

SALVAGE CLAIMS BEING CONSIDERED

Owners of William Nottingham and Port of Portland Hold Conference.

WALLULA'S CREW TO SHARE

Basis of Settlement for Rescue of Abandoned Schooner Is Discussed but No Definite Arrangements Are Made.

What cash percentage members of the crew of the tug Wallula will settle for as their share in the salvage of the schooner William Nottingham, which was abandoned at sea when the crew was rescued by the British schooner David Evans and the water-tight vessel later towed to Astoria by the Wallula, will depend on the adjustment to be made with the owners by the Port of Portland.

G. F. Thornydyke, of Seattle, Wash., representing the Globe Navigation Company, was in the city yesterday, and a hurried meeting of the Port of Portland was called, to which were summoned Mr. Thornydyke, Eneas Goodman, Shaver and O'Reilly, General Manager Talbot and Harry Campbell, superintendent of pilotage and surveys, were present, and Mr. Thornydyke was a representative of the Fireman's Fund Insurance Company.

Mr. Thornydyke explained that he was without authority to bind any agreement, but that it was his desire to obtain an expression from the Commission as to the probable amount that would be demanded. The Globe Navigation Company served formal notice on the San Francisco Board of Marine Underwriters that it had abandoned the Nottingham, but insurance interests refused to accept the abandonment and as a consequence the owners desire to settle the case.

It was indicated that the Commission would be lenient in the salvage matter and not take advantage of its position under the law, but the Wallula's crew must be considered as men expected to share in the salvage the same as though a private corporation saved the schooner. It is expected that there will be no dispute as to the probability of the vessel being repaired here and the work done on the Port of Portland drydock, so that the Commission will not be asked to arbitrate in agreeing to a reasonable disposition of the claim.

TRAMP STEAMER TO DRYDOCK

Question of Raising Tariff Is Yet Under Consideration.

FEW BOOKINGS ARE MADE.

Although he has received an inquiry from owners of a tramp steamer coming here, who wish to have her lifted for cleaning and painting, Manager Slocum, of the Oregon drydock, is skeptical as to the general results attained from advertising distributed last season, showing private and public facilities here for drydocking. He says little can be done to attract greater attention to the Portland docks, because they are listed in Lloyd's, and shipowners having carriers bound here can easily ascertain conditions from that source.

Raising of rates on the public drydock, to be followed by the Oregon drydock Company, is yet before the Port of Portland Commission. Mr. Slocum has given his word that if the tariff is restored, or even if reasonably lower than the schedule, he will maintain it. He was not in charge of the Oregon dock when reductions were made there, that resulted in the Commission making an unprecedented cut.

DIFFERENTIAL ON ORIENTAL BUSINESS

Makes Business Light.

NAVY ATTRACTS MAILCARRIER

Delivering Letters to Jackies Gives Insight to Service.

THIRD STOWAWAY CAPTURED.

West Indian Fugitive May Be Sent to Join Heliopolis.

STOWAWAY PROBABLY WILL BE SENT TO JOIN HELIOPOLIS.

Stowaway probably will be sent there to join the vessel, Captain Martin had filed a \$400 bond before his departure that there would be sufficient to cover the stowaway's fine in event of his capture.

OLIVEBANK IS CHARTERED

Irby Offered Yesterday and Owners Got Bid of 31s 3d

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Activity featured the charter market yesterday through the receipt of a cable from abroad that Kerr, Gifford & Company had fixed the British ship Olivebank, which is at Port Townsend after a voyage from Santa Rosalia to Victoria, B. C., at 21s 6d, for Puget Sound loading, and 21s 3d if she was given cargo here. The same advice was given that the British ship Irby, which is on the disengaged list at San Francisco, where she arrived October 8 from Shields, was being offered to cover the Wallula, and that 31s 3d had been bid for her.

The German bark Barmbek, which arrived from Santa Rosalia October 12 and was rechartered by M. H. Houser from the Portland Flouring Mill, was being offered yesterday for the United Kingdom with 124,287 bushels of wheat valued at \$108,151. The Dione began taking cargo at Columbia dock No. 2, and an effort will be made to finish her this month. The work of lining the British steamer Robert Dollar will begin today, as she is to take 1960 tons of wheat, and 1090 tons of flour to the Orient.

MARINE NOTES.

To begin loading wheat for San Francisco the barge Amy Turner was moved yesterday from Inman-Poulsen's dock at a rate of shipping.

W. R. Grace & Co. have chartered the barkentine Charles F. Crocker, which is at Valparaiso, to load lumber here for sale at a rate of shipping.

Her owners having determined that the Portland-McMinnville route is not sufficiently productive, the steamer Leona has been tied up at the foot of Main street.

Bringing 825 tons of cargo, mostly cement, the steamer Tahoo arrived yesterday afternoon from the Golden Gate. She reported fog and light northerly winds outside.

In the first demonstration of municipal dock dues, as offered through the use of the City Levee as a public berth, the steamer Leona, on October 20, a month, the Government dredge Clatsop and cruiser Boston being the principal parties.

Fine weather was encountered by the French bark La Blanche, which reached Linnton yesterday to discharge ballast, preparatory to loading wheat. She came from Havre and was 148 days at sea with a call of four days at Hobart.

Inward manifests filed at the Custom House yesterday were those of the French bark La Blanche, from Hobart, and the steamers Bear and Tahoe, from San Francisco. The Falcon cleared for San Francisco and the German bark Barmbek for the United Kingdom with wheat.

As the British steamer Robert Dollar, which is loading lumber at Inman-Poulsen's, is berthed with her bow up stream, the Port of Portland Board of Marine Underwriters will turn her around this morning and as soon as she finishes her cargo she will shift to the Portland Pier.

In the monthly statistical bulletin of the Department of Commerce and Labor it is shown that Portland exported 1,624,171 bushels of wheat in September, through an export of the United States were but 4,937,451 bushels. New York was first on the list with a credit of sending offshore 1,174,000 bushels, and Portland shipped 1,624,171 bushels about one cargo less dispatched.

BOYCOTT IS UPHOLD

BUILDING TRADES COUNCIL SAYS ACT IS JUST.

WRITER DECLARES MAGEEY-TICHERN AND WILCOX BUILDINGS ARE UNDER BAN TO FIGHT TRUST.

PORTLAND, Or., Oct. 26.—(To the Editor.) In Sunday's Oregonian of October 22, I read the following article: "Wants Senate to Remove Boycott." Pictures of banner-men boycotting buildings erected in Portland by non-union labor are shown by the Building Trades Council in charge of the boycott against the Magee-Tichner and the Wilcox buildings asks space for the following:

In other Portland, Oregon, just as in every other spot on earth where men are just men, not supermen, and where the old, old conflict between the cunning and greedy few and the masses of the people is going on today—and will go on for many more days.

The boycott against the Magee-Tichner and the Wilcox buildings is being prosecuted because the owners of these buildings had them built by the Stone & Webster Engineering Company.

Now, this company, hailing from Boston, is reported to be \$50,000,000 worth of the steel trust. In every city where this company gets a foothold, there are labor troubles. This company operates on the "open-shop" principle, which means, of course, no union wages and grants union hours. But that is only done in a hard pinch.

Now Magee-Tichner and T. B. Wilcox are classed among the wealthiest business men of our city and state. They knew all about the Stone & Webster non-union tactics. Also, as soon as it was rumored that the company was going to break into Portland construction work, business agents of the Building Trades called on Magee-Tichner and T. B. Wilcox. But their efforts were without results. The Stone & Webster Company proceeded to erect these buildings.

The banner-men were put on the streets to warn prospective tenants to keep out of these buildings. In this way between capital and labor the unions wanted to protect the neutrals as much as possible.

The policy of organized labor is to keep the money of organized labor in the hands of organized labor. It is to keep the money of organized labor in the hands of organized labor. It is to keep the money of organized labor in the hands of organized labor.

GOVERNOR TO BE ASKED TO GET KIDNAPER FROM COLORADO.

ACCUSED SLEUTHS WAIT

SPECIAL PROSECUTOR SEEKS RETURN OF W. G. RINKER—DETECTIVES FACE COURT TRIAL AND CHARGES BEFORE POLICE COMMITTEE.

It was decided yesterday afternoon by Attorney McCue, special prosecutor in the Martin kidnaping case, that a demand will be made on Governor West for regulation papers for W. A. Rinker, the Denver Deputy Sheriff involved in the kidnaping.

"Until I hear something definitely as to the case and receive the request from the District Attorney's office, I have no comment to make," said the Governor at Salem.

The demand will be made on the Governor through the regular channel, the office of District Attorney Cameron. Although Mr. Cameron, by the courtesy extending among prosecuting officers, acted as Rinker's attorney in the habeas corpus proceedings before Judge Gatens, he said yesterday that if Attorney McCue wished it he would prepare the necessary papers and forward them to Salem for Governor West's approval.

Sleuths Out on Honor.

Detectives Mallet and Moloney appeared before Judge Gantenbein yesterday afternoon and were allowed to go on their own recognizance after John Stevenson, their attorney, had pointed out to the court that they are already under \$1000 bond each as policemen. The judge allowed this bond to take the place of the \$1000 bail which each would have been required to furnish according to the court decision of Wednesday afternoon. Brooking, who represented Martin, is preparing the papers necessary to take the detectives before Judge Gatens on charges of contempt of court.

Formal charges to the Executive Board against Detectives Moloney and Mallet, on account of the kidnaping of Martin, were filed late yesterday afternoon. The charges are made by Frank T. Collier and Eugene Brookings, and are voluminous, covering all the details of the kidnaping case from the time the first arrest was made until Martin was spirited out of the state and out of the jurisdiction of Governor Stevenson and Circuit Judge Gatens.

Detectives Denied Reward.

The application to the police committee yesterday of Detectives Moloney and Mallet, on account of the kidnaping of Martin, was refused. A reward of \$2000 was offered for the apprehension of an escaped convict, was not allowed. The application sets forth that the other \$2000 went to the "rascal" pigeon. Members of the police committee demanded a more thorough explanation of the arrest and the circumstances of the acceptance of the reward before allowing it to be retained.

CATARRH The Enemy of Mankind

WHEN OTHERS FAIL

YOU CAN PAY FEE WHEN CURED

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Specific Blood Poison Cured in One Treatment

BY PROF. ERRLICH'S GREAT DIS- "606" COVERY AND BLESSING TO MANKIND

We Cure Weakness

also known as Nervous Debility, Nerve-Vital Debility, Neurasthenia, etc. If you have any symptoms of this ailment, such as loss of energy or ambition, vitality, easily fatigued, dull, listless feeling, nervousness, etc., call and have a friendly talk. It will cost you nothing. We will honestly and conscientiously. Call today. Don't delay or neglect yourself.

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