ANGRY SEAS CAUSE PANIC

Mauretania Suffers Accident to Propelling Gear in Mid-Ocean and Passengers are Bounced Like Rubber Balls.

(United Press Leased Wire.)

New York, Sept. 19.—Passengers on the giant Cunarder, Mauretania, the largest boat afloat, were landed today after being held up almost a day by the fog off Sandy Hook, still suffering from the shock of a terrifying experience in mid-ocean.

At noon last Thursday an accident occurred to one of the propeller shafts and propellers and the great vessel bobbed up and down for five minutes, the masts quivering like "bamboo fishing poles," and men and women being thrown into a wild panic.

Passengers in the second cabin were lifted out of their chairs and thrown to the floor of the saloon, first cabin passengers in their berths were bounced up and down like rubber balls.

Fourteen firemen at work in the coal bunkers at the time of the accident were buried under piles of coal precipitated upon them by the vertical jarring of the ship. One of them sustained a broken arm, another a broken leg and the scalp of still another was so lacerated as to require 23 stitches.

When the accident occurred the Mauretania was about 300 miles east of Sandy Hook and the passengers, on account of the bad weather, were mostly in their rooms. There was absolute discipline among the crew, according to J. L. Griffiths, American consul at Liverpool, who was a passenger, and the passengers also acted with coolness. The water-tight bulkheads were immediately closed, making the vessel as safe as anything could be at sea.

There was a terrific gale blowing at the time of the accident, the same hurricane that all ships crossing the Atlantic this week encountered. The storm had been raging for nearly 36 hours and this added to the fear of the passengers. As soon as possible after the vertical jarring of the ship began the engines were stopped. The big vessel lashed around on the waves for half an hour and when the engines were started again the nerve-racking jarring started also.

Cause of the Mishap.

From the best examination that could be made Captain Pritchard decided that one of the blades of the low-pressure starboard propeller had become bent inside in a way to interfere with the turning of the shaft. Some of the passengers who talked to members of the engineering department of the ship after the accident say that the propeller shaft was bent by the resistance of the bent screw, and that either some of the plates gave way below the water line or a hole was knocked in the hull. It is certain that the pumps were set to work clearing some of the lower after apartments with water immediately after the accident, and they were still at work when the ship reached her pier today.

It was a hoodoo trip all the way. Captain Pritchard buried his wife at Liverpool on Friday, a few hours before he sailed with his vessel, and was very much depressed. His mental worry was increased when, on Wednesday morning at 1 o'clock, the Mauretania ran into a 60-mile gale, which veered from the northeast and the northwest, lashing up tremendous seas. The gale continued all of Wednesday and Wednesday night and it was blowing with undiminished fury when the accident happened Thursday noon.

Late Wednesday afternoon the Mauretania passed the La Savoie and the Celtic, plugging against the gale at about 10 knots an hour. John W. Gates added a touch of humor to his description of the panic by saying that he never saw such an exhibition of lingerie in his life as that which apneared in the corridors and public rooms when the female passengers who had been held to their berths by seasickness began to rush out. He and Mrs. Gates were in their stateroom when the accident occurred.

He said the huge liner pounded up and down while the shaft raced as if she was going to shake apart. The masts, said Mr. Gates, bent like trout poles and several of the stays parted.

Mrs. J. B. Forgan, wife of the Chicago banker, was in her berth, very ill, when the accident happened. Her husband was on a sofa in the stateroom. As the ship began to bounce, Mr. Forgan started to pop up and down on the spring of the sofa, like an acrobat in a net. Despite her illness and alarm, his wife was forced to laugh at his frantic efforts to gain his equilibrium and the laughter cured her seasickness.

Steamship Parima's Trip.

Among other vessels which arrived today with stories of terrible experiences in the hurricane was the Parima, of the Quebec Steamship company. Struck with full force by a terrific hurricane that threatened to send the ship to the bottom and threw its crew and 60 passengers about until many of them were cut and bruised, requiring treatment by the surgeon, the steamship went through the worst experience in its history and got in from St. Thomas, West Indies, three days late.

The storm struck the ship late on Tuesday and for 30 hours thereafter Captain Alexander Mann was on the bridge continuously, not daring to leave his post.

"It was frightful, with a wind blowing up to 100 miles an hour," said Henry Steyman, third officer of the ship, while Captain Mann acknowledged that he had fears that his craft might go to the bottom.

The steamship Bermudan, of the same company, which got in from Bermuda, was kept in the harbor of that port 24 hours while the hurricane roared and blew itself out outside. Other arriving steamships continued the stories of bad weather.

COMMONER ADHERENTS ORGANIZE AT KALAMA

(Special Dispatch to The Journal.)

Kalama, Wash., Sept. 19.—A Bryan club with 56 members was organized here last Monday evening. Several old-line Republicans are on the roster, and from present indications many more will vote the Bryan ticket this fall who do not care to enroll as members of a club.

The county of Cowlitz is largely Republican, about 700 majority, but indications point to an even break between the two dominant parties in November. Reports from the Lewis river country would indicate that A. J. Towner, the Democratic nominee for representative, will carry the county. Cosgrove for governor will probably run ahead of his ticket in this county.

Boys in the west of England believe that by squeezing a mole to death between the hands and touching the affected parts with the blood that oozes from the mouth of the dying animal, warts will disappear and will not reappear. The culprits are convinced that moles, worms and other subterranean creatures have no feelings and therefore it is not cruelty to put them to death in this way.

Local Federal Laboratory Looks Into Some Things We Eat

PURE FOOD OR RANK FAKES?

Guaranteed Under Pure Food Act Doesn't Always Mean Purity

Before the Oregon Academy of Science in the city hall last night, A. L. Knisely, in charge of the United States pure food laboratory, gave the following address:

"Very few citizens of this state, or even of Portland, realize or know that the federal government has established in their midst a modern, up-to-date chemical laboratory, complete in every detail—such, however, is a fact.

"The laboratory for the Port of Portland is located on the third floor of the Worcester building, northwest corner, and occupies what were formerly a number of office rooms. These rooms have been entirely remodeled and rebuilt, so as to be best adapted for laboratory purposes. At present they consist of an office, one large general laboratory, one smaller laboratory for special work, one large store room and a special hallway, in which are stored some of the special equipment and cold storage chest. The office furnishings, including safe, working library, etc., together with the main laboratory equipment, represents an expenditure at the present time of several thousand dollars. This valuation is being constantly augmented by frequent additions to the library and laboratory equipment.

Law Is Binding.

"This laboratory, together with several others, was recently established by the federal government, and is a result of the United States food and drugs act, which was passed June 30, 1906.

"Section 11 of this act provides that 'the secretary of the treasury shall deliver to the secretary of agriculture, upon his request, from time to time, samples of foods and drugs which are being imported into the United States or offered for import, giving notice thereof to the owner or consignee, who may appear before the secretary of agriculture and have the right to introduce testimony, and if it appear from the examination of such samples that any article of food or drug offered to be imported into the United States is adulterated or misbranded within the meaning of this act, or is otherwise dangerous to the health of the people of the United States, or is of a kind forbidden entry into, or forbidden to be sold or restricted in sale in the country in which it is made or from which it is exported, or is otherwise falsely labeled in any respect, the said articles shall be refused admisison, and the secretary of the treasury shall refuse delivery to the consignee and shall cause the destruction of any goods refused delivery which shall not be exported by the consignee within three months from the date of notice of such refusal under such regulations as the secretary of the treasury may prescribe.'

"It is for the purpose of enforcing the provisions of this food and drugs act that these laboratories have been established.

"At the present time there are 16 laboratories under the control of the United States department of agriculture. They are located as follows: New York, Boston, Philadelphia, Chicago, New Orleans, San Francisco, St. Paul, Detroit, Savannah, Seattle, Buffalo, Kansas City, Denver, Galveston, Portland, Cincinnati.

New York Has Largest.

"The New York port laboratory is by far the largest of any, since nearly 75 per cent of all goods imported into the United States come through New York. The working force in their laboratory probably varies from 15 to 20 men. The working forces in the other laboratories very from two or three upward, depending upon the amount of work to be done. At the present time the Portland laboratory is in its infancy, and has a working force of four.

"All of the federal laboratories are thoroughly equipped so as to make any and all examinations or analyses which the enforcement of the food and drugs act may require.

"The work of each laboratory may be divided into two classes—first, international or import work; second, domestic or interstate work.

First—International or import work. Certain customs regulations have been adopted for the enforcement of the food and drugs act, for ports where laboratories of the department of agriculture are established. Among them is one which permits a representative of the United States department of agriculture to examine all invoices pertaining to foods or drugs, including liquors and mineral waters.

Each of these invoices must show evidence of having been examined by a representative of the department of agriculture.

Usually the invoice and goods are inspected at the same time, on the floor at the custom-house. At the time of this floor inspection, if the goods are found to be O. K., the invoice is stamped "No sample desired by the department of agriculture." If, on the other hand, for any reason it is desired to examine and analyze samples of the goods at the chemical laboratory, it is so indicated on the invoice and samples are properly taken and sent to the laboratory for analysis. Pending the results of the analysis, the goods are detained at the custom-house. Upon the completion of the analysis if the goods are found to comply with the law, they are immediately released.

Verify Results.

"On the other hand, if they do not conform to the law, but are in violation of it, they are not released. In this latter case a check sample is sent to the chief of the bureau of chemistry, Washington, D. C., in order to verify the results of the port laboratory. The department of agriculture then reports its findings to the treasury department, and that body then takes final action as to the disposition of the goods, and notifies the custom-house officials at the port where the goods were detained as to the nature of this action. They may order the goods released, relabeled or reshipped, as the case may be.

"If goods are ordered reshipped or exported, the consignee or importer has three months in which to carry out such order. At the end of this time (three months) if the goods have not been exported, they are destroyed under customs supervision.

"In order to give some idea of the amount of work required in carrying out the provisions of the law as relating to imported foods and drugs, I shall quote a few extracts from an article by R. E. Doolittle, chief of the New York city port laboratory:

"'During the first year after the approval of the food and drugs act; that is, during the year ending June 30, 1907, there were examined approximately 110,000 invoices of food products by the inspecting officers; 4,931 samples were submitted to chemical examination in the laboratories; 28,137 cases of food products have been examined on the inspection floors of the customs examiners, from which no samples were taken and invoices not detained for reason that these goods were known from previous examinations or corrections in labels to be in compliance with the law.

Find Many Violations.

"'Of the 4,931 samples submitted to chemical examination, 3,718 were found to comply with the law and 1,213 to violate its provisions. Of the 1,213 shipments found to be in violation of the law, 171 were required to be reshipped beyond the jurisdiction of the United States, or to be destroyed; 177 were admitted after the labels were corrected to meet the requirements of the act, and 865 were released on final hearing without prejudice to future decisions by the department in similar cases. During the past year just closed, the work has increased very much, and I am sorry that I have not the data at hand so as to give pou a summary of the year's work, closing June 30, 1908.

"'All that has been said thus far relates to international or import work. I shall now give you some idea of the second class of work with which all the federal laboratories are vitally interested. I refer to the domestic or interstate work.

"I wish to call your attention to a difference or distinction between state work and interstate work.

"The federal government does not interfere and takes no part in purely state work; on the other hand, the federal government is very much interested in interstate work. It is a question of the government not interfering with what belongs to the state.

"The state of Oregon, for instance, has its own pure food laws, and its own state dairy and food commission. These laws and the state commission are amply able to attend to all the state work without the aid of the federal government.

"A Portland manufacturing company may put on the market an absolutely pure, wholesome product, or a grossly adulterated one. So long as these articles are sold within the state of Oregon the federal government pays no attention to them, this being a matter for the state dairy and food commissioner to look after. However, if this Portland firm sent their manufactured product into another state, then the federal government would become immediately interested and might take a hand in the matter.

Study Foreign Samples.

"The government has a number of expert food inspectors, who are constantly studying interstate shipments of food stuffs, and from time to time they are taking samples of such shipments. These samples are sent to the federal laboratories for analysis. As a result of these analysis of interstate samples, hearings are being held in different parts of the country and manufacturers and dealers are being called upon for information pertaining to certain interstate cases of food or drug products; and from time to time fines are being imposed upon parties found guilty of violating the law.

"At the presentt ime the department of agriculture is issuing a series of leaflets known as "Notice of Judgment." Each of these relates to some particular case or violation of the food and drugs act, giving in detail the history of the case and the findings of the court; that is, whether sentence has been suspended or pronounced. If the latter, the amount of the sentence, or fine imposed is published.

"I wish to say a few words concerning serial number guaranties, as this is very seldom understood by the public. Most manufacturers place a label on their goods reading as follows: "Guaranteed under the Food and Drugs Act, June 30, 1906." This phrase is accompanied by a serial number or a so-called guaranty number.

"Many people when purchasing goods, such as a can of baking powder, for example, and reading upon the label the phrase, "Guaranteed under the Food and Drugs Act, June 30, 1906," think that this amounts to a guaranty by the federal government; that the government experts have examined the goods and found them to comply with the law. Nothing could be farther from the truth. The government experts have not examined the goods and the government does not guarantee them to be pure.

What Guarantee Means.

The phrase "Guaranteed under the Food and Drugs Act, June 30, 1906," Serial number (150, for instance), means simply this and nothing more: that the manufacturer has made application to the United States department of agriculture, bureau of chemistry for a serial number of guaranty, and that he (the manufacturer) takes oath that his goods are pure and not adulterated nor misbranded within the meaning of the food and drugs act, June 30, 1906. In other words, the manufacturer assumes all responsibility for his goods—the retailer need assume none.

"The serial number guarantee protects the retailer just as much as a personally written guarantee from the manufacturer. Retailers, of course, handle goods which are not guaranteed, at their own risk. With reference to interstate work, probably the most trouble has been caused by a misuse or abuse of labeling; many samples of food and drug products have been mislabeled or misbranded. This has been due in part to a misunderstanding of the law and in part to the advertising matter used on labels by unscrupulous manufacturers.

Honesty Has No Fear.

"For instance, certain manufacturers and patent medicine firms have tried to give the impression to the public that since they have a serial number guarantee and state on their goods that they are guaranteed under the Food and Drugs Act of June 30, 1906, that their goods have been examined and are guaranteed by the government. Such statements are absolutely false.

In justice to the better class of manufacturers and wholesalers, I might state that they are in sympathy with the Food and Drugs Act. The honest, upright manufacturer or wholesaler has little or nothing to fear by the enforcement of the provisions of the Food and Drugs Act. At times, the honest manufacturer may find it a little hard to compete with the unscrupulous one, but eventually, this latter class will, I hope, be put out of business.

To the manufacturer, wholesaler and dealer, I would say, be square and above board, have all labels and advertising matter on your wares state the truth and you need have but little fear of violating the Food and Drugs Act of June 30, 1906.

GREAT AGNOSTIC'S WIDOW INVOKES SPIRITUALISM

Mrs. Ingersoll, Widow of the Distinguished Orator and Agnostic, Robert G. Ingersoll, Who Is Endeavoring to Communicate With Her Dead Husband's Spirit. A Picture of the Late Robert G. Ingersoll Is Shown Above. The Lower Picture Shows the Ingersoll Home at Dobbs Ferry.

Notes From the Labor World

The Bakery and Confectionery Workers' union (international), will hold its annual convention in Washington, D. C., beginning October 5.

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The last session of the Oklahoma legislature passed 13 labor bills, out of the 16 which were presented to its consideration.

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The Drug Clerks' union of San Francisco, Cal., has recently opened an employment bureau for clerks, which promises to be of great help.

* * *

That a labor union is liable for damages if it calls its men out because a workman is not a member of the union is a decision rendered by Judge Lanman in the county court at Victoria, B. C., recently.

* * *

Governor Sanders of Louisiana, will appoint a permanent state board of arbitration to handle labor troubles. It will consist of five members, two to be suggested by employers and two by the employes, the four to select the fifth member.

* * *

A new interpretation of the eight-hour law was given by the appellate division of the supreme court of New York recently. It having been contended that municipal construction work should be erected from manufactures of firms which recognize that law.

* * *

Sixty London waitresses employed in a Piccadilly restaurant went out on strike recently in sympathy with their leader, who had been discharged for being an agitator. They have opened a restaurant of their own, which the public is generously supporting.

* * *

The building trades department of the American Federation of Labor, the organization of which was authorized and directed by the Norfolk convention, has been duly installed and chartered by the American Federation of Labor. Its offices are at Washington, D. C.

* * *

The United Brotherhood of Carpenters and Joiners of America was founded in the convention at Chicago, August 12, 1881. At first it had only 12 local unions and 2,042 members. Now it has grown to number 1,703 local unions in 1,275 cities and more than 161,200 taxpaying members.

* * *

The total labor force actually at work on the last day of May on the Panama canal was 21,036. After a trial of 11 weeks the employment of convicts and local prisoners at highway building in the canal zone is said to have produced revenue exceeding the cost of keeping the prisoners, besides improving their condition.

* * *

The Trade Union congress, in session at Nottingham, England, voted down a motion for amalgamation with the Labor party, which is controlled by the Socialists. Two fraternal delegates from the American Federation of Labor, who had come to watch the proceedings, were received by the congress with great consideration.

* * *

The Brotherhood of Locomotive Engineers will spend $1,000,000 in the construction of permanent headquarters in Cleveland, according to plans just announced by Warren S. Stone, grand chief of the organization. This sum includes the cost of the ground required for the structure. The brotherhood will erect its new home and office building at the corner of St. Clair avenue and Ontario street, in that city, and contemplates the erection of a skyscraper. The plans will be completed in a few weeks and construction will begin next month.

The Oklahoma constitution having made it obligatory on the legislature to establish a state geological survey, $15,000 has been appropriated for the first year's work.

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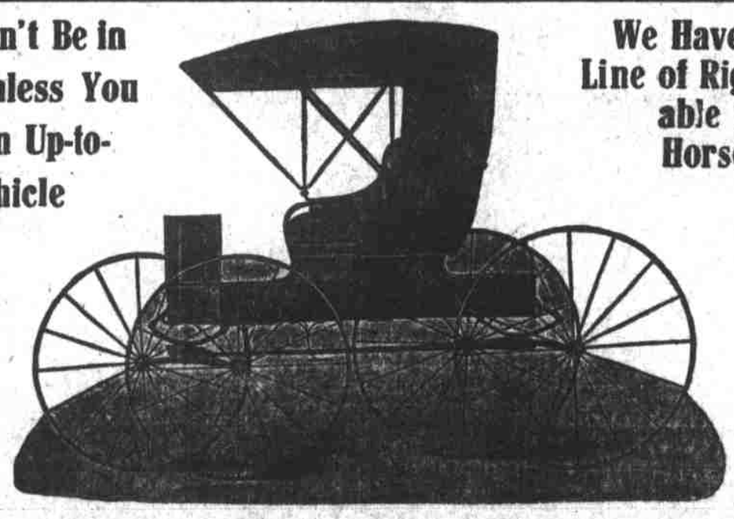

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PORTLAND, OREGON

GRAVES DUE HERE NEXT SATURDAY

John Temple Graves, vice-presidential candidate of the Independence party, will speak in Portland Saturday evening, September 26, at Knights of Pythias hall on Alder street near Eleventh. Word was received at the headquarters of the Independence party yesterday that Mr. Graves would be in Portland September 26. An effort was made at once to secure the armory but the building was engaged, as was the Heilig and every other place tried.

The Knights of Pythias hall was secured and will be used. In case the crowd is larger than can be accommodated and the weather will permit the meeting will be held out doors. M. J. Malley, state chairman of the Independence party, will preside at the meeting and W. R. Lake, candidate for presidential elector, will make a short address. Others will also speak.

Special preparations are being made by the Independence party leaders in Portland for the meeting of October 13 to be addressed by Thomas L. Hisgen, candidate for president, and W. R. Hearst, the sponsor for the Independence party. This meeting will be held in the armory and will be the big rally of the campaign.

MILWAUKEE ROAD'S STEAMERS DISCUSSED

(United Press Leased Wire.)

Milwaukee, Wis., Sept. 19.—The directors of the St. Paul railroad, who met here today, made no announcement regarding Pacific coast extensions. The subject was discussed but no definite action announced. It is believed that it was decided to use electricity on an 800-mile stretch through the Rocky mountains where water power is cheap and tunnels so numerous as to be a danger to travelers.

The directors also discussed an ocean steamship line to connect the Pacific terminus with Japan and China, and, while it is believed that favorable action was taken, no announcement will be made until the executive committee has had a meeting in New York.

Alfalfa was first brought to Kansas by the late Harrison Parkman of Emporia. Mr. Parkman first saw alfalfa growing in Chile. He brought the seed to America, and in the late seventies he went to Emporia to live. He sowed alfalfa in a farm which he bought, and the plant prospered. It was slow in gaining popularity in Kansas, but is now one of the state's most important forage crops.