

WAGE IS HELD NEAR LONGSHOREMEN AND OPERATORS MAY FIX SCHEDULE TODAY.

CONFERENCE TO REOPEN EMPLOYERS TO REACH FINAL AGREEMENT AT SEATTLE ON COMPROMISE; TWO WILL REPRESENT PORTLAND.

An agreement to settle the differences between longshoremen and dock operators, which have been causing sporadic strikes at all ports of the northwest for many months, is expected to be reached today or tomorrow in an adjourned session of the labor conference at Seattle. The conference is to be attended by a number of Portland representatives of both employers and employees. Among those representing the employers will be Frank O'Connor, Portland agent for the Pacific Steamship company, and J. C. Stubbs, general manager of the Columbia Pacific Shipping company, who left for Seattle yesterday.

Probably the most important work of the conference will be to establish uniform wages scale for the entire Pacific northwest, including the Columbia river, Puget sound and British Columbia ports. Heretofore there have always been differences in wages and working conditions between the ports of the sound and those of the Columbia, and these differences have been causes of friction.

A secret session of dock operators was held in the Chamber of Commerce Tuesday at which the Portland operators decided to insist on the reopening of the conference. The decisions reached were not made public.

Longshoremen of the Portland district, who have been receiving 30 cents an hour for straight time and \$1.20 an hour for overtime, demanded an increase to \$1 per hour for straight time and \$1.50 for overtime. The Seattle longshoremen demanded only 30 cents for straight time and \$1.25 for overtime. A compromise was effected at the rate of 30 cents for straight time and \$1.40 for overtime. The final agreement is expected to be reached.

Freighters ashore in Strait Shimbu Maru, Damaged, Is Floated; Proceeding to Port Angeles.

SEATTLE, Wash., Aug. 20.—Telegrams received by the Seattle Merchants' Exchange at noon today said no Japanese freighters were now ashore on the Canadian side of the straits of Juan de Fuca. Earlier reports to the exchange today brought the news that the bound steamer Kiamat, Yonel Maru and Shimbu Maru grounded in dense fog during the night. Later it was reported that the Shimbu had been floated and was proceeding, leaving for Port Angeles, Wash.

The Merchants' Exchange, on receipt of a message from Port Townsend, Wash., stating that the Yonel Maru was due there at noon, said it believed a mistake had been made and that Yonel had not been ashore at all. The Victoria steamer Kiamat, which was reported to have grounded, was ashore on the Yonel and reported the two were stranded.

ASTORIA BARGE LAUNCHED Wilson Shipbuilding Plant Puts Egeria in Water Complete.

The ocean-going tow barge Egeria was launched at 5:30 o'clock last night by the Wilson Shipbuilding company at Astoria. The vessel, which is approximately 100 per cent complete, is the seventh completed by this company within the past two years for the shipping board, making a total of 24,000 tons. The Egeria was originally designed as a Ferris type steamer but has been converted into a tow barge.

NORTHERN PACIFIC IS COMING Well-Known Steamer Will Return to Coast Waters.

The turbine Northern Pacific, one of the two fastest vessels ever on the Pacific coast, is expected to return to these waters, according to a report received yesterday by the Merchants' Exchange. The Northern Pacific proved itself a fast and reliable steamer, bringing 40,000 American troops from Europe in 15 trips. It is understood that the turbine is still in transport service, and will be used for bringing American soldiers home from Siberia.

SHARKS IN GRAYS HARBOR Salmon Fishermen Stop Casting Because Nets Are Endangered.

HOQUIAM, Wash., Aug. 20.—(Special.)—Because of long continued dry weather and the small amount of fresh water coming into Grays Harbor, salmon sharks are following the flooded tides of sea water and have become so plentiful where fishermen usually cast their nets for salmon. The fishermen of the local fleet have ceased operations temporarily. Others cast their nets on the low water runout.

SCHOONER STILL FAST ASHORE Owners Renewing Efforts to Drag Janet Caruthers into Deep Water.

HOQUIAM, Aug. 20.—(Special.)—Although efforts to pull the stranded auxiliary schooner Janet Caruthers off the north beach have been futile, J. H. Price, the owner, has not given up hopes of seeing her afloat. He has ordered the fall storm set in. A third large anchor is to be placed further out to seaward than the two on which the vessel's donkey engine has been pulling for the past ten days, and the tug Sampson,

WHICH CAME OVER FROM PORTLAND TWO WEEKS AGO TO AID IN THE WORK, CONTINUES TO BE HELD HERE IN READINESS TO AID THE DONKEY ENGINE ON THE HIGH TIDES OF THIS WEEK.

2 OF WEST MUNHAM CREW DIED Captain Received Yesterday by Lieutenant Harold C. Jones of the sea service bureau on Osar Johnson, inspector for the sea of this bureau, who is now on a furlough in the orient, tells of the death of Manita of the two members of the crew of the West Munham, the cargo freighter of the Pacific Steamship company on the oriental run.

The two men whose death is reported were James Anderson and William P. Glover, Young Glover, head of the United States secret service in the city. The cause of death was not given.

Steamer Dertona Officered. Captain William A. Gallagher has been appointed by the Columbia-Pacific Shipping company as master of the new wooden steamer Dertona, built by the Supple-Ballin company, which will go to Grays Harbor Sunday to load ties for the Atlantic. Other officers of the vessel will be Peter Peterson, first officer; Ellis Ahlstrom, second officer; and Gottfried Anderson, third officer. Edward W. Turpin will be chief engineer.

New Steamship Service Near. SEATTLE, Aug. 20.—Monthly steamship service between Seattle and Italian, Spanish and southern French ports is being organized by the Societe Generale de Transport Marine, a French steamer concern. J. S. Ford, Seattle agent for Norton, Lilly & Co., of New York, announced here today.

Pacific Coast Shipping Notes. ABERDEEN, Wash., Aug. 20.—(Special.)—Efforts to float the stranded schooner Capt. W. Williams, which was damaged by the tug Sampson standing by the vessel, were successful. The schooner, which was carrying a cargo of lumber, was towed to the wharf and will be repaired.

Operations of the dredging steamer at Hood River, which was damaged by a crane used in unloading pipe for the dredge, are being completed. The steamer, which was carrying a cargo of pipe, was towed to the wharf and will be repaired.

ASTORIA, Aug. 20.—(Special.)—The steamer Kiamat, which was grounded in the straits of Juan de Fuca, was floated and is proceeding to Port Angeles. The steamer, which was carrying a cargo of lumber, was towed to the wharf and will be repaired.

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JOHNSON, DOON IS CALIFORNIA BECOMES OREGON

State Urged to Unite With California in Campaign. WESTERN MAN HELD NEED CHAIRMAN OF PROGRESSIVE COMMITTEE IN GOLDEN STATE SAYS SENATOR IDEAL TYPE FOR PRESIDENT.

"If the wisest to make its influence felt in the forthcoming presidential campaign it can only be done through concerted action. There is one western man who meets every requirement and who can fulfill every qualification; there is one man on whom the entire western states should unite; there is one man who should be the next president of the United States. That man is Hiram Johnson of California."

These are the words of Percy V. Long, former chief of the Progressive party and former chairman of the progressive state committee of California. He has been in Portland for three days sound-ing the national campaign, and he expressed himself as being fully satisfied that the best of the California solo for president will soon be under headway in Oregon.

"California is standing solidly back of Senator Johnson for president," continued Mr. Long. "Down here we have seen him in person, we have watched his every move for more than eight years. California is mighty proud of the record of Hiram Johnson and the ideal type of manhood for the west to present as its candidate and the republican party's choice for president of the United States."

Johnson's Success Recalled. "It will be recalled that when Hiram Johnson first ran for governor of California he was defeated by a narrow margin of 12,000 votes. Labor was like warm water to him. He was elected in 1915, and now that he has become a national figure he is the logical candidate of the republican party. The republicans of California are now united as never before and because of this unity we know that California will stand solidly back of her candidate."

Oregon Backing Expected. During the next few weeks, plans will be under way for the formation of a "Johnson-for-president" organization in Oregon. Mr. Long predicted. He declared he has been so well satisfied with sentiment during his few days in Portland he believes a Johnson organization can be quickly formed in this state.

"We now have a Johnson organization in California which has a big membership," he said. "We recently held a state convention in San Francisco when more than 1000 delegates attended from all parts of the state. Ex-Senator Flint is president of the organization."

"It is our intention now to form such an organization in Oregon, for if California and Oregon stand together back of Senator Johnson, his candidacy will make quick and impressive headway. This is the first time that the west has presented a united front in a presidential campaign, and the people of this section of the country should give him strong support."

GRATER LAKE PLAN IS UP CHAMBER OF COMMERCE TO SEND SPECIAL COMMITTEE.

Recommendations for Visitors to Famed Park Will Be Made. Approval of the suggestion that a committee visit Grater lake, made by the Chamber of Commerce, was referred to the directors of national parks, was given yesterday by the directors of the Portland Chamber of Commerce. H. L. Corbett, president, was authorized to appoint a committee of three or four members to immediately visit the park and make a report on the necessity for the accommodation of visitors and make recommendations of a plan for the execution of their conclusions.

The directors of the chamber of commerce, in the spirit of the movement to take care of the increasing travel to and from Grater lake, will also be authorized to make recommendations of a plan for the execution of their conclusions.

NEW STEAMER BUTTE SOLD BALLIN TYPE VESSEL OF 4500 TONS TO GO EAST. Orders to Load Ties at Grays Harbor Canceled—Name of Purchasing Company Not Given Out.

The new wooden steamer Butte, built at the Vancouver yard of the G. M. Standifer construction corporation for the shipping board, has been sold to the eastern interests, according to an announcement made yesterday by C. D. Kennedy, agent of the division of operations for the shipping board. The Butte is to be delivered to her new owners on the Atlantic coast, but the name of the purchasing company has not been announced.

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POINT BRISTOL, Aug. 20.—Passed at 3 P. M. by steamer Johann Poulsen, for Portland. Arrived at 3 P. M. by steamer Daisy, from Columbia river.

SEATTLE, Wash., Aug. 20.—Arrived—Steamer Horatio X. Baker, from San Francisco; Jefferson, from southern Alaska. Sailed—Steamer Admiral Nicholson, for southeastern Alaska; Lyman Stewart, for San Francisco; Fred Baker, for San Francisco.

TACOMA, Wash., Aug. 20.—Arrived—Steamer Manilla Maru, from Yokohama. Sailed—Steamer Manilla Maru, for Yokohama; Callao, for Ardena, for New York; Glymont, for Honolulu; Amur (British), for Vancouver; brig General, for Seattle.

SAN FRANCISCO, Aug. 20.—Arrived—Steamer J. J. Farrington, from Seattle; Sachem, from Honolulu; Avalon, from Willapa; Kiyu Maru, from Hongkong. Sailed—Steamer Nelson, for Willapa.

HEAD CHECKER APPOINTED Public Dock Commission Secures Services of Mat Sanders. Mat Sanders, who has been connected with the operation of river steamers in Portland harbor for a quarter of a century, severed his connection with the shipping business Tuesday and went to work as head checker on the St. Johns terminal in the employ of the commission of public docks.

Autos Now Go by Steamer. The temporary closing of the Columbia river highway between Cascade Locks and Hood River has proved a boon to the operators of the Dales-Columbia line, plying between Portland and Hood River, carries from six to eight automobiles a month in each direction. The movement is in accord with the attitude of the bankers when, at their last annual conference, they went on record as favoring a movement to stimulate increased production on Oregon farms. Dairy men anticipate ready cooperation.

Dairy Council to Exhibit. The Oregon Dairy council will also make extensive educational exhibits at the Multnomah County Fair and Manufacturers' and Land Products show at Gresham September 15-20. Mrs. Howard Hammond of the Oregon Agricultural college will be in charge of the exhibit, which will be arranged to locate in this city of the Dairy Day Products company. Novel displays will be made by individuals and manufacturers. A special dairy exhibition, which is to be under the direction of Professor Carl Mullen of the Washington State Agricultural college.

W. K. Newell Heads Committee. Another and equally attractive exhibit will be made at the Pacific International Livestock exposition November 11-17, when the council will assist in the dairy exhibition, which is to be under the direction of Professor Carl Mullen of the Washington State Agricultural college.

U. S. Naval Radio Reports. (All positions reported at 8 P. M. yesterday.) WASHINGTON, for Port San Luis, 354 miles from Port San Luis. Richmond, 102 miles north of Richmond. CAPTAIN A. P. Francis, for Grays Harbor, 102 miles north of Grays Harbor. WAHRENA, San Francisco for Grays Harbor, 102 miles north of Grays Harbor. KLAMATH, St. Helena for San Francisco, off Cape Arago. PHOENIX, Seattle for Port San Luis, 351 miles from Port San Luis. QUEEN, San Francisco for Seattle, 15 miles south of Cape Arago. PHOENIX, Seattle for Tacoma, 355 miles north of San Francisco. CHANSLOR, Linton for Columbia river. DEIRY LINE, San Francisco for Shaghen, 1509 miles west of Point Bonita, August 20.

LABOR TO DISCUSS COSTS Public Invited to Mass Meeting at Auditorium Tomorrow.

Under the auspices of the Central Labor Council a mass meeting has been called to meet at the public auditorium tomorrow night at 8 o'clock to protest against the common enemy, now facing the laboring man, the cost of living. The call for the meeting sets forth that the labor body has been working for some time through an auxiliary organization to promote definite plans to reduce the cost of necessities in Portland. The object of the meeting is to place the conclusion before the people and get a decision as to its merits.

Eugene E. Smith, editor of Labor Opinion, is to be one of the speakers. James Robertson, secretary of the boiler-makers' union, will also address the meeting.

SALEM POST HAS ELECTION Dr. Carlton Smith Heads Service Men Who Lay Many Plans.

SALEM, Or., Aug. 20.—(Special.)—Dr. V. Carlton Smith was elected permanent president of the post No. 5, American Legion, at a meeting held here last night. More than 50 ex-service men attended.

Other officers elected include Joe McAllister, vice-president; Richard O. Hansen, secretary; Millar McGilchrist, treasurer; Max Page, historian; Lloyd Wilson, reporter; and George W. Ray, Carl Stelwer, Paul Wallace, Brauer, Small and Paul Hendrick, executive committee. The next meeting of the organization will be held in September. All persons joining the legion before November 11 will be considered charter members and no initiation fee will be charged.

GRAND LARCENY CHARGED Fugitive From Justice in Chehalis Captured in Clackamas County.

OREGON CITY, Or., Aug. 20.—(Special.)—V. W. Guild, arrested in Barton Tuesday by Sheriff Wilson of Clackamas county on a warrant from Chehalis charging grand larceny, was taken to custody and Deputy Sheriff M. Roberts of Chehalis, and the deputy and his prisoner left Oregon City this morning for Chehalis, where Guild will face formal charges.

Guild was arrested by Sheriff Wilson at Barton Tuesday afternoon just as he was about to leave, having in some manner discovered the fact that his arrest was imminent.

DAILY CITY STATISTICS Marriage Licenses. WECHSLER-PERLANA—Hyman Wechsler, legal, Klamm, Park and Pansy Perlane, legal, 129 North Seventeenth street. DENMAN-RAY—William E. Denman, legal, 1000 Commercial street, and Mabel Allen, legal, Hillside, Or. HOFFMAN-SHERROTT—Charles F. Hoffman, 542 Sherrott street, and Vida Louise McCullough, 21 1/2 Sherrott street. FOSTER-ROACH—Edna Foster, 22 Cottage Grove, Or., and Clara M. La Dou, 22 Cottage Grove, Or. SULLIVAN-WESTERMAN—James Sullivan, 24 Columbia street, and Henrietta Westerman, 122 Columbia street. SMITH-MONTGOMERY—Jay A. Smith, 28 1/2 Green street, and Edna Montgomery, 19 1/2 1/2 Green street. MORGAN-BRYSON—Edwin A. Morgan, legal, 6418 Eight-second street Southeast. ROACH-BYRNES—Sarah N. Roach, 21 Salem, Or., and Ethel M. Byrnes, 19 370 East Thirty-ninth street. COOPER-PULLER—Thomas W. Cooper, 24 Green street, and Edith Fuller, 30 Green street. CHALMOV-JOHNSON—Philip M. Chalmov, legal, 77 1/2 Johnson street, and Olga A. Johnson, legal, 77 1/2 Johnson street. LIKINS-ALLEN—Joseph I. Likins, legal, 605 Broadway street, and Mabel Allen, legal, 241 1/2 1/2 Green street. SOBOTT-MILLER—Rudolph Sobott, 25 1/2 Haven street, and Blanche Miller, 25 1/2 1/2 Green street. MARRY-CONNOR—George H. Mabry, 24

Straw Balers Wanted Want contract baling of 250 tons wheat and oats straw. See N. Swanson, Foreman, Farm Dept. Take Mississippi Avenue car to Kenton; transfer to Stockyards car. Ask conductor to direct you.

Peninsula Industrial Company North Portland, Or.

BEAVERTON, Or., and Anna Connor, 18, Mary Clark, 1065 East Twenty-seventh street, North and Kilpatrick-Mendenhall—Raymond Clark, 21, Ukhia, Or., and Mabel G. Tompkins, 21, 2091 East

SPINNING WORKS MORTGAGED TO OBTAIN COMMODITY. All Europe Also in Need and Supply on This Side is Declared Far From Adequate.

(Copyright by the New York World. Published by arrangement.) LONDON, Aug. 20.—(Special cable.)—American cotton men who have been in Germany and have just returned to London, on route home, told the World and Oregonian correspondent that in Bremen and Hamburg German business men are straining to the utmost to arrange credits for American cotton.

Six Bremen business men were able to provide a \$5,000,000 credit for cotton, 20,000 bales of which will soon be shipped. It is thought they mortgaged their spinning works to obtain credit for cotton for manufacturing purposes.

These Americans returned from Germany with the conviction that the majority of the people are determined to more to place the fatherland on its feet. As compared with labor troubles in the allied countries, resulting in a reduced output, it is stated that German workers in Bremen and Hamburg are willing to work nine and ten hours daily to give more their country a chance to regain her position among the world nations.

The first cargo of American cotton was unloading at Hamburg when these cotton men were there. It represented \$2,500,000. Knowing that cotton will not be obtainable until reliable credits are obtained, German financiers are forming coups to obtain it. Potash, which is needed by cotton growers in the Carolinas and some other states, probably will be exported in exchange for cotton. German manufacturers also are reported as not losing a minute's time in getting representatives started over for wheat in America.

The American cotton men met a number of them en route to neutral and allied countries to sell to low cost whatever goods they could find a market for, and hoping that America would be one of their best customers.

W. C. Cooper, one cotton exporter who has just reached London from a continental trip, said: "If Europe could provide sufficient credits for the cotton needed, there is every probability that cotton would reach 50 cents a pound. Europe wants more cotton than we can supply. I have traveled from Italy to Holland and it is the same tale everywhere. They want cotton."

"It will be impossible to fill our own demands and meet anything like the European demand for cotton," he said. Cooper and other cotton men report that Dutch interests are buying American cotton and reselling it to Germany at higher rates. Being close at hand they are enabled to keep a closer supervision upon goods exported into Germany and arrange for collection.

O. O. Veatch School Director. COTTAGE GROVE, Or., Aug. 20.—(Special.)—O. O. Veatch, who has been a member of the county school board for a number of years, was elected a member of the local school board at the special meeting Monday afternoon. He will fill out the term of Alfred Jury, resigned.

Harbord Starts on Mission. PARIS, Aug. 20.—Major-General James G. Harbord and the other members of the American mission of inquiry into conditions in Armenia and Asia-Minor will leave tonight for Brest, and probably leave Brest tomorrow for Constantinople.

TRAVELERS' GUIDE CP&OS SAILINGS-RATES EMPRESS OF FRANCE Quebec-Liverpool Service After a period of government service this magnificent ship has been fully reconditioned and is now ready to sail.

FROM QUEBEC OCT. 9. First Class \$170. Second Class \$100. Third Class \$60.75. Nine Large Ships Now in Our Atlantic Fleet. ORIENT. Quickest time. Frequent service from Vancouver. F. B. Penn, 33rd St., Portland, General Agent.

CANADIAN PACIFIC OCEAN SERVICES. Read The Oregonian classified ads.

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