

FRUIT PEDDLER LOSES \$8000 TO 'CON' MEN IN OLD RACE GAME

Peter Mokovivhs Meets "Mayor D. C. Stillman" in Coronado and Dined.

PUTS MONEY-ON "PONIES"

Victim Raises Small Fortune and Hands It Over to Get \$20,000 Which Never Came.

Los Angeles, Aug. 13.—(P. N. S.)—Amid the splendor of a Coronado hotel ball room was laid the trap to rob Peter Mokovivhs, a San Francisco fruit peddler, of his life's savings, \$8,000, according to his report to the police today.

The actual taking of the money occurred in a Los Angeles hotel. The victim, robbed of every cent, was then started toward New Orleans, but was sent back from the first station by the Pullman car conductor to whom he related his experience.

The bunko game was related by Mokovivhs as follows: I visited the San Diego fair and there met a small, dark man with whom I became friendly. He said his name was Bennett. He spent money freely and induced me to go to a Coronado hotel.

"Meets Second 'Bunko' Man." The second day at the hotel a big, fine-looking man was greeted by my friend and was introduced as Mayor D. C. Stillwell.

"Bennett" told me Stillwell was a millionaire and that he made his money on races. Stillwell made me buy a dress suit, but he paid for it. Then that night he introduced me to a bejeweled woman. I drank wine and ate rich food. Always Stillwell paid.

"That night we all went to Stillwell's room. There I saw the room. Hundred dollar bills literally covered the floor. Stillwell picked up one of the bills and told me to bet it on the races.

"I bet and won; so did Stillwell. Then he told me he couldn't collect his bets, so he had put up \$20,000 in checks in addition to \$80,000 in cash.

"Took Victim's \$8,000." "Stillwell said I could have the \$20,000 bet if I could produce \$20,000 in cash.

"I took a fast train for San Francisco, borrowed and mortgaged to the extent of \$8,000. I was on my return to the hotel, but was stopped in Los Angeles. These men met me, took my money and told me to wait. Later Bennett returned and told me he had lost the money. He went into a big building and Bennett staged a real fight. He beat and kicked a man until I made him stop.

"Then Bennett told me to go to New Orleans and meet Stillwell in the St. Charles hotel and I would get \$16,000. I started but the conductor turned me back and I told the police."

FEDERAL TRADE COMMISSION IN SESSION HERE

(Continued From Page One)

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Participating in the hearing are Chairman Davies, Vice Chairman Hurley, Commissioner William J. Harris of Georgia, Commissioner Will H. Barry of Seattle and Commissioner George Rublee of New York.

The session was opened by Chairman Joseph E. Davies, of Wisconsin, who explained the objects of the commission's hearings to be first-hand investigation of general business conditions, both at home and abroad. He then turned the meeting over to C. C. Colt, president of the Portland Chamber of Commerce, who introduced the speakers on the various phases of business in the northwest.

A. L. Mills, president of the First National bank, was called upon to discuss the financial situation as it affects the lumber business. He applied it to the lumber business, because, he said, lumber is the great bulwark of business.

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Mr. Mills said the checking of this one great industry is responsible for the poor status of business. Generally lumbermen's paper, he said, a banker would rather see in the other man's bank than his own.

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Mr. Mills touched upon the threat-

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used panic of last September, when the bankers of the northwest persuaded Secretary McAdoo to open the federal reserve bank at once, in spite of the fear of eastern bankers that this would precipitate, rather than relieve, what looked like the beginning of the nation's worst financial setbacks.

Reserve Bank Helped. The result of the opening of the bank, usually, has been that there is now plenty of money, the stringency has passed, and now any business that needs it can secure capital, provided the banker is assured of the outcome of the venture. It can be shown that the lumber mill is not running at a loss, he declared, any lumber operator can secure money.

But there is the rub—hardly any lumber manufacturer knows whether he is running at a loss or not. He recommended that the commission devise some standardization of accounting whereby a banker, by glancing at the statement of the prospective borrower, might know whether his business actually is profitable or whether it is, running behind.

At a question from Commissioner Hurley, Mr. Mills declared the Portland bankers, at least, would cooperate in such a regulation. Asked regarding the disturbing effect the war has had upon the lumber trade, Mr. Mills declared it has so stiffened freight rates that the certainty of foreign shipments are now being made, whereas three years ago one exporter showed him three bills of exchange covering as many complete cargoes.

Chairman Davies opened the hearing with a brief summary of the objects of the commission, covering the scope of the investigations it proposes to make. He told the 100 or more Portland business men present that one object was to hear from their own lips what they thought might help the situation.

They are seeking, he said, to learn at first hand all they could of foreign trade from those men who are actually engaged in it. With the idea of helping business in every possible way, the act creating the commission authorizes the sending abroad of trade representatives to look into trade conditions in other lands.

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in cutting prices and overproduce, with less expert knowledge of costs." Exchange Rate To Hardship. Max H. Houser told the commission of the condition of the grain trade. He said two serious obstacles—ships and finances—hamper grain export. The rate of exchange, he said, is more of a hardship on the farmer than the exporter, because every five cents advance is nearly one cent a bushel less. This is an abnormal condition caused by the war, said Houser, but he said he felt that the condition would endure for some time after the war.

"Any trouble getting ships?" "Not so much as some, because I got in early, took the bull by the horns and took a chance. But when the crops begin to move, we will have the same condition as to tonnage we had last year."

Charter Rate Jumps. "A year ago I chartered ships for 23 to 24 shillings to the United Kingdom. Today I've been bidding 90 shillings. If you go into the war zone, you have to pay 105. Every 5 shillings freight means about 2 1/2 cents a bushel."

"If you had a few ships under the American flag, would the freight rate be less?" asked Mr. Hurley. "Undoubtedly, it would have a good effect."

"Does the feeble result of high freight rates?" asked J. N. Teal. "Needless to say the producer must pay it, unless the exporter has a large reserve stock."

"It's about 6 and 6. The buyer at first paid the excess freight, but, as stocks became easier, they concluded to wait and allow the brunt to fall on the producer."

Over-Speculation Condemned. William D. Wheelwright, president of the Pacific Export Lumber Co., was next presented to discuss the shipping business. From his experience in maritime affairs, Mr. Wright declared American ships should be put on equal terms with Canadian ships. Under present conditions, he said, the American has to pay more for sailors, tonnage, cargo measurements and cannot break even, to say nothing of making a profit.

World-Wide Problem. The shipping question is a world-wide problem, not a northwest problem for an American problem, he contended. When cargoes in remote corners of the earth are cut short, then the ships go to ports where cargo is plentiful.

Ship-purchase bill and ship subsidies will not solve the problem entirely, he held. He said the lumber difficulties now are largely due to over-speculation. The coastwise ships from the United States service and put them into coastwise service in other countries, leaving us in the lurch. They are allowed to do that, while Americans are not allowed to do it. One ship, he held, can handle the product of 100 farms, and the 100 farmers must pay the one ship-owner's profit.

The scarcity of tonnage Mr. Wright held, is due to the internment of Germany's merchant ships, one-eighth of the world's supply, and the commandeering of British ships, one third of the world's supply. "Thus we are limping along with 25 per cent less shipping tonnage."

Fruit Situation Is Discussed. "If you are to allow the coast shipping the full advantage of the Panama canal," included Mr. Wright, "you must allow them to purchase tonnage in the open market on even terms with foreigners."

C. A. Malboeur, general manager of the Western Oregon Fruit distributors, discussed the fruit export situation just before the adjournment for luncheon. He suggested three remedies for the present difficulty in marketing northwest fruits: A direct steamship line out of the Columbia river; development of inland rivers and a study of scientific distribution.

The competition of northwest fruits with fruits of the Atlantic coast and Australia, he said, is a factor that must be understood. Although there is no overproduction of fruit in the large, there is a seasonal overproduction, large quantities of fruits rushing to market at the same time. He declared there is now not one steamer taking a single box of Oregon apples out of the Columbia river.

A. Rupert of A. Rupert & Co., testified as to the condition of the dried fruit business, after which the commission adjourned for luncheon at 1 p. m.

Big Gain Shown in Licenses for Autos. Salem, Or., Aug. 13.—Secretary of State Olcott has issued 21,860 automobile licenses so far this year, an increase of 6110 over the same period in 1914. Three thousand motorcycle licenses have so far been issued, as compared with 2180 in the corresponding period a year ago. Chauffeurs' licenses show a remarkable increase, there being 3350, while last year at this time the total was 1533.

HOQUIAM MAN IS KILLED. Aberdeen, Wash., Aug. 13.—Nels O. Strand, a well known resident of Hoquiam, Wash., was killed here yesterday, when he was run down by a train. His head was cut off.

Sparks Start New Fire. Sparks from the big fire at Mississippi avenue and Beech street, which occurred shortly after noon yesterday, smoldered and finally set the roof of the Scandinavian Maternity home, 762 Mississippi avenue, to blazing about 3:30 o'clock. The fire was quickly extinguished without much loss.

Pasadena Promoter Charged With Arson. Pasadena, Cal., Aug. 13.—(P. N. S.)—Charging that F. H. Hamilton, a mining promoter and former well known real estate man, deliberately set fire to his handsome residence on South Orange Grove avenue, causing loss to

Quebec, in spite of the shorter haul. "If we could charter ships now at the same rates as a year ago, we could double the capacity of the Columbia river mills," Mr. Clark said.

On what tonnage is not tied up by the war, he said Portland has the least chance because what American ships we have on this coast are owned at San Francisco and consequently that port is favored. He said vessels cannot be secured for South America.

The witness declared he had always contended one feature of the lumber situation has been the tax legislation, the taxes having constantly increased and required the small sawmills to operate regardless of profit so they could pay them.

Should Be on Equal Terms. He touched upon the organization of the Douglas Fir Export Exploitation association, designed to encourage the consumption of this lumber abroad. One concern, large or small, could not do this alone, he said. He closed by denying that manufacturers have any part in fixing lumber prices, which are governed primarily by supply and demand through the agency of the brokers and the buyers.

E. W. Wright, general manager of the Port of Portland Commission, was placed on the stand to show Portland's physical facilities for handling export business. From his experience in maritime affairs, Mr. Wright declared American ships should be put on equal terms with Canadian ships. Under present conditions, he said, the American has to pay more for sailors, tonnage, cargo measurements and cannot break even, to say nothing of making a profit.

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SINGLE TAX WILL COME AT CLOSE OF WAR, WOMAN SAYS

Mrs. Mary Fels, Widow of Noted Advocate, Makes Prediction.

Seattle, Wash., Aug. 13.—(U. P.)—Mrs. Mary Fels, widow of the late Philadelphia millionaire, Joseph Fels, who is spending a fortune in furthering the single tax movement, is in Seattle today and is scheduled to appear as speaker at three public gatherings.

With Mrs. Fels are Daniel Kiefer, secretary of the Joseph Fels fund commission; Dr. John W. Slaughter, of the University of London, England, and Miss Gertrude Huesbach, of New York, Mrs. Fels' traveling companion.

"Single tax will come," declared Mrs. Fels at the Washington Annex, where the party is stopping, "with the close of the war. In no other way can the nations pay their enormous debts. The war will also bring about universal woman suffrage."

"The men who are fighting now will return to their homes to find the land taken from the big landlords by the state and will never again bow their necks under the yoke of slavery, as in the past."

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