

GRAIN HANDLERS STILL HOLD OUT

No Answer Made to Proposition Submitted to Union by the Exporters.

SITUATION IS UNCHANGED

Difference is Now 1-2 Cents an Hour for Overtime—Dockworkers Demand That Much More Than the Shippers Will Pay.

Neither exporters nor grainhandlers made a move yesterday toward a settlement of the differences existing between the shippers and the dock workers. The men failed to go to work yesterday morning and the ships which are prepared to receive grain lay idle at the docks. The only vessel working besides lumber crafts was the Oregon Bark, which is discharging cement at the Victoria dock.

Peter Kerr, of Kerr, Offord & Co., who is the publicity agent of the exporters, said: "We have told the grainhandlers that we were willing to pay them 1-2 cents an hour for overtime. This was submitted to the dock workers and we are now awaiting a reply."

There is absolutely no change in the situation, said Business Agent Foley, of the Grainhandlers' Union. "We have received the statement from the exporters and there is a difference of 2 1/2 cents on the overtime which the members of the union do not feel justified in conceding. While 2 1/2 cents an hour on overtime does not seem a great deal, it is still a matter of considerable importance during the busy season. The demand for the 2 1/2 cents for overtime was made on the plan of time and a half for all overtime, a rule that has been in effect for many years, not only with grainhandlers, but with many other labor organizations."

The only grain ship that is badly affected by the present condition of affairs is the Alice Marck, which should be delivered by the end of the present week. No arrangements have been made for a conference between the workers and the exporters.

CAPTAIN BAILEY IS ACCUSED

Master of the Tatosoh Must Face the Local Inspectors.

Charges of attempted extortion and of conduct unbecoming an officer of a steam vessel have been filed with the local inspectors against Captain C. T. Bailey, master of the tug Tatosoh. The complaint is signed by Captain B. W. Olson, of the steamship Alliance. The matter will be investigated by the inspectors.

The charges grew out of the alleged attempt of Captain Bailey to extort a contract for an exorbitant sum for towing the Alliance to Astoria when that vessel was in trouble last December, and for alleged further attempts to harass and intimidate the commander of the Alliance while he (Bailey) had in his possession at the time a message for Captain Olson from Mr. Baumgartner, agent of the vessel at Portland.

While the Alliance was crossing the Coos Bay bar on Thanksgiving day she was caught by a cross sea and her rudder and three masts were broken and carried away. She made the Columbia lightship with an improvised steering gear, and, according to her commander, was under perfect control at the time the Tatosoh spoke her.

SENATOR WILL GO TO NOME

Steamer to Be Replaced on the Portland Run by the State.

The steamship Senator will make one more trip to Portland in the service of the San Francisco and Steamship Company. Then she will be returned to her owners in Seattle and after a slight overhauling will go on the run between Sound ports and NOME.

It is understood that the place of the Senator on the Portland-San Francisco route will be taken by the steamship State of California. The latter vessel is now making regular trips between Puget Sound and San Francisco. Her place on that run will be taken by one of the other boats of the Pacific Coast Steamship Company.

The steamship State of California is one of the old timers on this run and will be welcomed back here as an old friend. For nearly 18 years she operated between this port and San Francisco. James Byrne, now master of the State, occupied that position on the State and Captain Jensen, now master of the George W. Elder, was her pilot on her. The State is a finely appointed craft and is fast. She formerly made nine-day trips between the two cities.

AURELIA REACHES BAY CITY

Steamer Arrives at San Francisco After a Strenuous Voyage.

SAN FRANCISCO, April 15.—With 17 inches of water in her hold and leaking at the rate of seven inches an hour, the steam schooner Aurelia, Captain Weber in command, came into port this morning after a perilous voyage down the coast from Astoria, where she suffered the mishap that made the voyage one of constant vigilance by the crew to keep her from waterlogging.

The steamer St. Helens, which was in collision with the Aurelia in Astoria harbor and opened her hold to the waters, stood by all the way down the coast to lend assistance in case the struggle should be taking place. The vessel, however, losing one or rough weather endangered the lives of the crew.

TWO STEAMSHIPS CHARTERED
River Forth and the Tabor Will Take Cargo at Portland.

commanding officer of the Coast and Geodetic Survey steamer Patterson, reports the discovery of a dangerous pinnacle rock in the northern approach to St. Paul Harbor, Kodiak Island, Alaska.

The rock has over it a least depth of 13 feet at the mean of the lower low water, and is located in the fairway about 1250 yards N. 85 degrees E. true (N. 85 by 15 1/2 by 15) from Cape Horn.

By heaping the water from the town of Kodiak a little open of the intervening points of land this rock may be avoided, leaving it on the starboard hand in entering. The deepest water in the entrance was found on the northern side of the rock between it and the bare ledge of Spruce Cape.

The rock was marked by a spar buoy painted red and black, placed by the party on board the Patterson, August 1, 1907. Latitude 57°48'35" N.; longitude 152°11'48" west.

MARINE NOTES.

The steamship Alliance arrived in last night from Coos Bay ports.

The steamship Assonien will leave down this morning for Astoria.

The steamship Breakwater sailed for Coos Bay last night with a full list of passengers and a quantity of freight.

The steamer Bureka, which lay on the Coos Bay mud flats for several days, has been towed off and she sailed for Astoria yesterday.

The steamship Senator will sail Saturday morning for Astoria.

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STEAMER INTELLIGENCE

Name	Due to Arrive	Date
Johan Paulsen	San Francisco	April 15
Senator	San Francisco	in port
Breakwater	San Francisco	April 15
Assonien	San Francisco	April 16
Arabis	Hongkong	April 20
Rebecca	San Francisco	April 21
Rebecca	San Francisco	April 22
Nicomedia	Hongkong	April 27
Nicomedia	Hongkong	April 28
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