pay now received by the men, they must work 12 to 16 hours a day to earn enough to be on a par with the wage-earners in other trades."

HOQUIAM TRAFFIC GROWS. Railroad Has to Have Yardmaster to Handle Freight Increase. HOQUIAM, Wash., Aug. 12.—(Special.)—Traffic in the Hoquiam railroad yards has increased to such an extent during the past few months that it has been necessary to name a yardmaster, William Nally, for the past three years. Local switching foreman, was promoted. Hoquiam is one of the heaviest freight developing points in the western part of the state. One mill alone is shipping an average of 25 cars of lumber a day. In addition to heavy outgoing shipments an average of nearly 100 cars of logs are coming into the city per day.

A. C. Jackson on Vacation. A. C. Jackson, advertising agent for the O-W-R & N. Company, accompanied by Mrs. Jackson, left last night for California, where they will pass a fortnight's vacation. Mr. Jackson will take occasion while away to inquire into advertising methods in California and expects to have inspiration on his return, for some new and effective publicity work in Oregon and Washington.

First White Girl Visits Oregon City. OREGON CITY, Or., Aug. 12.—(Special.)—Mrs. Wally Edwards, aged 74, the first white person born in Oregon, is in Oregon City today visiting her granddaughter, Mrs. Clarence Johnson. Her home is in Oregon, Washington County. Mrs. Edwards remembers coming to Oregon City in 1847 and eating dinner with Dr. John McLoughlin at his historic home on the river bank near the falls of the Willamette.

Emma Goldman Is Coming. Emma Goldman, high priestess of anarchy, will return to Portland next Thursday to deliver a series of four lectures on topics closely related to anarchism. She will speak at Turn Hall, Fourth and Franklin streets, Thursday, Friday, Saturday and Sunday nights at 8 o'clock.

PLAN IS ADVANCED

Lumbermen Offer Way to Settle Wage Disputes.

Railroads Seem in Favor of Some Officials Consider Scheme Logical—Oregon Delegation Urged to Try and Secure Necessary Legislation.

To give the Interstate Commerce Commission complete jurisdiction over the wage disputes between the railroads and their employes, the plan proposed in a set of resolutions adopted last week by the trustees of the West Coast Lumbermen's Association and approved yesterday by mill operators and lumber dealers in various parts of Oregon and Washington.

The plan has been submitted by telegraph to members of the Oregon and Washington Delegations in Congress. The Congressmen will be urged to introduce and attempt to secure the passage of legislation that will secure the end desired.

Some response already has been had from railroad officials who seem to regard the proposal as the logical sequence of the recent enactment giving the commission jurisdiction in the regulation of railroad revenues. So far as has been learned the railroads themselves are not opposed to the lumbermen's suggestion.

The plan was proposed to the association directors by F. B. Hubbard, president of the Eastern Railway & Lumber Company, of Centralia, Wash., and a trustee of the West Coast Lumbermen's Association. The resolutions, which were unanimously approved by the directors, are as follows:

Whereas, in recent efforts the management of the railroads and the lumber service brotherhoods failed to agree in the matter of wage controversy, and legal mediation has not been altogether successful; and

Whereas, upon the result of present negotiations depends whether or not the transportation systems of this country shall be seriously impaired, industry paralyzed and public welfare imperiled; and

Whereas, the public interest and should not be placed in jeopardy when controversies arise between the carriers and their employes; and

Whereas, the Interstate Commerce Commission was created for the specific purpose of dealing with controversies arising between the shippers and the railroads, and has proven its ability to deal fairly and efficiently with all questions submitted for its consideration; and

Resolved, That the West Coast Lumbermen's Association urges the enactment of legislation which will empower the Interstate Commerce Commission to institute in the carriers and their employes to the end that public interest be protected and an equitable and stable basis of adjusting such wage controversies be created; be it further

Resolved, That the West Coast Lumbermen's Association, representing the lumber industry of the Pacific Northwest, pledges its support to this movement, and invites the co-operation of the commercial and industrial interests of the country to the attaining of such legislation as is herein proposed.

MAIL LIMIT INCREASED. First-class Matter May Weigh as Much as Parcel Post.

Word was received at the Portland Postoffice yesterday of a limitation on first class mail matter, made effective with the passage of the Postoffice appropriation bill by Congress.

For what is said to be the first time since the establishment of the postal service the four-pound limit on first class mail has been increased.

Under the new law, the weight limit for first class mail will be the same as that for parcel post mail. That is, 50 pounds within a 150-mile zone and 20 pounds for greater distances than 150 miles. One advantage of sending mail by first class is that it can be sealed and registered.

HUNDREDS WILL GO

One Special Train to Coos Is Provided For.

Rosarians to Take Band. San Francisco Merchants Planning Junket to Railway Celebration in Hopes of Retaining Trade in Rich Oregon Section.

One trainload of Coos Bay excursionists already is assured. Another is in prospect.

The Chamber of Commerce committee in charge of the excursion was certain, when the office closed last night, that the big special will have at least 141 passengers. That many reservations already have been made. A score or more of inquiries are pending.

Included in this number is the Royal Rosarian Band of 35 pieces and the Ad Club Quartet. These two organizations will furnish some of the entertainment for the Portland invaders.

The Southern Pacific has given assurance that the best equipment available will be sent to Portland to make up the big special. Of one thing the committee is doubly sure. There will be plenty of dining-car accommodations.

Express Rates to Be Probed. SALEM, Or., Aug. 12.—(Special.)—Intrastate rates of the American Express Company on milk, cream and dairy products will be probed by the Oregon Public Service Commission at a hearing set today for September 15 at Portland. Following the hearing a schedule of rates to be charged in Oregon will be fixed by the Commission.

PORTLAND IS HEADQUARTERS OF MOST RECENT ACQUISITION TO GOVERNMENT FLEET THAT HAS TO DO WITH NAVIGATION.

During this week the new lighthouse tender Rose, built at Seattle for the Seventeenth Lighthouse District, the headquarters of which is maintained here, with Robert Warrack inspector in charge, will perform her first duties under the Government, having been accepted last week.

She is commanded by Captain Charles Moser, who was first officer on the tender Manzanita, and is intended for service in making harbors in Oregon and Washington that are not always accessible for the tenders Manzanita and Heather, which are much larger.

The vessel is of steel. She is 127.5 feet over all, and 119 feet long on the normal load line, having a beam 24.6 feet and depth of hold of 11 feet. Her draft will be between seven and eight feet.

Two vertical triple-expansion engines drive twin screws, and in all equipment and furnishings she is decidedly natty and modern.

Scandinavian Picnic Arranged. Under the joint auspices of the Sons of Norway, the Daughters of Norway and the Swedish Singing Society a picnic will be held at Bonnevill on Sunday, August 20. A special train will leave the Union Depot at 8:40 A. M. carrying the excursionists. An excellent program of singing, races, baseball games, tug-of-war and other entertainment has been provided. Dancing will be an additional attraction.

PORTLAND MEN WIN

J. Walter Johnson Named Best Window Display Artist.

M. J. B. Tennent Also Awarded Big Honors at International Display Men's Convention.

J. Walter Johnson, whose striking new art display windows during the Spring Style Show attracted much attention here, was the winner of a grand prize at the International Association of Display Men's convention in Chicago, according to a telegram received here from E. J. Edgell, president of the association, by Ira P. Powers.

Besides the grand prize for window display work, he received also a grand prize for the best decorated automobile. It is probable that the automobile decoration on which he won the prize was the one which he prepared and which was entered in the Rose Festival parade in June by Mrs. Powers, where it won the sweepstakes in the floral parade.

Johnson also received double honors in the Chicago convention, for M. J. B. Tennent, of Meier & Frank, also won several prizes there.

The competition in the display men in the world and it is international in its scope. Portland people may congratulate themselves, therefore, on having two of the best window display men in the world serving in great stores in this city and putting on a quality of window display that equals that of any of the stores in the Eastern and European leading cities.

OIL RESERVOIR DESTROYED. Italian Air Raiders Inflict Great Damage Near Trieste.

PARIS, Aug. 12.—The great damage inflicted by the recent Italian aerial raid near Trieste is related in a semi-official report from Rome, as forwarded by the Havas Agency. It says 29 machines dropped four tons of explosives, blowing up a great petroleum reservoir on the Gulf of Trieste and destroying all nearby buildings.

Three buildings of a torpedo factory, containing a large amount of machinery, were wrecked.

Scandinavian Picnic Arranged. Under the joint auspices of the Sons of Norway, the Daughters of Norway and the Swedish Singing Society a picnic will be held at Bonnevill on Sunday, August 20. A special train will leave the Union Depot at 8:40 A. M. carrying the excursionists. An excellent program of singing, races, baseball games, tug-of-war and other entertainment has been provided. Dancing will be an additional attraction.

TRAINMEN PRESENT CASE TO PUBLIC

Men Are Declared to Be Doing More Work, but at No Advance in Pay.

HOME IS SELDOM SEEN

Crews Can Move More Tonnage in Shorter Day, They Say, Than Did Those of Decade Ago, Because Equipment Better.

"Why we want an eight-hour day" is the caption that might aptly be applied to a series of interesting pamphlets and circulars now being distributed among the people of Portland and other parts of the Northwest by representatives of the four railroad brotherhoods that now are negotiating with representatives of their employers in New York for a readjustment of their working conditions.

Increased efficiency of motive power and equipment has resulted in a corresponding increase in the performance of a train crew, is one of the arguments, but the wages of the crew have not been increased in like proportion.

A few significant paragraphs in support of this contention follow: "Tractive power of locomotives has increased 33 per cent, capacity of freight cars 30 per cent, tons carried in loaded cars 19 per cent and tons carried by the average freight train 47 per cent.

Increased Work Asserted. "Railroad revenues per freight train per mile have increased from \$1.65 in 1890 to \$3.31 in 1914 and if the figures for 1915 and 1916 were available, they would show a tremendous increase over these figures.

"Event with a shorter work day of eight hours, the freight train crew of today can move a far greater tonnage than the same crew moved in ten hours a decade ago.

"One crew is now doing the work that was formerly done by three or four crews.

"Freight train employes must work days, nights, holidays and Sundays in rain, snow, sleet, fog, heat and cold and have no regular hours and little time at home."

High Pay Is Denied. In refutation of the oft-repeated and much emphasized claim that the trainmen and engineers now are the highest paid mechanics in the world, the following figures purporting to give the rate of hourly wages paid train employes and men engaged in other skilled occupations are given:

Locomotive engineers, etc., \$4.50
Bricklayers, plasterers, etc., 3.25
Loomweavers, etc., 3.00
Painters, etc., 2.75
Freight conductors, etc., 2.50
Laborers in tunnels, wells, etc., 2.25
Freight brakemen, etc., 2.00
Excavators, etc., 1.75

"To point out the hazards of their work the trainmen make bold the following assertions dealing on this subject:

"The last annual report of the Interstate Commerce Commission shows that a train man is killed on an average of every four hours and 40 minutes, and a man crippled every three minutes and 30 seconds. And this does not tell all the story, because if a man does not die from his injuries within 24 hours, he is not reported to the commission as killed, unless the injury disables him for three days he is not counted as injured.

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