

LONGSHOREMEN ARE TO RETURN TO WORK

Grain to Be Handled Pending Decision on Wage Scale.

WAITING SHIPS ARE LOADED

Agreement Is Reached to Abide by View of Conciliation Board and Action Affects All Harbors.

Portland grain handlers yesterday agreed to abide by a decision of the Oregon state board of conciliation in connection with demands for an increase in the wage scale from 75 to 80 cents an hour, failure to obtain the additional amount having prompted them to go on strike July 1. It is understood that the pay for handling grain on Puget sound will be governed by the same decision, though on the northern harbor a formal demand has not been made, the scale in effect being 75 cents.

As soon as all parties to the agreement have signed a statement, through which the matter will go before the board of conciliation, it is expected the men will return to work at 75 cents an hour, probably Monday. Longshoremen at Astoria, who refused to work the steamer West Islay, are demanding wheat unless their pay was advanced to \$1 an hour, yesterday "turned to" under protest, meaning that the demand, which is really to fix a rate on bulk wheat, since the West Islay is the first ship to come into the river for that class of cargo for years, has been taken before the national adjustment commission at Washington. It was reported to government officials yesterday that with one spot leader into the hold of the West Islay from the Astoria grain elevator, about 5000 bushels of wheat an hour was being loaded, or about 150 tons.

With the steamer West Ceina taking cargo at the St. Johns terminal, while the transfer of wheat from the damaged steamer West Harlan to the Mount Evans is going ahead at the North Bank dock, the understanding reached on other loading is most encouraging both to ship operators and the government, since it is desired to "clean up" cereal stocks on hand with the least possible delay, so dock space will be available for new crop wheat that is looked for in a few weeks.

1810 CHRONOMETER IS IN USE

Expert Examiners One of Earliest of Ship's Instruments.

Oscar Schwartz, nautical expert for the shipping board, whose responsibility is to make sure that chronometers are working properly and compasses are adjusted on new vessels, says a chronometer that was delivered to his office a few days ago bore the date of 1810, having been turned over to the British admiralty from some ship under the British flag and in turn was lent to the shipping board.

Mr. Schwartz says that as the first chronometer was made in 1801, according to available records, the one that found its way to Portland might be regarded as a curiosity, but, he says, this is true only because of the date, since the construction differed little when compared with present-day instruments.

He said there was evidence of long usage about the chronometer, and he was able, by measurements of the principal spring, to show how it had worn. The chronometer will remain aboard one of the new ships until the shortage of such instruments is overcome, when it is to be returned to the British admiralty.

WINKING LIGHTS ARE PUZZLING

Shippers Wonder If They Are Baffled When Two Lights Appear.

Two bright, winking lights, working within a ship's length of each other, marking the entrance to Willapa harbor, are said to have prompted shipmasters during the past few days to wonder, since California joined the dry states on the coast, if intoxicating odors were being wafted from the sea, with so much light, in sufficient strength to affect their vision.

But it happens the key to the situation was found yesterday, when it became known that the lighthouse tender Rose, which went there to replace the outside gas buoy, succeeded in anchoring the substitute, but there was such a heavy fog running the old lighted aid could not be lifted. The Rose is standing by in the harbor, awaiting more favorable weather for the job. Meanwhile the harbor entrance is decidedly well marked and the lights will afford optical effects of spirituous pleasures, though other sensations are lacking.

TRIESTE WAGES NOT SKY HIGH

Portland Officer Writes of 16-Hour Dock Shift Drawing \$2.

Longshoremen at Trieste worked 16 hours straight discharging flour from the steamer West Togos, for which they received \$2, according to George Conway of Portland, who is second officer aboard the vessel, in a letter written to his mother, Mrs. George Conway, of 215 Broadway. The second officer has made a step upward, as he was third officer on leaving Portland. He is the son of Captain George Conway, deceased, former superintendent of water lines for the O-W. R. & N.

Mr. Conway writes that the flour discharged there, which amounted in all to about 3000 tons, was destined for the Jugo-Slav relief at Dalmatia. The ship is now on the way back to Newport News and Mrs. Conway expects her son to continue home overland.

LOADING OF WHEAT BEGINS

Longshoremen at Astoria Resume Work Under Protest.

ASTORIA, Or., July 16.—(Special.)—The loading of both bulk and sacked wheat on the West Islay was commenced at the port dock this morning. Following a secret meeting held late last night the longshoremen decided to proceed with the loading of the steamer under protest, as their demand for an increase in wages of the dock men to 88 cents an hour and that of the trimmers to \$1 an hour had not been granted. They were assured, however, that they will be paid the wages agreed upon at the coming conference with the various ports of the northwest.

The West Islay is taking bulk wheat in her lower hold and sacked grain between decks and both are being worked simultaneously.

Cruise to Be Probed.

HONOLULU, T. H., July 4.—(By mail.)—Investigation of the cruise of the schooner Luika, which sailed 5000 miles out of its course in coming here from Suva, will be undertaken by the owners, who are Japanese merchants.

The principal item for investigation is the reason why the Japanese government wireless station at Jaititi, where the Luika stopped to get a new boom, refused to send a message to Honolulu telling of the safe arrival of the ship. Jaititi has a powerful wireless station which the Japanese captured from the Germans early in the war.

BUNKER RULES ARE CANCELED

Issuance of Licenses Will Be Discontinued.

Cancellation of rules in effect during the war governing the filling of bunkers of all vessels at American ports, a move regarded most necessary by the government, but which added to details which agents and shipmasters were called on to attend to, has been made, according to a telegram reaching Collector of Customs Moore. The telegram was from Washington and is as follows:

"Effective 14th inst., war trade board has canceled all existing bunker rules and regulations. Issuance of trip and time bunker licenses will be discontinued and all outstanding bunker licenses will be void after 14th inst. War trade board has issued general license No. 5, effective 14th inst., which permits all flag steamers, secure in United States or its possessions for bunker fuel or ship's stores in any quantities desired whenever said vessels are engaged or are about to engage in trade in any part of the world. No forms of any kind are required."

CARGO TO GO TO LONDON

EELBECK CANNOT BE SWITCHED TO SCANDINAVIAN PORTS.

Full Load From Portland for New European Service Is Assured and West Aleta Is Coming Too.

Definite instructions for loading cargo for London and Liverpool, aboard the steamer Eelbeck, not Eelbeck as first reported, were given yesterday, it having been found impossible to switch her for Scandinavian ports, but the steamer West Aleta, scheduled to sail from San Francisco the latter part of this month for Copenhagen, will be sent to London if there are 2500 tons of cargo available for the northern European ports.

A. C. Stubbe, general manager of the Columbia Pacific Shipping company yesterday gave out the information concerning the start of the new Pacific coast-European service. He has had inquiries for other than the usual shipments for ports across the Atlantic, one of them being for piano sounding boards, manufactured apparatus, which are said to be in high demand in the United Kingdom.

We have given assurance Portland and Astoria shippers can load the space allotted aboard the Eelbeck, which is 3750 tons, deadweight, and there is every reason to believe the Scandinavian buyers now here will have call for the space on the West Aleta for Copenhagen and that neighborhood, so we are ready to book offerings promptly," said Mr. Stubbe. "This places Portland and the Columbia river district on an equality with other coast harbors and it is an opportunity we hope will be taken advantage of."

It is said immense quantities of food stuffs of various kinds would be contracted for immediately by the Scandinavian interests, but there are some limitations and materials in short supply. The surplus is limited, many early contracts having been made.

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., July 16.—(Special.)—The steamer Charles Christensen and the steamer Aurora arrived at the pier at the E. K. Wood mill. The steamer Charles Christensen is loading at the Halbert mill and the steamer Aurora is loading at the E. K. Wood mill. The steamer Charles Christensen is loading at the Halbert mill and the steamer Aurora is loading at the E. K. Wood mill.

ASTORIA, Or., July 16.—(Special.)—

The steam schooner Willamette arrived at 10 o'clock last night from San Francisco with freight and proceeded to Portland. The steamer Willamette is loading at the Halbert mill and the steamer Aurora is loading at the E. K. Wood mill.

SAFETY OF PASSENGERS

Laden with a cargo of asphaltum, the steam schooner Mayfair arrived at 6:30 this morning from San Francisco, en route to Portland. The steamer Mayfair is loading at the Halbert mill and the steamer Aurora is loading at the E. K. Wood mill.

TACOMA, Wash., July 16.—

The following vessels are due in port on July 18: Cello, Adway, Santa Ines, Santa Rita at Puget Sound; W. A. Perry, ownership Benowa and Fondosa at Tidewater. The steamer Tacoma is due at the Baker dock some time tonight to load a cargo of freight.

SEATTLE, Wash., July 16.—

Selection of Mrs. Marie Chapin of Pine Meadow, Conn., right worthy grand as



News for the Housewife at Preserving Time

Here is a recipe for preserving syrup that will give you finer jams, jellies and preserves—and save you about one-half your trouble.

Instead of all sugar use only one-half sugar and one-half Karo (Red Label).

You will find this means clear, firm jelly; rich preserves with heavy syrup; and delicious jams, mellow and "fruity".

Karo is a fine, clear syrup, with a natural affinity for the juices of the fruit.

It blends the sugar with the fruit juice—brings out all the "fruity" flavor.

Furthermore, it prevents even the richest jam or jelly from "candyng".

It does away with all the uncertainty of preserving, and just about cuts the work in half.

For cooking, Baking and Candy Making Karo (Red Label) is used in millions of homes. In all cooking and baking recipes use Karo instead of sugar. It is sweet, of delicate flavor, and brings out the natural flavor of the food.

FREE A copy of the Corn Products Cook Book is all ready to send to you as soon as we receive your name and address. It contains any number of helps to the woman who expects to make preserves, jams or jellies.

CORN PRODUCTS REFINING COMPANY P. O. Box 161, New York City



Defiance Lumber company dock tomorrow.

More than 1,250,000 feet of lumber is due for shipment from the Dempsey mill, Tacoma, within the next ten days. The steamer Mayfair is in port to commence the loading of 500,000 feet to be taken to San Francisco. The schooner Mayfair also is scheduled for another 500,000 feet for California ports on the 20th. The Gray line steamer Santa Ines, that docked at the pier Monday with 2000 tons of ore will load 201,000 feet for South America on the 20th. The Santa Rita, due this week, will pick up 80,000 feet on the 20th on its return trip to South America.

Efforts to bring to Tacoma, at least a

large part of the new Pacific fleet, which leaves Hampton Roads Saturday for Pacific coast ports, were being redoubled today by civil authorities, following the announcement that some of the fleet would be here September 19. The Tacoma Commercial club is planning a demonstration in the stadium that day in honor of the fleet. The extent of the demonstration will depend largely upon the number of vessels sent here and the willingness of Admiral Rodman, fleet commander, to co-operate with the committee's plans.

SEATTLE, Wash., July 16.—

The steamer West Hepburn, a product of the Dupuis plant, this morning was assigned by the operating department of the special board to the Pacific Steamship company of Seattle, as manager.

Eastern Star to Launch Ship.

SEATTLE, Wash., July 16.—Selection of Mrs. Marie Chapin of Pine Meadow, Conn., right worthy grand as



Here's your MAID O' CLOVER BUTTER.

Where MAID O' CLOVER goes, there are sparkling eyes, ruddy cheeks, and clean skins.

MAID O' CLOVER is 98% food. Its texture is so firm, its composition so wholesome, that it imparts health and happiness. In the hot days of summer

Maid o' Clover Butter

is delivered fresh so that it "holds up" and makes an appetizing spread. Put it on your sandwiches, plain or fancy. It's a real lunch butter.

MAID O' CLOVER BUTTER furnishes just enough fuel to give you energy for your summer work. Being PASTEURIZED and pure, it is easily and readily assimilated, so that the natural bodily forces aren't interfered with.

There's a natural goodness, a lingering taste, a perfect blending of flavor in MAID O' CLOVER BUTTER so that its selection stands supreme.

A Summer Suggestion: "Mutual Ice Cream Is the Cream of Creams."

Mutual Creamery Company



STEAMER MAYFAIR ARRIVES

Lumber Cargo to Be Carried South by Nelson Company Vessel.

The steamer Mayfair, coming in the Charles Nelson company's line, which recently included Portland in its coast itinerary, reported yesterday from San Francisco with general cargo, and berthed at Albers dock. She loads back with lumber furnished under contract by Dant and Russell. The vessels will handle general consignments northbound and take back lumber, adhering to the same policy as the McCormick steamers.

At the Bolla ticket agency it was

announced yesterday that the steamers J. B. Stetson and Nome City were to come north, the former getting away from the Golden Gate July 23 and the Nome City the latter part of the month. They will carry passen-

gers. The Willamette, of the McCormick

line, sails from here for California ports Saturday and the Klamath a week later. The Rose City, of the San Francisco and Portland Steamship company's line, leaves San Francisco Tuesday and sails from Portland July 27.

TRAVELERS' GUIDE.

HONOLULU

Suva, New Zealand, Australia. The National Passenger Steamer R. M. S. "NIAGARA" R. M. S. "MAKURA" 25,000 Tons. 12,500 Tons. Sail From Vancouver, B. C. For fares and sailings apply Can. Pac. Rail. 55 Third St. Portland, or Canadian-Australian Royal Mail Line, 140 Seymour St. Vancouver, B. C.

TRAVELERS' GUIDE.

CP & OS

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Quickest time across the Pacific

ORIENT in 10 days

CHINA in 14 days

MANILA in 18 days

Frequent sailings from Vancouver, B. C.

EUROPE

St. Lawrence Route

MONTREAL—QUEBEC—LIVERPOOL

TWO SAILINGS WEEKLY—

Cabin fare \$85 up—third-class \$45, and \$27 up.

Further information from E. E. Penn, General Agent, 85 Third Street, Portland.

CANADIAN PACIFIC OCEAN SERVICES

SAN FRANCISCO S. S. Rose City

Depart—12 Noon

SUNDAY, JULY 27

From Ainsworth Dock

Fare includes Berth and Meals.

City Ticket Office, 3d and Washington

Phone Main 3539

Freight Office, Ainsworth Dock

Phone Broadway 268

SAN FRANCISCO & PORTLAND S. S. LINES

Willamette Flyer

Fast, safe and comfortable pleasure boat (capacity 200). Along the scenic Willamette—Portland to Oregon City—stops at Rock Island, Oak Grove, Cedar Island, Magoon's.

Fare 25c Each Way.

Leaves Taylor St. Dock—Tues., Wed., Thurs., Fri., 9 A. M.; Sat., 11 A. M., 7:30 P. M. Sat. and Sun., 9 A. M., 11 A. M., 2 P. M., 4 P. M.

Leave Oregon City Tues., Wed., Thurs., Fri., 10:30 A. M., 4:30 P. M.; Sat. and Sun., 9:30 A. M., 12:30 P. M., and 2:30 P. M.

*Runs as far as Magoon's only.

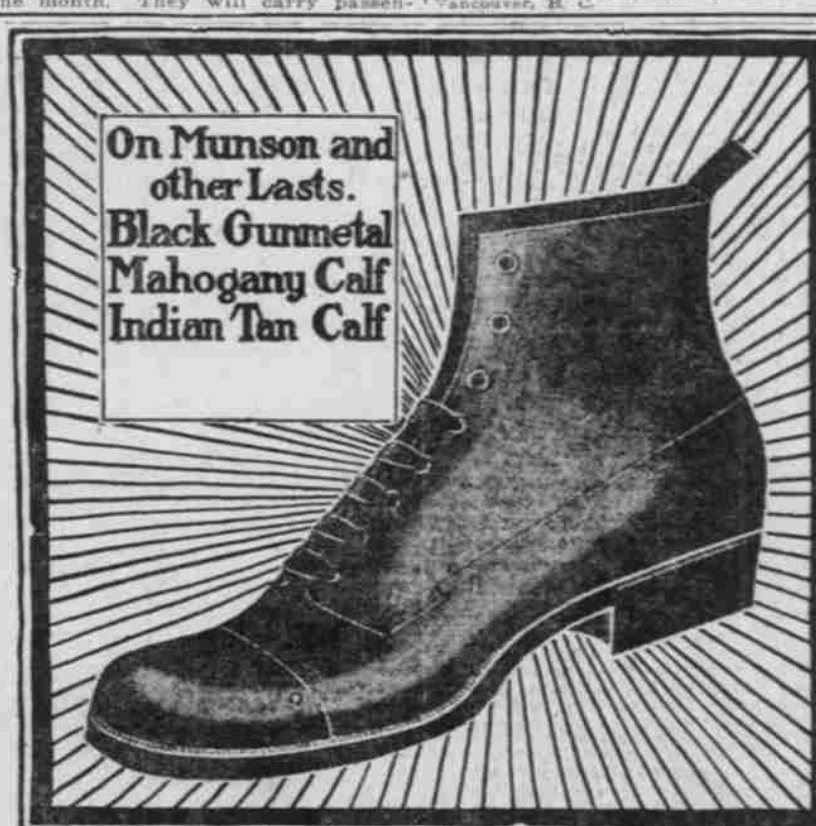
STEAMERS

The Dalles and Way Points.

Sailings, Tuesdays, Thursdays and Saturdays, 10 P. M.

DALLES COLUMBIA LINE

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BUCKHECHT ARMY SHOE

NEAT and serviceable, sturdy and substantial—the BUCKHECHT Army Shoe has outstripped and outpaced every shoe of its kind. Today it is worn by men in all walks of life. For example—business and professional men, hikers, miners, farmers, orchardists, mechanics, outdoor workers, etc.—all have come to accept the BUCKHECHT Army (Munson Last) Shoe as the last word in shoe-comfort and shoe-service. Get a pair today! The BUCKHECHT Army Shoe is sold in Portland by C. H. Baker. In other towns by principal dealers.

Manufacturers BUCKINGHAM & HECHT San Francisco