

# NOT IN SIGHT

## Coastwise Trade Paralyzed as Result of Sailors' Demands.

### OWNERS FIRM IN REFUSAL

#### Oceanic Steamship Company Latest to Combine Against Request of Sailors' Union and Notice of Lockout Given.

SAN FRANCISCO, June 7.—That the lockout which now ties up the shipping on the San Francisco water front is not to cease for some time is evident from the action taken by the Oceanic Steamship Company today. The company sent notice to the sailors, firemen and cooks and waiters' unions that the agreement entered into between these unions and the company, which regulates wages and conditions of work, will be abrogated July 8. This notice was given in accordance with a mutual understanding whereby notice of a strike or lockout must be given 30 days before action is taken. The business of the Pacific Coast Steamship Company in this port is now entirely at a standstill.

Neither Vessels Clear. The State of California, belonging to this company, was to sail today at 10 A. M. for San Diego, and the Curacao was to sail for Mexican ports. Neither vessel cleared, and many passengers who had booked passage on the Curacao had their money refunded. Captain Wallace, of the Pacific Coast Steamship Company, stated that no men are now working at their regular jobs, and that the company is not receiving freight. Not only the longshoremen on their dock have been laid off, but also the sailors, cooks, waiters and firemen on the ships of California, the City of Puebla, the Curacao and the Bonita, which are now in this port. The Pacific Mail Steamship Company, which yesterday laid off 150 longshoremen at the small dock, took back enough men today to finish the loading of the Newport, which is to sail to Panama and "gray ports." No work is being done on the Key.

Will Try to End Trouble. The executive committee of the steamship arbitrators and the United Shipyard Transportation Association met today to appoint a committee named by the City Front Federation. When these two committees meet, the subject will be made out and the trouble, which has crippled the shipping business.

EFFECT BADLY FELT HERE Only One Local Vessel Likely to Operate Regularly.

As a result of the sailors' strike now in effect at San Francisco, Portland is threatened with a practical cessation of most of the local coastwise traffic. As fast as the steam schooners and vessels belonging to the State of California arrive at the Bay City they are taken over to Oakland and tied up for the present, and, according to the operators, the vessels will remain off until the sailors reconsider their demands.

Yesterday the steamers Barracouta and Costa Rica reached San Francisco from Portland and were allowed to anchor at the anchorage of the tied-up craft, and, according to the owners, they will remain there until the strike is ended. Every effort will be made to get the vessels to reach an amicable agreement in the past two years, as the present strike has been threatening during this period. The steamship companies comprising the shipping association on the Pacific Coast absolutely refuse to consider the demands of the sailors, and have elected to tie up their boats sooner than grant the slightest concession. While there is no account of the shipping of the Coast is practically paralyzed.

Shipping men along the water front who have been to the coast since the strike state that they have no idea when it may be ended, and in the meantime are hoping for the best, although the situation is very gloomy.

Of all the steam craft plying from Portland to San Francisco and way ports, the Alliance, of the Gray Steamship Company, which is operated by the Alliance and Coos Bay, is the only vessel not likely to be temporarily tied up. The reason for the continuance of the Alliance on her regular run is on account of her being a mail carrier, and this precludes her being tied up by a strike. She is the regular mail boat between Portland and Coos Bay centers.

The steamer Breakwater, which arrived with a light cargo from San Francisco yesterday, is likely to be tied up here without any effort being made to take her on the return trip. She has a thousand tons of this happening, persons connected with the company operating the craft are of the opinion that she will be laid up here until the strike is settled.

The steamer Roanoke sailed for San Francisco last evening, and is slated to be laid off immediately on her arrival at that port.

Unless one side or the other relents very shortly, freight is expected to congest to an alarming extent in the local warehouses, for the reason that the steam vessels along the coast is necessary to relieve the situation.

CHESTER TO BE RAISED. Sunken River Craft Will Be Repaired at Castle Rock.

CASTLE ROCK, Wash., June 7.—(Special.)—The steamer Chester, of the Kellogg line, which was sunk last Saturday when it was rammed by a large log, is lying in shallow water near Olney bridge. Captain Orrin Kellogg has arrived here to superintend the work of raising and repairing the craft. The steamer Northwest is assisting in the work of floating the Chester, and as soon as floated she will be brought here for repairs. All the freight on the boat, including J. C. Alsworth's large automobile, has been safely transferred to the shore.

GRACE DOLLAR TIED UP. Almost Entire Crew Walks Ashore In Response to Instructions.

ABERDEEN, Wash., June 7.—(Special.)—The 110-ton steamer Grace Dollar was made more effective this morning, when the cooks, waiters and firemen came ashore. They took this action in answer to telegraphic instructions received from John Carney, secretary of the Firemen's Union; Eugene Steele, secretary of the Cooks' Union; and A. Furush, secretary of the Steamer's Union. There remain aboard only the master, the mate and second mate and chief engineer. The

# ASKS \$16 DAMAGES

## Pacific Mail Company Is the Plaintiff.

### SUES INMAN, POULSEN CO.

#### Honolulu Corporation Wants \$155,000 From Portland Concern for Alleged Breach of Contract.

The second trial of the suit of the Pacific Mill Company, of Honolulu, against Inman, Poulsen & Co., for \$155,000 damages for breach of contract, was begun yesterday before Judge Cleland and a jury in the State Circuit Court. The suit was begun April 10, 1902, and the complaint recites that in the year 1900 Inman, Poulsen & Co. entered into an agreement with the Pacific Mill Company to take stock in the latter company, and to increase its capital to \$500,000 from \$125,000. Inman, Poulsen & Co. were to take \$15,000 of the increase, and to ship Oregon pine lumber to the Honolulu market. The Pacific Mill Company people say they obtained railroad facilities, sold stock and did everything required to carry out the agreement. Two carloads of lumber were sent to Honolulu by Inman, Poulsen & Co., but that firm refused to permit the Pacific Mill Company to handle the cargo. Inman, Poulsen & Co. sent agents to Honolulu, and Emmett May, president of the Pacific Mill Company, went to San Francisco to interview John Poulsen. The Pacific Mill Company, as a defense, contends that the scheme was a failure; that the Pacific Mill Company did not have the facilities alleged, did not sell the increase in stock for cash, as promised; that the company's agents were not authorized to sell the lumber, and many other things. When the case was tried two years ago, it was found that the Pacific Mill Company was not consummated in taking testimony. Judge Searns granted a nonsuit, and the Supreme Court granted a new trial. Ralph Dunlavy appears as attorney for the Pacific Mill Company, and C. A. Craig and J. J. Moore are the attorneys for the defense.

MAY NOT PROSECUTE SUIT If Husband Behaves, Mrs. Kelly Will Not Seek Divorce.

Mrs. Fred C. T. Kelly is not to hasten divorce proceedings. Her husband does not behave himself, she will obtain a divorce from him in the State Circuit Court. A month ago she caused his arrest on a charge issued in the Municipal Court for beating her, and the same day she sued him for a dissolution of the matrimonial bonds. Kelly several days later pleaded guilty to the charge. She next declared that she would not seek a divorce unless Judge Searns, who does not believe in the whipping post law, fined him \$50. Deputy District Attorney Haney, however, advised her that it was not a serious one, and that Kelly's wife did not want him whipped. Mrs. Kelly paid the fine and her husband was released. She next declared that she did not want divorce. Yesterday her attorney, John F. Logan, took an order of default against Kelly for want of an answer. Mrs. Kelly will hold the case over him, and if he does not continue to be a good husband she will prosecute the divorce suit to a finish. Kelly says he will be good, and if so, she will not seek a divorce. She will remain true and will not require the further services of the court and a lawyer.

CHILD WIFE GIVEN DECREE Goldie R. Ellis Is Granted Divorce by Judge Frazer.

The hearing of the divorce suit of Goldie R. Ellis against Joseph T. Ellis, was concluded in Judge Frazer's court yesterday, and the divorce was granted. The defendant made a good defense to his charges of outrageous offenses, but the court concluded that the burden of proof was with the plaintiff, and that she was entitled to a legal separation. Mrs. Ellis is only 15 years old. The litigants were married in January last.

Cannot Find His Opponent. W. T. Vaughn, Counselman and attorney, says he does not know the whereabouts of M. B. Keefe, a lawyer, who represents C. L. Case in a suit filed by the Case against Vaughn. Vaughn has been engaged to defend the case, and he prepared a demurrer which he filed yesterday in the State Circuit Court, together with the following peculiar affidavit:

I, W. T. Vaughn, being first duly sworn, say that after diligent search and due inquiry, I am unable to locate the office or place of business of plaintiff's attorney herein, and have this day left a copy of the within demurrer with the clerk of this court, to be served upon said attorney, to the best of my knowledge and belief, and to the best of my ability.

Jury Disagrees in Damage Suit. In the case of John Krell against the County of Clatsop, to recover \$200 damages for the loss of a leg in the fire at Judge Frazer's court, the jury disagreed, standing 11 for the plaintiff and 1 for the defendant. The lone juror who has been Thomas Hislop. Krell was driving a county road, and came to a big hole caused by a washout, and was thrown out of his wagon.

Desires to Compromise Claim. David M. Dunne, administrator of the estate of John B. Price, and trustee for George A. Price, petitioned the County Court yesterday for leave to compromise a claim of \$500 against James E. Hunt for \$500. On April 2, 1905, Senator John H. Mitchell, then in charge of the estate, lent \$500 to Mr. Hunt. In December, 1904, Mr. Hunt filed a petition in bankruptcy. His wife offers to buy the claim for \$500.

Three Are Adjudged Insane. Al Siegenthaler, a butcher, has been committed to the insane asylum. Several days ago he visited the office of Dr. A. J.

# WIDOW MADE ADMINISTRATRIX

## Widow Made Administratrix

### Widow Made Administratrix

N. D. Simon, attorney, has had Mrs. Ellis appointed administratrix of the estate of her husband, Harry M. Scott, a prominent administrator of Mr. Scott's estate. Mr. Scott left real property valued at about \$50,000. His heirs are his widow and child, a girl 17 years of age, and a son, 15 years of age, who is handicapped, but as there were no witnesses to it, Judge Webster decided that it was not a legal will under Oregon law.

# NEW LUMBER MINIMUMS

## RAILROADS MAKE REDUCTION OF NINE PER CENT.

### It Is Thought Manufacturers and Carriers Will Find the Tariff Satisfactory.

New minimums on lumber for shipment East have been compiled by the railroads that are about 9 per cent less than the minimums recently announced. The new minimums are the result of the conference between the railroads and the lumber manufacturers of the Northwest last week at St. Paul, when objections were urged to the minimums proposed, on the ground that shippers could not load many classes of lumber to the minimums required to secure low lumber tariffs.

The figures arrived at are the result of the conference between shippers and railroads, and are thought to be satisfactory to both. Lumbermen will make practical experiments by loading cars of different lengths with different classes of lumber, in order to determine whether the minimums will be practical. They will not become effective until July 15.

The minimums are based on cubical capacity of cars, and follow:

Minimum	Minimum	Minimum	Minimum
Weight	Weight	Weight	Weight
1130 or under.....	21,000	1130 or under.....	21,000
1130 to 1200.....	22,000	1130 to 1200.....	22,000
1200 to 1250.....	23,000	1200 to 1250.....	23,000
1250 to 1300.....	24,000	1250 to 1300.....	24,000
1300 to 1350.....	25,000	1300 to 1350.....	25,000
1350 to 1400.....	26,000	1350 to 1400.....	26,000
1400 to 1450.....	27,000	1400 to 1450.....	27,000
1450 to 1500.....	28,000	1450 to 1500.....	28,000
1500 to 1550.....	29,000	1500 to 1550.....	29,000
1550 to 1600.....	30,000	1550 to 1600.....	30,000
1600 to 1650.....	31,000	1600 to 1650.....	31,000
1650 to 1700.....	32,000	1650 to 1700.....	32,000
1700 to 1750.....	33,000	1700 to 1750.....	33,000
1750 to 1800.....	34,000	1750 to 1800.....	34,000
1800 to 1850.....	35,000	1800 to 1850.....	35,000
1850 to 1900.....	36,000	1850 to 1900.....	36,000
1900 to 1950.....	37,000	1900 to 1950.....	37,000
1950 to 2000.....	38,000	1950 to 2000.....	38,000
2000 to 2050.....	39,000	2000 to 2050.....	39,000
2050 to 2100.....	40,000	2050 to 2100.....	40,000
2100 to 2150.....	41,000	2100 to 2150.....	41,000
2150 to 2200.....	42,000	2150 to 2200.....	42,000
2200 to 2250.....	43,000	2200 to 2250.....	43,000
2250 to 2300.....	44,000	2250 to 2300.....	44,000
2300 to 2350.....	45,000	2300 to 2350.....	45,000
2350 to 2400.....	46,000	2350 to 2400.....	46,000
2400 to 2450.....	47,000	2400 to 2450.....	47,000
2450 to 2500.....	48,000	2450 to 2500.....	48,000
2500 to 2550.....	49,000	2500 to 2550.....	49,000
2550 to 2600.....	50,000	2550 to 2600.....	50,000
2600 to 2650.....	51,000	2600 to 2650.....	51,000
2650 to 2700.....	52,000	2650 to 2700.....	52,000
2700 to 2750.....	53,000	2700 to 2750.....	53,000
2750 to 2800.....	54,000	2750 to 2800.....	54,000
2800 to 2850.....	55,000	2800 to 2850.....	55,000
2850 to 2900.....	56,000	2850 to 2900.....	56,000
2900 to 2950.....	57,000	2900 to 2950.....	57,000
2950 to 3000.....	58,000	2950 to 3000.....	58,000
3000 to 3050.....	59,000	3000 to 3050.....	59,000
3050 to 3100.....	60,000	3050 to 3100.....	60,000

\*Single, cedar, lumber or articles taking same in box or stock cars, except as otherwise provided.

\*Pine, fir, hemlock, larch and spruce lumber, in car or stock car, except as otherwise provided.

\*Stock cars equipped with watering troughs or feed racks, which prevent complete use of the car, will be subject to minimum weight of 20,000 pounds.

Marked weight capacity of car will govern when less than provided herein.

Stock cars of the same rate, in refrigerator cars, will be subject to minimum weight of 20,000 pounds.

TELLS TRUTH ABOUT OREGON Harriman Railway System Issues a New Advertising Pamphlet.

Taking for his motto the statement that "the truth about Oregon is good enough to reach the ears of every man," the Harriman lines, has just issued the 1906 edition of "Oregon, Washington and Idaho," the annual advertising publication of the O. R. & N. and Southern Pacific. The new pamphlet is a handsome one of 88 pages, profusely illustrated with new and interesting photographs, showing the industrial and scenic wonders of the three states.

Mr. Hall is the author of the text and has drawn an attractive picture of the Pacific Northwest, and he believes it will be an overdraw. Following an introductory chapter, Mr. Hall gives attention to the industries of the three states. Statistics are given for each state, and in a number of instances the name and address of the producer is given, so that the reader may write and verify the statements of the book and secure additional information.

Ten pages are devoted to fruitgrowing, and the fact is brought out that Oregon was first in foreign and domestic markets in 1905. Hood River Newtowns selling in London in March for \$5.4 a bushel and Comice pears, raised at Medford, bringing in over \$6.00 a bushel in New York in October. Other industries of the three states are also given full exploitation.

B. E. Duncan Has Resigned. B. E. Duncan, who has been chief clerk of the Oregon State Highway Commission for some time, has resigned, and his place will be taken by F. L. Baker, who was formerly employed in the O. R. & N. car supply department. The change will take place on July 1. Mr. Duncan is well known along Railroad Row, and his many friends will regret to see him leave the city. He owns a valuable fruit orchard at Hood River, which demands his personal attention.

It Is Dangerous to Neglect a Cold. How often do we hear it remarked: "It's only a cold," and a few days later learn that the man is on his back with pneumonia. This is of such common occurrence that it is hardly worth mentioning, but should not be disregarded. Chamberlain's Cough Remedy is a safe and reliable remedy, and cold to result in pneumonia, and has gained its great popularity and extensive use by the prompt cures of this most common ailment. It always cures and is pleasant to take. For sale by all druggists.

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