

CITY PAYS TRIBUTE TO CARIZAL HERO

Lieut. Henry Adair Buried in Riverside With Honors Due Brave Soldier.

SERVICES ARE IMPRESSIVE

Heads are Bared as Funeral Cortege of Portland Boy Passes Through Crowded Streets; Bishop Sumner Delivers Address.

With all the honors due a brave soldier, the body of the heroic Lieutenant Henry Adair, Tenth United States Cavalry, who fell before the bullets of treacherous Mexican troops while leading a forlorn hope at the Carrizal massacre, was buried in Riverside cemetery yesterday.

An instant later came the order: "Company, load, aim, fire!" In rapid succession the escort fired three crashing volleys over the grave.

An army trumpeter stepped to the front and sounded "Taps," and the impressive ceremony was over.

Bared Heads Line Streets.

Portland's chief officials joined with the military in honoring the memory of the slain officer in the funeral cortege earlier in the afternoon that preceded the funeral services at St. Stephen's cathedral.

As the procession moved solemnly between lines of spectators, heads were bowed and men removed their hats. Two bands played dirge music. Their drums were muffled. One of the bands was donated by the Musicians Mutual Association.

From 11:30 o'clock to 1:30 the body of the late lieutenant lay in state at the Armory, where it was honored by many persons.

The cortege moved from the Armory shortly after 1:30, and arrived at the cathedral, Thirteenth and Clay streets, just before 2 o'clock.

Heading the procession in an automobile rode George L. Baker, City Commissioner, who had arranged the cortege in behalf of the City of Portland.

Following him came a band and then a military escort in command of Captain Charles T. Waldron, Coast Artillery.

Then came the casket, borne on a caisson and draped with the United States flag. On foot beside the caisson marched the honorary pallbearers, Major H. C. Jewett, Corps of Engineers, United States Army, of Portland; Major W. M. Cruikshank, United States Army, and Captain H. C. Moore, Corps of Engineers, United States Army, of Vancouver; Lieutenant-Commander George F. Blunt, and Lieutenant J. A. Beckwith, Oregon Naval Militia, and Captain Hiram U. Welch, Oregon National Guard.

The active pallbearers were non-commissioned officers from Vancouver. The caisson was followed by a non-commissioned officer leading a saddled but rideless horse, with the stirrups reversed.

The Portland Firemen's band, headed by Fire Chief Dowell, preceded the Eight Company Coast Artillery Corps, Oregon National Guard. Behind this company marched veterans of the Grand Army and Spanish War veterans.

After them came an automobile with Mayor Albee, City Auditor Barber and City Commissioners Daly, Elgswold and Dieck. Other automobiles carried General Charles F. Beebe, Major Walter Wilson, acting Adjutant-General of the Oregon National Guard; Mayor Knapp, Bishop Sumner and other clergymen; and the immediate relatives of Lieutenant Adair: his mother, Mrs. S. D. Adair; Morris and Alexander Adair, brothers; Mary Adair and Mrs. L. R. Rogers, sisters, and Mrs. Rogers' two sons, Daniel and William.

The services at the Pro-Cathedral were deeply impressive. The church was thronged. Many persons were unable to gain admittance. The order of service was as follows:

"Funeral March," Chopin; opening sentences, the Very Rev. H. M. Ramsey; sentences from the 30th and 90th Psalms; the lesson, I Corinthians xv:20; the Rev. J. E. H. Simpson; hymn, "The Son of God Goes Forth to War," address, "Fight the Good Fight," by Rev. Walter T. Sumner, bishop of Oregon; hymn, the Apostles' creed; closing collects and benediction, the bishop of Oregon; hymn, 23d Psalm, Rev. O. W. Taylor; funeral march, "On the Death of a Hero," Sonata Opus 26th, Beethoven.

Bishop Sumner preached the funeral address.

Music at the service was given by the choir of the pro-Cathedral, St. Mark's, St. David's and Grace Memorial churches, under the direction of Carl Denton, organist and choirmaster of the pro-Cathedral.

Lieutenant Adair was a grandson of the late Right Rev. B. Wistar Morris, Bishop of Oregon. He was the son of the late S. D. Adair, who died just a week ago.

Bill Provides for Boyd's Family.

WASHINGTON, July 12.—Senator Reed introduced a bill today to provide for payment of \$125 a month to the widow, daughter and son of Captain Charles T. Boyd, of the Tenth Cavalry, killed at Carrizal, Mexico.

Cools Gets Portland Freight.

MARSHFIELD, Ore., July 12.—(Special.)—Nearly all the freight being brought to Coos Bay is now coming from Portland on the gasoline schooners Tiltamook and Patey. The steamships F. A. Kilburn and Breakwater bring freight from San Francisco, but the wholesalers here claim they cannot ship their customers here. They cannot ship to the docks at San Francisco because of the freight being handled by union men for the two North Pacific Steamship Company vessels.

Marine Notes.

Captain Hagen yesterday entered the tug Henry J. Blodde from Ketchikan, which brought large logs from that place. The tug was carrying a cargo of lumber for the Government.

Through high water in the harbor precludes a mining inspection of lower docks, for repairs as soon as the stream recedes. In several places roadways and the docks of lower docks have floated from the underpinning and considerable work will be necessary to restore them.

Lack of tonnage for moving new-crop wheat, which means it will go direct from the interior to the Atlantic coast, was the case last season, has prompted Ketchikan & Co. to decide not to renew a lease on Montgomery dock No. 2. There has been talk that other docks will be given up.

AS FUNERAL CORTEGE MARCHED THROUGH PORTLAND'S STREETS YESTERDAY ESCORTING BODY OF LATE LIEUTENANT ADAIR.



(1) Casket Baring Casket, Draped in American Flag. (2) Portland Firemen's Band and Eighth Company, Coast Artillery Corps, Oregon National Guard. (3) Grand Army Men and Spanish War Veterans. (4) Riderless Horse, With Stirrups Reversed, Led Behind the Casket.

HARBORS BILL WINS

Appropriation of \$42,886,085 Now Up to President.

COLUMBIA RIVER BENEFITS

Funds for North Jetty Work and Other Projects in This District Likely: Voes of Measure Do Not Fight Ratification.

WASHINGTON, July 12.—Republican Senators who fought the rivers and harbors bill in the Senate yesterday, after ratification of the conference report of the measure today and it was passed as approved by the House, carrying \$42,886,085.

It is the first general river and harbor bill in four years, and now goes to the President.

Passage of the rivers and harbors bill by the Senate and the fact that the measure was ready for the signature of President Wilson was reported directly to the Portland Chamber of Commerce yesterday in a telegram from United States Senator Chamberlain.

The signing of the measure by President Wilson will make available funds for carrying on work at the North Jetty at the entrance to the Columbia River, where operations were prolonged recently with money drawn from other funds, that action being possible after special permission of the Chief of Engineers at Washington. It is said the Jetty force could not be retained after July 31 if the rivers and harbors bill was delayed beyond then.

The passage of the bill also gives assurances that all other projects in the district may be resumed shortly. Some are held up as well by high water conditions.

There was a decidedly more easy feeling here last night when it became known the bill was on its way for final signature.

FOREIGN ENGINEER INSPECTS

F. L. Schillingman, of the Netherlands, to See Federal Projects.

For the next few days F. L. Schillingman, a member of a commission of engineers representing the Netherlands government in a study of channel work, canal projects, movable dams and the like, will be in the district, where he will be accorded full opportunity to inspect work under way that is directed by United States engineers from Portland.

Mr. Schillingman arrived yesterday from Puget Sound and on leaving Portland went direct to Cincinnati, where he was prevented from completing his observations recently because of high water conditions.

There are three members of the commission, one of them being at the Panama Canal and the other in the United States. The latter will go over the States offered so many different studies it was not thought sufficient time could be spent on each important one as a body. Major H. C. Jewett, Corps of Engineers, U. S. A., arranged yesterday for a trip to the Government moorings, and tomorrow he and G. B. Hagen, chief engineer of the Commission of Public Docks, will accompany Mr. Schillingman to the mouth of the Columbia. The latter will go over the Dailies-Cello canal today with F. O. Schubert, assistant engineer in charge of the canal.

Vessels Entered Yesterday.

American steamer Daisy Gadsby, ballast, from San Francisco.

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American barge No. 38, ballast, from Ketchikan.

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END OF STRIKE FORECAST

WATERFRONT FACTIONS MAKE OVERTURES FOR PEACE.

Efforts are Under Way to Bring About Conference Today Between Employers and Longshoremen.

SAN FRANCISCO, July 12.—Overtures paving the way to a peaceful settlement of the strike of the Pacific Coast longshoremen, who walked out June 1, demanding higher wages and the adoption of the "closed shop" principle, will probably result in a conference between the two sides tomorrow.

The Pacific Coast district of the International Longshoremen's Union today accepted the offer of the Waterfront Employers' Union to meet in conference, providing several of the stipulations made by the employers were modified. The nature of the stipulations was not made known. Tonight Henry M. White, who is acting as Federal mediator in the strike, said he believed the conference would be arranged. He added that the outlook for a peaceful settlement was bright.

"I am sure the conference, which will probably be held, will shortly end the strike," said J. J. Foley, president of the Pacific Coast district. It will be attended by representatives of the longshoremen's union, the Waterfront Workers' Federation and the Waterfront Employers' Union.

While one peace move was made by strikers today, another failed in its purpose, when the offer of arbitration from Puget Sound and on leaving Portland went direct to Cincinnati, where he was prevented from completing his observations recently because of high water conditions.

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receiving their cargo through the assistance of millhands on the docks, while the union sailors stow the materials aboard. On the other hand, a barge is being loaded at Loman-Boulton's for Alaska with union longshoremen, they being paid the new scale, and a second barge has returned from Anchorage that will be loaded by them.

Eastern Strike Broken.

NEWPORT NEWS, Va., July 12.—Chesapeake & Ohio Railroad officials today said the coastwise longshoremen's strike here had been broken. Many of the strikers have returned to work while the places of the others have been filled with negroes.

News from Northwest Ports.

ASTORIA, Ore., July 12.—(Special.)—The gasoline schooner Della sailed today for Coos Bay with cargo.

After discharging fuel oil in Portland, the tank steamer Washenaw sailed this morning for Coos Bay.

The steamer Northern Pacific arrived this afternoon from San Francisco, bringing passengers, but only a small amount of freight. Today is the first time since the longshoremen's strike has been on that this company did not employ union men to handle its cargo.

The steamer Beaver sailed today for the night for San Francisco and San Pedro. She carried a fair list of passengers and cargo. The schooner will load lumber at Prescott.

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LOYD'S MAN HERE

Captain Lang to Look After Five Steamers Building.

PLATE WORK IS UNDER WAY

Deal for Two More Vessels May Be Negotiated in New York, Involving \$1,000,000 Expenditure in Construction.

Captain Walter Lang, Lloyd's surveyor, who is to give his attention to construction and classification details of five steel steamers contracted for by the Northwest Steel Company and Willamette Iron & Steel Company, as well as other vessels to be built on the river, arrived yesterday from Seattle.

Captain Collings, of San Francisco, who is to be in charge of surveying details for Lloyd's on all vessels building along the Pacific Coast, is to reach here today and confer with Captain Lang and builders of ships in the district.

At the new steel plant foot of Sheridan street, considerable plate work has been started for the first steamer. John Murray, superintendent of ship construction for the establishment, is going ahead with all work that can be expedited in advance of completion of the first set of ways, so when the actual start is made the matter of assembling frames and following with other features of the construction will be rapid. The second ways will be ready soon after the first is finished and two additional will be built without delay.

Adding that yard will be another, if the newly-formed North Pacific Shipbuilding Company closes contracts negotiated by the Northwest Steel Company, J. B. C. Lockwood, of the new company, is to reach New York today, where he will meet with a representative of the Bureau of Internal Revenue to deal for two vessels and it is said more than \$1,000,000 will be involved. Already Lloyd's has passed on the plans for the composite type, drawn by H. H. Ballin, head of the North Pacific corporation, and it is said assurances have been given that the highest classification will be granted.

On his return from the East last week P. H. Knapp, head of the Peninsula Shipbuilding Company, said Lloyd's management at New York had told him of the extra work resulting from ship construction throughout the United States and that 18 extra surveyors had been arranged for, to be stationed at different cities, of which Portland was one. Besides the Peninsula plant, the St. Helena Shipbuilding Company, turning out wooden vessels, while Willamette Iron & Steel Company, at Astoria, are also busy.

It is estimated there are 61 vessels under way or to be started on the Pacific Coast. Contracts now closed by the Bureau of Internal Revenue, but not including the auxiliary schooner City of Portland, which has been finished and is loading at the Helena, while the contract being sought by the North Pacific yard will increase the total to 18.

Whether a vessel entering the river can haul more than the maximum amount of liquor as fixed by law, which is two quarts of whiskey or 12 quarts of beer, regardless of whether a surplus is represented, to be part of the cargo, is being discussed among deepwatermen here as a result of the arrest at Honoluli Tuesday of Captain Robert W. Williams, of the schooner, and the steward of the vessel. The action followed an inspection of the vessel under a search warrant and the confiscation of 16 cases of beer and 12 bottles of whiskey. The same step was taken not long ago aboard the steamer Halcyon, the master and steward being arrested.

It is contended here that regulations might be enforced so that any amount of liquor could be hauled, but the maximum fixed by law might be sealed on the arrival of a vessel, such as is done with stores aboard foreign ships when boarded by custom-house officials, but should the test cases go against the coasters, it is declared the same action must be taken against foreign vessels, and that officers might not know of the law.

RIVER IS RECEDED SLOWLY

Stream Was Lowered One-Tenth of Foot Here Yesterday.

In 11 hours, ending at 7 o'clock last night, the Willamette River dropped only one-tenth of a foot, and the stream fell to the same degree in 24 hours ending at 8 o'clock in the morning. The stage last night was 22.3 feet above zero.

Coast and dock owners, however, business firms inconvenienced through the amount of water in downtown basements, building contractors, and a marked decline and some are inclined to the view that the small-like movement of fresh water presages another rise, but that is not substantiated by interior reports.

One rise was recorded yesterday, that being two-tenths of a foot at Lewiston. There was a drop of five-tenths at Kamiah and of two-tenths at Wenatchee and Newport, while the Willamette at Oregon City was down one-tenth more than at the same hour Tuesday. The Weather Bureau forecast is that the river will be about 22.9 feet Saturday or Sunday.

MARINE INTELLIGENCE.

Steamer Schedule.

Due to Arrive.

From Seattle, July 13, at 8 A. M., steamer Washenaw, for Port San Luis, Ballona, Los Angeles, and San Diego.

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Movements of Vessels.

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