CARGOES NEARLY IN

Carriers Loading Lumber Will Soon Be at Sea.

SCHOONERS FITTING OUT

Auxiliary Steamers Counted Upon for Lumber Shipments So Far Advanced Strike Will Not Affect Them.

Several offshore carriers will be leaving the harbor during the next few days. The schooner Forester took on the last lumber at Inman-Poulsen's on the last lumber at Inman-Poulsen's yesterday and probably will leave down tomorrow in tow of the tug Wallula. The schooner Mindoro, loading at the North Pacific mill for the West Coast, will finish tomorrow. The next to complete her load will be the auxiliary schooner Grays Harbor, which is loading at Astoria for South America.

The barkentine Koko Head has a cargo started at Prescott, which is

Ing at Astoria for South America.

The barkentine Koko Head has a cargo started at Prescott, which is destined for Africa, and the barkentine Lahaina, which goes to the Antipodes, is receiving her lumber cargo at Westport. Nine vessels are listed for the river to load lumber and by October one or two of them should report.

Meanwhile efforts are bent toward getting some of the new auxiliary schooners ready for initial cargoes. The Esperanca, built by the Peninsula Shipbuilding Company and sold to Norweglans, but will sail under the American fiag, is being given her official inspection. The auxiliary schooner Madrugada, built at the McEachern yard, Astoria, and sold to Brazilians, also files the Stars and Stripes. She is at the plant of the Albina Engine & Machine Works and may be ready soon to begin loading for South America.

The May, also a product of the McEachern yard and sold to the Robert Dollar Company, will be on the berth in October, loading lumber for the Far East. The City of St. Helens, the machinery of which is being installed at the Fifteenth-street terminal, will go into active service in October, loading for the Antipodes.

All of those auxiliaries are advanced to such a stage of completion that the strike of ship carpenters will not af-

to such a stage of completion that the strike of ship carpenters will not af-fect them, machinery being the only part left unfinished.

PORTLANDERS ON GAMECOCK

Vincent Driscoll, Multnomah Club Member, Does "His Bit" at Sea.

Numbered with eight apprentices aboard the American bark Gamecock, lying at Astoria to complete preparalying at Astoria to complete preparations for her trip to the Antipodes, is
Vincent A. Driscoll, youngest son of
James Driscoll, 128 North Seventeenth
street. He is a member of the Multnomah Club, in which he has been
active, and two of his brothers are now
in the service, Lawrence Driscoll being
in Battery A. at Fort Green, N. C. and
George S. Driscoll is with Company E,
Eighth Battallon, Reserve Signal Corps.
The Portlanders aboard the Gamecock are to become deck officers in

cock are to become deck officers in the United States Merchant Marine, and in "doing their bit" on the cruise they are on the same pay as troops, \$20 a month. It is expected they will be away about eight months, and on the return should be rated quartermasters, after which it will be a comparatively after which it will be a comparatively short time until they are in line for short time until the

COOS INLETS TO BE DREDGED

Improvement Would Permit Use of Small Craft at Any Tide.

MARSHFIELD. Or., Sept. 15.—
(Special.)—The Port of Coos Bay has a day or two, with such high freights under consideration the construction of a 15-inch suction dredge to be used in the inlets about the port for the purpose of maintaining channels that will before the freight is transshipped. The embargo order is so stringent that almost all kinds of freight is included.

Ranchers who have fills made will

VACUINA WORK DECIMEN

Ranchers who have fills made will be expected to aid in defraying the expense of the work. There are hun-dreds of acres of this nature, which are now at times tillable and raise fine grass. However, one or two high tides in the Winter break the dykes and flood the property so that it is not tillable until late in the following season. If filled, the flooding would be forestalled.

TUG CREW RESCUES LOGGER

Two Men Fall From Boomstick and

One Is Drowned in Sight of Help. To the crew of the Government tug Geo. H. Mendell a logger on the Lower Columbia owes his life, for he was res-cued near Warrior Rock Friday by the lug after he had fallen from a boom-A second logger was drowned and his body recovered in 20 minutes

by men on the Mendell. Captain Grumstad, master of the Mendell, has filed a modest report cov-ering the incident, as required by reg-ulations, but men familiar with the case aver that, had it not been for the prompt and efficient work of the Mendell, both men would have gone down. The tug was passing Warrior Rock as the men fell from the boomstick. Her lifeboat was at once lowered and the distance covered quickly to the side of the one man affoat.

LOADING CABLE IS READY

Fyfe Company at Port Orford to Load Lumber Products.

MARSHFIELD, Or, Sept. 15,-(Speclai.)—The loading cable installed at Port Orford by the Fyfe Company is ready for the loading of vessels, the first of which is now shipping a cargo of ties, piling and shingles. The cable reaches into the harbor for a long distance and is anchored to a large rock.

The need for this convenience has feaches into the harbor for a long distance and is anchored to a large rock.

The need for this convenience has been very great at Port Orford since last Fall, when a portion of the dock was leveled by the steamer Bandon when she went ashore. Recently, the remainder of the dock was destroyed. The cable will accommodate freight shipments coming to that

NORWAY HAS BILLION IN SHIPS

to keep the country going for more than three months longer. The Norwegians are in sympathy with the alles, he says, and are confident the alles will win lies will wir

EXPORT LICENSES EXPEDITED Government to Open Coast Branches

to Minimize Delays to Ships. To expedite the issuance of export licenses on cargo the bureau of export licenses is said to have dispatched a representative, H. F. Sewell, from Washington for San Francisco with instructions to open an agency there, another at Portland and one at Seattle. Since the export embargo went into effect a number of cases arose in which vessels have been detained. Applica-tion for licenses must be forwarded to

NORTHERN PACIFIC FIRST VESSEL ON PACIFIC TO FLY NAVAL RESERVE FORCE FLAG.

Washington at present, and a delay of



Captain A. T. Hunter. As the turbiner Northern Pa-cific makes her way up and down the Coast these days there is flying aloft the handsome Na-val Reserve force flag, denot-ing that Captain A. T. Hunter, her commander, is enrolled in the Navy organization. He was the her commander, is enrolled in the Navy organization. He was the first officer on the Pacific side to hoist the banner. Captain Ahman, of the Great Northern, also in the reserve, similarly was honored, both being advised from the Navy Department as to displaying the flag. The Northern Pacific left yesterday for San Francisco with a number of passengers, and the Great Northern is due at Flavel from the Golden is due at Flavel from the Golden Gate today.

YAQUINA WORK DECIDED

PORT COMMISSION TO IMPROVE BAR CONDITIONS.

Government Engineer to Be Engaged to Superintend Job; Effort to Be Made to Begin This Year.

TOLEDO, Or., Sept. 15 .- (Special.) --A mass meeting was held at the Court-house at Toledo last night to discuss the matter of the expenditure of \$340,000 for improvement of the Yaquina
har under the permit from the War
Department. A delegation, including
port members, came from Newport. The
meeting practically was unanimous in
favor of improvement by the ports.

The port commissioners at a subsequent meeting voted on the question, "Shall we proceed under the permit to improve the harbor?" The vote was seven for, two against, with one member absent. It was agreed to engage

Government machinery for the work.
The sale of the port bonds will be made later. An attempt will be made to get active work under way by Jan-

WEEKEND HOLIDAYS CEASE

Custom-House Personnel Celebrates Close of Vacation Period.

rain to bright weather, and the last half-holiday was made a memorable one for most of the Custom-house con-tingent. The weekly half-holiday idea was inaugurated several years ago and, in spite of war preparations, was con-tinued this time.

Steamer Somedono Maru to Carry Unusual Cargo.

Shipping Men Speculate on Feas ibility of Towing Big Cigar-Like Rafts of Logs Across Pacific to Orient.

The Japanese steamer Somedon Maru will depart today for Japan, carrying an unusual cargo of lumber in that it is made up of timbers exclusively. It is understood that the Nipponese buyers specified, in placing an order for the material, that none should ge aboard the vessel with a diameter less than 18 inches. The result is most of the stuff is 24 inches in diameter and some 36 inches in diameter, with a percentage 36 by 40 inches.

There have been shipments of tim there have deen shipments of tim-bers in the past, usually being part cargoes, and the remainder composed of merchantable material, but this is the first sent across the Pacific wholly of big timbers. They are intended for resawing on the other side and in filling the order it is said the mills simply

ing the order it is said the milis simply hauled logs from the water and squared them, cutting timbers as large as the logs permitted.

The cargo will measure about 3,200,-000 feet, the best stowage not benis possible because the material ran about 40 feet long, and it was impossible to fill the holds lengthwise. Had she 40 feet long, and it was impossible to fill the holds lengthwise. Had she loaded an ordinary lumber cargo the Somedono Maru would have taken about 4,000,000 feet. She is a new ship, this being her second visit to the Coast, and is rated about the best lumber carried yet handled here.

Demand in the Orient for that class of length and the second visit for that class of lengths has been second visit for that class of lengths has been second visit for that class of lengths has been second visit for the second visit of the s

Demand in the Orient for that class of lumber has given rise to speculation as to the possibility of the Japanese some day adopting the Pacific Coast system of towing huge cigar-shaped log rafts to their mills. Of course, towing on the Coast is a comparatively easy task, since opportunities are frequent for tugs refilling their fuel tanks, being able to take rafuge in the event of a blow and other stress. On a trans-Pacific tow with an unwieldy log raft it is figured the outfit might be beset by many difficulties, and a good-sized ship would have to be employed in towing, which means an attempt would hardly be made in these tempt would hardly be made in these days of high freights.

DREDGE HAS NOT STARTED

Stormy Weather Prevents Departure From Grays Harbor.

VANCOUVER, Wash., Sept. 15 .- (Spe VANCOUVER, Wash, Sept. 15.—(Spe-cial).—Stormy weather at sea has pre-vented the United States dredge Ore-gon from being transferred from Grays Harbor to Vancouver. If weather there is favorable today the dredge will start for this harbor, where it is to be used in filling in land below the North Bank bridge for shipbuilding yards and other industrial plants. ther industrial plants.

The pipe lines and pontoons used with the dredge have been shipped and are expected Monday. Work will begin as soon as the dredge comes.

Pacific Coast Shipping Notes.

ASTORIA, Or., Sept. 15.—(Special.)—The team schooner Tiverton arrived today from an Francisco, bringing 2290 barrels of ement, which she discharged at the portock. She will load lumber at Westport. The Tiverton was searched by officers today and five bottles of port wine and six bottles t whisky were confiscated, but no arrests tere made.

The steam schooner Johan Poulsen sailed night for San Francisco with lumber from

The tank steamer Oleum arrived this afternoon from California with a cargo of fuel oil for Astoria and Portland.

The steam achooner Santiam sailed today for San Pedro, carrying a full cargo of lumber from the Hammond mill.

The steamer Rose City sailed during the night for San Francisco and San Pedro, carrying freight and passengers from Port-carrying freight and passengers from Portnight for San Francisco and San Fedro, carrying freight and passengers from Portland and Astoria. With freight and passengers from Portland and Astoria, the steamer Breakwater sailed this morning for San Francisco, via Eureka and Coos Bay.

The steamer Northern Pacific sailed this afternoon for San Francisco. She carries a large list of passengers and a heavy freight.

The steam schooner Daisy finished load-

reight.

The steam schooner Dalay finished loading jumber at Knappion and salled this purning for San Francisco.

COOS BAY, Or., Sept. 15.—(Special.)—
Tharles Baker, a Coos Indian, was stranded off the bar today while fishing. He named to keep his craft off the south pit, where he came wear being wrecked. The coast guard rescued him. The gasoline schooper Rustler arriving The wasoline schooper Rustler arriving The coast guard rescued him. The gasolic engine in the boat failed.

The gasoline schooner Rustler arriving this morning from Rogue River brought 1700 cases of salmon and 40 sacks of woo belonging to the Macleay Company.

The Adeline Smith arrived from Calfornia and will return, leaving here tomornew with a cargo of umber.

Salling today the steam schooner G. & Lindauer carried a lumber cargo from the Bay Park sawmill.

The steam schooner Yellowstone saller having on board lumber from the Nort Behd mill.

County Roadmaster R. B. Murdock

s ferryboat to ply between North Bend s

ber absent. It was agreed to engage
C. R. Wright, a Government engineer,
to superintend the work. Mr. Wright
had charge of the survey of the bar
last year.

Efforts also will be made to lease
Government machinery for the work.

The sale of the port bonds will be
made later. An attempt will be made

arternated by the woodworkers' strike wou
arternated by the woodworkers' strike wou intended by the woodworkers strike would unformatically cease operation in from five 15 days in the svent of the continuant the present controversy. United State Commissioner of Immigration, at the france of the Department of Labor, is eleavoring to find grounds for mediating the strike.

The steamer Admiral Wainwright, whi salled inst night, went aground at Marro stone Point early this morning and af being floated, returned to this port for survey. Se was taken to the drydeck til afternoon and will be floated tomorrow, is not believed that the damage will interest the steamer of the state of the sta steamer Admiral Wainwright, whi is not believed that the damage will int

ABERDEEN, Wash., Sept. 15.—(Special.)

The schooner Honolpu arrived today from
San Francisco and is loading T50,000 feet of
sumber at the A. J. West mill.

The steamer Daisy Gadaby will clear for
San Pedro tomorrow from the Blagen mill
e Honolum.

SAN FRANCISCO, Sept. 15,-(Special.)-The long distance felenbo NORWAY HAS BILLION IN SHIPS

NORWAY HAS BILLION IN SHIPS

Laif-holiday was made a memorable one for most of the Custom-house contingent. The weekly half-holiday load one for most of the Custom-house contingent. The weekly half-holiday load in spite of war preparations, was continued this time.

ABERDEEN, Wash, Sept. 15.—(Special.)—A hillion dollars' worth of ships are under construction in the United States for Norwegian parties and have been commandeered by the United States Government, according to Erickson, of the Erickson saluenced as "No. 26. 12. The long distance tolephone was made used to day by W. H. Averz, general manager of the North Pacific Coast, generally in the off to day by W. H. Averz, general manager of the North Pacific Coast, generally in the load of today by W. H. Averz, general manager of the North Pacific Coast, generally in the load of today by W. H. Averz, general manager of the North Pacific Coast, generally in the load of today by W. H. Averz, general manager of the North Pacific Coast, generally in the load of today by W. H. Averz, general manager of the North Pacific Coast, generally in the load of today by W. H. Averz, general manager of the North Pacific Coast, generally in the following to the Toyo Kisen Kalain, in obtaining permission from Washington for the saling of the Toyo Kisen Kalain, in obtaining permission of the Constitution of the Toyo Kisen Kalain, in obtaining permission for the saling of the Toyo Kisen Kalain, in obtaining permission of the Salington of the Toyo Kisen Kalain, in obtaining permission of the Salington of the Toyo Kisen Kalain, in obtaining permission of the Salington of the Toyo Kisen Kalain, in obtaining permission of the Constitution of the Const

unk.

Admiral E. B. Rogers, U. S. N., attached in the service of the United States Emergency Fleet Corporation, arrived today and was in conference during the day with Captain A. F. Pillebury, local manager of the corporation.

ne corporation.

Building of ships and the commandeering f vessels new in commission were the principal subjects of the conference, according to eport. As matters are unsettled here on count of labor troubles it is expected Adsiral Rogers will remain longer than he was the contract of the conference The Dutch steamship Tikembang, which rived Friday night from Batavia, brought heavy cargo, principally rubber for transonlinental shipment. There were 71 pas-

Movements of Vessels.

PORTLAND, Sept. 15.—Arrived—Steamer Atlas, from San Francisco, Salled—Steamer Atlas, for San Francisco; steamer Johan Poulsen, from Westport, for San Francisco

ASTORIA, Sept. 15.—Sailed at 1:30 A. M., steamer Rose City, for San Francisco and San Pedro, Sailed at 10 A. M., steamer Breakwater, for Coos Bay, Eureka and San Francisco. Sailed at noon, steamer Daisy, for San Francisco. Sailed at 2:20 P. M., steamer Northern Pacific, for San Francisco. Arrived at 3 P. M. and left up steamer Oleum, from San Francisco. Sailed—Steamer Santiam, for San Pedro.

SAN PHANCISCO, Sept. 15.—Arrived at 8 A. M., schooner La Metced, from Portland. Salled at 11 A. M., steamer Great Northern, for Plavel. Arrived—Steamer Beaver, from San Pedro, for Portland.

TACOMA, Sept. 15.—Arrived—Davenport from San Francisco; Santa Elena, motorship, from San Francisco.

A PACIFIC PORT, Sept. 15.—Arrived-Manila Maru, from the Orient. SEATTLE, Sept. 15.—Arrived—Steamers D. G. Schoffield, from San Francisco: Port-land, from Alaska: Northland, from Alaska: Curacao, from Alaska: Sailed—Steamer Dora, for Alaska: motor schooner Guana-caste, for Panama.

SAN FRANCISCO, Sept. 15.—Arrived—dotor schooner La Merced, from Astoria; steamer J. A. Chanslor, from Everett. Salled.

Steamer J. A. Moffatt, for Prince Ruperts.
schooner Espada, for Tacoma; steamer F.
A. Kilburn, for Portland and way ports;
steamer Great Northern, for Astoria.

Marine Notes.

Captain Swayne, of the American bark Gamecock, was in the city yesterday from Astoria, from whence the vessel is to go to sea. One or two men are to be signed to complete the crew. Another Astoria visitor yesterday was Captain Green, of the auxiliary schooner Grays Harbor, which is soon to leave the river for South America.

Lumber laden for San Francisco, the steamer Johan Poulsen got away from West-port last night and the steamer Daisy from Knappton.

Commers of riverboats that are undergoing overhauling were affected by yesterday's walkout of ship carpenters, since their action included the small plants as well as those engaged in the construction of ocean-going vessels.

U. S. Naval Radio Reports.

RAINIER, Seattle for San Francisco, 150
miles south of Cape Flattery.
NORTHERN PACIFIC. Flavel for San
Francisco, 127 miles south of the Columbia
River.
GOVERNOR, Seattle for San Francisco,
seven miles south of Cape Blanco,
YOSEMITE, San Francisco for Puget
Sound ports, 10 miles south of Cape Blanco,
GREAT NORTHERN, San Francisco for
Flavel off Blunts' Reef. GREAT NORTHERN, San Francisco for Flavei, off Blunts' Reef,
ASUNCION, Eureka for Richmond, II0 miles north of Richmond.
LYMAN STEWART, San Luis for Seattle, 750 inlies from Seattle.
HARVARD, San Francisco for San Pedro, 204 miles from San Pedro.
WILLAMETTE—San Francisco for Portland, 3 miles north of San Francisco for Seattle, 30 miles north of San Francisco for Seattle, 70 miles north of San Francisco for Eureka, 70 miles north of San Francisco.

High, Low, 0:33 A. M.... 7.6 feet 7:02 A. M.... 0.7 feet 0:51 P. M.... 7.9 feet 7:26 P. M.... 0.8 feet

Weston Band Would Join Navy. PENDLETON, Or., Sept. 15.—(Special.)—A. W. Lundell, director of the Weston Band, is here making inquiries regarding the enlistment in the Navy of the band as a body. Most of the members are willing to go and the director believes that eventually all

DAILY METEOROLOGICAL REPORT.

PORTLAND, Sept. 15.—Maximum temperature, 81 degrees; minimum, 56 degrees. Hiver reading, 8 A. M., 3.9 feet; change in Hiver reading, S. A. M., 3.9 feet; change Hiss 24 hours, 6.2 foot rise. Total rainfall (5 P. M. to 5 P. M.), none; total rainfall since September 1, 1017, 1.70 inches; normal rainfall since September 1, 1.07 inches; normal rainfall since September 1, 1.03 inches of rainfall since September 1, 1.03 inches Sunrise, 5:49 A. M.; sunset, 6:23 P. M. Total sunshine, S hours 30 minutes; possible sunshine, 12 hours 36 minutes, Moonrise, 6:12 A. M.; moonset, 4:33 P. M. Barometer (reduced to sea level), 5 P. M., 20.90 inches. Relative humidity at noon, 46 per cent.

Minimum temperature	Maximum temperature	Precipitation past	S Vetocity	d Direction	State of weather.
	2.0	0.00		55.17	Cloudy
	80	0.00	100	SE	Clear
	H1728	CO. OF	PI 3.63	FPG-EC:	Clear
5/2	1845	0.22	100	E	Cloudy
	80	0.00	122	SH	Pt. cloud
	22.4	0.00	112	NE	Cloudy
	50	0.26	333	w	Pt. cloud;
40	66	0.00		NE	Char-
3 70	84	0.04		15	Cloudy
					Rain
	754	0.00	350	SE	Clear
56	21	0 00	188	70	Clear
49	92	0.00		N	Clear
3 56	652	0.00	1	E	Clear
68	80	1.28	132	SE	Pt. cloud;
	11.25	0.01	112	E	Pt. cloud
	80	0.00	110	100	Clear
	102	0.00	Sign.	W	Clear
	68	0.00	900	NE	Clear
56					Clear
1.05	123	0.00	. T	200	paste sees
	155	0.00		107	Clear
	150	0.00		1500	Clear
60	72	0.00	1	W	Clear
62	194	0.00	1	SW	Clear
58	39	0.00	1	NW	Clear
1000	24	0.00	1	Sw	Chan
54	70	0.00	1	N	Clear
56	66	0.36	11	N	Clear
30	5.2	9-94	1		Cloudy
1 54	82	0.00		12	Clear
					14445.41
1 24	* N.O.	10 0	1	NE	Cloudy
	temperature +462名形型土色的企图的特殊系统自由的现在分词的特殊的主义的主义。主义和中国的工程的企业的企业的企业的企业的企业的企业的企业的企业的企业的企业的企业。	mum temperature	mum temperature 44 74 0 000 62 86 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	mum temperature 44 74 0 00 10 10 10 10 10 10 10 10 10 10 10 1	mu mu um mu m

WEATHER CONDITIONS. This evening's chart shows barometric depressions over Northern British Columbia and Alberta and over California, while barometric maximums are central over Montana and Wyoming and New England. Light rains have failen in the last 12 hours along the North Pacific Coast, generally in the Mississippi Valley and along the North Atlantic Coast. Temperatures are above normal in most cases in the Mississippi Valley and decidedly so in the North Pacific States and Central California. In Wyoming and Southern Montana the temperature was below normal at 5 o'clock tonight.

The conditions are favorable for fair weather in this vicinity Sunday, with gentle northerly winds.

FORECASTS.

Portland and vicinity — Pair, continued

No Sign of Jitneys, Authorized SPRINGFIELD STRIKE ENDS by Electors, Apparent.

Commissioner Mann Says He Will Ask City Council to Demand Action by Grantee, as Only

The City Council is to have a show-down with Stephen Carver on the sub-ject of his establishing city-wide jitney service in accordance with the terms of the franchises granted him by the voters at the city election in June.

Time for starting the service has exulted without machines having been

Time for starting the service has ex-pired without machines having been put into operation in any part of the city except to Linnton. City Commis-sioner Mann who has charge of fran-chise matters for the city, says he will put the question of forcing the issue with Mr. Carver up to the Council this week.

After Mr. Carver was granted the franchises, which call for scheduled service throughout the city with transfer privileges and with bonds to profer privileges and with bonds to protect the public in case of accident, he announced that he would try to establish service within the time specified in the franchises. One called for service on certain lines within 30 days of July 2 and the others called for service on other lines by 60 days after July 2. At Mr. Carver's request, about a month ago the 30-day privilege was extended to 60 days, making all take effect at the same time, September 2, but on September 2 no service was forthcoming.

Mr. Carver, who owns the Portland & Oregon City Railway Company, has been out of the city for several days. He has net conferred with members of the Council for about a month, but at

that time he gave assurance that he intended establishing the service. He said he was having difficulty in getting machines and equipment. Commissioner Mann said yesterday that Mr. Carver had explained to him the difficulty he experienced in getting the service started and for that reason the difficulty be experienced in getting the service started and for that reason he informed Mr. Carver the city would be as lenient as possible, "but," said Mr. Mann yesterday, "the time limit for establishing the service has expired and service has not been started except on one line. I intend to ask the Council to take a hand in demanding a showlown with Mr. Carver.

Young Man Addicted to Use of Mor phine, Which Is Believed to Explain Some Queer Actions.

OREGONIAN NEWS BUREAU, Washington, Sept. 15.—The Department of Justice today received a delayed report from the United States Attorney in New York City stating that Homer H.

The report further states that Leep had passed a number of bad checks, but the indictment was based solely on the other charge. his possession a morphine outfit, and medical examination disclosed that he had become addicted to the use of the driv. This fact is stated by the department as explaining many of Leep's queer actions from and after the time he telegraphed his wife and father from New Orleans under a fragment. When taken into custody Leep had in he

used alias, announcing his own death in an aeroplane accident.

"GERMAN MONEY" REFERRED TO IN SEATTLE SEDITION TRIAL.

Judge Also Rules Out Pacifist Litera ture Saying It Would Only Tend to Confuse the Jury

SEATTLE, Wash, Sept. 15.—A reference to "German money" and "German influences" was ordered stricken from the record by United States District Judge Neterer today in the trial of Hulet M. Wells and three others, charged with seditious conspiracy in the printing and distribution of a "no conscription" circular, Judge Neterer also ruled out litera-

ture issued by the American Union Against Militarism, which the Gov-ernment sought to introduce as evi-dence against the defendants. The judge said the other literature would only serve to confuse the jury and the court as to the issue in the case. James Duncan, secretary of the Seat-tle Central Labor Council, testified that the Council had contributed money to the American Union Against Militar-ism. He said there was no German money back of the union, so far as

"If the activities of this union," asked District Attorney Allen, "were designed to interfere with the Govand the German influences in this country were working to the same end, what is the difference between them?" The court sustained an objection to the question and ordered stricken from record reference to "German

"4 MINUTE MEN" ADDED Lewis County League Arranges for

Speeches on War Issues.

CENTRALIA, Wash., Sept. 15.—(Special.)—Acting on the request of the Federal Committee on Public Information through the State Council of Defense, A. E. Judd, State Senator and chairman of the Lewis County League for Patriotic Service, has arranged for extending the "Four-Minute-Men" service of the county. Herman Allen, an attorney, will have charge of the work during the period of the war.

The purpose of the service is to aid the various Government departments

in the work of National defense with an organization of volunteer speakers, who will present to moving picture audiences direct four-minute messages on subjects of vital importance, prepared under the authority and direction of the proper Government office

Eight Thousand Men Will Have Returned to Work Monday.

SPRINGFIELD. III., Sepi. 15.—The sympathetic strike which called \$000 men from their duties here during the week is ended. Coal miners, watchmakers and many other workers will return to their tasks Monday. Barbers, butchers and grocers returned today. The settlement was reached at a meeting of business men and strikers with Governor Lowden. It was agreed that the union men may hold a peaceful parade tomorrow.

DAILY CITY STATISTICS

Births.

GALLIEN-To Mr. and Mrs. Charles I. Jaillen, 712 Washington, September 6, a laughter. MYERS—To Mr. and Mrs. Wilson Roy, Myers, 419 East Main street, September 13, son. FISHER-To Mr. and Mrs. Anton Fisher, 07 Summer street, September 18, a daughter.

DAHL—To Mr. and Mrs. Henry Dahl. 1520
Bast Glisan, September 14, a daughter.
FITZGIBBONS—To Mr. and Mrs. Thomas
Fitzgibbons, 412 Vancouver avenue, September § a son.
IREBELHORN—To Mr. and Mrs. Jacob
Irebelhorn, 828 Vancouver avenue, September 8, a son.
GRENIA—To Mr. and Mrs. George Grenia,
1415 Mean street, September 12, a son.
IZETTA—To Mr. and Mrs. Carl Izetta,
Kirby and Columbia boulevard, September 5, a daughter.

daughter.
DAVIS-To Mr. and Mrs. James Walter
Davis. 450 Magnolia street, September 8, a BATHE-To Mr. and Mrs. Wilbur Colston Bathe, 1411 Oneonta street, September 7, a on.

DOWNEY—To Mr. and Mrs. Robert John
bowney, Tyndall street and Columbia bouleard, September 2, a son.

vard, September 2, a son.

Marriage Licenses.

PETERSON-DANIELSON—C. J. L. Peterson, legal, 849 Summer, and Anna Danielson, legal, 849 Summer, and Anna Danielson, legal, 1043 East Twentleth street.

SANDERSON-MADSEN—Howard M. Sanderson, 27, Pendleton, Or., and Sophie Madsen, 20, 187 Glenn avenue.

HARRIS-NOTZ — Charles M. Harris, 21, Beilingham, Wash., and Lilly Notz, 18, 568 Elizabeth street.

ROBINETT-FORGEY—Roy Robinett, 21, Vancouver Barracka, and Violet Forgey, 15, 6329 Sixty-seventh street Southeast.

WOODWORTH-SNOW — Harrwell Woodworth, 22, 1073 Division, and Ethel Snow, legal, 748 Clinton street.

LALLY-GIANI—M. M. Lally, legal, 255 Benton, and Eisle Giant, legal, Marquam road. Genton, and Bisse Grant of the food of the

Vancouver Marriage Licenses.

Vancouver Marriage Licenses.

GEIGER-THOMPSON—William H. Ceiger,
H. of Oregon City, Or., and Jenny Thompon. 18, of Oregon City, Or.

BACKSTROM-PETERSON—G. A. Back-trom, 39, of Portland, and Mrs. Harriette Peterson, 38, of Portland.

GEORGE-SCHALK—F. N. George, 23, of Portland, and Leila R. Schalk, 21, of Portland. Scribed.

HERNMERL-WILSON — Frank Hernmeri,

5 of Vancouver Barracks, Washington,

16 Jillian Larkin Wilson, 22, of Aberleen, Wash.

BROWN-BROWN—George A. Brown, 38,

6 Portland, and Mrs. Grace E. Brown, 35,

7 Portland

New York City stating that Homer H.
Leep, formerly of Myrtle Point and
Eugene, Or., had pleaded guilty to the
indictment on the charge of impersonating an officer of the United States
Army, and been sentenced to one year's
imprisonment at Atlanta, Ga.

The report explains that Leep, at a
New York hotel, wore the uniform and
insignia of a Lieutenant, Captain and
Major, in turn, and represented himself
as an officer of the Army, when, in
fact, he had never been commissioned
and had falled, in fact, to qualify for
the aviation corps after a course at the

nie. M. Garland, 30, of Portland.
PRATT-PUTNAM—Edmund Otney Pratt,
34, of Salem, Or., and Mary Dee Putnam,
25, of Salem, Or.
36 of Portland, and Arline Buckinridge, 21,
of Portland,
47 of Vancouver Barracks, Washington, and
48 of Vallams—18 of Forest Grove, Or., and Mrs. Carrie
indiction of the Army, when, in
fact, he had never been commissioned
and had falled, in fact, to qualify for
the aviation corps after a course at the

New York City stating that Homer
PRATT-PUTNAM—Edmund Otney Pratt,
34, of Salem, Or., and Mary Dee Putnam,
25, of Salem, Or.
36 of Portland, and Arline Buckinridge, 21,
of Variouver Barracks, Washington, and
47 of Vancouver Barracks, Washington, and
48 of Forest Grove, Or.
47 of Vancouver Barracks, Washington, and
48 of Forest Grove, Or.
48 of Vallams—19 of Vallams—19 of Vallams—19 of Salem, Or., and Barbara Livingston, 22
of Salem, Or.
49 of Salem, Or.
49 of Salem, Or.
40 of Salem, Or.
40 of Salem, Or.
40 of Salem, Or.
40 of Portland,
41 of Portland
41 of Portland
42 of Portland
43 of Portland
44 of Portland
45 of Vallams—19 of

18, of Walla Walla, Wash.

Building Permits.

MRS. S. BENSON—Repair one and onehalf story frame residence, 605 East Mala,
between East Pifteenth and East Sixteenth
streets; builder, same; \$75.

J. C. HUNTLEY—Erect frame chickenhouse, 600 East Seventy-second, between Sixsiyou and Klickitat streets; builder, samesiyou and Klickitat streets; builder, same-

Runge, editor and publisher of a monthly magazine called Liberty was held under \$5000 bond today on a charge of obstructing the draft, the complaint being based on an article which appeared in his magazine.



Lenses Must Be Changed

-Lenses do not wear out, but eves do. -Every part of the body changes

with advancing years, and our

eyes, in common with the rest of our physical being, show the effect of age. -We must, therefore, meet the changed condition of the eyes. -The glasses that you bought ten

or even three years ago, are not

giving your eyes the proper assistance. As your eyes are wearing out year by year, your lenses should be made stronger or weaker to correspond with your failing

-Complete lens - grinding factory on premises. -Manufacturers of the celebrated

Kryptok lenses. Thompson Optical Institute

Portland's Oldest and Largest Optical Place. Established 1901. 209-10-11 Corbett Building Fifth and Morrison



A. W. Lufferty.

To the Voters: Ten years ago today (September 16, 1907) I filed the first suit ever brought to enforce the terms of the O. & C. Railroad land grant.

Railroad land grant.

On this decennial anniversary I rejoice. I have a right to rejoice, for this important litigation has been the biggest part of my life.

Two million three hundred thousand acres of the finest residence lands in the world have been recovered. Should Congress say the word this vast domain would be opened up for homes tomorrow. Congress will say the word when I am re-elected to Congress, and tomorrow. Congress will say the word when I am re-elected to Congress, and it will never say so otherwise. Congress has been told that the people of Oregon do not want these lands opened to settlers. Under the Chamberlain-McArthur law they are about to be robbed of their birthright. The voters are not driveling idiots. Therefore, I will win at the coming election.

It has certainly been sweet victory to me to see the land grant case triumph. It was not cheaply won. What I have suffered has made the victory sweeter. It was believed that I could be destroyed politically. I was assailed. My little fortune went in self-defense. I suffered the humiliation and the agonies of the damned. But I did not give up. I mailed out over 2,000,000 pamphiets to the people of Oregon in four years. Half my salary went to the Government Printing Office, where speeches and pamphilets are went to the Government Printing Office, where speeches and pamphlets are printed for Congressmen and Senators at cost, but not free, as many people suppose. I was the only Oregon lawyer who even appeared in the case in the Supreme Court. The decree pronounced the actual-settler clause to be an "enforceable covenant." If I live that "enforceable covenant" is going to be enforced. This generation and those of the future must enjoy the green hills of Western Oregon.

What care I that I have been humili-

What care I that I have been humiliated? That humiliation reached its cilmax when I was recently refused by those in authority permission to serve my country in the present war, even as a Second Lieutenant, because I did not have the "standing in my community" necessary to the esprit de corps of the Army. My father and his three brothers served in the Union Army throughout the Civil War. I have served three years as a Captain of Infantry in the National Guard. At the beginning of the late Presidio training camp, before the protests came in against me, I was appointed Captain of my company and was continued in command longer than was any other student save Judge Gan-What care I that I have been humiliwas any other student save Judge Gantenbeln, who served as Captain of the company the same length of time. I was branded as "unfit" because of the fight I have made for humanity and because of the fight that has been made upon me in consequence. To be an officer one must have the respect of the people of his community, and it is said that I do not have that respect at the present time. Let us see whether I shall have it after May 17 next. was any other student save Judge Gan-

No, it is not claimed that I am inef-No, it is not claimed that I am inefficient, but it is claimed that I am "unfit." It could hardly be said that I am inefficient when during my first two terms in Congress this district received the largest appropriations in its history. It was then that we received the \$1,000,000 appropriation for the new postoffice building at Portland now under construction. It was then that we der construction. It was then that we received over \$2,000,000 per year for the Columbia and Lower Willamette Rivers. It was then that I introduced and procured the passage of over 40 private bills granting pensions to Portland soldiers and widows. It was then that I set the precedent that appointments to West Point and Annapolis must hereafter be made upon competitive examination, giving to the poor an equal chance with the rich and the snobbish. It was then that I procured the first voice ever had in Congress on the first vote ever had in Congress on the parcel post. It was then that I of-fered the first bill ever introduced in Congress giving an eight-hour day to women in the District of Columbia which is now the law.

My work for humanity has only just begun. Under fair laws every man who works would be able to make a good living for himself and those dependent living for himself and those dependent upon him; he would be able to take a vacation of 30 or 80 days each year with his wife and family in the mountains or at the seashore; he would be able to educate his children, and he would be able to put by a competency for his old age besides.

I believe that Multnomah County has Theireve that authomas Courty has the highest average intelligence of any Congressional District in the United States. Unless this district shall take the lead in demanding just laws, how can we expect less favored localities ever to do so?

The primary is now only eight conths away. I am a candidate for the months away. I am a candidate for the Republican nomination. I invite every voter to call at my headquarters. I have for free distribution a pamphlet entitled "My Platform." Those desiring to know about the O. & C. land grant will do well to get a copy of this book. I have never charged a penny for services or advice in connection with this case, and I never shall. My reward will be the realization of my great ambition to go back to Congress and open the lands to the people of Oregon for beautiful, glorious and free homes. The Creator intended that the lands should be so opened. A former Congress by its last will and testament so provided. That will shall be enforced.

At the approaching primaries C. N. McArthur will be my chief opponent. He has now had two terms and I have had two terms. Let our records of accomplishment be compared. McArthur has not procured the passage of a single bill of benefit to his district in four years, and he is notoriously sprosed to opening the O. & C. land grant to settlers. He desires to sell the land first for its timber to the timber barons. According to his plan the barren hills bearing only charred and blackened stumps would be left for settlers, and they probably would not get even that much during the present generation. My main thought has always been to open wider the door of opportunity to the less fortunate in life, that the parents of today may look forward to the time when their children shall fare better than they themselves have fared. If elected, and I am sure I am going to be, I shall use all the powers of my office to bring about peace at the earliest possible moment consistent with the safety of this country and of our soldiers in the field.

A. W. LAFFERTY,

—Paid adv. 436 Pittock Block,

-Paid adv. A. W. LAFFERTY, -Paid adv. 426 Pittock Block.