

# STRIKE DEVELOPS NEW LEGAL ACTION

## Building Inspection and Child Labor Laws of Illinois Are Enlisted in the Insurgents' Behalf to Harass the Obdurate Packers.

(Journal Special Service.)  
Chicago, Aug. 1.—The new board of control elected by the strikers Saturday to manage the packers' strike today and started a new line of action by adopting resolutions to be presented to the building inspector calling attention to alleged violations by the packers of the building laws in housing the union men in the building without the protection that the laws demanded.

The state factory inspector this morning also issued four warrants against the superintendent of the Morris plant who is charged with employing boys that are under age.

A general air of quiet marked the opening hours of the 21st day of the stockyards strike. Shipments of non-union men continued to arrive at the stockyards, 409 being distributed among the plants.

The packers claim that heavy desertions have been made from the strikers ranks, but the wholesale stampede predicted for this morning did not materialize. Stock receipts this morning were very heavy, including 25,000 cattle, 25,000 hogs and 17,000 sheep.

The absence of President Donnelly of the Butchers' union on a trip to western packing cities is taken as an indication that no immediate steps looking to a settlement are contemplated. The commissary departments established by the strikers were thronged this morning by men of families.

The packers now state they will use only 200 of more than 500 teamsters now out on strike when the fight is over, having made other arrangements for the delivery of meat.

the situation. The strikers say that many new men are deserting.

**ROOSEVELT WILL NOT INTERFERE.**  
Has Been Assured that Strike Will Solve Itself.

(Journal Special Service.)  
Washington, Aug. 1.—President Roosevelt will return to Oyster Bay August 20 and remain until September 20. He has no intention of interfering in the beef strike unless the trouble spreads generally to other trades or causes a great famine, so that the situation takes the aspect of a national disaster like the coal strike.

Within the last few days the president has been assured by men in close touch with the Chicago situation that the trouble will solve itself by the men going back to work.

**BUTCHERS DESERT STRIKERS.**

(Journal Special Service.)  
Kansas City, Aug. 1.—The police at noon reported that many skilled butchers deserted the strike and returned to work at Armour's plant. No disorder or disturbance of any kind took place this morning.

**FALL RIVER MILLS OPEN.**

(Journal Special Service.)  
Fall River, Mass., Aug. 1.—The textile mills opened this morning with a small force. No developments are expected within the next 10 days, and no trouble was experienced.

### DISTURBANCES AT ST. JOSEPH.

Temporary Injunction Granted Against Packing-Koness Strikers.

(Journal Special Service.)  
St. Joseph, Aug. 1.—Many strike disturbances occurred this morning. Hundreds of officers are acting as escort for the packers' teams.

A temporary injunction returnable August 23 was granted by Federal Judge Phillips today against the packing-house strikers on an application of the packers. Affidavits cite more than 100 lawless acts and statements of the chief of police and sheriff that the situation is beyond their control.

### OMAHA SITUATION UNCHANGED.

Governor Mickey Visits District and Returns Satisfied.

(Journal Special Service.)  
Omaha, Neb., Aug. 1.—The strike situation is unchanged. Governor Mickey made a quiet visit to the packing-house district and saw a carload of non-union men arrive at the Armour plant without a disturbance. He returned to Lincoln satisfied with the manner in which the sheriff is handling

### WOMEN IN FIRE BRIGADE SAVE TOWN

(Special Dispatch to The Journal.)  
Govan, Wash., Aug. 1.—Women and men in a long line passing buckets with water saved this town from destruction by fire today. The fire caught in a business block and threatened to spread. A woman discovered the fire and a woman was the first to organize the bucket brigade, which devoted its entire attention to preventing adjoining property from catching. Several volunteers had hair singed, but none was at all seriously hurt. The business building was entirely destroyed. It is fully insured.

### SUMMER SCHOOL OF THEOLOGY.

(Journal Special Service.)  
Sewanee, Tenn., Aug. 1.—The summer school of theology at the University of the South began its four weeks' session today under promising auspices. In addition to the members of the university faculty the instructors and lecturers this year include Bishop Beckwith, Rev. C. D. Wilmer of Atlanta and Warden Butler of Seabury Divinity school.

### HOW BEST TO AID MERCHANT MARINE

(Continued from Page One.)

whether it is worth while to undertake any measure of relief for the seaman has been during his trip heard various opinions, some favoring free ships, others advocating discriminative tariff duties on imports, and many favoring the many general subsidies. The majority opinion has been, I may say, opposed to direct subsidy. It closed with pleasant reference to Portland's beauties and the hospitality of her people.

**Portland's Showing.**  
The first matter presented was that prepared by the local special committee, Edgar W. Wright and Tom Richardson, as follows:

Portland, Or., Aug. 1.—To the Members of the Merchant Marine Commission, in Session at Portland—Gentlemen: Realizing that your time is both limited and valuable, and that your mission here as well as to the other ports of the United States is well understood, it is not the purpose of this committee, representing the maritime and commercial interests of Portland, to inflict upon you any historical data regarding the past, but we would be a little less than human if we failed to acknowledge with appreciative thanks the many generous contributions you have individually and collectively paid this city.

We knew before you came that our city was unequalled both as to its summer climate and its varied attractions from a natural standpoint, but your enthusiastic endorsement is none the less appreciated. Your compliments to the port and good wishes for the future of the Lewis and Clark centennial exposition next year will always be held in kindly remembrance.

You are naturally familiar with the statistics on maritime commerce, and here, but at every other port in the United States, and it is our pleasure to present only such facts as are corroborated by government reports.

Portland's showing is an interesting and commanding position in the development of the foreign and domestic trade of the United States, as she is the principal port, metropolis, chief market and commercial center of the great drainage by the Willamette and Columbia rivers, the two chief streams commercially between the Mississippi river and the Pacific ocean—a territory amply able to give support to five millions of people when fully developed—and for these and many other reasons there is no subject touching the improvement of our rivers and harbors, the extension of the American merchant marine or any other similar subject having to do with the increased trade of the United States, in which Portland is not and will not in the future be an important factor.

### Three Great Staples.

Lumber, wheat and flour are the three great staples which furnish the bulk of the seagoing traffic from this and other ports of the Pacific northwest, and in these three commodities Portland occupies a commanding position. To illustrate the relative importance of the different coast ports in the wheat trade is shown by the following shipments for the calendar year 1903:

From Portland	6,799,228 bushels
From Puget sound	4,428,585
From San Francisco	3,629,498

The figures for the fiscal year ending June 30, 1904, on wheat shipments, as compiled by the department of labor and commerce, are as follows: From Portland, 3,476,457 bushels; Puget sound, 1,725,078; San Francisco, 1,774,481.

These shipments prove that almost 50 per cent of the wheat shipments from the Pacific coast go out of Portland. Ten of the big wheat carriers dispatched from Portland showed an average of more than 210,000 bushels of wheat each, as follows: The Lime Branch, 259,723 bushels; the Langbank, 221,922; the Glenhurst, 218,126; the Wilmot, 214,372; the Ticonderoga, 208,228; the Pak Lion, 205,292; the Puritan, 203,292; the Hyson, 198,233; the Elba, 189,400; the Palatina, 187,540; total, 2,102,618.

### Kids World Records.

In both lumber and flour shipments Portland holds the world's record for the number of big cargoes. Ten vessels have been dispatched from this port carrying an average of 3,260,000 feet of lumber each—to make this more convincing, we append the exact statistics: The Oceano, 2,944,822 feet; the Tottenham, 2,624,015; the Strathgyle, 2,600,000; the Thyra, 2,550,741; the Guernsey, 2,423,482; the Glenloch, 2,250,000; the Oakley, 2,078,701; the Palatina, 2,068,546; the Adato, 2,777,271; the Norman Isles, 2,770,000; total, 22,608,048.

The largest cargo of flour ever dispatched went from this port on the steamship Alcoa, and amounted to 85,278 barrels, breaking the world's record by more than 15,000 barrels. Sixteen steamers have left this port with cargoes in excess of 50,000 barrels, the average being in excess of 55,000 barrels. The steamers and the amount of flour carried are as follows: Alcoa, 85,278 barrels; Indrasamha, 59,829; Indravelli, 59,181; Indravelli, 52,977; Indravelli, 54,184; Indrasamha, 53,579; Indrapura, 52,176; Eva, 52,000; Thyra, 51,921; Indrapura, 51,351; Thyra, 51,953; Eva, 50,840; Aragonia, 50,500; Indrasamha, 49,781; Indravelli, 49,429; total, 880,560; average per cargo, 55,025.

The value of a few of the principal products of the state of Oregon for 1904, in round numbers, are as follows:

Wheat, oats and barley	\$10,000,000
Lumber	10,000,000
Livestock	2,500,000
Minerals	5,000,000
Dairy products	2,750,000
Wool	2,500,000
Hops	2,500,000
Fruit	2,000,000
Salmon	2,500,000
Total	\$50,750,000

While in the above statistics we confine ourselves to the state of Oregon,

### "JOSHUA" CREFFELD, PHOTOGRAPHED IN HIS CELL, AND ROY ROBERT HURT, WHO WILL GET THE \$400 REWARD FOR HIS CAPTURE.

It must not be forgotten that large portions of our state's produce of Washington and Idaho are dependent upon this port as an outlet to the markets of the world.

Portland, as stated above, is interested in the report of the merchant marine commission, as its report and the action that congress will take upon it will be of great interest to every port in the United States. This report, which combined manufacturing and wholesale distributing points, is doing an annual business today exceeding \$200,000,000.

To refer briefly again to the water shipments on the Columbia river, there were last year shipped 174,808,569 feet of lumber, and over 50,000,000 feet of this went to foreign ports.

Gratifying as is this record, it will be eclipsed during the present year, as the figures for the first six months of 1904, on water shipments alone, showed a gain of over 10,000,000 feet as compared with the corresponding period of 1903. A member of this committee, to illustrate the force of statistics, has figured out that Portland shipped enough lumber last year to build a plane of three feet wide clear around the earth.

Thanking you, gentlemen, for kindly listening to this report, we are, very truly yours,

EDGAR W. WRIGHT,  
TOM RICHARDSON,  
Special Committee.

Congressman Humphreys, who represents the Pacific coast, is very anxious to see that the shipping is done under the American flag.

Mr. Richardson—Practically none.

**Coastwise Trade.**  
W. A. Mears, representing the transportation committee of the chamber of commerce, gave the facts concerning the coastwise trade. He said the railroads by combination have held up the freight rates between this coast and New York, and that the steamship lines operating in connection with the coastwise trade have given rates correspondingly. The 20 per cent lower water rate is really no cheaper than the rail rate, as the 20 per cent is absorbed by marine insurance and transfer charges at Panama.

"We have information that the Pacific Mail company is, since the sale of the canal and railway property to the government, trying to secure a concession and using all possible influence with the canal commission to this end. We are here to ask your commission to use your influence to prevent a continuation of this concession, for it is due to the co-operation between the Pacific Mail and the railway companies that the people of the Pacific coast are unable to secure lower freight rates or competition from the inland country of our state."

Mr. Mears to state the source of his information as to efforts that are being made to secure continuance of the Pacific Mail company's concession, as that of the head of a San Francisco freight bureau who is prominent and reliable authority on that subject.

Ernest Laidlaw took issue with Mr. Burns and Mr. Richardson on the statement that there are no American ships in Portland's foreign trade. He said the amount of lumber sent abroad from an American vessel there is very small, but that the free ship policy of the Pacific coast is a year. He admitted it was in sailing vessels. Mr. Burns replied that while he is at present shipping a cargo of lumber to China in an American vessel, he has never seen a Portland in such vessels. An exchange of facts and views followed between Mr. Laidlaw and Chairman Gallinger on the subject of free ships.

Mr. Laidlaw said that the Americans should be allowed particularly to build and sail vessels and tramp steamers anywhere and bring them under the American flag. He said that the American flag would hardly notice a difference in their business as they would be so busy building naval vessels to protect the ocean commerce that we could build up under a free flag.

Alfred Tucker spoke as an importer and favored the placing of a duty on foreign built ships when brought under the American flag, and is justly entitled to be heard on this subject. He said there was no reason why such an article as a ship should not be naturalized as are all other articles of import. He said so far as the American sailor is concerned, his wages are about the same as those paid on British, French and German ships. With the opening of the Panama canal vast quantities of lumber will be carried by that route to the east, and restrictions should be such that this lumber will be carried in American bottoms. He said:

"American capital should be permitted to buy ships wherever they can be got cheapest, and a duty levied upon their cargo when admitted to enter the trade under the American flag. Not a prohibitive tariff, but one to equalize the difference to some extent in cost of production. I favor only a limited tariff. Congressmen ought to be your thought as to a discriminative duties lower to foreigners who would ship their goods in American vessels!"

**Midnight Assassin.**  
The first delegation to arrive for the convention of the Oregon Development

### SELF HELP FOR OREGON

(Continued from Page One.)

residents of other states with Oregon's natural wealth and resources is to be given the widest publicity. Statistics of crop production, of manufacturing, of shipping, and of the mines are to be scattered broadcast. Such statistics will always find ready publication in the newspapers of the state, and every citizen can aid in Oregon's development by sending copies to his friends in the eastern states. Nor need publication be confined to Oregon papers. Industrial, mining and agricultural journals all over the country are always ready to give space to reliable information upon such topics, if it is clearly and concisely stated. Hundreds of thousands of readers can thus be acquainted with the opportunities which are open to them within Oregon's borders.

**Individual Work the Key.**  
One vital feature of the plan which must be borne in mind is that the main dependence must be not upon any work that may be done by the central organization, but upon the far more potent agency, the work of the individual and of the local organizers. Every member of the state league must give to his work that personal interest and attention which, a business man gives to his business.

In the proceedings of the convention it is especially desired that the discussion shall be as full and as free as possible, so that all may become thoroughly acquainted with the work to be accomplished and with the needs of the various sections of the state. As the cause is one in which all are interested, it is desired that every delegate shall contribute suggestions from his own knowledge and experience.

The convention is to assemble in the Marquam Grand theater at 10 o'clock tomorrow morning. The delegates are asked to register there at 9 o'clock and they will then receive badges entitling them to admission. A committee will be at the theater to receive them and direct them to the Development league convention which began yesterday, and all day yesterday they poured into the city from various sections of the state. The hotel is filling up rapidly, and by the time the sessions begin tomorrow morning the city will be overrun with enthusiastic Oregonians all eager to assist in the state's advancement.

Although unable to say just what the scope of the convention would be, many delegates had decided opinions as to what constituted Oregon's greatest needs and expressed themselves freely to The Journal. Some of the opinions are given herewith:

**Wood Forage Road.**  
O. H. Byland, Vale, Malheur county—Beyond all question Oregon's greatest need is the ports, water and railroads. Close upon that its importance is the need of government assistance in irrigating the vast tracts of arid lands in the eastern part of the state. And another thing that Oregon needs is an irrigation and acquaintance with itself. If one section of the state only knew at least a little concerning another section, it would be of great benefit to the community as a whole. And in this connection it might be well to suggest to Portland that if the city doesn't get busy San Francisco will grasp the entire business and trade of that section.

Scott Taylor, editor of the Klamath Falls Express—The great need of our region, and consequently one of Oregon's greatest needs, is more railroads. It will not be long before a railroad penetrates our section from the south, but we need more of them, and the whole state needs more.

**River Outlet Necessary.**  
Judge Stephen A. Lowell, Pendleton—Oregon's greatest need is a river outlet. That it needs government assistance in the reclamation of vast arid sections that will add untold wealth to the state when irrigated, Oregon really has no idea of the immense country of our section of the state that is barely touched by railroads. While discussing the ancient advice of "know thyself" might well be applied to Oregon. That is, we should know our own resources and our own needs. We should know the needs of our own section of the state to other sections.

A Bennett, editor of the Oregon Irrigator, Irigon—Our state needs the co-operation of its citizens of all sections in building up. If everybody could get together and do all they could for the benefit of the state they would benefit their own section and themselves in the process. Let us work together by all means.

**Needs a Dog Law.**  
J. R. Robertson, North Bend—Oregon needs advertising. Show me a state that has one-half the natural resources that our state possesses and I will show you a state whose every feature is known throughout the world. There's California. It's known as a beautiful state, where invalids go to regain what nature has taken away. It's known as a state where health and came to Oregon. In three years I have fully recovered and have gained in that time what I could not gain in years of residence in that state. Another thing that our state needs is a law regulating the ownership of dogs. There should be a law imposing some restrictions upon the promiscuous ownership of canines, especially in the country. You have no idea how great the destruction that is being done among the wild game of this state. In my section of the state, for instance, if there were no dogs the Coon bay country would be the greatest game country in the world.

**Irrigation is Imperative.**  
Dwight L. Loofgren, North Bend—More than all else, Oregon needs immigration of wide-awake people to help develop her unbounded resources. She needs more railroads and cheaper freight rates. She needs and is justly entitled to better appropriations for the improvement of her harbors. The people will come when we tell them what splendid opportunities there are here for the profitable investment of capital and to build homes. The railroads will come when the railroad builders understand the necessity for their existence. The appropriations will be made when Oregon impresses upon congress the imperative need of such appropriations. Oregon has never looked after her own interests as she should—and no one else has done it for her. The Development league can accomplish very much for this commonwealth.

**More Funds Required.**  
E. S. Kaufman, Marshfield—The greatest need of Oregon is that her people develop the same rustling spirit possessed by the citizens of Washington and California. This state has the resources but it needs a spirit that will bring people in from the east to show them what we have. Washington and California people believe in going out into the byways and hedges of the eastern and southern states, getting hold of the farmers and business men of those sections and bringing them to San Francisco, Los Angeles, Oakland, Seattle, Tacoma, Spokane and the surrounding towns and doing something to keep their doors open. Oregon people do likewise, and within a few years the commonwealth to the north will take a seat away back, while the state of the Golden Gate will enter the "forgotten" list.

**First Delegation.**  
The first delegation to arrive for the convention of the Oregon Development

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### CREFFELD TELLS HIS OPINIONS

(Continued from Page One.)

steadily, the "apostle" lay down in his former position and began to turn the leaves of the Bible supplied him by Elder Hurt.

He spoke so low that it was necessary for Deputy Hanes to repeat his words to Judge Hogue. After Creffeld stated he wished to go to a higher court, Judge Hogue asked Attorney John F. Logan if he would take the prisoner into a side room and have a talk with him. This was done and again he declared that God will care for him, but was unaware that if it became necessary for him to speak, according to the promises in the Acts of the Apostles, the Holy Spirit will give him tongue with which to speak and words to utter.

"Attorney Logan asked Creffeld if he was strong in mind, to which he replied that he felt famished and as though his brain were in a whirl; he wished a few days' rest before any thing further is done, he said. He reiterated his statement of innocence.

B. E. Starr, who signed the complaint against Creffeld, was not present in court, but many others were present.

**W. STAR ARRIVES.**  
O. V. Hurt, Creffeld's father-in-law, came down from Corvallis yesterday morning, together with Mr. Starr. His wife and daughter, Mrs. Maud Hurt, are here in the insane asylum at Salem and Miss May Hurt, a beautiful girl of 17 years, was recently re-

leased from the Boys' and Girls' Aid society here.

It developed this morning that May Hurt knew all the time that Creffeld was in hiding under her father's house and that she helped feed him during his three month's sojourn there. She had taken a vow not to reveal his whereabouts, and remained true to it. She will go home with her father tonight, having recovered from the effects of the Holy Roller teachings that saved him, and remained true to it. She will never belong to the Holy Rollers, although they met at my house a long time," said Mr. Hurt. "I never had any use for them, but was unaware of the destructive teachings of the cult until my family had been broken up and my wife and daughter sent to the asylum. At Corvallis, when the mobs sought to destroy Creffeld, it was my teachings and advice that saved him. Prominent citizens—the best people of the town—gathered to lynch him, but I never have believed in mob law and would not give my consent. All that was needed to cause the mobs to take him from the jail was a signal from me."

After being arraigned, Creffeld was removed to the county jail. This morning he appeared in a blue serge suit, a soft white shirt and black shoes. He wore no tie.

There is a difference of opinion among officials as to his sanity. But it is believed that it is only on religion that he is mentally wrong. On other subjects this morning he talked perfectly rationally.

**OLD WOUNDED MAN COST FOOT.**  
(Special Dispatch to The Journal.)  
Garfield, Wash., Aug. 1.—Hon. J. C. Lawrence may lose his foot as the result of a fall from a buggy 15 months ago.

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