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HUGHES DODGES EIGHT HOUR LAW

Attacks Wilson Plan, But Won't Say What He Would Have Done in the Case

ONLY WAY TO AVERT STRIKE

Hughes Is Asked If He Would Have Vetted the Bill and Invited Disaster.

NEW YORK, Sept. 27.—(Special)—Republican Nominee Is Asked to Declare if He Would Have Vetted the Bill With the Certain Assurance of Industrial Disaster to the Country.

So busy has been Charles E. Hughes, criticising the deeds of the Wilson administration that he has had little time to tell, or has purposely evaded telling the public what he would have done had he been president under similar circumstances.

Lately Mr. Hughes has turned his attacks upon President Wilson's successful settlement of the crisis in the railroad world by causing to be passed by congress the Adamson eight hour bill. Mr. Hughes has characterized this action as a "surrender to force"; he is "opposed to being dictated to by any power on earth before the facts are known," and he would not act until he had had a "fair investigation and candid treatment."

Taking issue with the Republican candidate's attitude, the New York Times in an editorial asks: "What would Mr. Hughes have done?"

"Well, what would Mr. Hughes have taken?" continues the Times. "What would he have done? Here was Mr. Wilson's position: The brotherhoods refused arbitration; the railroad presidents would not accept the settlement Mr. Wilson proposed, granting the eight hour standard day, with provision for an impartial inquiry into its working. There was no law on the statute books to enforce arbitration.

"The president knew, knew with certainty and beyond question, that he could not get such a law from the congress now in session. The sure and inevitable alternative to his acceptance of the eight hour standard day measure was a strike, the suspension of railway service, freight and passenger, all over the country, beginning on the morning of Sept. 4.

Would Hughes Have Done It?

"Mr. Hughes would not surrender to anybody in the country. Then he would have surrendered the country to the disturbance, irreparable loss and peril of a strike. Would he, in fact, have done that? Had he been president, confronted by that situation, would Mr. Hughes have brought on a strike by refusing to sign the bill granting a wage increase?"

"There was the strike in plain sight, a few hours away, sure to come. Would Mr. Hughes have vetoed the bill? On the contrary, would he not have done just what Mr. Wilson did, sign it?"

"The Republican candidate stands for two things—first, for the principle of fair, impartial, thorough, candid arbitration, and, second, for legislation on facts according to the necessities of the case." Mr. Wilson stands for those two things and, much more, has pledged himself to use all his influence to secure them.

"What more could Mr. Hughes do? Would he be too much to ask the Republican candidate to put a little common fairness into his speeches? Is he afraid to tell his audiences what the president actually did urge upon congress?"

"As a true champion of arbitration President Wilson recommended that arbitration judgments be made records of a court of law in order that their interpretation and enforcement may not lie with the parties to the dispute, but with an impartial and authoritative tribunal. It was his purpose to provide against future emergencies to what he nearly succeeded in doing in the White House conferences would put such a face upon the matter that prevent the recurrence of such dangers as then confronted him and the country.

"The people of the United States are not going to be put off with the misinformation as to what the president did to avert a strike and to prevent the threat of future strikes. We have reason to believe that the full revelation of what he did, what he tried to do and Republican efforts to make an issue of it would fall entirely flat.

Advice to Railroads.

"But the people do know, for it was before them in the president's address to congress, that he proposed, not a single emergency act, but a broad program of legislation to meet a public need and permanently remove a public danger. It was a program which we are convinced the railroads would be very glad to accept in its entirety.

"Certainly it seems to us that they are ill advised to pray for the election of Mr. Hughes, who, if we take him at his word, would have brought on a strike, with all its irreparable injuries to the country's business and peril for the country's peace."

FOOTBALL IN COSMOPOLIS

COSMOPOLIS, Sept. 29.—The football season opens here tomorrow with a game between the Franklin school of Aberdeen and the local school. A good contest is looked for.

FIREPROOFING WOOD SHINGLES

Iowa Chemist Discovers Compound That Makes Shingles Absolutely Fireproof.

BOON FOR SHINGLE TRADE

Shingle Industry Has Long Been Experimenting With Fireproofing Liquids.

SEATTLE, Sept. 28.—According to information in the hands of the West Coast Lumbermen's Association, an Iowa pharmacist, after seventeen months experimenting, has turned the chemical "trick" which makes wooden shingles absolutely fireproof.

The shingle industry of the Pacific Northwest which has gone back rapidly in recent years, after making possible the early agricultural development of Western Washington and Western Oregon, may through this new invention, regain lost markets and re-establish itself as one of the primary industrial factors of the West Coast.

In a test of the new fireproofing liquid, made at the University of Iowa by the inventor who was formerly a student there but now is a pharmacist of Badger, Iowa, a block of wood one-half inch thick was saturated with the fireproofing and then placed in running water for twenty-four hours. After that it was thoroughly dried and held for one hour over a Bunsen burner, which had a temperature of between 700 and 1,000 degrees Fahrenheit, that being a much greater heat, it is said, than is developed in a conflagration.

The wood was not burned and only charred very slightly at the point of the flame.

The shingle industry has been experimenting with fireproofing paints and liquids ever since cities first began legislating shingles out of fire limits. It was found that certain mercury and zinc salts, and zinc chloride, for example, prevented combustion, but mercury salts are expensive and zinc chloride, which absorbs moisture from the air, is easily washed out.

The new compound, it is said to have none of these objections. It is reported to be sufficiently low in cost to make it practical in connection with shingle manufacture, and when a shingle is saturated the moisture dries out leaving an insoluble mineral fireproofing substance in the fibre cells of the wood. It cannot be washed out with water and is said to absolutely prevent combustion.

At the University of Iowa a rag was saturated with the new solution, kept under running water for eight days, and then could not be made to burn. A sheet of paper dipped in the preparation burned freely until it reached the treated half and then died out.

The preparation is a little heavier than water; its specific gravity being 1.15. It is said to smell slightly of ammonia. When made with pure chemicals it is colorless, otherwise it has a yellowish tinge.

Patent rights are still pending at Washington, D. C. but just as soon as the manufacturing rights are available Western Washington Rite-Grade shingle manufacturers will probably give it a thorough and practical test.

Wooden shingles combine architecture's basic principle of utility, beauty and durability, but the use of these shingles is decreasing because they are being legislated out of cities on the theory that they constitute a fire menace. The invention may bring them back in the list of city building materials and thereby restore the lost markets of West Coast manufacturers. The restoration of the shingle industry, with the possibility of fireproofing enabling West Coast manufacturers to exploit European markets, would mean many millions of dollars for the people of the Pacific Northwest.

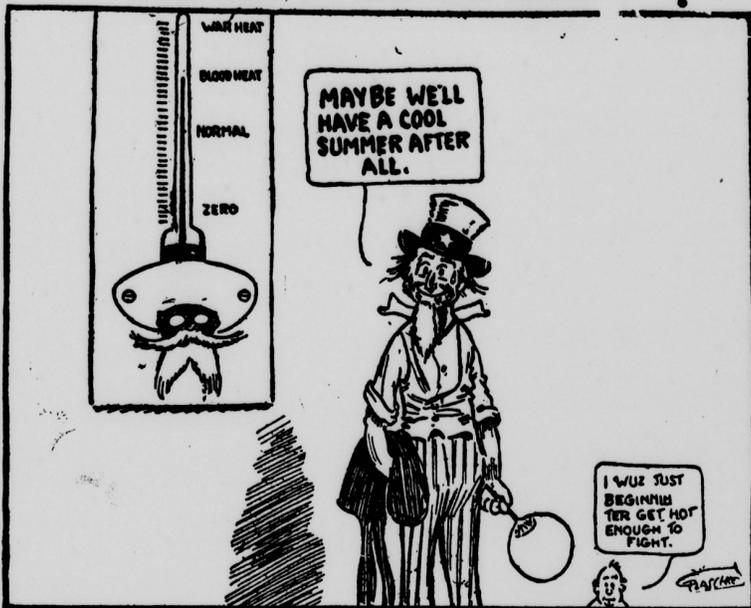
UNCLE SAM'S COOK BOOK FREE

Among the farmers' bulletins published by the U. S. department of agriculture are a number which, assembled, are aptly termed "Uncle Sam's Cook Book," because they contain so many splendid recipes. Any housewife of Grays Harbor county may secure this collection by writing to Congressman Albert Johnson, Washington, D. C. Just ask for "Uncle Sam's Cook Book," and Mr. Johnson will be glad to supply you.

The General Land Office, Washington, D. C., has just issued a small map of the State of Washington, showing lands available under the enlarged homestead act up to June 30, 1916. All the land is in Eastern Washington, but any citizen of Grays Harbor county desiring a copy of the map may secure same free by addressing Congressman Albert Johnson, Washington, D. C.

The Herald tells it all.

SLIGHTLY COOLER, WITH SLOWLY RISING TEMPERATURE.



—Plasche in Louisville Times.

DEMOCRATIC COMMITTEE

County Committee Meets at Montesano and Forms Organization Last Saturday.

GOV. LISTER NOT OPPOSED

Press Statements Regarding Opposition to Governor Are Pure Fabrications.

The Democratic County Central Committee met in the court house at Montesano last Saturday and organized with William N. Leeson, of Hoquiam, chairman, Dr. S. L. Moak, of Montesano, secretary and J. J. Anderson, of Elma, treasurer. Fred Straub, of Hoquiam, who was a member of the 1913 legislature, was elected state committee man. The executive committee is J. A. McGillicuddy, Jr., Watson Vernon and F. L. Morgan.

But 31 precincts were represented at the meeting, there being eight vacancies in Aberdeen, the filling of which was left to the Aberdeen members. The vacancies exist in the second precinct of the First ward; first and second precincts of the second ward; first precinct of the third ward; second precinct of the fourth ward; second precinct of the fifth ward and the first, second and third precincts of the sixth ward.

Following is the list of committee men as completed by appointments at the meeting:

Aberdeen—J. J. Ryan, C. V. Loy, A. J. Stewart, F. R. Conway, J. J. Carney, Chas. Neeson and J. A. McGillicuddy, Jr.

Hoquiam—J. H. Macy, P. J. Powers, Wm. N. Leeson, A. S. Hodgdon, John Erhart, Fred Straub, C. A. Morgan, F. L. Morgan, F. F. Winkelman, W. W. Brunett, T. W. Kretz and L. H. Jones.

Montesano—A. J. Jackson, Dr. S. L. Moak, L. B. Bignold, W. L. Carter, Elma—J. Washington, J. J. Anderson, P. Murray and W. E. Hallum.

Artic, John Chambers; Axford, J. Lusk; Blockhouse, R. J. Elliott; Chehalis, Chas. McIntyre, Coats Landing, Perry Pennoyer, Cosmopolis, Harry Breakiron and C. W. Barlow; Delezeane, M. Woods; Fairview, S. D. Crumley, Humpulips, J. W. Kirkpatrick; Johns River, Roseco Fry, Malone Chas. Breeding; Melbourne, J. R. Francis; Moelips, Harry Forward; Oakville, O. H. Fry; Porter, J. S. Butler; Satsop, J. F. Poundstone; White Star, Melvin George; Wishkah, John Landers.

The statement sent out to the Harbor and Sound press from this meeting, that there was opposition to Governor Lister among the democrats, and that such opposition was an issue at the meeting was absolutely unfounded, so far as could be discovered at the meeting.

There was no discussion of candidates of any nature, nor any other sentiment exhibited than the optimistic feeling that the state will go democratic in November. There were but two ballots taken at the meeting, in which L. B. Bignold and W. N. Leeson were contestants for the position of chairman and F. L. Morgan and Fred. Straub for state committeeman. The statement referred to would indicate that the losing aspirants for those places were opposed to Lister, which if true was not in evidence at the meeting.

FOX TO BE SOLD.

The old torpedo boat Fox, which until recently was the training ship of the Fourth Division Naval Militia on the Harbor, is now for sale at the Bremerton yards. Appraised value of the vessel is placed at \$500 by government officials, and the boat will be sold for not less than this figure. Bids will be opened October 23.

FOR SHERIFF JEFF BARTELL

Nominee on Democratic Ticket Promises to be Popular with Voters of All Parties.

DEPENDS ON HIS RECORD

Independent Voters Numerous this Year. Nominations no Longer Mean Election.

The old Republican slogan, "Vote the Ticket Straight," will have less force at the coming elections than ever before. The tremendous revolt against the methods of that party's leaders four years ago was not a hysterical movement, but rather an expression of an opinion that had been growing for several years. The steam rolling at Aberdeen and Chicago were but the natural result of the method of a set of self constituted bosses intoxicated with power over a great party.

This independence of voting can but be beneficial to the cause of good government and it will prove an undisputed blessing if Grays Harbor county receives a share of it. The absurdity of electing county officials on party tickets has at last dawned upon the public, and on November 7, the names of candidates under all party designations will be scrutinized in an effort to secure the best regardless of their views on national policies.

Among those who will receive attention is Jeff Bartell, of Hoquiam, Democratic nominee for sheriff. The nomination of Quinn on the Republican ticket is said to be unsatisfactory to many of those who supported him, and it is said that Bartell will beat him had in the home city of both, Hoquiam.

Bartell is highly recommended by those who have known him for years, and he is thoroughly equipped for the position. He is 37 years of age, a native of Detroit, Mich., and served with credit on the Hoquiam police force seven years, from 1908 to 1915, when he resigned to go upon his farm, on Ford's prairie. Later he returned to Hoquiam, where he now resides. In the contest for the office of sheriff, Mr. Bartell will rely upon his record as a peace officer and as a citizen of the county.

DUCK DINNER FOR SUNDAY.

Sunday, a fine day anyway, will be celebrated by many October 1 who usually give little or no heed to the ecclesiastical associations of the day, by journeying down the "bay" after ducks and other water fowl—for the law opens for the slaughter of these innocents just after sunrise on this date. About a week ago, while it was raining, the lower harbor was covered with ducks, but the last few pleasant days has scattered them. Duck hunting must not begin before the sun shows up, and must cease when the sun goes down, but a good shot, where ducks are plenty, can usually fill his bag even under these restrictions.

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WHISKEY BILLED CANNED SALMON

Over 60 Gallons Taken from Cargo of Steamer Coronado on Arrival from California

WORTH SMALL FORTUNE

Consigned to Klalock Canning Company, but is Not Claimed Owners are Unknown.

Lacking judgement in the first place in labeling cases "Canned Salmon" to be shipped to Aberdeen—a community where salmon is canned and shipped out, some enterprising person or persons at San Francisco attempted to enter here with the cargo from the Coronado when the vessel was unloaded at the foot of H street Sunday night, twenty-two boxes, presumably salmon cases, but which contained 11 quarts of liquor, or a total of more than 60 gallons.

Chief Schmidt, Mayor Phillips and Captain Searies were present when the Coronado was discharging her cargo, and became suspicious of the cases marked "Canned Salmon—Tillicum Company Brand," consigned to the Klalock Canning company, this city. One of the cases was opened, and the liquor found.

Contrary to first reports, the firm of Klalock Canning company does exist here; two brothers who are operating on a small scale, but they are entirely innocent of any connection with the big booze shipment. The theory is advanced by the police that the party who billed the goods from San Francisco trusted that the consignment would not excite suspicion on arrival here and could be claimed by the true consignee without risk. If such had been the case, and the liquor sold through the regular bootlegging channels at prevailing prices charged for contraband liquor, the 60 gallons would have netted a small fortune.

The booze is being held, and the police are diligently looking for the men who were supposed to receive the stuff.

WILL STOP BAKING ALL JITNEY LOAVES

Beginning Monday It Will Require a Dime to Buy a Loaf of Bread.

As a result of a recent decision of the master bakers of Hoquiam, Cosmopolis and Aberdeen, there will be no more 5c loaves of bread baked and sold on the Harbor. All the materials that enter into the composition of bread have been on a steady upward trend for some time, and it is absolutely necessary in order to make any profit whatever, to either reduce the size of the 5c loaf, or eliminate it entirely. The loaf purchased Monday, for a dime, will weigh exactly twice as much as the present 5c loaf. The saving to the bakers occurs in the less labor and time required to bake the double size loaves of bread. The bakers do not wish to reduce the weight until it is necessary, and are offering the 10c loaf as the only present solution.

The baker at Montesano still puts out a 5c loaf, but he has reduced the weight, offering a loaf, however, for 10c that is about equal to two of his former 5c loaves.

LISTER STANDS ON HIS RECORD

Both Candidates for Governor Have Record of One Term Served

MUST STAND ON THEM

Friends of Governor Lister Advance 20 Reasons Why He Should Win

In the present campaign, the state of Washington has two candidates for governor, each of whom have served a term of four years, so that the voter has the record of each for a guide, and those records are sure to confront both. By them they must stand. Governor Ernest Lister is perfectly willing to rest his claim to a re-election upon the record he has made during his present term, and his friends give the following twenty reasons for his re-election:

1. The state departments under Governor Lister's control saved and turned back into the treasury during his first two years \$714,739, or 13 per cent of the appropriations asked by the prior republican administration.

2. As a direct result of his vetoes in 1913, over \$4,500,000 was cut from the appropriations of that legislature in spite of the fact that appropriations amounting to \$500,000 were carried over his veto.

3. The Industrial Welfare Commission appointed by Governor Lister has established the best apprentice system and the highest minimum wage of any state in the Union and has far outdistanced all other states by guaranteeing a living wage to over 75 per cent of the women of the state employed in gainful occupations.

4. The State Labor Department, under Governor Lister, has brought about real co-operation between employers and employees to prevent accidents to workers.

5. Governor Lister has caused the strict enforcement of the eight-hour, minimum wage and child labor laws, procuring in three years 211 convictions as against 29 convictions in the preceding 16 years.

6. He vetoed the bill to repeal the eight-hour law on public works.

7. He has established the honor camp system for prisoners, abolished dungeons in prisons and correction cells in the Boys' Training School and instituted military training in penal and corrective institutions.

8. Through his efforts there was established the State School for Girls and a State School for Adult Blind (only one other in the Union). He has caused professional examination to be made of the blind children with a view to the restoration of sight, the first move of the kind ever made in this state.

9. As the result of Governor Lister's road building policy of "pay as we go," the Highway Department has constructed 603 miles of state roads and gravelled 151 miles of old road during the past three and one-half years without incurring a cent of bonded indebtedness and the piling up of interest charges. In the eight preceding years only 193 miles of state roads were built.

10. He has inaugurated a system of state parks along our scenic highways.

11. Governor Lister vetoed the iniquitous Whitney election bill which attempts to take us back to the day of boss-controlled conventions and party-bound candidates, which measure is now before the people on referendum.

12. He vetoed the measures which propose to nullify the initiative, referendum and recall. These measures are also before the people on referendum.

13. He has stopped petty bickering within and between our state institutions of higher education.

14. He has entirely removed the National Guard from politics and brought it to the highest efficiency in its history. Washington sent the only full recruited and equipped regiment to the border.

15. Upon Governor Lister's recommendation, an agricultural department was created to take care of the growing agricultural interests of the state.

16. As the result of Governor Lister's close, personal supervision, the state institutions are in the finest condition in their history, and the cost per inmate has not been increased.

17. He was instrumental in bringing about the speedy survey and placing on the tax rolls hundreds of thousands of acres of railroad granted and lieu lands, hitherto unsurveyed and untaxed.

18. In spite of the most villainous attacks of the gray wolves of politics, who sought to hamper him at every turn, Governor Lister has cleaned up the Industrial Insurance Department and brought to justice those guilty of looting its funds.

19. Notwithstanding the fact that the fisheries department under Gov-

ernor Lister has more than doubled its work and the output of its hatcheries, it has now become self-supporting and is conducted on business lines for the first time in its history.

20. Governor Lister is unequivocally for the strict enforcement and strengthening of the dry law and against every effort to weaken or repeal it.

ABERDEEN SHIPYARD, By: Andrew Peterson.

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COLUMBIA RIVER TO TAKE TO DEEP

Second Vessel Built at Aberdeen Shipyards Launched Tomorrow Afternoon.

WILL LOAD FOR AUSTRALIA

Has Capacity for 1,500,000 Feet of Lumber—Built for a Portland Company.

The five-masted auxiliary schooner Columbia river, under construction at the Aberdeen Shipyards, is completed to the point of launching, and will be sent down the ways into the Wishkah river tomorrow afternoon at 3 o'clock. Andrew Peterson, active head of the Aberdeen Shipyards, made this announcement Tuesday morning, and extends to everyone on the Harbor an invitation to witness the launching of the big boat.

The Columbia River is the second vessel to be launched this Fall by the Columbia River Lumber Co. of Portland, and is the largest, 251 feet long, beam 42 feet and 8 inches, hold 17 feet. Capacity, 1,500,000 feet of lumber.

As soon as she is ready for her voyage, the Columbia will load at the Donovan mill for Australia, and on her return to the Coast, will have Diesel engines installed at San Francisco.

The Balfour-Guthrie company of Portland are the owners. Officials of the company are now in Aberdeen, and will participate in the launching ceremonies tomorrow.

Captain Neil Murchison, a brother of P. S. Murchison, foreman of the Grays Harbor Stevedore company, will command the Columbia River. Captain Murchison formerly was master of the schooner Prosper.

YOU MUST READ THE MEASURES

Initiative and Referendum Measures to be on Ballot by Numbers Only

OLYMPIA, Sept. 28.—Voters casting ballots on the initiative and referendum measures at the election in November will have to read the measures in order to familiarize themselves with the proposed laws on which they wish to vote, according to the copy ballot sent to the state printer by Secretary of State I. M. Howell.

For instance, the "picketing measure," as it is known by popular appellation, will be printed on the ballot as Referendum Measure No. 6. It will not read "for picketing measure," and "against picketing measure," but will simply be printed "for referendum measure No. 6," and "against referendum measure No. 6."

Must Read Bill Carefully

It will be seen, then, that in order for the voter to cast a ballot intelligently he will have to read the proposed act.

Instructions as to what his vote "for" and "against" will mean will not be on the ballot. The line "To sustain the legislative act, vote 'for,'" will not appear above the ballot. Nevertheless a vote cast for the proposed law, and a vote against the referendum is against the new measure.

STREET TAKES EXAMINATION.

In the recent examination held here for appointment as lumber expert, successful applicants to be sent to Europe to look into the lumber situation in foreign countries, Victor Street was the only Grays Harbor man to take the examination. If Mr. Street passes the preliminary test, he must report at Washington, and pass another, to receive consideration at the hands of the commission in charge of the appointments. The number to be sent to Europe is limited to 10.

WISHKAH BOATS BEWARE

The five-masted auxiliary schooner "Columbia River" will be launched Saturday, September 30, at 3 p. m., and I take this means of notifying to whomever it may concern that I will not be responsible for any crafts or rafts that may be in the launch way at that time.

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