LONGSHOREMEN TO BE AT WORK TODAY

San Francisco Locals Are to Disregard Action Taken at Other Coast Ports.

LUMBER SHIPS EXCLUDED

Sound's Refusal to Reconsider May Result in Split Off From District's Jurisdiction--Old Contracts Are to Prevail.

SAN FRANCISCO, July 19.—Every San Francisco longshoreman who went on strike here June 1, with the exception of the men loading lumber vessels, will be back at work tomorrow, according to declarations of officials of the local Riggers' and Stevedores' Union made tonight.

The resumption of work tomorrow follows the election held Saturday in which the men voted to end the strike and arbitrate their demands. They delayed their return to work long enough to hear from similar elections in other coast ports Monday in which practically all the other strikers voted the opposite way and decided to remain out.

Because the local men are acting in opposition to the other strikers, it was considered probable here today that the San Francisco union would withdraw from the Pacific Coast District of the International Longshoremen's Union which called the strike. A vote of the members, however, is necessary before the withdrawal.

3000 to Resume Work.

Approximately 3000 men will be back at their task here tomorrow, according to the leaders. They will work under the same scale of wages and same conditions that prevailed before they walked out demanding higher wages and the adoption of the "open shop" doctrine. About 1000 have been working for several weeks for a number of employers who granted their demands individually. More than 80 worked on the Harvard today.

The longshoremen's demands will be arbitrated August 1 by committees from the union and the Waterfront Employers' Union. According to the union men, the employers have promised to discharge all nonunion men employed as strikebreakers.

Lumber Carriers Not to Benefit.

The men who load and unload lumber vessels will not be back on their jobs tomorrow, because their employers are not members of the Waterfront Employers' Union and have not made any compromise offers.

San Francisco's strike situation today took several unexpected turns. While the longshoremen announced today they would go to work tomorrow, the bay and river boatmen, who returned to work this morning under old conditions, pending arbitration, left their posts at noon with the statement that they would not work beside nonunion men. The strikers said they had gone back to work with the understanding that the strikebreakers would not be employed.

SOUND STRIKERS STAND PAT

Reconsideration of Vote Refused and Peace Not in Sight.

SEATTLE, Wash., July 19.—Longshoremen's unions of Seattle and Tacoma today refused to reconsider their previous action in rejecting the compromise agreement accepted by the San Francisco unions. The decision of the Puget Sound locals was made known in a telegram to J. J. Foley, president, and J. A. Madsen, secretary of the Pacific Coast district executive board, who are in San Francisco, and who had urged the locals to take a referendum vote.

The following telegram was received by district board members here from Mr. Foley and Mr. Madsen:

"Have wired Seattle and Tacoma locals urging men to reconsider and take vote by referendum. San Francisco will stand by coast district if this is done. Otherwise they are likely to create a serious situation."

The strike leaders in charge of the Seattle headquarters of the district sent a telegram in answer saying that the Seattle and Tacoma locals had acted with due consideration and would not take a referendum vote, regarding their previous action as final.

Federal Mediator Henry M. White said today that a deadlock still existed here, and there was no prospect of a peace conference being arranged.

STRIKERS ARE ENJOINED

(Continued From First Page.)

United States Marshall Montag and his deputies had gone home.

Specifically, the injunction is directed against J. A. Madsen, individually and as secretary of the Pacific Coast District International Longeshoremen's Association, and as representative of all members of the association, "who are too numerous to be made parties defendant"; against J. L. Johnson, C. P. Holgate and Robert Orr, individually and as president, secretary and business agent, respectively, of the International Longshoremen's Association, No. 38, Series 5, and as representatives of all members of said association, "who are too numerous to be made party defendants"; and against M. P. Cannon, P. Ward and A. E. Barnes, individually and as president, financial secretary and business agent of the International Longshoremen's Association, No. 38, Series 6," and as representatives of all members of said association, who are too numerous to be made party defendants."

Disorders Are Cited.

The petition cites several specific instances of disorder growing out of the strike, principal among which are the following:

July 3, about 6 P. M., six men, on leaving Ainsworth dock, were followed by a crowd of 25 or 30 men, and when about 500 feet from the dock were brutally kicked and beaten. Later two of these men were carried from their temporary quarters to a waiting automobile which was to take them to a hospital where their injuries might be treated. The motor was surrounded by 40 or 50 men, and was able to proceed only after a number of police officers had been called.

July 7, about 5:30 P. M., a launch carrying employes of the company was showered with rocks as it was passing beneath the railroad bridge near the Ainsworth dock.

An hour later on the same day, it is related, an automobile, with three men in it, was stopped by 150 men, and the Deputy Sheriff accompanying it was cursed and otherwise abused.

July 8, about 10 P. M., three men employed by the company left Madison-street dock in a launch. A group of 10 or 15 men called them vile names, it is reported, as the launch left. As the vessel passed successively beneath the Morrison, Burnside and Harriman bridges, rocks were dropped onto it. When it arrived at the Ainsworth dock a crowd of 100 men gathered threateningly around the deputy in charge of the launch, and in the language quoted in the petition and attributed to the strikers, threatened to "prevent anyone else from taking scabs in and out of the dock."

Deputy Fires Shots.

July 11, it is set forth, an automobile with three men in it, was surrounded bq 25 pickets as it was about to leave the dock, and one of the deputies had to fire three shots into the ground before he was permitted to proceed.

Illustrative of the damages that the plaintiff corporation says it has suffered on account of the strike, it is declared that the steamer Rose City, one of the vessels operated by it between Portland, Astoria, San Francisco and Los Angeles, was forced to remain idle here for a long period in the month of June.

The Rose City has operated irregularly within the last few weeks and arrived in Portland with a full cargo, it is explained, Monday night, July 17. She has been unable to unload with her accustomed dispatch and will be unable to take on a cargo of freight now awaiting her unless the work of the longshoremen can proceed unmolested, it is declared.

Mr. Farrell, by his affidavit, estimates that the company has suffered fully $10,000 damages since the strike started and asserts that the losses are accumulating further day by day.

The affidavit of W. D. Wells recites the difficulties that have attended the attempted operation of the company's business since the strike was called. He recites particularly that on July 3 three men leaving the Ainsworth dock were followed to the Broadway bridge, where they were assaulted, and declares that present conditions cannot continue to prevail without bloodshed.

Cause of Strike Cited.

The cause of the strike is explained in Mr. Wells' affidavit, too. The men were getting 50 cents an hour for nine hours' work and 75 cents an hour for over-time. Their present demand is for 55 cents an hour for nine hours and $1 an hour over-time "and various other stringent requirements, including an absolute inhibition against the plaintiff employing any one but members of the defendants' organizations."

The San Francisco & Portland Steamship Company, it is explained, has leased, for a number of years, the Ainsworth dock, which is owned by the O.-W. R. & N. Company. The defendants and their associates, ever since this strike has been in progress, have picketed the Ainsworth dock, and "by acts of violence as well as by other actions and words intended and calculated to intimidate, have caused such individuals as desired to enter or remain in the plaintiff's employ to fear great bodily injury in the event they did not refrain from entering into the employ of the plaintiff."

Soon after the strike started, the petition continues, the plaintiffs sought from the city and county authorities adequate police protection for its men, but their appeal, it is declared, has been in vain.

"But," reads the next paragraph, "peace officers, even when they are provided by the authorities, offer no substantial protection or security and as a result the defendants are bold, open and defiant in their threats.

"The object of this strike," it is declared, "was to cripple and paralyze the business of all employers of longshoremen," in an effort to induce them to conduct their business in accordance with "such arbitrary rules and regulations concerning wages and conduct of work as the officers of said associations might see fit to impose."

C. P. Holgate, financial secretary of local union No. 5, of the longshoremen, one of the defendants named in the complaint, was asked last night for a statement in regard to the injunction. Mr. Holgate said that he did not care to make any comment, as the paper has not been served on him.

STRIKE MAY LOSE SHIPS

MANAGER OF JAPANESE LINE SAYS SEATTLE MAY BE PASSED UP.

Direct Sailing to New York Would Not Be Hardship, as Difference in Time Would Be Little.

SEATTLE, Wash., July 19.—(Special.)—S. Mihara, manager of the foreign department of the Nippon Yusen Kaisha, the greatest steamship company of Japan, who arrived here today on the Awa Maru from Tokio, announced that there is grave danger to Seattle that the great steamship line will remove part or all of its fleet from this port and send its vessels direct to New York via the Panama Canal if the intolerable conditions on the waterfront continue. This statement was occasioned by the sight of the steamer Tatsuno Maru, which was due in Yokohama 13 days ago, but which is still in port with her cargo not yet unloaded.

"It is comparatively easy for a steamship line to change its routes," said Mr. Mihara today, "and, as we have already started a service direct to New York via the Panama Canal, we can easily augment it with the ships ordinarily coming to Seattle. It wouldn't be much of a hardship to us, either. It takes 38 days from Yokohama to New York by all water route. It usually takes 15 days to Seattle by water and it may take a month to get the freight overland to New York."

KLAMATH SHIPS HORSES

Two Carloads of Mounts Dispatched to El Paso, Tex.

KLAMATH FALLS, Or., July 19.—(Special.)—Two carloads of cavalry horses were shipped Monday from Klamath Falls for El Paso, Tex. Captain George Weinterburn, of the United States Army, inspected the horses and left for San Francisco.

"Although the allies have been buying horses in this country for more than a year, there are still about 20,000,000 horses in the United States" said Captain Weinterburn. "I believe there are plenty of mounts for the needs of all governments in the field. The war has kept up the price of horses in this country, but I do not believe it has raised the price. Our contracts call for about the same price for good horses as did those signed before the war started."

MAN BURNED AIDING POLICE

Hot Cylinder of Alleged Speeding Motorcycle Grabbed.

Edward Rudeen, brother of Charles Rudeen, proprietor of the State Market at 221 First street, was burned severely about the hands last night while assisting Motorcycle Patrolman Ervin to arrest Steve Duchan, 20 years old, on a charge of speeding.

The police say that Duchan was waving a knife and attempting to mount his motorcycle to escape on Thurman street. Mr. Rudeen was burned by siezing the hot cylinder of the motorcycle.

Patrolman Ervin says he chased Duchan two miles towards Portland on the Linnton road. The fugitive's machine is said to have been going 58 miles an hour.

Though a battleship is a "she," an airship is a "he." After some discussion the English war office has settled the sex of the Zeppelin. Hereafter the war office will refer to the German dirigible as "he" or "him" in official statements.

ACTIVITY IS SHOWN IN LOCAL SHIPYARDS

Interests of Swifts in Portland Project Throws Light on Work.

SUCCESS OF PLAN IS SEEN

Shipbuilding Plants of Columbia River District Are Busy—Additional Ways Presaged by New Deals.

SHIPBUILDING YARDS OPERATING AND PROJECTED.

Portland.

Northwest Steel Company and Willamette Iron & Steel Company, ways building for construction of five steel freighters.

Peninsula Shipbuilding Company, ways started for two wooden auxiliary schooners.

North Pacific Shipbuilding Company formed and negotiating at New York for construction of two composite steamers.

Swift plant projected for building motor vessels for Alaska trade.

St. Helens.

St. Helens Shipbuilding Company has finished auxiliary schooner City of Portland; has three vessels building and two more provided for.

Astoria.

Wilson Bros.' yard, two wooden steam schooners under construction. McEachern yard, three auxiliary schooners under construction.

Now that the Swift interests of Chicago are planning to enter into the business of building wooden sea-going vessels on the Columbia River, the activity in this particular is assuming formidable porportions. As soon as the Swift plant is formally launched, no fewer than seven extensive shipbuilding industries will be in operation in Portland or on the Columbia River between Astoria and Portland. At least two additional plans now are developing and at least one of them is expected to materialize sucessfully.

Edward H. Swift and Carlton B. Swift, of Chicago, left Portland Tuesday night with definite instructions to their associates here to investigate the possibilities of their proposed enterprise fully. They seemed thoroughly impressed with the importance and the possibilities of the project. It is generally understood by men with whom the Swifts conferred while here that if they go into the project at all they will go into it on a large scale.

The property of the Peninsula Industrial Company—owned by the Swifts—adjoining the plant of the Union Meat Company and the Portland Union Stock Yards Company on Columbia Slough is available for this work.

The details now are in the hands of the Standifer-Clarkson Company, lessees of the Monarch lumber mill, which is near the Swift holdings on the Peninsula. The aim of the Swifts is to arrange with the Standifer-Clarkson people for the operation of the new plant.

The new plant will build wooden vessels equipped with Deisel or semi-Deisel engines. This much already has been arranged. The Monarch mill will furnish the wood. It is understood that the vessels are intended especially for the Alaskan trade.

It is believed that the project can be launched and operated with entire success with an initial investment of less than $50,000. The Swifts, it is understood, stand ready to furnish at least half the necessary amount. In fact, it is said, they feel so enthusiastic over the plan that they expressed a willingness while here to furnish all the capital.

ALLIES TO PUSH OFFENSIVE

French Officer Forecasts Greater Progress by Fall Season.

That the next two months will result in a much greater change in battle progress in Europe than has been reported the past few weeks is said to be the view of Baron de H. Malussern, a Lieutenant in the French army, who is at San Francisco on his way here, accompanied by Baroness Malussern.

They made the trip from Los Angeles to the Golden Gate on the steamer Wapama, which reached here at midnight Tuesday, and in conversation with Captain Foldat and Steward Jack Pennington, Baron Malussern is quoted as having declared the allies undoubtedly will continue the present offensive tactics. The French officer was wounded and his physical condition is said to be the reason he is on furlough to America.

BEAR'S CASE NOT HOPELESS

Vessel Not Leaking and Water Is Pumped From Engine and Fireroom

Salvage operations aboard the "Big Three" liner Bear, stranded June 14 north of Cape Mendocino, when en route from Portland for San Francisco, are evidently progressing, a report to the Merchants' Exchange yesterday being to the effect that the vessel was in good condition, with her engine and firerooms pumped clear of water and that she was not leaking. Work is being carried out aboard with a view of getting her braced below deck as staunch as possible in preparation for an attempt to haul her into deep water.

London advices are that in the overdue market the rate on the Bear dropped to 20 guineas, but reports reaching there early this month caused the rate to be advanced to 90 guineas.

Longshoreman Libels Wapama.

A libel action against the steamer Wapama for $10,000 damages was filed in the United States District Court yesterday by Carl Wass, a longshoreman. He alleges that while helping to load lumber on the Wapama at Linnton May 11, a slingload of material being hoisted aboard struck a pile of lumber on which he was working, resulting in serious injuries.

Marine Notes.

Laden to capacity with lumber, the schooner John A. Campbell sailed from the Columbia River for Sydney, Australia, yesterday afternoon. She was dispatched by Comyn, Mackall & Co., and her charter rate is 110 shillings.

To be cleaned and painted in connection with overhauling she has undergone here, the lighthouse tender Heather was lifted on the Oregon drydock yesterday and is expected to be floated this afternoon.

Carrying 1,000,000 feet of lumber, part of which she will work today at the mill of the West Oregon Lumber Company, at Linnton, the steamer Wapama is to sail Saturday for San Diego.

It is planned to start the second cigar-shaped log raft of the season from the Hammond Lumber Company's plant at Stella, Saturday. The raft will be towed south by the steamer Edgar H. Vance, Captain Dick Selke. The third raft of the season from the Wallace Slough yard of the Benson Logging Company will be ready for sea next week.

Guage readings at 8 o'clock yesterday morning registered a depth above zero in the Willamette River here of 20.9 feet and at 6 o'clock last night it had fallen one-tenth of a foot, which has been the rate of decline in the same period during the past few days.

Barge No. 40, in tow of the tug Henry J. Biddle, passed to sea yesterday morning, bound from Portland for Anchorage with a full lumber cargo.

In connection with the purchase of the stranded schooner Oakland, by Henry Albers, of this city, announced early in the week, arrangements were completed yesterday for J. R. Roberts, of Portland, to attempt the salvage of the vessel. The Oakland lies on Manzanita beach, near Nehalem, where she went shore in March with a lumber cargo loaded on Coos Bay for San Francisco. Her crew abandoned her at sea.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Rose City	Los Angeles	In port
Breakwater	San Diego	In port
Great Northern	San Francisco	In port
Northern Pacific	San Francisco	July 21
Beaver	Los Angeles	July 24
F. A. Kilburn	San Diego	July 20

DUE TO DEPART.

Name.	For	Date.
Breakwater	San Diego	July 20
Great Northern	San Francisco	July 20
Yale	S. F. to L. A.	July 21
Rose City	Los Angeles	July 21
Harvard	S. F. to L. A.	July 22
Northern Pacific	San Francisco	July 22
Yosemite	San Diego	July 22
Wapama	San Diego	July 22
Klamath	San Diego	July 22
F. A. Kilburn	San Diego	July 24
Beaver	Los Angeles	July 29

Movements of Vessels.

ASTORIA, July 19.—Sailed at 7:10 A. M., gasoline schooner Tillamook, for Coos Bay. Sailed at 10:50 A. M., barge No. 40, in tow tug Henry J. Biddle, for Anchorage. Arrived at 12:55 P. M., steamer Great Northern, from San Francisco. Sailed at 3:50 P. M., schooner John A. Campbell, for Sydney.

San Francisco, July 19.—Arrived at 1 P. M., steamer Alcatraz, from Columbia River; at 3:30 P. M., steamer Northern Pacific, from Flavel. Steamer Bear reported in fine condition; engine-room and boiler-room now free of water; not leaking.

Coos Bay, July 19.—Arrived at midnight, dredge Colonel Michie, from Portland.

Bandon, July 19. — Sailed — Gasoline schooner Patsy, for Portland.

Seattle, Wash., July 19.—Arrived—Steamers Admiral Watson, from Southwestern Alaska; Prince George (British), from Anyox, B. C.

San Francisco, July 19.—Arrived—Steamers Hoquiam, from Willapa; Alcatraz, from Astoria; Northern Pacific, from Flavel, O. M. Clark, from Mukilteo. Sailed—Steamer Helene, for Grays Harbor.

Yokohama, July 17.—Arrived—Steamer Nippon Maru, from San Francisco.

Antofogasta, July 14.—Arrived—Steamer Colusa, from San Francisco.

Tocopilla, July 18. — Arrived — Steamer Beiridge, from Port San Luis.

Marconi Wireless Reports.

(All positions reported at 8 P. M., July 19, unless otherwise designated.)

Santa Cruz, San Francisco for Callao, 505 miles south of San Francisco, July 18.

Newport, Balboa for San Francisco, 1265 miles south of San Francisco, July 18.

Jim Butler, San Francisco for Santa Rosalia, 908 miles south of San Francisco, July 18.

Beaver, San Pedro for San Francisco, 38 miles east of Point Concepcion.

Yacht Venetia, San Francisco for San Diego, 12 miles west of Point Vincent.

Celtic, San Pedro for San Francisco, 10 miles west of Santa Barbara.

Peru, San Francisco for Balboa, 244 miles south of San Francisco.

City of Para, Balboa for San Francisco, 306 miles south of San Francisco.

Coronado, San Francisco for Aberdeen, 500 miles north of San Francisco.

President, San Francisco for Seattle, 365 miles from Seattle.

Asuncion, El Segundo for Vancouver, 40 miles south of Umatilla lightship.

Congress, Seattle for San Francisco, off Tillamook Head.

Yosemite, San Francisco for Portland, 25 miles north of Cape Blanco.

Drake, El Segundo for Powell River, 696 miles from El Segundo.

Floridian, San Francisco for Sydney, 1515 miles from San Francisco, July 18.

Manoa, Honolulu for San Francisco, 1989 miles from San Francisco, July 18.

China, Orient for San Francisco, 1717 miles from San Francisco, July 18.

Atlas, Honolulu for San Pedro, 945 miles from San Pedro, July 18.

Enterprise, San Francisco for Honolulu, 770 miles from San Francisco, July 18.

Lucas, Kahului for Richmond, 1532 miles from Richmond, July 18.

Multnomah, Grays Harbor for San Francisco, 15 miles north of Point Reyes.

Speedwell, San Pedro for San Francisco, 70 miles south of San Francisco.

Lurline, San Francisco for Honolulu, passed Point Bonita at 7 P. M.

Nan Smith, Coos Bay for San Francisco, 108 miles north of San Francisco.

El Segundo, towing barge 91, Richmond for Portland, 414 miles north of Richmond.

Tides at Astoria Thursday.

High.	Low.
4:29 A. M. ....7.3 feet	10:57 A. M. ....0.8 foot
5:10 P. M. ....8.6 feet	11:56 P. M. ....1.3 feet

Vessels Entered Yesterday.

American steamer Wapama, general cargo, from San Francisco.

Vessels Cleared Yesterday.

American steamer Wapama, 1,000,000 feet lumber, for San Diego.

Columbia River Bar Report.

NORTH HEAD, July 19.—Condition of the bar at 5 P. M.: Sea, smooth; wind, northwest, 12 miles.

VETERAN, 92, SENT TO HOME

Oregon City Post Pays Fare of Soldier Found by Road.

OREGON CITY, Or., July 19.—(Special.)—Andrew J. Wilcox, the 92-year-old veteran of the Civil War, who was found lying by the roadside near Sandy yesterday, was sent on his way to Roseburg today, his fare paid and food provided by members of Meade Post No. 2, Grand Army of the Republic.

The old fighter met many Oregon City comrades this morning and retold many times for their benefit his story of his attempt to walk from Portland to Roseburg.

At Roseburg the veteran will apply for temporary admission to the Soldiers' Home. Then he will communicate with the home at Monte Vista, Colo., to which he was once admitted, and ask that they take him again.

LARGER PIPES TO GO DOWN

Vancouver Water System Will Receive Improvements.

VANCOUVER, Wash., July 19.—(Special.)—The North Coast Power Company, controlling the street railway system and the water system of Vancouver, contemplates making extensions of 23,700 feet of water mains this year, of which 11,600 feet will be eight-inch pipe.

It is planned by the company to lay an 18-inch gravity pipeline from the springs east of the city to a reservoir, and to replace the present 100,000-gallon tank with a 75-foot tower, which will give greater pressure in parts of the city needed.

The company is asking the city for amendments to its present franchise, the most important one being that all water users must have meters installed.

HARVEST HANDS NEEDED

Sheridan Farmers Unable to Employ Sufficient Labor.

SHERIDAN, Or., July 19.—(Special.)—The sudden change of the weather from showers to sunshine and wind has dried out the ground and made a demand for quick harvest. Farmers in all districts surrounding Sheridan are calling for help and none is to be had. This is particularly true of Ballston where the owners are laboring themselves to get the hay cut and cured before another wet season sets in.

The large loganberry acreage is in the midst of its harvest shorthanded. No pickers can be employed and the berries are rotting on the vines.

OPEN SHOP INSISTED ON IF MEN RETURN

Employers and Chamber Declare Compromise on Issues Not Possible.

SCALE ALSO IS UNCHANGED

Appeal Is Made for Public Assistance in Fight Against Some Conditions That Have Hurt Commercial Industries.

Open-shop conditions and a wage scale of 50 cents an hour straight time and 75 cents an hour overtime, as published by the Chamber of Commerce and Employers' Association, are to govern longshore work at Portland and are not subject to compromise, declare officers of those organizations.

Union longshoremen at Portland voted overwhelmingly Tuesday to resume work under closed-shop rules and the scale applying previous to June 1, which, on general cargo, was from 50 to 55 cents an hour straight time and 75 to 82½ cents an hour overtime, the lower rate applying on vessels of the "Big Three" fleet and the higher scale on other coastwise carriers.

Further action on the part of the unions depends on the final stand San Francisco organizations take, or at least the men are waiting further information before announcing what stand they will take.

Appeal Made for Help.

The following statement was issued yesterday by the waterfront executive committee, which is composed of five members of the Chamber of Commerce and five members of the Employers' Association:

With us in Portland the various union rules which were enforced were in reality a greater handicap than the excess in wages which shippers were obliged to pay here. If a return to work were permitted under the old wages and conditions prevailing May 31, the most serious handicap of the past would be re-established. The re-establishment of such handicap would partially retard, and perhaps preclude, the establishment of certain steamship lines which Portland must have if she is to advance as a city and as a seaport.

We declare that the scale of wages and conditions recently adopted and announced by the Portland Chamber of Commerce and the Employers' Association shall stand without alteration.

The people of this city in general, and the employers in particular, are called upon to support the Chamber of Commerce and the Employers' Association in the present fight to remove the most serious of the several local handicaps which have made it difficult in some, and impossible in other cases, to secure steamship lines to operate from and to this port.

Union men "marked time" yesterday in lieu of a definite programme, being dependent on developments at the Golden Gate. The steamer Rose City finished discharging California cargo at Ainsworth dock in the morning and hauled over to the Oregon-Washington dock. The steamer Wapama unloaded cement cargo at Oak-street dock, both working nonunion forces.

Meals Served on Dock.

The latter vessel was supplied with about 20 men from the Ainsworth dock force and meals were served them on Oak-street dock, so there was no delay in the work. Union longshoremen were in evidence, but only in conducting routine picket duty.

Lansing Williams, Portland agent for the Parr-McCormick line, which is concerned only with handling general cargo from California to Portland, on receipt of telegraphic information from San Francisco yesterday made the following statement:

"The Parr-McCormick service will be resumed at once. The steamer Davenport is to leave San Francisco Saturday with general cargo, being due here Wednesday. The law and order committee of the San Francisco Chamber of Commerce has taken charge of the movement of freight to docks there, so ships can be dispatched. Our work will be conducted on an open-shop basis here. In fact, nonunion men who have helped us out will get first consideration."

Some Prices Are Higher.

The San Francisco & Portland line is working men on the Rose City's cargo and the Parr-McCormick interests in that of the Wapama's freight at the scale adopted by the Chamber of Commerce and Employers' Association, 60 and 75 cents.

The North Pacific Steamship Company, handling the steamers Breakwater and F. A. Kilburn on this run at present, agreed to the demands of the longshoremen at the outset of the strike, June 1, is paying the new scale of 55 cents and $1, which also applies to any general cargo worked by the stevedoring firms of Brown & McCabe and the Oregon Stevedoring Company. Lumber loaded by the latter concerns is governed by the scale that was sought by the longshoremen as well, being 60 cents an hour straight time and $1 an hour overtime. On a settlement being made those rates will be made to coincide with the ruling scale.

CORVALLIS SERVICE TO END

Albany-Portland Schedule Goes Into Effect After Today's Sailing.

Leaving Taylor-street dock this morning, the steamer Grahamona, of the Yellow Stack line, will make her last trip of the season to Corvallis. Usually the service is discontinued much earlier in the season, owing to low-water conditions, and this is the first year that it has extended beyond July 13 in the history of the Yellow Stack fleet.

There is sufficient depth of water at present, but the stream is falling and the fact that the Grahamona is the only carrier operating being kept busy prompted the company to shorten the run after today and Albany will be made the terminus until the Fall season is on.

News From Northwest Ports.

COOS BAY, Or., July 19.—(Special.)—The steam schooner Yellowstone, arriving this morning at 5:20 was expected to have a full cargo of freight from San Francisco, but only brought 13 carloads. Non-union men worked the vessel, which is loading lumber at the North Bend Mill & Lumber Company dock.

The Adeline Smith sailed this morning at 2:30 for San Francisco, carrying Smith lumber.

The Coos Bay dredge Col. P. S. Michie arrived from Portland, where a new propeller was attached, at midnight. The dredge proceeded with her work on the bar at 10 this morning.

Announcement was made here by the North Pacific Steamship Company that the F. A. Kilburn, due here Sunday, will go no farther than San Francisco on her next trip south. The Kilburn leaves drydock Friday and sails north from San Francisco.

The small fishing boat, the Big Chief, was picked up on the south spit of the bar by the Coast Guard and towed into Sunset Bay after her engine was disabled by failure of the batteries.

ASTORIA, Or., July 19.—(Special.)—The steamer Great Northern arrived today from San Francisco, bringing a fair list of passengers, but only a small amount of freight.

The schooner John A. Campbell sailed this afternoon for Sydney, Australia, with a cargo of lumber from the Knappton mill.

The gasoline schooner Mirene arrived during the night from Waldport with freight. The gasoline schooner Tillamook sailed this morning for Coast points with freight.

The steam schooner Yosemite, due this evening from San Francisco, will go to Rainier to load lumber.

The tug Biddle, having in tow barge No. 40 with a cargo of lumber from Portland, sailed today for Anchorage, Alaska.

SHIP MATERIAL DELIVERED

Shipments From San Francisco Go to Yards at Astoria and St. Helens.

Spikes and bolts to be used in the construction of two steam schooners being built at Wilson Bros.' yard, Astoria, for the Charles R. McCormick Lumber Company have arrived there from San Francisco, delivery having been made by the steamer Wapama. Captain Jahnsen, commodore of the fleet, is superintending the work there in behalf of the company.

The Wapama also carried supplies for the new auxiliary schooner City of Portland, which is loading at St. Helens for Port Pirie, also 5000 feet of hardwood lumber that was discharged there for use in finishing the auxiliary schooner City of St. Helens.

Yet another building aid on the part of the Wapama was discharging 100 tons of chain at Stella, required in building cigar-shaped log rafts.

For building purposes at Portland she brought 740 tons of cement and 80 tons of plaster.

GRIEVANCES TO BE AIRED

Skipper and Engineer of Patsy to Present Cases Tomorrow.

Differences between Captain John Pinding, of the gasoline schooner Patsy, of the Elmore fleet, and Chief Engineer Quick, of that vessel, are to form the basis of an investigation set for tomorrow morning before United States Steamboat Inspectors Edwards and Wynn, in which the inspectors say charges and counter-charges were made.

At the offset it is said Engineer Quick complained that cargo was stowed about the engineroom in such a way and in such quantities as to interfere with his work. Following that Captain Pinding filed charges of improper conduct on the part of the head of the "black gang."

NORTHWESTERN OUT TUESDAY

Accident to Alaska Steamer Affects Service Temporarily.

Supplemental reports from Seattle to Frank Bollam, agent here for the Alaska Steamship Company, relative to the steamer Northwestern having lost a blade of her propeller Sunday, when 240 miles southwest of St. Elias, are that the damage will be repaired so the vessel can sail Tuesday.

As the liner Mariposa is scheduled to leave Seattle the same day, the company will start both vessels, the Mariposa for Anchorage and return, while the Northwestern will steam for Cordova, Valdez, Seward and ports on that route, making Prince William Sound via the outside course in both directions. By that means it is planned to have the Northwestern back so as to leave on her usual time August 10.

Mr. Bollam says the passenger business for Alaska via Portland is good.

Unga Wireless Bill Passes Senate.

OREGONIAN NEWS BUREAU, Washington, July 19.—The Senate today passed Senator Jones' bill appropriating $45,000 to establish a Government wireless station at Unga Island, Alaska.

$25,000 BALM ASKED

Wounded Widow Starts Action Against Ernest Descamps.

LOVE'S DREAM SHATTERED

Defendant Was Ardent Wooer, According to Plaintiff, Who Charges He Asked Her to Wed Him Every Week.

Ernest Descamps, of Descamps & Marco, first whispered words of love to Mrs. Eugenie P. Joubert at her ranch in Columbia County, June 4, 1915, and at that time they were pledged to be married, according to a suit for $25,225 heart balm filed in the Circuit Court yesterday, by Mrs. Joubert's attorneys, Richards & Richards.

The two selected January 3, 1916, as the date for the marriage, according to the complaint.

Mr. Descamps is charged with having failed to carry out his promises to marry Mrs. Joubert even though she urged him to do so. Mrs. Joubert declares that she confided in his promises and remained unmarried.

Mr. Descamps was a most ardent lover, according to the complaint. It declares that he renewed his requests of marriage about once a week for many weeks at Mrs. Joubert's home at the Spokane Hotel, Couch and Second streets. Each time Mrs. Joubert admits she accepted him.

The complaint further declares that Mr. Descamps was frequently with Mrs. Joubert and that he repeatedly assured her that they would be married on January 3.

Love's dream was shattered on January 13, 1916, 10 days after the date set for the wedding, when, according to the complaint, Mr. Descamps notified his fiance that he would not marry her.

Among other acts charged against Mr. Descamps is that he induced Mrs. Joubert to make him administrator of the estate of her deceased husband, declaring that there would be no charges as "it was all in the family." He is later declared to have sent her a bill for $225, which she paid.

Mrs. Joubert declares that on January 13 Mr. Descamps had her sign a blank note for an unnamed sum of money and then attempted to secure possession of the note. She says that she refused to let him have it and that on the same day he refused to marry her.

In asking for damages the complaint represents Mr. Descamps to be "a man of high position and influence in the financial and business world and worth more than $100,000."

Damages in the following sums, totaling $25,225, are demanded in the complaint: For mental anguish, $5000; for loss of society and companionship of a husband and injury to prospects, $10,000; punitive damages for deceit and wanton injury, $5000; for ridicule as a result of breach of promise, $5000; for money paid out for administration of husband's estate, $225.

Two-thirds of the world's correspondence is in the English language.

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