

WELFARE COMMISSION MOST CONFIDENT WAGE LAW IS CONSTITUTIONAL

Meeting Today Takes No Action as Papers in Test Suit Are Not Yet Served.

Members of the Industrial Welfare Commission are yet officially in ignorance that the constitutionality of the minimum wage law has been attacked...

At the time of a meeting of the commission in the Commercial block at 10 o'clock this morning no service had been made.

Father E. V. O'Hara, chairman of the commission, added that several lawyers of Portland had offered their services in defending the constitutionality of the minimum wage act...

So secure is the commission in its belief in the validity of the law that its members laughed at the idea of its being found unconstitutional through Stetler's appeal for an injunction.

"We are quite serene in the face of our impending dissolution," said Father O'Hara.

Preparations were made by the commission this morning for a conference committee hearing to consider the wages and hours of all women workers throughout the state next Monday evening.

Next Wednesday evening in the public library the industrial welfare commission will hold a public hearing to pass upon the recommendation of a committee that the hours of women employed in offices shall not be more than 51 in one week...

BOSTON LUMBER FIRM SEEKING CARGOES FOR WEST BOUND FLEET

(Continued From Page One.) Francisco, where they will be guests of the chamber of commerce at dinner Friday.

"We expect to inaugurate weekly sailings from Boston, with our own ships, each carrying 10,000 tons dead weight," said Mr. Cleveland.

"There is no question about the market in the east for western lumber. We aren't worrying about that at all. What we are worrying about, however, is the question of having our ships loaded for the westward journey. We don't want to send empty ships out here, even if they are loaded down on the way back.

The company will operate the Boston-Pacific Steamship company, which now has six medium draft steamers and is building two more.

Mr. Emery said the company also expected to handle in its west-bound cargoes goods intended for the orient. These would be transhipped at some of the Pacific ports.

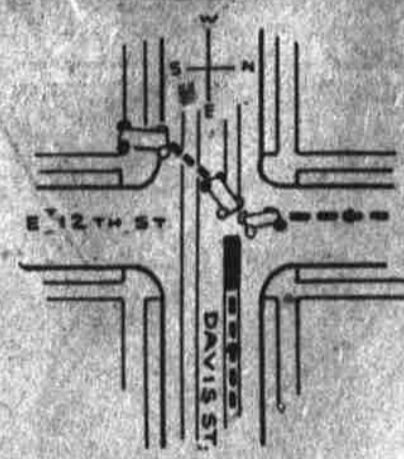
"Wherever the business is, there will be our port of call," the steamship men say when they are asked what Pacific harbor will be the chief on their sailing schedules.

"We have an enormous lumber terminal right on Boston harbor," said Mr. Emery. "It will be used for storing, and we will keep a large quantity there. We will depend, however, upon the harbor facilities of the Pacific coast for our western terminals. We expect dock accommodations to be taken care of for us."

The men met many local manufacturers and shippers at the Portland chamber of commerce this morning, and were guests of H. L. Corbett at luncheon at the University club, where others conferred with them on the plans for making Portland.

Will Talk Fair. Moscow, Idaho, Oct. 15.—State Immigration Commissioner F. R. Reed of Boise, and R. C. Beck, members of Idaho's San Francisco exposition commission, will be here Friday night to address the citizens on the exposition and work of the commission. They are touring Idaho to arouse enthusiasm for the exposition in 1915.

FRUSTRATED ON ESCAPE FROM SERIOUS INJURY IN AUTO COLLISION



Superintendent Alderman of Public Schools and Three Others in Wreck.

L. B. Alderman, superintendent of schools, and three other occupants of the car, are being congratulated today on their narrow escape from death or serious injury yesterday just before noon when the automobile which Mr. Alderman was driving, was struck at East Twelfth and Davis streets, by an incoming Rose City Park car.

Superintendent Alderman, accompanied by Mrs. F. S. Myers, president of the Parent-Teacher circles of Portland, and wife of the postmaster, and two representatives of The Journal, was on his way to the Arletta school, East Twelfth street in hard surfaced and a rain had made it slippery.

The motorist was looking down Davis street at a little repair wagon that was approaching, and did not see the automobile until it was too late to avert a collision.

The left-hand side of the auto front, swerving finally, struck at about the center of the streetcar's fender. The rear wheel, in skidding, described the arc of a circle sliding, then the auto shot backward with the force of the shock across the street, over the curb, on the sidewalk and against a fence post with force enough to dent the back of the coupe.

TALE OF HEROISM LIGHTENS GLOOM OF WRECK STORY

(Continued From Page One.) attempt to launch another boat until help reached us or the sea subsided.

"When he told the passengers that aid was coming they broke into a mighty cheer. Some sang hymns and there were prayers being said in a dozen different languages.

"By 10:45 a. m. the steering gear forward had been burned, and we were at the mercy of the wind and sea.

"Then the bridge went. Captain Inch had barely time to escape the sheet of flame thrown up by a second, though smaller explosion. It was then that his face was so badly burned and his eyes were injured.

"Fire Puts Out Wireless. "At 11 a. m. the fire put the wireless out of commission. Captain Inch called for someone to climb the rigging to repair it. I was nearest and went. Just as I had reached the mast-head the rigging fell, but the ropes and the canvas cover of a boat broke my fall somewhat. I climbed another ladder, scarcely able to hang on, and readjusted the wireless apparatus so that it could be used again.

"At noon the Carman came up. Other ships began to arrive soon afterward. They launched boats but none of them reached us. The captain flashed wireless messages for help but they answered that the sea was too heavy—no boat could live in it.

"We tried again and lost two more lifeboats. Toward morning the captain sent another message by wireless—'My God! We can't stand this long. Our boats are gone. Send boats.'

"We've tried our best," they replied, "but the sea is too heavy. No boat can live."

"We'll show them," shouted Captain Inch, turning to the crew, and he called for volunteers to man another boat. It was almost certain death, but many offered to go. Four sailors were chosen, and I was given command.

"They lowered us over the side. The waves were terrific, but we got off flashing my pocket electric light so that the watchers from the surrounding ships might see us. We still live.

"We had an awful struggle and it seemed miles, but we made it. When we reached the Grosz Kurfuert the sailors climbed up the lines. I was almost exhausted and as they were hauling me in the boat sank almost under my feet.

"Life Saving Begins. "But we had shown them that a boat could live and almost immediately others were lowered from the liners and the life-saving began.

"I asked how it happened that the Carman rescued only one man. Lloyd replied, 'God knows.' No boats were lowered from the Carman even after we had shown them the way."

"Several of the Grosz Kurfuert passengers corroborated this statement by Lloyd.



Pictures showing two views of auto after collision with streetcar, and diagram indicating manner of accident.

ment on board the lost liner Voltorno was reached at 9:45 Thursday night. It was at that hour that the fire, which had previously been confined below, burst through the deck.

The flames leaped 50 feet in the air, the red glare lighting the scene brilliantly. A half moon, breaking through the clouds at intervals, showed the liners maneuvering about the burning ship.

As they moved they gave the effect of battleships maneuvering, with the tiny lamps in the lifeboats hobbling on the water's surface, answered by an occasional blue signal from the bridge of a liner.

Collisions between the liners were prevented only by splendid seamanship. On the deck of the Grosz Kurfuert were groups of hysterical women and praying men. The flames burned high all night, gradually working their way back from the bow to the funnel.

That came daylight. Suddenly the sea was alive with small boats. The survivors were removed more quickly than seemed possible.

Our last look at the Voltorno showed her burning back to the stern. The passengers were rescued just in time.

FOUR CONVICTS TAKE FRENCH LEAVE FROM SALEM IN 12 HOURS

Two Escape From Road Gang One Cuts Through Basement; Another "Beats It"

Salem, Or., Oct. 15.—Four convicts escaped last night and this morning. Two escaped from the road gang employed on the rock crusher near the state reform school, one cut his way out of the basement of the penitentiary and the fourth got away while working near the prison outside the walls.

E. L. Beveridge, a forger committed from Multnomah county November 17, 1912, under a sentence of two to 20 years, cut his way out of the prison basement about 7 o'clock this morning. He was employed in the store room and originally had a saw cached. He sawed the lock off the door of the room, letting himself into the corridor, and then he sawed a hole through the bars of a window facing the front yard, crawled through and walked out of the front gate.

This is the second time Beveridge has escaped. He was working as a trusty August 15 got away and was captured four days later.

The two who departed the honor gang at the rock crusher were R. F. Smith, committed from Wasco county June 5 of this year under a sentence of six months to 10 years for assault with a dangerous weapon, and R. S. Wallace, committed from Baker August 12, 1912, for two to 10 years for forgery. They escaped last night some time.

Harry Marlowe was employed as a trusty, doing some painting outside the prison walls, and he escaped yesterday afternoon. He was committed from Multnomah February 1, 1911, for three to 15 years for burglary.

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Advertisement for Peoples Theater featuring Mrs. Fiske and 'Tess of the D'Urbervilles'. Includes showtimes and prices.

Advertisement for The Hotel Multnomah, highlighting family and single gentlemen rates for the winter.

Advertisement for The Arcadian Garden, featuring Turkish Week and The Four Masquerade Sisters.

Advertisement for Heilig Theatre, featuring 'The Taming of the Shrew' and 'As You Like It'.

Advertisement for Brown Bros. Tailors, promoting fall fashions and business suits.

Advertisement for Globe Theatre, featuring 'The Bridge of Shadows' and 'The Family's Honor'.

Advertisement for Baker Theatre, featuring 'The Vampire' and 'The Land of the Living'.

Advertisement for B. R. Baumgardt Lectures, a series of educational lectures on human civilization.

Advertisement for The Rainbow, offering women of refined taste afternoon teas.

Advertisement for Oregon Hotels, listing various accommodations in the city.

Advertisement for Hotel Cornelius, located at the intersection of Park and Alder streets.

Advertisement for Oregon Life Insurance Company, highlighting reasons for Oregon's low death rate.

Advertisement for Oregon Life Insurance Company, stating it is the only company which does business exclusively with residents of 'Healthy Oregon'.

Passengers on the Rescuing Ships were Praying and Weeping. By Mrs. Killian Craigie Adams, Member Staff of Baltimore Sun.