# STRIKE END IS GAIN

Shippers Expect Faster Handling of Cargoes Here.

### AMICABLE PACT PLEASES

Ship Owners Say New Longshore men's Scale, Placing Port on Equality With Puget Sound, Will Help Business.

Action taken by longshoremen Saturday night to end the waterfront strike as reported exclusively in The Oregonian, will result in facilitating the handling of cargo at this port in the opinion of shippers tere, the return of the unon men to work today making a large number of men, experienced in handling shipments, available. This will necessarily prove an added inducement to shippers at the present price of more tonnage when any delay, no matter how tonnage when any delay, no matter how slight, mounts into money. The fixing of the scale of wages at

50 cents an hour straight time and 75 cents an hour overtime, thereby placing this port on a par with Seattle and other Puget Sound ports will, it is believed, make for the development of shipping here. Higher wages paid to longshoremen compared to wages paid at Seattle have been one of the great handicaps which this port has labored under in the past, in the opinion of whip owners.

O. M. Clark, president of the Chamber of Commerce, and as head of the Clark & Wilson Lumber Company, one of the heaviest lumber shippers in the city, expressed pleasure yesterday at the amicable settlement of the strike, which had at last been reached. He said the return of the union men to work would prove of assistance in the handling of

"The result will be that we will be able to have crews of a more efficient character," he said. "With our nonunion crews we had some very good men handling lumber. This could not be said of all, however, for, owing to our need of securing crews on short notice, we were compelled to take a large number of inexperienced men. Workingmen of various kinds could not

working men of various kinds could not naturally become good lumber handlers without a little experience."

Mr. Clark expressed the belief that a great step had been made for the placing of this port on an equality with Seattle with reference to charges, thereby making it possible for Portland to compare on an equal basis with her

compete on an equal basis with her northern rival.

"As I understand the settlement," he said, "It will be possible for the mate of a vessel to be foreman of the loading or a vessel to be foreman of the loading crew, instead of a member of the union, as is necessary under the closed shop. This will prove one advantage, as the cargo of the vessel can then be stored as the officers of the ship desire. In the same way members of the crew can handle the winches used in the loading and disphares of cargo. and discharge of cargo.

# BUILDING COMPANY ORGANIZED

Three 8000-Ton Steel Steamers Are Contracted in Seattle.

SEATTLE, Wash, Nov. 5.—Organization of another big shipbuilding company in Seattle, the Ames Shipbuilding company, was announced Saturday, together with the information that contracts aircady have been signed for the construction of three Same Francisco for Same Francisco, Same Signed for the construction of three Same of the Same Francisco, Same Same of the Same of SEATTLE, Wash., Nov. 5 .- Organica-

Approximately \$40,000 will be expended in remodeling the old light vessel No. 50 and fitting her up to operate on the Mexican coast. This was announced last night by Joseph Supple, who is representing the new owner.

Mr. Supple said that the work will be started today, and will be rushed. He estimates that it will be completed in 50 days.

The vessel will be pulled out on the ways and cleaned, and she will then

ways and cleaned, and she will then be given a new coat of paint on the hull. The superstructure of the vessel will be entirely remodeled.

### MARINE INTELLIGENCE.

#### Steamer Schedule. DUE TO ARRIVE.

Name. From orthern Pacific. San Francisco. cakwater. San Francisco. osc City. Los Angeles. A. Kiburn. San Francisco. Los Angeles. DUE TO DEPART. Name. For Date.

Name. For Date.

SF for L.A.S.D. Nov.

Breakwater. San Francisco. Nov.

Northern Pacific San Francisco. Nov.

Harvard. S.F. for L.A.S.D. Nov.

Clamath. San Diogo. Nov.

A. Kliburn. San Francisco. Nov.

A. Kliburn. San Francisco. Nov.

Hose City. Los Angeles. Nov.

Wajama San Diego. Nov.

Wajama San Diego. Nov.

Wajama San Diego. Nov.

Scaver. Los Angeles. Nov.

Scaver. Los Angeles. Nov.

Marine Notes. A load of lumber will be taken on the

### AGED WOMAN

### Run Down and Feeble-Made

Strong by Vinol

So many people in Portland and vicinity are in Mrs. Wickersham's condition we ask you to call at our store and get a bottle of Vinol, and if it fails to benefit we will return your money. STATE DOES NOT LEVY TAX sham, of Russellville, Pa., says: was in a run-down, feeble condition and had lost flesh. A neighbor asked me to try Vinol, and after taking two bottles my strength returned; I am

In Feason Viol was so successful in Mrs. Wickersham's case was because it contains beef and cod liver peptones, iron and manganese peptonates and glycerophosphates, the very elements needed to build up a weakened run-down system and create strength. State Tax Commission, assuming that the state is a taxing district and levies the state is a taxing district and lev

Right here in Portland we have seen such excellent results from Vinol that it is a pleasure to know it is doing so much good for old people in other parts of the country. The Owi Drus Co., Portland, also at the leading drus store in all Oregon towns.

Columbia River by the steamer Iaqua, which got away from San Francisco for this port resterday morning at 8 o'clock. She will be dispatched from here by the Charles R. McCormick Lumber Company.

En route from Boat Harbor to Astoria the Columbia Contract Company's tag H. J. Biddle with a cargo of coal in tow passed Tatooni yesterday, according to advices received by the Merchants Exchange. The tag had put into Neah Bay to escape a strong southerly blow.

The steamer Northern Pacific, of the Great Northern Pacific Steamship Company, reached Flavel yesterday with a good list of passengers and a fair cargo of freight.

### News From Northwest Ports.

COOS BAY, Nov. 5.—(Special.)—The steamer Adeline Smith arrived at 7:30 this morning from San Francisco.
The storm which started three days ago continues, and tonight reports from Cape Arago indicate the wind-is rising. The bar became rough this afternoon.
The steam schooner Hardy, due today, has not reported.

has not reported.

ASTORIA, Or., Nov. 5.—(Special.)—The steam schooner J. B. Stetson, laden with 750,000 feet of lumber from St. Helens and Westport for San Pedro, came down the river and went to the lower harbor, but on account of the heavy seas outside will probably not sail before tomorrow.

After discharging fuel oil at Portland, the tank steamer Wm. F. Herrin, sailed today for California.

tank steamer Wm. F. Herrin, salled today for California.

The steamer Beaver salled at 3 e'clock this morning for San Francisco and San Peatro with freight and passengers from Portiand and Astoria.

The steamer Northern Pacific arrived today from San Francisco, bringing a full cargo of freight and a fair list of passengers. She reports a rough trip all the way up the coast.

The tug Navigator, having the oil barge Monterey in tow, and the tug Tatoosh, towing the lumber-laden barge Washougal, are waiting here for more favorable weather before pioceeding to sea.

The southerly gale still continues along the coast and this evening the wind at North Head was blowing at a 48-mile rate.

#### Movements of Vessels.

PORTLAND, Nov. & Sailed Steamer W. F. Herrin, for San Francisco.

Astoria, Nov. 5.—Sailed at 8.30 A. M.—Steamer Beaver, for San Francisco and San Pedro. Arrived at 1.30 P. M.—Steamer Northern Pacific, from San Francisco.

San Francisco. Nov. 8.—Sailed at 8.A. M.—Steamer laqua, for Columbia River, Arrived—Steamer Rose City, from San Pedro or Portland. November 4.—Sailed at 9.30 or M.—Steamer Klamath, for Columbia River, Arrived—At 11. P. M.—Steamer F. A. Kilburn, from Portland via Coos Bay and Sureka.

ttoosh, Nov. 5.—Passed out at 9:30 A. Tug Henry J. Biddle, towing Columbia ract barge, from Goat Harbor for As-

tract barge, from Goat Harbor for Asar Pedro, Nov. 4—Arrived at 5 P. M.—
mer, Nebalem, from Columbia River.
storia, Nov. 4—Arrived down at 9:30
M.—Steamer Beaver,
in Francisco, Nov. 5.—Arrived—SteamGrace Pollar, from Tacoma; Tahoe,
Santa Barbara, from Willapa Harbor;
necon from British Columbia; Carlos
Quinault, from Grays Harbor; San
Arrived—Steamers Vosemite, for
Gamble; Oregon, for Grays Harbor;
of Gamble; Oregon, for Grays Harbor;
frair, for Bureka; City of Durham (Britfor New York; Iaqua, for Columbia
er.

ish), for New York; laqua, for Columbia, River.

Tacoma, Wash, Nov. 5.—Sailed—Steamer Shimpo Maru (Japanese), from Yokohama. Seattle, Nov. 5.—Arrived—Steamers Valdez, from Nome; Santa Ana, from Southeastern Alaska; Prince George (British), from Prince Rupert, B. C.; achooner Haleryon, from Keichikan, Sailed—Steamers, from Grom Francisco; City of Seattle, Alki, for Southeastern Alaska; Prince Geoerge (British), for Prince Rupert, B. C. Norfolk, Va., Nov. 5.—Arrived—Steamer Oyleric, from San Francisco.

#### Marconi Wireless Reports.

Marconi Wireless Reports.

(All positions reported at 8 P. M., Nov. 5, unless otherwise designated.)

Acme San Francisco for Cnina, 5072 miles from San Francisco. November 4.

Astral, San Francisco, November 4.

Standard Arrow, China for San Francisco. 3250 miles from San Francisco, November 4.

Ecuador. Orient for San Francisco, November 4.

Ecuador. Orient for San Francisco, 2354 miles from San Francisco, November 4.

Nichmend, San Francisco, November 4.

Nichmend, San Francisco for Honolulu, 1208 miles from San Francisco, November 4.

Matsonia, San Francisco for Honolulu, 1170 miles from San Francisco for Honolulu, 1170 miles from San Francisco for San Francisco, 102 miles south of San Francisco.

Laqua, San Francisco for Grays Harbor, 10 miles north of Arena.

Asuncion, Richmond for Powell River, 25 miles north of Reyes.

Tides at Astoria Monday, High. Low. 10:10 A.M.....8.7 feet|4:02 A.M.....1.4 feet 10:48 P.M.....7.2 feet|4:58 P.M....0.5 foot

Columbia River Bar Report. NORTH HEAD, Nov. 5.—Condition of the bar at 5 P. M.—Sea smooth; wind southeast, 25 miles.

RIVER STEAMER HELD BY SANDS NEAR UNDERWOOD LANDING.

Hood River Ferry Assists in Removing Cargo of Apples and 40 Passen-

gers Take to Train.

HOOD RIVER, Or., Nov. 5.—(Special.)—The steamer Tahoma, on the down-river trip to Portland this afternoon, grounded on a newly made sandbar near midstream just west of the Underwood, Wash., wharf. The boat was heavily loaded with apples and other freight, a portion of which was lightered on a scow at the Underwood landing.

lightered on a scow at the Underwood landing.

The boat still stuck and the big side-wheeler ferryboat of the Hood River-White Salmon ferry system was called to take off freight. It is thought the boat will be free from the spit before very late tonight. The 40 passengers aboard the Tahoma were taken in small boats to Underwood, where some of them took North Bank trains for Portland.

Captain Charles Nelson, master of the Tahoma, one of the Columbia's most experienced pilots, was at dinner when the boat ran aground, a new man having the wheel.

## "I So Argues Mr. Albert in Combating 6 Per Cent Limitation.

SALEM, Or., Nov. 4 .- (To the Editor.) bottles my strength returned; I am gaining in fiesh, it has built up my health and I am feeling fine for a woman of my age, so I get around and do my housework."

The reason Vinol was so successful in Mrs. Wickersham's case was be-

We Give S. & H. Green Trading Stamps Stamps Given on Charge Accounts if Paid in Full by 10th

# Olds, Wortman & King

Dependable Merchandise



# 2400 Women's Coats

Including 762 Coats Bought Special

In an Extraordinary Showing and Sale Garment Salons, Second Floor

-Coats for evening wear, for motoring, for street and utility wear - Coats of broadcloth, zibelines, plush, brocaded velvet, Kurltex cloth, wool velours, etc.-Coats in every favored style of the season at prices ranging from \$9.95 up to \$75.00

## -Today's Grocery List-

-New Prunes, large, lb. 10c -Canned Shrimp, can, 10c -New Prunes, 8-lb. box, \$1 -New Figs, 3 packages, 25c -New Black Figs, lb., 10c -New Walnuts, pound, 20c -New Seeded Raisins, 10c -Imported Holland Bulbs-Plant now for early blooming.

M. J. B. Coffee—Why?

1-lb. Tins for 40c 3-lb. Tins at \$1.10 5-lb. Tins at \$1.75

-M. J. B. Coffee is vacuum packed, which pre-serves its strength and aroma. TRY IT!



these levies, as it does not constitute other taxing bodies is in mills and a separate fund, but when collected cents. No reason has been given why goes directly into the general fund of the county, and with the other items of the county levy is distributed for tion of property the last 10 years has

county purposes.

The Constitution provides:

We must not lose sight of the fact that the state tax forms a very small portion of the aggregate of our taxes. In this city and county for this year it was 2.7 mills only, as against over 31 mills of total tax. This fact, that is, the light state tax, would not embarrass the counties if it were held to be, as it really is, a part of the county tax.

Indeed, under existing laws the coun ty's failure to make any levy would not relieve it from the payment in full of its quota of the state revenue, or the County Treasurer of criminal Hability in the premises.

In the levy of the state tax the countles deal in tenths of mills and mills, while the levy in countles and

# Will pay for the chance to heal Catarrh

After an experience of 25 years, during which time 50 million Americans have used Kondon's Catarrhal Jelly, the manufacturers of this remedy feel so sure that it will relieve catarrh—that they offer to pay for a chance to prove its benefit to any catarrhal sufferer. They announce that any resident of this community can go to almost any drug store and get a com plimentary trial can at the expense of the manufacturers. If the druggist has no gratuitous packages, the person may buy a 25 cent tube with the unqualified understanding that if that first tube does not do that person more than a dollar's worth of good, he or she can get their quarter back from either the druggist, or the Kondon Company at Minneapolis. Over 35,000 druggists know Kondon's Catarrhal Jelly is effective, harmless, clean and pleasast to apply—and they know the Kondon people will gladly live up to this offer—"quarter back if not worth a dollar." Address—



tion of property the last 10 years has county purposes.

The Constitution provides:

Article 9, section 6—Whenever the expenses of any fiscal year shall exceed the income, the legislative assembly shall provide for levying a tax for the ensuing year, sufficient with other sources of income, to pay the deficiency, as well as the estimated expense of the ensuing fiscal year.

The Legislature has provided therefor as follows:

Section 3613 of the inws of 1913, page 274—14 shall be the duty of the State Tax Commission in December of each year to assert-

Section 3613 of the laws of 1913, page 274
—It shall to the duty of the State Tax Commission in December of each year to ascertain by computation and estimate, as hereinafter provided, the total amount of revenue necessary for state purposes for the next ensuing fiscal year, and to apportion the aforemaid total revenue among the several counties in the manner hereinafter provided.

AUSTRALIA NEEDS SHIPS

COFFEE Tastes Better—Goes Further

Famous Chefs Who

Use "Dependable"

Henry Thiele, Hotel Benson J. Brizzalari, Hotel Mult-

nomah H. Oda, Imperial Hotel. Chas. Kieffer, Arlington Club

Jack Frits, University Club

O.-W. R. & N. Dining Cars Portland & San Francisco S. S. Co. S., P. & S. Dining Cars

The "Tricolator" fits on any coffee pot or percolator. Makes delicious French drip coffee. To aid in better coffee-making, we send this "Tricolator" postpaid on receipt of 75c and a trade-mark from the "Dependable" can. It sells for \$1 in the stores. The trade-mark has no value—merely shows that you are trying our coffee. Send to Dwight Edwards Co., Portland.

Edwards'

in the movement of Australian wheat harvest is already in sight to chievous and should be rejected by to Europe will not go far toward solv-voting 321 No. J. H. ALBERT. ing the problem. The steamers have a total cargo capacity of 120,000 tons, but it is doubtful if they can make more than two trips each to Europe

always fresh.

Export of Grain Held Back by Lack of Tonnage.

of Tonnage.

MELBOURNE, Australia, Nov. 1.—The government's purchase of 15 large steamships in England to be operated

DWARDS

The Hostess' Confidence

same delicious, inviting cup that guests

high, uniform quality for a generation. It

is fresh-and its wonderful, rich aroma

comes to you intact. We see to it that your

grocer buys in small quantities—that it is

pendable." Surely you value the judgment

of chefs whose cuisine is famous. 40c a

pound-or \$1.10 in the three-pound tins.

Tell your grocer you want to try "De-

have learned to expect at her table.

She knows that her coffee will be the

"Dependable" has maintained the same



#### CTRONG DITTER A forecast of the returns ALL OTHERS RO ALL OTHERS ALABAMA NEBRASKA ARIZONA NEVADA ARKANSAS N. HAMPSHIRE CALIFORNIA **NEW JERSEY** COLORADO **NEW MEXICO** CONNECTICUT NEW YORK DELAWARE N CAROHNA FLORIDA NORTH DAKOTA GEORGIA OHIO IDAHO **OKLAHOMA** ILLINOIS OREGON INDIANA PENNSYLVANIA 10WA RHODE ISLAND KANSAS SOUTH CAROLINA KENTUCKY SOUTH DAKOTA LOUISIANA TENNESSEE MAINE TEXAS MARYLAND UTAH MASSACHUSETTS VERMONT MICHIGAN VIRGINIA MINNESOTA WASHINGTON MISSISSIPPI W. VIRGINIA MISSOURI WISCONSIN MONTANA WYOMING

If the vote tomorrow were to be cast for most popular roofing, instead of for the election of national officials, there would be an overwhelming plurality in favor of

# ertain-teed Roofing

This is indicated by the fact that "The General" makes 1/3 of all the asphalt roll roofing made in America. The balance is "scattered" among 39 other manufacturers.

Each year CERTAIN-TEED rolls up a strikingly increasing number of advocates, because this type of roof is coming to be recognized as the most efficient covering for all kinds of buildings, with either flat or pitched roofs.

CERTAIN-TEED is clean and sanitary, costs less to buy, less to lay, less to maintain and less per year of life. It is guaranteed for 5, 10 or 15 years, ac cording to ply (1, 2 or 3). It actually lasts longer.

The secret of this long life lies in the quality of the roofing felt, and the asphalt saturation. Roofings do not wear out-their life depends upon the length of time they retain the saturation. CERTAIN-TEED is made of the best quality of roofing felt; and is thoroughly saturated with the General's own blend of soft asphalts, which keeps the inner saturation soft and prevents the drying-out process so destructive to the ordinary roofing.

GENERAL ROOFING MANUFACTURING COMPANY

World's Largest Manufacturer of Roofings and Building Papers w York City Chicage Philadelphia St. Louis Boston Cleveland Pittsburgh Detroit San Francisco Los Angeles Milwaukes Cincinna lew Orleans Minopapelis Scattle Kansas City Indianapolis Atlanta Richmond Des Moines Houston Duluth London Sydney Capyrighted 1916. General Roofing Manufacturing Co CERTAIN-TEED is made in rolls; also in slate-surfaced shingles. There is a type of CERTAIN-TEED for every kind of building, with flat or pitched roofs, from the largest skyscraper to the smallest residence or outbuilding

CERTAIN-TEED is sold by responsible dealers all over the world, at reasonable prices Investigate R before you decide on any type of roof