STRIKERS AWAITING WORD FROM SOUTH

Nonunion Men Are to Unload Cargo of Rose City, Now Here With 1400 Tons.

SAN PEDRO REJECTS PLAN

Compromise Is Voted On at All of Pacific Coast Ports and More Are Expected to Oppose Return Pending Settlement.

DAY'S STRIKE DEVELOPMENTS.

San Pedro—Compromise unanimously rejected.
Portland—Strikers mark time.
San Francisco—Return to work awaits referendum result.

While in receipt of official telegrams from San Francisco setting forth the basis of agreement entered into there between longshoremen and the Waterfront Employers' Union, on which they were asked to vote, Portland longshoremen yesterday waited further information from the south and it was expected they would be in a position today to take action.

Officers of Longshoremen's Union No. 5, which attended to all work for the San Francisco & Portland Steamship Company previous to the strike, said they had informed W. D. Wells, Portland agent of the line, regarding the news they had from San Francisco. Mr. Wells said last night that he had not been advised by G. L. Blair, general manager of the fleet, as to whether steps were to be taken in the matter.

Old Conditions Would Govern.

He said he understood from the union officials that the plan was to return to work under conditions governing before the strike, the scale for that company being 90 cents an hour straight time and 75 cents an hour overtime. That is to apply until a conference at San Francisco August 1.

The steamer Rose City, of that line, reached Ainsworth dock late last night from San Francisco with 1400 tons of freight and about 100 passengers. Mr. Wells said that in the absence of instructions from Mr. Blair at San Francisco he would proceed to discharge the vessel today with nonunion men, who were being taken care of on the dock. He said he refused to hire more men yesterday. Friday has been fixed as the sailing day of the Rose City.

Strike Considered Nearly Settled.

The union men appeared to be expecting word from Puget Sound as well as San Francisco, though it was not admitted that the action at either port would govern them in all particulars.

"I consider the strike practically settled," said Thomas McCusker, secretary of the Employers' Association. "I will insist on the men who are working for us being retained and that we select our own in the future."

It was 47 days yesterday since the first walkout took place, when longshoremen and steamboat workers along the Coast left their places on the employers refusing to meet demands for a higher scale, new working conditions and a closed shop. The river steamers have been kept going in the main, while the "Big Three" fleet and some of the steam schooners have been worked by nonunion gangs, and the union longshoremen have handled cargo on deepwater vessels and lumber barges for Alaska, stevedoring firms doing the work being on the "fair" list. In those cases the new scale has applied.

Mayor Albee has given assurance that adequate protection will be afforded at the docks in replacing private guards with uniformed police. If it becomes necessary it is understood the Council will be asked to pass an ordinance so men on the eligible list for patrolmen may be added to the regular force. A few have been selected recently to take the place of patrolmen who went to the Mexican border with the Third Oregon Infantry.

STRIKERS VOTE ON RETURNING

Union Men Delay Carrying Out Pact Till Ballots Are Counted.

SAN FRANCISCO, July 17.—Striking union longshoremen in Northern and Southern Pacific Coast ports balloted today on the question of returning to work immediately under old conditions pending arbitration, as voted by the San Francisco strikers Saturday. Several northern locals were not expected to ratify the action of the San Francisco men. The San Pedro longshoremen, the first to poll their returns, decided unanimously not to accept the compromise agreement.

The outcome of the balloting practically will decide whether the San Francisco strikers will return to work under the agreement they accepted Saturday from the Waterfront Employers' Union by a vote of 1186 to 549, according to union officials. The local men intended to resume work today but delayed their action pending returns from the other ports.

J. J. Murphy, president of the local Riggers' and Stevedores' Union, said tonight the local men had expected their brethren to ratify the agreement, but in the event they did not, his union probably would "stick with the boys on strike."

The scope of the law and order committee of the Chamber of Commerce, which is waging a $1,000,000 fight against the closed shop and the strike, has been extended to cover the situation as it affects the Pacific Coast Ship Owners' Association and the lumbermen of the Coast, according to announcement made here today.

The law and order committee said that any settlement made by the Waterfront Employers' Union with the strikers would not affect the ship owners and lumbermen, who were standing for the open shop under all conditions.

Although reports from several of the California ports reached San Francisco tonight, J. J. Foley, president of the Pacific Coast district of the International Longshoremen's Association, declined to give out even an inkling of the trend of the votes cast today.

"I would not care," Mr. Foley said tonight, "to say anything about the matter until tomorrow when the absolute result of all balloting will be available. It is not the result of voting in any one place that will decide the issue, but the general sentiment expressed from all points."

STRIKERS REFUSE TO GO BACK

San Pedro Locals Vote Against Returning Pending Settlement.

SAN PEDRO, Cal., July 17.—Longshoremen and dockworkers on strike since June 1 voted unanimously today not to return to work under old conditions pending arbitration, as voted by the San Francisco strikers Saturday. Several northern locals were not expected to ratify the action of the San Francisco men. The San Pedro longshoremen, the first to poll their returns, decided unanimously not to accept the compromise agreement.

A secret ballot was begun today by the Longshoremen's Union. When the dockworkers came to vote, they took a standing vote instead of carrying on the slow balloting. Officials of both unions said the vote was "unanimous" against returning to work under such conditions.

"We are very much satisfied with the result of the vote and are hoping it will have a tendency to cheer up the men in the north who are getting cold feet," declared James Reid, secretary of the Longshoremen's local, early tonight.

Mr. Reid explained his statement more fully by saying it was hoped by the strikers here their vote today would have the effect of inducing the longshoremen and dockworkers at Seattle, Portland and other ports to take a similar vote.

Edward Ellison, secretary of the Waterfront Association of San Francisco, came here today, but denied reports that his visit was meant to influence the local unions to vote to return to work, as was done in San Francisco. Mr. Ellison said he was on a vacation.

Approximately 300 strikebreakers were working here today, most of them being employed handling lumber in the inter-harbor at Wilmington.

The British steamer Counsellor arrived here today from Liverpool. Work of unloading a general cargo of 100 tons consigned to this port was begun late today by a crew of strikebreakers.

The pier at which the freighter was unloading was guarded by a number of police officers, but no efforts were made by the strikers to interfere with the work.

CAPTAIN HUNTER SEES SIGHTS

Master of Turbiner Spends Day in Town and Tells of New Business.

Captain Al Hunter, of the liner Northern Pacific, that "races the gulls" between the river and San Francisco, was, for the first time in many months, trying his sturdy sea legs on Portland streets yesterday afternoon. His command lays over Monday at Flavel.

The skipper says that Summer business is increasing and recently the crew has been recruited until it now musters 175 men—the greatest number of any ship on the Pacific. At the height of the tourist season, when capacity lists are being carried, a crew of 225 men is required.

Captain Hunter and Captain Ahman, of the Great Northern, are seldom seen around executive headquarters of the line in the Pittock block, as their duties in port, if not as exacting as when afloat, still continue. As soon as the ship docks and the passengers are discharged and, at a moment when all the crew aboard are unexpectant, the fire alarm is sounded and a full fire drill is had. Every man and woman on the ship has certain duties assigned and the execution of these duties is followed to the letter, the lifeboats being lowered and every detail carried out the same as if under stress at sea. Rigorous discipline along this line is enforced and every member of the crew made familiar with the routine.

HIGH RATE PUT ON BEAR

Stranded Coaster Quoted Now on English Overdue Market.

Reports of the English overdue market show that the "Big Three" liner Bear is being carried on the list with reinsurance quoted at 35 guineas. The vessel was listed when she went on the beach north of Cape Mendocino, June 14, and should salvage operations take an encouraging turn it is expected the price will drop. That has been the case with the Japanese steamer Kenkon Maru No. 3, ashore at Saturna Island since January, the rate on which has gradually dropped until 20 guineas was reached, because salvage operations are reported progressing.

Relative to lost vessels one item of general interest has reached Portland, that being that Eastern salvage companies have negotiated with the American-Hawaiian Steamship Company as to an attempt to raise the steamer Washingtonian, which went down off the East Coast more than a year ago when nearing Delaware Breakwater from Honolulu, having been in collision with the schooner Elizabeth Palmer. The steamer Floridan was built to replace her.

ENGINES TO BE KEPT GOING

City of Portland to Be Propelled by Wheels and Sails.

As one result of the visit Sunday of the motorship City of Portland, which was navigated from St. Helens to the Standard Oil Company's station to fill her fuel oil tanks, discussions have ensued as to the probable percentage of time on a voyage that her engines will be used. The assumption has been that they would operate at sea when calms or head winds interfered with the use of her sails, but Chief Engineer Kennedy says the propellers will be kept turning at all times.

The Bolinder engines installed are four-cylinder types and two on each engine will be "cut out," so the other two cylinders will drive the wheels, except during stress of weather or calms, when the engines will work to capacity. Of course, in making port and shifting in harbors the engines will be worked with the four cylinders as well. The performance of the City of Portland against the current in the Columbia River Sunday leads her officers to believe that she can "buck" a much stronger tide "rip" than has been supposed.

CANAL SILT DEPOSIT SMALL

Shoals From Celilo Waterway Can Be Removed in Few Days.

THE DALLES, Or., July 17.—(Special.)—The end of the first year's operation of The Dalles-Celilo Canal found but little silt deposited in the $6,000,000 waterway, according to F. C. Shubert, Assistant United States Engineer, today. After a throrough investigation he says he is certain that a small dredge will be sufficient to remove all shoals, resulting from the late flood waters, in a few days.

The hull for a dredge now is being built at Big Eddy and is nearing completion. The machinery from the old dredge Wallowa will be installed in the new hull temporarily. While the craft will go into commission next month, Engineer Shubert says that it will be equipped later with modern semi-Diesel engines.

DAMAGED STEAMER IN PORT

Kenkon Maru No. 3 to Be Repaired After Striking Reef.

VICTORIA, B. C., July 17.—The Japanese steamer Kenkon Maru No. 3, which was wrecked on Bell Chain Reef, Mayne Island, January 12 last, reached Esquimalt today to go into drydock for repairs, having been floated last night after several months' work by Japanese salvors.

The Kenkon struck the reef a few hours after leaving Seattle for Vladivostok with a capacity cargo of steel freight cars and cotton for the Russian government. The cargo was removed several months ago, but the work of floating the vessel was hampered by rough weather which frequently undid the work of the salvors.

Shipyard Worker Injured.

ABERDEEN, Wash., July 17.—(Special.)—Emil Carlson, workman at the Peterson shipyards, suffered a broken leg today when struck by a heavy timber.

Columbia River Bar Report.

NORTH HEAD, July 17.—Condition of the bar at 5 P. M.—Sea, smooth; wind, northwest, 20 miles.

CHAMBER MAKES POLICY DEFINITE

Stand for Open Shop on Waterfront Emphatic, Regardless of Action Elsewhere.

PROTECTION IS DEMANDED

After Meeting Between Commercial Organization and Employers' Association Statement Is Given Out Explaining Attitude.

A determined stand in favor of the open shop on the waterfront was adopted at a meeting yesterday afternoon of the advisory committee of the Chamber of Commerce and the Employers' Association.

The open-shop policy had been indorsed at a previous meeting of the Chamber's board of directors, and their stand was approved by a mail vote of members.

More recently the shipping interests in California attempted to effect a settlement of the waterfront controversy all along the Coast, and the meeting yesterday was called to determine what attitude would be taken toward the California proposals.

Position Is Explained.

Following the conference the following explanation was made of the Portland position:

A wage rate of 50 cents an hour regular time and 75 cents an hour overtime for all general cargo and lumber in this port is absolutely fair. A very large number of men want work at that wage and will take it if given sufficient protection to prevent vicious assaults by rioters. The eagerness of these men to work and the fact that they have been able to earn much better returns on their labor while engaged in this work than at anything else they have seen taken place proves that the present industrial and shipping conditions of Portland do not warrant the payment of a cent more than the figures named, and also give proof that the wage is amply remunerative for the character of work undertaken. In view of the cost of living in this port compared with the cost in any other seaport of the country and all other conditions attending the work on the waterfront, the committee is satisfied that this wage is, if anything, high in proportion to other labor and other conditions.

The advisory committee decided that the community must forever protect itself against recurrence of the destructive power of an organization that pays no attention to the industrial needs of the community in a time of depression like this, and based on a spirit of gratitude or sentiment for the fact that this community has been held up for the highest wage of the Pacific Coast for nearly two decades. A large number of industrial concerns that employ labor will not tolerate 300 or 400 longshoremen on the waterfront by their dictates and regulations to stop the wheels of industry because they do not want to handle the goods that have been touched by labor not to their liking.

Open Shop Demanded.

For these reasons the advisory committee has decided to stand unconditionally on the principle that the waterfront labor of this community must handle the cargo brought to it in the regular order of business without undertaking to say who manufactured it or where it was made or what class of labor has been in contact with it during the period of transportation. This means an open shop for labor on this waterfront, not a closed shop, nor a ban against any class or group of men who want to work for a living wage and in a lawful manner.

The advisory committee further declares that this community cannot consider for an instant the proposition of allowing the longshore labor to go back to work under the conditions that prevailed prior to June 1, when they voluntarily quit. The conditions prevailing prior to then have been partly instrumental in strangling the commerce and business of this port and, no matter what efforts at compromise are made elsewhere, will not be tolerated here again. All shipping men, steamship operators and business men are invited to stand with the Chamber and the Employers' Association in maintaining this principle.

Protection Is Required.

In the matter of the protection of men who want honest work at a wage on the waterfront which this port can afford to pay, assurance has been given by a large number of business men that adequate protection must be had under any and all circumstances. The principle of a small group of dissatisfied men, who declare they will not work at a wage deemed by the community fair, preventing any others from taking up this work, cannot be permitted if the powers of law and order are able to cope with the situation. It is absolutely clear that an abundance of men are ready to take up work on the waterfront if given protection, and the menace, rioting and attacks of interested parties and their sympathizers that have occurred frequently of late must stop.

Keen dissent is voiced from every part of the business community against the authors of the present disturbance, and the attack upon water-borne commerce. The community needs the co-operation of every power within its control to recuperate from a period of business depression that is serious. Any element that is ready today to tie up the sawmills, the paper mills and other employers of labor in a struggle that is unreasonable in its nature must be regarded by the business men of the community as a serious menace. To protect the community against any such practice as this, and especially against its recurrence, the advisory committee believes that all who have enlisted on the side of equality for the Port, for law and order, and for the right of a man to work for an honest wage wherever he desires, should stand absolutely firm at the present time regardless of any situation that may develop in the California issues.

Marine Notes.

At 5 o'clock last night a depth of 21.2 feet above zero was recorded in the river here, denoting a decline of one-tenth following the official reading at 8 o'clock in the morning. At the latter hour the drop for 24 hours had been one-tenth of a foot. Rains of the past few days resulted in a rise of eight-tenths of a foot at Albany and nine-tenths at Salem, but on the Columbia and Snake rivers the water continued falling.

Bound for Portland, the steamer Yosemite got away from San Francisco at 11 o'clock yesterday morning. The steamer Wapama, laden with cement, is looked for in the river today from the Golden Gate and the Klamath is coming as well. The three have been scheduled to sail on the return Saturday.

Lightvessel No. 93 returned from Puget Sound to her station at Swiftsure Bank yesterday and relief lightvessel No. 92 proceeded to Winslow, Wash., from where she goes to Neah Bay to await instructions.

Repairs to the lighthouse tender Heather, now here, are expected to be finished the last of the week. The Albina Engine & Machine Works has the contract.

After having been held at The Dalles since the freshet in the Columbia River hampered navigation, the steamer Tahoma of the Peoples' line, arrived here last night. She will remain in the harbor until there is a further drop in the river, the current running at present being too strong.

Edwin F. Sweet, assistant secretary of the Department of Commerce, having departed from Seattle for the East, Captain J. K. Bulger, supervising inspector on the Coast for the United States Steamboat Inspection Service, returned to Portland yesterday. He had accompanied Secretary Sweet on his tour of the entire Coast. Captain Bulger will leave for San Francisco today on the turbiner Northern Pacific.

On her first run on the daily round-trip schedule between Portland and Megler, going via Astoria, the O.-W. R. & N. steamer Hassalo left Ash-street dock at 8:40 o'clock yesterday.

News From Northwest Ports.

COOS BAY, Or., July 17.—(Special.)—The steamship Breakwater arrived this morning at 1:30 from San Francisco and Eureka and sailed for Portland at 3:45. The vessel took salmon, butter and cheese for the north.

The steam schooner Mayfair, which loaded at the Coos Bay and Buehner mills, sailed for San Francisco at 2 this afternoon.

The steam schooner Hardy is due in port tonight from San Francisco.

The steam schooner Yellowstone, due tomorrow, is making the first freighting trip of any steam schooner that has called here since the strike commenced, with one exception, another trip of the Yellowstone.

GRAYS HARBOR, Wash., July 17.—(Special.)—The schooner Annie Larsen, 70 days from Middleton, New Zealand, arrived and is lying at anchor awaiting orders. The voyage was marred by no mishaps, which is more than can be said of any other vessel which has made this trip in several years.

The steamer Doris arrived from San Francisco and after discharging a large cargo of miscellaneous freight in Hoquiam moved to the Hulbert mill here to load.

The steamer Multnomah cleared for San Pedro from the Bloedel mill.

The convict ship Success shifted to Hoquiam today and during the next week will be towed to Willapa Harbor.

ASTORIA, Or., July 17.—(Special.)—The steam schooner Daisy Gadsby sailed today for San Pedro and Santa Barbara with 1,000,000 feet of lumber loaded at Portland.

The steamer Rose City arrived this afternoon from San Pedro and San Francisco, bringing freight and passengers for Astoria and Portland.

The crew for the schooner John A. Campbell, which has finished loading lumber at Knappton, has not yet arrived, so the vessel will not be ready to sail for several days.

FLORENCE, Or., July 17.—(Special.)—The gasoline schooner Ahwaneda arrived from Portland at 5 P. M. with general freight and pipe for the city water system.

Pilot Board Meets.

At the July session of the Oregon State Board of Pilot Commissioners yesterday the annual report was read, showing tonnage handled during the year by pilots, products of the Willamette and Columbia rivers exported, special matters disposed of by the Board and such details. A copy was forwarded to Governor Withycombe. Renewal of river branches to Captains Charles J. Anderson, John Peterson and H. T. Groves was approved.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Northern Pacific	San Francisco	In port
Rose City	Los Angeles	In port
Breakwater	San Diego	July 18
Great Northern	San Francisco	July 19
Beaver	Los Angeles	July 24
F. A. Kilburn	San Diego	July 25

DUE TO DEPART.

Name.	For	Date.
Northern Pacific	San Francisco	July 18
Harvard	S. F. to L. A.	July 19
Breakwater	San Diego	July 19
Great Northern	San Francisco	July 19
Yale	S. F. to L. A.	July 21
Rose City	Los Angeles	July 21
Yosemite	San Diego	July 22
Wapama	San Diego	July 22
Klamath	San Diego	July 22
F. A. Kilburn	San Diego	July 25
Beaver	Los Angeles	July 29

Movements of Vessels.

PORTLAND, July 17.—Arrived—Steamer Rose City, from San Pedro and San Francisco.

Astoria, July 17.—Sailed at 9:30 A. M., steamer Daisy Gadsby, for Santa Barbara and San Pedro. Arrived at 2:10 and left up at 3.35 P. M., steamer Rose City, from San Pedro and San Francisco.

San Francisco, July 17.—Arrived at noon, steamer F. H. Buck, from Portland. Sailed at 11 A. M., steamer Yosemite, for Columbia River; at noon, steamer Beaver, for San Pedro; at 2 P. M., steamer F. A. Kilburn, for San Diego and way ports; steamer W. F. Herrin, for Portland.

Eureka, July 17.—Arrived—Cruiser Marblehead, from Portland.

Coos Bay, July 17.—Arrived at 1 A. M., steamer Breakwater, from San Diego, for Portland. Arrived at 1:8 A. M., gasoline schooner Patsy, from Portland.

Shields, July 17.—Arrived—Steamer King Madsen, from San Francisco via Norfolk.

Auckland, July 17.—Sailed—Steamer Makura, for San Francisco.

San Francisco, July 17.—Arrived—Steamers Elizabeth, from Bandon; Governor, from Seattle; Frank H. Buck, from Portland. Sailed—Steamers Yosemite, William F. Herrin, for Astoria.

Seattle, July 17.—Arrived—Steamers Congress, from San Diego; Admiral Dewey, Senator, from San Francisco; Prince Rupert (British), from Prince Rupert. Departed—Steamers Multnomah, for San Francisco; Oleum, for Port San Luis; Prince Rupert, for Skagway; tug Goliath, assistance disabled steamer Northwestern.

Marconi Wireless Reports.

(All positions reported at 8 P. M. July 17 unless otherwise designated.)

City of Para, Balboa for San Francisco, 931 miles south of San Francisco July 16.

Newport, Balboa for San Francisco, left Manzanillo July 16.

Cushing, San Francisco for Pisagua, Chile, 537 miles south of San Francisco.

Jim Butler, San Francisco for Santa Rosalia, 716 miles south of San Francisco.

Coronado, San Francisco for Aberdeen, off Blunts reef.

Asuncion, El Segundo for Vancouver, 20 miles north of Mendocino.

Adeline Smith, San Francisco for Coos Bay, 296 miles north of San Francisco.

El Segundo, towing barge 91, Richmond for Portland, 195 miles north of Richmond.

Sheridan, San Francisco for Manila, 2104 miles from San Francisco, July 16.

China, Orient for San Francisco, 93 miles west of Honolulu, July 16.

Matsonia, San Francisco for Honolulu, 1536 miles from San Francisco, July 16.

Floridan, San Francisco for Sydney, 908 miles southwest of San Francisco, July 16.

Wilhelmina, Honolulu for San Francisco, 590 miles from San Francisco, July 16.

Atlas, Honolulu for El Segundo, 761 miles from Honolulu, July 16.

Beaver, San Francisco for San Pedro, 15 miles south of Point Sur.

Governor, San Francisco for San Pedro, 13 miles south of Pigeon Point.

Caddo, Loblitos for San Francisco, 154 miles south of San Francisco.

Drake, El Segundo for Powell River, 294 miles north of El Segundo.

Yosemite, San Francisco for Portland, 22 miles north of Point Reyes.

Richmond, towing barge 95, San Francisco for Seattle, 60 miles south of Umatilla lightship.

Multnomah, Grays Harbor for San Francisco, 15 miles south of the Columbia River.

Breakwater, Coos Bay for Portland, 50 miles north of Coos Bay.

Wapama, San Francisco for Portland, off Yaquina Head.

Klamath, San Francisco for Portland, off Heceta Head.

Tides at Astoria Tuesday.

High.	Low.
3:32 A. M....8.2 feet	10:15 A. M.....0.1 foot
4:25 P. M....8.7 feet	10:58 P. M.....1.4 feet

SYNOD IS IN SESSION

"OREGON ABSOLUTELY DRY" BATTLE-CRY OF PRESBYTERIANS.

Plans of Annual Conference at Eugene Are to Reach Every Family in Prohibition Campaign.

EUGENE, Or., July 17.—(Special.)—The 26th annual session of the Synod of Oregon of the Presbyterian Church opened tonight when Rev. John W. Hoyt, D. D., moderator, delivered the annual sermon before 75 clergymen who arrived in the city today to attend the meetings which will continue throughout the week.

The synod represents 16,000 members of the Presbyterian Church in the state and embraces 150 churches. It is expected that beginning with the afternoon session tomorrow not less than 100 ministers will be in attendance.

"Oregon absolutely dry" is the battlecry which has been adopted by clergymen attending the sessions of the synod. One of the principle matters to come before the meeting in Eugene will organization to wage a campaign for the dry amendment prohibiting all shipments of liquor into the state and against the brewers' amendment.

The synod will appoint a chairman for each synod in the state and with these appointments as a necleus, it is expected to perfect an organization within the Presbyterian Church, which will reach every family in the state in an effort to obtain votes against the liquor traffic.

Weighed in the Balance.

Atchison Globe.

Expert testimony contains about as many contradictions as the other kind.

MILLMEN ON WATER TO DO STEVEDORING

Open-Shop Concern to Be Organized in All Ports on Pacific Coast at Once.

MEETING IS UNANIMOUS

Operators From All Points Gather in Portland and Funds Are Subscribed Sufficient to Guarantee Execution of the Plan.

Leading tidewater millmen of Oregon and Washington, in joint executive conference with prominent San Francisco lumbermen, yesterday decided immediately to organize an open shop stevedoring corporation, strong enough to handle not only the normal yearly movement of 1,200,000,000 feet of lumber to California, but also well equipped for taking care of present and future export trade.

So interested were the lumbermen that they had their meals served to them in the meeting-rooms at the Benson Hotel.

Before they adjourned they raised a sufficient amount to guarantee prompt action on the part of the new company on the Columbia River, Puget Sound, Coos Bay, San Francisco and San Pedro.

Willapa Harbor and Grays Harbor mills were reported loading coastwise vessels under open shop arrangement, but were having difficulty in getting vessels unloaded at California destinations.

E. G. Ames, of Seattle, chairman of the joint conference, mildly criticized the authorities and said at Puget Sound cities lives had been sacrificed by men who were interferring with labor, commerce and industry.

Ex-Laborr for Open Shop.

N. J. Blagen, president of the Grays Harbor Lumber Company, of Hoquiam, Wash., was present at yesterday's meeting. Mr. Blagen was a day laborer 40 years ago and is recognized by lumbermen as one of the most successful and practical captains of industry in the North Pacific district. In addressing yesterday's meeting at the Benson, Mr. Blagen said:

"It will be a benefit to labor if we go ahead and organize this open shop stevedoring company. Open shop in any industry gives the men of that industry a fair and free chance to make the most of themselves and of their opportunities without being shackled down by men less capable and less ambitious. In the interest of labor, for whom I must confess I shall always have the most sincere sympathy and deep feeling, let us not only declare for open shop stevedoring but also for the maintenance of open shop conditions in all the manufacturing, handling and disposal of our export products."

A resolution embodying Mr. Blagen's suggestion of the wide-open shop was unanimously adopted.

Fight to Finish Predicted.

San Francisco lumbermen present told the Oregon and Washington millmen that the contemplated settlement of differences between longshoremen and the Waterfront Employers' Union did not and could not apply to the Coastwise Shipowners' Association and the lumber-yards at San Francisco and Los Angeles. It was said that the fight for open-shop conditions in California would be a finish fight and that, with the exception of one yard, not a stick of lumber had been moved for building operations in San Francisco since about June 1.

At the conclusion of the meeting, after details of putting the open-shop stevedoring corporation actively in operation at different ports had been detailed to committee representing lumber-handling interests at those ports, the out-of-town men participating in the joint conference left the city. The meeting was held under the auspices of the West Coast Lumbermen's Association of Portland and Seattle.

It is understood there will be formed at Portland an open-shop stevedoring company and others will be organized at the several Coast ports.

AUTO HURTS GIRLS; FLEES

Motorist Takes Two Wheels Off of Buggy, Women Hurled to Ditch.

MINNEAPOLIS, July 14.—A buggy in which two girls were riding was wrecked by an unidentified motorist at Fortieth and Lyndale avenue S. The girls, Clara and Winifred Numbers, 3908 Harriet avenue, were hurled into the ditch and badly bruised.

The girls were driving south on Lyndale avenue. The automobilist was driving in the same direction at a reckless pace, according to the young women. He took the two left-side wheels off the buggy. Instead of stopping, the driver put on more speed. Another motorist pursued the fleeing speeder nearly two miles outside the city limits but failed to catch him.

EVANSTON IS NOT CORDIAL

Wisconsin Woman Vainly Seeks Hospitality in Illinois Town.

EVANSTON, Ill., July 16.—Mrs. J. F. Russell, 65 years old, of Grand Rapids, Wis., was learning fast when she set out grimly to find a home for herself and 32 chickens she brought here.

Mrs. Russell had been told that Evanston was the home of hospitality—that it was the one place in the world where she needn't worry about what was going to happen tomorrow. So she disposed of her belongings in Grand Rapids and left for here. After tramping the streets all day she finally found a place—the police station—where she was given a bed in the hospital division for the night.

John Marrs Dead.

LEBANON, Or., July 17.—(Special.)—John Marrs, one of the best-known timber men of the Willamette Valley and for many years a resident of Lacomb, in this county, died last night of heart trouble, aged about 60 years. For several years he had been engaged in the forest service and timber cruising. He leaves a wife and several children.

CLASSIFIED AD RATES

Daily and Sunday.

	Per Line.
One time	12c
Same ad two consecutive times	22c
Same ad three consecutive times	30c
Same ad six or seven consecutive times	36c

The above rates apply to advertisements under "New Today" and all other classifications except the following:

Situations Wanted—Male.
Situations Wanted—Female.
For Rent Rooms—Private Families.
Board and Room—Private Families.
Housekeeping Rooms—Private Families.

Rate on the above classifications is 7 cents a line each insertion.

The Oregonian will accept classified advertisements over the telephone, provided the advertiser is a subscriber of either phone. No price will be quoted over the phone, but bill will be rendered the following day. Whether subsequent advertisements will be accepted over the phone depends upon the promptness of payment of telephone advertisements. "Situations Wanted" and "Personal" advertisements will not be accepted over the telephone. Orders for one insertion only will be accepted for "Furniture for Sale," "Business Opportunities," "Rooming-Houses" and "Wanted to Rent."

On "charge" advertisements charges will be based on the number of lines appearing in the paper, regardless of the number of words in each line. Minimum charge, two lines.

Advertisements to receive proper classification must be in The Oregonian office before 8:45 o'clock at night, except Saturday. Closing hour for The Sunday Oregonian will be 7:30 o'clock Saturday night. The office will be open until 10 o'clock P. M. as usual, and all ads received too late for proper classification will be run under the heading "Too Late to Classify."

Telephone: Main 7070, A 6095.

MEETING NOTICES.

OREGON COUNCIL, NO. 1582, ROYAL ARCANUM, meets this (Tuesday) evening, Masonic Temple. Visiting brothers welcome. O. O. HALL, Secretary.

WASHINGTON COMMANDERY, NO. 15.—Regular meeting and drill of drill corps at 7:30 sharp. Important business. All members are requested to be present. C. W. FRANK, Business Manager.

HAWTHORNE LODGE, NO. 111 A. F. AND A. M.—Special communication this (Tuesday) evening, Masonic Temple. Work in the F. C. degree. Visiting brethren welcome. C. E. MILLER, Sec.

EMBLEM Jewelry, buttons, charms, pins, new designs. Jaeger Bros., 131-3 Sixth st.

Correctly designated emblem cards for all orders. Kilham Stat'y & Ptg. Co., 5th & Oak.

DIED.

HANSON—July 17, Christian Hanson, aged 57 years, 8 months and 14 days. Deceased is survived by a widow, Mrs. C. Hanson, of 66 East Thirtieth street; also two sons and two daughters—Henry, of Lewiston, Mont., and Olaf and Miss Lillian and Evelyn Hanson, of this city. Deceased was a member of Webfoot Camp No. 65, W. O. W. Remains are at the parlors of the Skewes Undertaking Company, Third and Clay streets. Funeral notice later.

HARRIS—Patrick Harris, of Gladstone, died at his home July 17, at 1 P. M. Funeral notice later. Whereabouts of his son, Patrick Harris, Jr., desired at once. Astoria papers please copy.

FUNERAL NOTICES.

WACKROW—July 16, at her late residence, 419 Sacramento street, Augusta Wackrow, aged 81 years. Funeral services will be conducted today (Tuesday), July 18, at 2 P. M. from the Rodney Avenue German Methodist Episcopal Church, corner Rodney avenue and Stanton streets. Friends invited. Interment at Mount Scott Park Cemetery. Remains at Pearson's undertaking parlors, Russell street at Union avenue.

GELINSKY—In this city, July 16, Albert Gelinsky, aged 74 years, husband of Elizabeth Gelinsky and father of Walter E. and Emil R. Gelinsky and Mrs. Margaret Holderman, of this city. The funeral services will be held from the chapel of the F. S. Dunning, Inc., East Side funeral directors, 414 East Alder st., at 2 P. M. today (Tuesday), July 18. Friends invited. Interment in Lone Fir Cemetery.

POTTER—In this city July 17, at the residence of her sister, Mrs. William Bohlander, 129 Laurelhurst avenue, Martha P. Potter, aged 47 years, wife of J. S. Potter, of Fremont, Oregon. The remains are at the residence establishment of J. P. Finley & Son, Montgomery at Fifth. Funeral services will be held Wednesday afternoon at the Methodist Episcopal Church, Lebanon, Oregon.

DUNN—July 16, Abigail Dunn, aged 85 years, beloved mother of Mrs. Etta Hirschberg. Funeral services will be held at Dunning & McEntee's chapel tomorrow (Wednesday), July 19, at 3 P. M. Friends invited. Interment Multnomah Cemetery.

HUBER—The funeral services of the late Rosa Huber will be held today (Tuesday), at 3 o'clock P. M. at the residence establishment of J. P. Finley & Son, Montgomery at Fifth. Friends invited. Interment at Boise, Idaho.

TAYLOR—Mildred M. Taylor, aged 39 years, beloved wife of C. U. Taylor. Funeral services will be held at P. L. Lerch undertaking parlors, East 11th and Clay sts., Tuesday, at 2 P. M. Friends invited.

FUNERAL DIRECTORS.

EDWARD HOLMAN CO.
ESTABLISHED 1877.
RELIABLE
UNDERTAKERS
and
FUNERAL DIRECTORS
Lady Assistant
Third and Salmon Streets.
Main 507, A 1511.

PERFECT FUNERAL SERVICE FOR LESS
$150 FUNERAL FOR $75
Higher-priced funerals in proportion.
MILLER & TRACEY
Independent Funeral Directors.
Lady Assistant.
Washington at Ella st., Ext. 20th and 21st. Main 2091, A 7585. West Side.

J. P. FINLEY & SON,
PROGRESSIVE
FUNERAL DIRECTORS.
MONTGOMERY AT FIFTH.

DUNNING & M'ENTEE, funeral directors. Broadway and Pine. Phone Broadway 430, A 4558. Lady attendant.

F. S. DUNNING, INC.
East Side Funeral Directors, 414 East Alder Street. East 52, B 2525.

A. R. ZELLER & CO., 592 WILLIAMS AVE. EAST 1058, C 1058. Lady attendant. Day and night service.

BREEZE & SNOOK, Sunnyside Parlors. Auto hearse. 1026 Belmont. Tab. 1258, B 252.

P. L. LERCH, East 11th and Clay streets. Lady attendant. East 781, B 1888.

ERICSON Residence Undertaking Parlors, 12th and Morrison sts. Main 6133, A 2235.

MR. AND MRS. W. H. HAMILTON—Funeral service. E. 80th and Gilsan. Tab. 4318.

BREEZE & SNOOK, Sunnyside Parlors. Auto hearse. 1206 Belmont. Tab. 1258, B 252.

SKEWES UNDERTAKING COMPANY, 3d and Clay. Main 4164, A 2271. Lady attendant.

BYRNES, new resident establishment, 901 Wms. ave. Wdln. 220, C 1943.

FLORISTS.

MARTIN & FORBES CO., florists, 254 Washington. Main 209, A 1269. Flowers for all occasions artistically arranged.

CLAKE BROS., florists, 287 Morrison st. Main or A 1805. Fine flowers and floral designs. No branch stores.

GUSTAV J. BURKHARDT, 112 2d. PHONE MAIN 995, A 3603. Floral designs, cut flowers and ferns.

MAX M. SMITH, Main 7215, A 3121. Selling bldg., 6th and Alder sts.

TONSETH FLORAL CO., 285 Washington st., bet. 4th and 5th. Main 3102, A 1161.

MONUMENTS.

PORTLAND MARBLE WORKS, 264-266 4th st., opposite City Hall. Main 7464. Philip Neu & Sons for memorials.

BLAESING GRANITE CO. THIRD AT MADISON STREET.

OREGON HUMANE SOCIETY
Office Room 153 Courthouse, 5th-street Entrance.
Phone from 8 to 5 Main 378, Home Phone A 2525. Night call after office hours Main 2792.
Report all cases of cruelty to the above address. Electric lethal chamber for small animals. Horse ambulance for sick and disabled animals at a moment's notice. Anyone desiring a dog or other pets, communicate with us. Call for all lost or strayed stock, as we look after all impounding. There is no more city pound, just Oregon Humane Society.

AMUSEMENTS.

PANTAGES
MATINEE DAILY 230
First appearance of Al Golem and company of royal entertainers,
THE SLAVE DEALERS.
6—OTHER BIG ACTS—6
Boxes, first row balcony seats reserved by phone. Curtain, 2:30, 7 and 9.

HIPPODROME
Feature Photoplays and Vaudeville.
2 to 5; 6:45 to 11 P. M.
Sat., Sun., Holidays 1:15 to 11.
Mats., 10c; Nights, 15c.

OAKS PARK

Chat No. 66

The big day of the week is tomorrow. The Troubadours will present their last big hit, "On the Campus," which is one of the most human and interesting of recent musical comedy "finds." There's an opportunity for bushels of fun, and it isn't passed up by our Troubadours. This is a great farce, there's no use talking—it just is, and there's more music and life in it in a minute than a dozen other musical shows.

Since it's also children's day, you must be doubly sure to come. All the little ones will be here with their laughter and glee. All children under 15 will be admitted free and given a ride on the shoot the chutes. Bring the little ones along just for the fun and outing it will give them, and then bring along the big brothers and sisters and take them to the skating rink. There's the pavilion, too. An attractive, open place; just the kind for wholesome amusement.

Well may Ferulio's coming next Sunday be looked forward to with keen delight. That wonderful genius and superb band director with his great company of Italian musicians far surpasses any band that has come to Portland in many a day. Ferulio stands out as a powerful factor in the music world. His compositions,