CHIEF SAYS MARINES DID NOT WIN WAR

General Barnett Wrecks Pair of Traditions.

CORPS SPIRIT PRAISED

Commandant of Soldier-Sailors Proves Self on Time Although 39 Minutes Late.

Hey, buddies!

The marines did not win the war.

'Tis true there has been some sort of an idea that they did—a few of them—and 'tis also true that the marines as a whole have not acted so as to dispel this impression, but it isn't so. At least, not quite so.

Major-General George Barnett, who, as commander of all the American marines, ought to know, said yesterday definitely that the marines did not win the war.

So, you doughboys, you needn't feel so blue about it any more.

But the general broke all marine traditions to smithereens yesterday. Whisper it old "Father Time," as the marines call him—was 39 minutes and 22 seconds late for an engagement.

Won't that be told in Guam, on the Potomac, in Haiti, Santo Domingo, China, the canal zone and everywhere over the globe where those "few marines" are gathered with glee and something akin to amazement?

And when the general really failed to appear on schedule, his aide, Lieutenant Charles L. Murray, glanced at a clock and murmured in an awed tone.

Clock Errs, Says Aide.

"The general is never late. The clock must be wrong."

The general finally did appear. He said that he had been at his appointment on the dot, but that his chauffeur had assured him that another place was meant, and being ignorant of Portland, he had then driven there.

"No, sir," said the general, "marine traditions of absolute punctuality are intact. I was on time."

So, with the general's alibi, we'll let it go at that.

Now as to that war stuff.

"Those 8000 marines played in wonderful luck, but luck would have been worth nothing if they had not had brains to back it up. Not a marine got to France unless he was wearing at least a marksmen's medal. The situation was there. They seized it and the world knows the story.

Coolness Awes French.

"A Frenchman told me that in the heart of a hot advance he watched some of our marines cold-bloodedly adjusting their sights, while the average Frenchman was satisfied so long as he was shooting somewhere in the direction of the enemy under such conditions.

"But what thrills me is that an American woman was in the advance lines nursing Frenchmen. Suddenly she head youthful voices joyfully yelling 'Over There.' She did not know an American soldier was in France. The French were falling back in disorder. Paris was endangered. Then that woman saw the marines coming over the hill."

The general is inspecting marine recruiting stations, but the spirit of the marines has kept everything in apple-pie order, he indicated.

"You know the spirit of the marines," General Barnett went on. "A new recruit had been in the service a week. Another had been there a day. The second did something or other. The first recruit went up to him.

"'Hey,' he said sternly, 'We don't do that in the marines.'

Office Open to "Bucks."

"We have an esprit de corps. My office, for instance, is open readily at any hours of the day to any enlisted man just as much as to any commander of a regiment."

"But the marines seem to have a knack for publicity," suggested the interviewer.

"There are several reasons. The first is that the first tradition of the marines is politeness. A woman met me on the streets today.

"'I just wanted to speak to you, for my son was in the marines,' she said.

"Now she knew she was welcome and I was delighted to meet her. Her son's marine traditions had warned her in advance

"Then we train marines in publicity. The newspapers are good to us and we try to help them out in return. Why 100 army officers the other day wanted to go through our publicity training school so that the regular army could imbibe some of our ideas. But modesty, politeness and efficiency are the keynote of the marines."

General Is Modest.

The general was modest enough, but the enlisted marines in attendance could almost be heard to say: "What on earth does that chap want to bother the general when he is ready to go on the highway?"

General Barnett paid a tribute to the marines from the northwest. He said the marines were recruiting to their new strength of 27,000.

General Barnett has a jolly kind of laugh, a happy kind of smile. He does not brag, but he assumes that the fame of the marines is so well recognized that it really is not possible to paint the lily, as it were. He believes in the marines. He is a marine.

General Barnett left Portland last night for Seattle. He is accompanied by Brigadier-General Charles L. McCawley, the quartermaster of the marine corps; Lieutenant Murray, his aide; Mrs. Barnett and Miss Lucia Chase of Waterbury, Conn.

Mrs. Barnett was formerly Mrs. Basil Gordon, one of the far-famed beautiful women of Baltimore, and is now a leader in Washington society.

HE HAD SUFFERED FOR THIRTY YEARS

Telephone Man Says Tanlac Has Now Completely Overcome His Indigestion.

"Although it has been two years now since Tanlac straightened me up I am still feeling fine," said G. W. Grigg, 4929 Sixty-second street southeast, Portland, Or., an employe of the Pacific Telephone company.

"When I began taking Tanlac I had been bothered with stomach trouble off and on for 30 years, which had gradually grown worse until I was in a mighty bad shape, but by the time I had taken only three bottles of this wonderful medicine all my troubles were gone and I had gained 15 pounds in weight. I could not eat a single thing without its hurting me. After every meal my food would just lie in my stomach undigested, turn sour and ferment, causing me to bloat up with gas until I was as tight as a drum. My heart palpitated so badly and acted so queerly at times I became frightened for fear I had heart trouble. My liver was all out of order, I suffered with severe headaches and often became so dizzy I could hardly stand up. I lost a great deal in weight, felt tired and wornout all the time, had little life or energy left and was so weak I could barely get around.

"I tried just about everything for my troubles I could hear of, but up until I got hold of Tanlac had failed to find anything to help me. Well, sir, after I had finished my first bottle of Tanlac my stomach was in such good shape I could eat just anything I wanted without having a particle of trouble afterward and it has never bothered me from that day to this. In a short while my liver became active, the headaches stopped and I never became dizzy any more. That tired, wornout feeling left me, I felt good and full of energy all the time and my work was actually a pleasure to me. As I said before this was two years ago when Tanlac rid me of my troubles, and I am still enjoying the best of health. I think Tanlac is the most wonderful medicine on earth, and I am always glad of the opportunity to recommend it."

Tanlac is sold in Portland by the Owl Drug Store.—Adv.

ORIENT SCHEME APPROVED

CHAMBER DIRECTORS ASSUME SHARE OF EXPENSES.

Delegate Will Visit Washington to Urge Government to Assign Vessel for Trip.

The directors of the Chamber of Commerce yesterday gave hearty approval to the movement inaugurated at San Francisco jointly by the chambers of the Pacific coast ports and the foreign trade clubs of the cities for the encouragement of trade with the orient. An appropriation was made of the chamber's share of the expense to be incurred in sending Captain I. N. Hibbard of the steamship Iris to Washington, D. C., to take up with the officials of the shipping board and the secretary of commerce the details of arrangements for assigning a steamship to make the trip to the orient with exhibits from ports on this coast. The directors also authorized the dispatch of a letter to Admiral Benson of the shipping board and J. W. Alexander, secretary of commerce, requesting favorable consideration of the plan submitted jointly by the civic bodies.

For the rose test and experimental garden development a special committee on the project was named, consisting of Peter Kerr, Roy T. Bishop, Bishop Sumner, Jesse A. Currey and J. L. Bowman.

The special committee for handling arrangements for the eighth annual buyers' week observance was appointed. Nathan Strauss is general chairman, with David T. Honeyman as chairman of the jobbers' committee, and the following members: A. J. Bale, F. A. Spencer, O. W. Mielke, A. H. Devers, H. E. Huntington, George Lawrence Jr., W. H. Beharrell, F. M. Seller, Paul DeHaas, Henry J. Frank, and E. N. Weinbaum, secretary. Other committees named were:

Industry bureau—Max H. Hirsch, A. G. Labbe, E. T. Bishop and Frederick H. Strong.

Foreign trade bureau—Peter Kerr and I. D. Hunt.

Commercial bureau—D. T. Honeyman.

Membership bureau—Max H. Hirsch

Publicity bureau—O. W. Mielke.

Legislative bureau—William MacMaster.

State development bureau—H. W. Corbett.

Tourist hotel accommodation and outdoor life bureau—E. G. Crawford.

Home industry bureau—H. C. Huntington.

Office management and finance bureau—W. D. Whitcomb.

SPECIAL TRAINS MANY

SOUTHERN PACIFIC TO HAVE 18 FULL OF SHRINERS.

Most of Specials, Totaling 166 Cars, Will Arrive in City on June 21 for Convention.

The Southern Pacific company alone will bring 18 special trains of Shriners to Portland, representing temples throughout the country. The trains will be composed of 166 cars, all but two of which will arrive in this city June 21. Damascus temple, Rochester, N. Y., will arrive June 20 and Mecca temple, of New York city, will arrive June 22, the first day of the imperial council session. On the homeward trip the same company will handle 22 trains, composed of 238 cars, all departing June 24 except one. The nobles of Ararat temple Kansas City, will leave June 25, the second day of the Rose Festival.

The parking of Pullman cars of the special trains has been one of the difficult problems with which the general committee has had to deal. Next Wednesday a special ordinance will be introduced in the city council to permit the laying of temporary parking tracks on certain streets that will enable these cars to be set out during their stay here where it will be convenient for the visitors to reach them.

The temples and the cities they represent, all of which have one train each except that there are three trains of the Philadelphia delegation, two from Chicago, two from Boston and three from Atlanta, are as follows:

Arriving: Lu Lu, Philadelphia; Saladin, Grand Rapids; Islam, San Francisco; Aahmes, Oakland; Boumi, Oakland; Damascus, Rochester; Acca, Richmond; Mecca, New York; Alzafar, San Antonio; Kosier, Louisville; Alee, Savannah; India, Oklahoma; Pyramid, Bridgeport, Conn.; Hamasa, Meridian; Jerusalem, New Orleans; Al Malarkah, Los Angeles; Zamora, Birmingham; Salaam and Crescent.

Departing: Islam, San Francisco; Aahmes, Oakland; Egypt, Tampa; Medinah, Chicago; Ismailia, Buffalo; Akdar, Tulsa; Rajah, Reading; Syria, Pittsburg; Alhambra-Kerbela, Chattanooga and Knoxville; Ararat, Kansas City; Aladdin, Columbus; Oasis, Charlotte; Alkoran, Cleveland; Aleppo, Boston; Ainid, East St. Louis; Yarat, Atlanta; Hagi, Evansville; Mohammed, Peoria; Zenobia, Toledo; Al Malarkah, Los Angeles.

SHIP CLAIM BILL KILLED

House Refuses to Authorize Board to Adjust Losses.

WASHINGTON, May 26.—The house today killed the bill authorizing the shipping board to adjust claims of wooden shipbuilders.

Compensation was sought for losses suffered in creating shipyards and building vessels during the war.

DEMAND FOR CEREAL CARRIERS NOW MET

Scramble for Ships Believed to Be Nearly Over.

MANY TO CALL IN JUNE

Exporters Feel That Vessels Enough Are Available to Clean Up Last Year's Crop.

With six steamers announced as chartered to load wheat or flour here on private account, two assigned to the grain corporation for flour loading in the Columbia river and another tentatively booked for wheat or flour loading either here or on Puget sound, besides the two vessels now loading flour in the river, local grain exporters believe that ample tonnage has been secured to clean up the remainder of last year's grain crop, and that the scramble for ships which has been in progress for the past month is at an end. Several other private charters besides those announced are understood to have been made and are expected to be made public soon.

Westwind Expected Wednesday.

The steamer Westwind, previously reported as having sailed from Yokohama April 26 for the Columbia river, will be here about next Wednesday and will load flour for the grain corporation, it was learned yesterday.

Announcement was made by Kerr, Gifford & Co. yesterday that a full cargo of grain will be loaded by this company on the British steamer Mount Etna at Astoria during June. This cargo is now being assembled at Astoria.

The steamer Eastern Cloud is now loading at Astoria for the grain corporation and the army transport South Bend, now en route to San Francisco from Vladivostok via Manila, is expected to be here to load for the grain corporation about June 15. The steamer Higho will also load flour here for the grain corporation at about the same time.

Five on Private Account.

Besides the steamer Kayseeka now loading at the Portland Flouring Mills the steamers Eastern Glen, Dewey, Bakersfield, Effingham and Mount Etna have been announced to come here in June to load wheat or flour on private account.

The steamers West Elcajon and Yosemite, now under the management of the Barber Steamship company, are to be turned over to other operators on their arrival on this coast, and will load wheat or flour. The West Elcajon is to go to E. C. Evans & Sons, and the Yosemite to Thorndyke & Trenholme. The West Elcajon will load here and the Yosemite either here or on Puget sound.

It was announced yesterday by Frank O'Connor, agent of the Admiral line, that the steamer West Togus, which is to follow the Artigas in the coast-to-coast service of the North Atlantic & Western Steamship company, will load flour or wheat for the return voyage from the Pacific coast to Philadelphia and Boston.

WATER CARRIERS WANT RISE

Same Rate Increase as Railroads Get to Be Demanded.

WASHINGTON, May 26.—Water carriers are entitled to the same rate increases as railroads, Levi Mayer of the Great Lakes Transport corporation, declared today before the interstate commerce commission. He gave notice that at the expiration of the railroad testimony, applications would be filed on behalf of water carriers.

Chairman Clark requested representatives of the railroads to file statements clearing up the question of whether the new rates would be expected to apply also to switching and terminal charges.

Explaining the selection of freight rates to bear the entire increase, Benjamin Campbell, vice-president of the New York, New Haven & Hartford railroad, said the carriers had decided they would cause least disturbance to rate relationships.

Pacific Coast Shipping Notes.

ASTORIA, Or., May 26.—(Special.)—The steam schooner Daisy, carrying a cargo of lumber from Willapa and Rainier, sailed at 9 last night for San Francisco.

The steamer Steel Voyager, with part cargo from Portland, sailed at 10 last night for Europe via San Francisco.

The steam schooner Tahoe, bringing freight for Portland, arrived at 10 last night from San Francisco.

The British motor schooner Malahat, with lumber from the Hammond mill and Westport, sailed at 1:45 today for Australia.

The steamer West Nivaria, with lumber from Portland, sailed at 11:45 today for the orient.

Laden with 650 tons of asphaltum for Portland, the steam schooner Daisy arrived at 4 this morning from San Francisco.

The crippled schooner Hoquiam sailed at 5 this afternoon for Portland to go on a drydock, where a rudder will be shipped.

The Japanese steamer Vancouver Maru is due from Seattle en route to Portland.

With cargo from Portland, the Japanese steamer Kaisho Maru sailed at 4 this afternoon for the orient.

The steamer Corone from Portland sailed at 6 this afternoon for Puget sound, where she is to load.

SAN PEDRO, Cal., May 26.—(Special.)—The steamer West Montop of the Los Angeles Pacific Navigation company arrived this morning from the orient on her first return trip to this port. The vessel brought a miscellaneous cargo of oriental products. She was greeted by a number of the officers and directors of the company, which is the largest purely local steamship company operating with this as its home port. On her trip out the steamer carried a cargo of which 40 per cent was Los Angeles made products. Included on her return cargo is a large consignment or rubber from Singapore. The West Montop was built in the yards of the Los Angeles Shipbuilding & Drydock company. The world traders will hold a luncheon on board the steamer June 3.

The Los Angeles Pacific Navigation company is enjoying unusual prosperity, recent reports showing that the West Montop earned $108,703 on her outward-bound voyage. The West Hika, the second vessel dispatched, earned $110,000; the Vinita, the third vessel, earned $11,000 on her maiden voyage; the fourth, the West Hixton, earned $122,000. The West Hesseltine will be the next vessel of the company to sail.

SEATTLE, Wash., May 26.—(Special.)—Navigation on the Yukon river will not open until about June 12, according to advices received in Seattle today by J. L. Burnside of the White Pass & Yukon route, which operates trains on the White Pass railway and river boats up and down the Yukon. The late spring in the north and the extremely low water in the river make the operation of vessels at present impossible, according to Mr. Burnside. The water in the river has not been at such a low stage in the spring for more than 25 years.

The Osaka Shosen Kaisha liner Manila Maru, bringing a total of 7372 tons of oriental freight, arrived in Seattle last night from ports in the far east. The through freight aboard the vessel consisted of 253 tons of raw silk and 159 tons of silk goods. The vessel also brought 890 tons of bean oil in bulk. The Manila had 210 passengers for Seattle. Ninety-five travelers went ashore in Victoria, B. C.

Ready to load for her maiden voyage, the 9600-ton steamship Aquarius of the Green Star Steamship corporation, built by the G. M. Standifer Construction corporation in Vancouver, Wash., arrived in Seattle early this morning from the yards of her builders and went to a berth at the terminal of the East Waterway Dock & Warehouse company.

The Holland-American line soon will establish a regular service linking Seattle with Holland for the first time, with four huge new freighters between the Pacific coast and Rotterdam, according to advices received this morning from San Francisco, the information being given out by one of the corporation's directors. The service will follow the Panama canal route.

PORT TOWNSEND, Wash., May 26.—(Special.)—En route to Puget sound from San Francisco, where she loaded part cargo for Kuskokiom river, the motor schooner Ozmo will arrive Friday. The cargo loaded at San Francisco will be transferred to the steamer Victoria for delivery at St. Michaels. At Seattle she will load mining machinery and supplies for Kuskokiom. All of her passenger accommodations have been taken. The Ozmo is owned and operated by the Northern Commercial company.

With her hold filled with general cargo and her deck piled high with lumber, the steamer Wallingford sailed today for Valparaiso.

The steamer Fred Baxter has been relieved of her deckload of piles and an effort was made today to place her on an even keel, without success. It is probable she will be towed to Seattle, where the big derrick at the municipal dock will be used to pull her over. The piles have been boomed at Hadlock and will be loaded on the steamer Horace X. Baxter for delivery at San Pedro.

GRAYS HARBOR, Wash., May 26.—(Special.)—The steamer Hoquiam, coming to Aberdeen to take a small amount of freight to Seattle on Monday, struck on the north spit and lost her rudder, and probably was otherwise damaged. The tug Cudahy went to her assistance and stood by during Monday night until the steamer was taken in tow for Astoria, where she will be put on the marine railway for examination as to the amount of damages. The condition of the harbor is said to be responsible for the accident, as the Hoquiam was light. The towing of the Hoquiam to Astoria for placing in drydock also emphasizes the need here, marine men say, of a floating dock for the repair of vessels, an enterprise which will doubtless follow proposed port improvements.

The steamer J. B. Stetson cleared for San Francisco at 8 A. M., after taking cargo at the Lyttle mill.

TACOMA, Wash., May 26.—(Special.)—According to Tacoma fishermen the treaty between the United States and Canada will put purse seine fishermen of the sound out of business with the exception of fall salmon fishing, which is done in the upper sound. They say that the treaty contains a provision whereby a line is established between Trial island, B. C., and Whilby island. Purse seine fishermen will not be allowed inside this line which incloses purse sein fishing grounds. However, four of the big packing corporations have traps here which will not be molested. It is claimed these traps will get the fish just the same.

The Robin Goodfellow loading here for the orient will sail tomorrow morning. The vessel has been working five gangs of longshoremen for the last two days.

The Manila Maru of the Asaka Shosen Kaisha is due during the night. The vessel has about 4000 tons of general cargo to discharge here and a full cargo of outbound freight to load.

The Wallingford of the General Steamship line, sailed this morning for west coast ports via San Francisco. The Admiral Dewey of the Pacific Steamship line was an arrival from California and the Alaska from the north.

By June 1 a number of the offices of the Pacific Steamship company will be removed from Tacoma to Seattle. This is done, it is said, in order to expedite business. President Alexander of the company, will make his home here when not in the east. Admiral E. B. Rogers, retired, James Wallace, secretary to President Alexander and W. Shorthill, will remain here. This move has been forecasted by shipping men for some time, following the disposal of stock owned by Tacomans in the company. The Quadra, the Alaska and the Cordova are unloading ore at the smelter docks this week, the two first-named ships arriving this morning. The Quadra makes regular trips from Britainnia Beach, B. C., and the Alaska comes regularly from the north. The Cordova is expected to complete the discharging of her cargo and sail Wednesday for Alaska.

The port of Tacoma may soon be visited regularly by four huge new freighters, operating between Rotterdam, Holland, and Pacific coast ports, by way of the Panama canal.

This prediction was made today by shipping men when reports came from San Francisco that four freighters will be put on by the Holland-American line between Rotterdam and San Francisco, "and other ports on the Pacific coast." No representative of the Holland line has visited Tacoma thus far, but arrangements are expected to be made in the near future for the regular visits of the freighters.

SAN FRANCISCO, Cal., May 26.—(Special.)—The T. K. K. steamship Persia Maru, Captain Watanabe, sailed today for the orient via Honolulu with a full general cargo and a capacity list of passengers. The Persia arrived and left port during an interval when but few liners arrived or sailed. The Pacific Mail steamship Columbia is the next vessel scheduled to sail for the far east.

The United States shipping board steamer Bakersfield, which is to arrive tomorrow from New York, en route to Tacoma, has a 55-foot twin-screw motorboat aboard as freight, it was announced. The vessel was built by the Albany Boat works and will cost the owner, freight included, $45,000.

The Panama canal is proving an advantage to the east coast and a disadvantage to the ports of the Pacific coast, according to local shipping men. Basing their judgment upon the reports of arrivals and sailings at ports of the orient, these experts allege that two-thirds of the movements there are directed to or from ports of the Atlantic via the Panama canal. Today there were nine arrivals or departures at oriental ports attached to American Atlantic coast ports and only four concerned this or other Pacific ports. Without the Panama canal it is said that the nine ships would all have cleared for or arrived from Pacific coast ports.

Williams, Dimond & Co., who now operate a fleet of 12 steamers between Pacific coast ports and Europe, announced yesterday that in order to care for the heavy movement of goods from this coast to Europe during the rush months next fall, they will need three or four more ships from the shipping board. The company will load one direct ship with general cargo here in June, two in July, three in September and not less than three each month thereafter. An extra steamer will be placed on the berth each month for Copenhagen and Scandinavian ports beginning with September, it was announced.

Tides at Astoria Thursday.

High.		Low.	
9:16 A. M.	3.7 feet	3:28 A. M.	1.4 feet
9:30 P. M.	3.7 feet	3:19 P. M.	2.1 feet

Columbia River Bar Report.

NORTH HEAD, May 26.—Condition of the bar at 5 P. M.—Sea smooth; wind south, 22 miles.

Port Calendar.

To Arrive at Portland.

Vessel—	From.	Due.
Str. Vancouver Maru	Japan	May 27
Str. City of Topeka	San Fran.	May 30
Sch. Golden Shore	San Fran.	May 29
Str. West Ivan	Seattle	May 31
Str. Wapama	San Fran.	May 30
Str. Delisle	San Fran.	May 30
Str. West Nomentum	San Fran.	June 1
Str. Westwind	Honolulu	June 2
Str. Eastern Glen	Seattle	June 5
Str. Crown City	San Pedro	June 7
Str. Artigas	Boston	June 8
Str. Bakersfield	San Fran.	June 8
Str. Coaxet	Orient	June 9
Str. Dewey	N.Y. via S.F.	June 5
Str. Bantu	Vanc'v'r, B.C.	June 10
Sch. Kath'n Mackall	San Fran.	June 10
Str. South Bend	San Fran.	June 15
Str. Higho	San Fran.	June 15
Str. Wawalona	Shanghai	June 15
Str. Horaisan Maru	Seattle	June 25
Str. Effingham	New York	June 30
Str. Westward Ho	Baltimore	June 30
Str. The Angeles	China	June 30

To Depart From Portland

Vessel—	For.	Date.
Str. Rose City	San Fran.	May 28
Str. City of Topeka	San Fran.	May 31
Str. Pawlett	Orient	June 2

Vessels in Port.

Vessel—	Berth.
Sch. Cecelia Sudden	East. & Western mill.
Sch. Columbia River	Mersey dock.
Str. Daisy Freeman	Mult. Lbr. & Box Co.
Str. Daisy Matthews	St. Helens.
Str. Daisy Putnam	St. Helens.
Str. Elkton	Inman-Poulsen mill.
Str. Johan Poulsen	Westport.
Str. Klamath	St. Helens.
Str. Kayseeka	Portland Flour mills.
Str. Olen	Terminal No. 4.
Str. Pawlet	Wauna.
Str. Rose City	Ainsworth dock.
Str. Silverado	St. Johns mill.
Str. Thistle	East. & Western mill.
Str. Tiverton	Westport.
Sch. Wm. H. Smith	Inman-Poulsen mill.

COOKS DON'T INTEND TO STRIKE, THEY SAY

Contract Is Binding, Declares Union Leader.

ULTIMATUM IS DELIVERED

Caterers Insist Upon Demand for New Wage Schedule Being Withdrawn Promptly.

Developments of the restaurant situation yesterday were:

Under no circumstances will the cooks of Portland violate their agreement and strike. Their contract is their bond. This was the statement of C. T. Frederick, secretary of the cooks' and assistants' union.

An ultimatum was formally delivered to union headquarters by F. W. Beach, secretary of the caterers' association, that the caterers at present operating under union conditions were willing so to continue; but that the wage schedule must be withdrawn not later than noon Friday, and that if it is not withdrawn by that date the union houses will operate under open shop conditions.

"And the answer must be yes or no; we cannot arbitrate the question," said Mr. Beach to the union leaders.

Unions to Frame Answer.

Union leaders will meet today to consider their answer.

A record attendance of members of the caterers' association met at the Chamber of Commerce and the entire wage schedule was considered. Members of the association declared that they could not possibly pay the increased wage demands and Mr. Beach was instructed to call upon the unions and deliver the ultimatum.

Prior to that time Mr. Frederick, Harley Johnson, representing the international union, and R. R. Hatch, chairman of the joint board of the unions involved, had declared they had up to that time received no answer from the caterers or their association.

Shortly after the union meeting had disbanded, Mr. Beach called at union headquarters.

"I want to say to you," said Mr. Frederick, "that the cooks' union is composed of American citizens; we own homes and property. We are on record with a contract that declares there shall be no stoppage of work pending arbitration, and the cooks' union does not and will not strike while its present contract is in force. This contract does not expire until June 1, 1921."

Contract Still in Effect.

Mr. Frederick read to a newspaperman the clause in the contract in effect between the union house restaurateurs, comprising the larger number of restaurants, and the union, which says:

This agreement shall be in full force and effect from June 1, 1919, and questions arising between the unions and the proprietors of the undersigned, regarding wage scales for the second year from date hereof, shall be subject to arbitration; and be it further agreed that all questions arising that are not in conflict with the constitution and laws of the Hotel and Restaurant Employes' International alliance and Bartenders' International league of America, shall be settled by arbitration, provided same cannot be settled by the parties interested, and in no case shall there be a stoppage of work pending such arbitration.

"The last thing in the world we would do," said Mr. Frederick, "would be to injure Portland and the Shrine convention. The matter was taken up at this time because June 1 marks the end of the first year of the contract, and we feel that we were simply opening negotiations which would lead to a consideration of the entire question. We are willing to submit the entire matter to arbitration and consider that under the terms of the contracts the caterers will feel the same way about it.

"But please remember, we don't break contracts."

Marine Notes.

The steam schooner Hoquiam, operated by Bowes & Andrews, which smashed her rudder on the Grays Harbor bar, left up from Astoria at 6 o'clock last night for Portland for repairs. She will be lifted today in the port drydock.

The steam schooner Tahoe, bringing freight for the Charles Nelson company, arrived up at Albers dock No. 3 at 4:30 yesterday afternoon.

The steam schooner Daisy arrived at the Couch-street dock to discharge general freight at 3 o'clock yesterday afternoon. She will load lumber at St. Helens.

The steamer Silverado, loading at the St. Johns Lumber company's mill for the west coast of South America, will shift to the Inman-Poulsen mill tomorrow morning to finish.

The first pontoon of the 15,000-ton drydock being built for the commission of public docks by Cornfoot & McIntosh will be launched during the first week of July, it was estimated by Mr. McIntosh yesterday.

The passenger steamer Rose City arrived at the Ainsworth dock at 1 o'clock yesterday morning with freight and passengers from San Francisco.

The Admiral line oriental freighter Pawlet is expected to finish loading lumber at Wauna this afternoon and to return to Portland to complete her cargo. She is scheduled to sail June 2.

The Associated Oil Company's tanker William F. Herrin arrived at 2 o'clock yesterday morning with a cargo of fuel oil from Gaviota.

The Japanese steamer Kaisho Maru went down the river from the Inman-Poulsen mill at 6 o'clock yesterday morning for Japan.

The shipping board wooden steamer Corone left down at 8:30 o'clock yesterday morning for Cuba via Seattle.

Movements of Vessels.

ASTORIA, May 26.—(Special.)—Sailed at 4:30 P. M.—Japanese steamer Kaisho Maru for Kobe and Dairen. Arrived at 4:30 P. M.—Steamer Corone for Cuba via Puget sound. Left at 6 P. M.—Steamer Hoquiam for drydock.

SAN FRANCISCO, May 26.—Special.)—Sailed at 9:30 A. M.—Steamer Bantu from New York via Santiago, Cuba; and Cristobal for Portland via Vancouver, B. C.

SAN PEDRO, Cal., May 26.—(Special.)—Arrived: Steamers Brunswick from Fort Bragg, 1 A. M.; Vanguard, from Eureka, 2 A. M.; Frank H. Buck, from San Francisco, 11 A. M.; Dilworth, from Honolulu, 11 A. M.; West Montop, from Singapore, 10 A. M.; Multnomah, from Redondo, 6 A. M.; West Katan, from Port San Luis, 6 A. M.; Humboldt, from San Francisco, 8 A. M.

Sailed: Steamers Vanguard, for Eureka, 5 P. M.; Queen, for San Diego, 10 A. M.; West Katan, for India, 6 P. M.; Halco, for Astoria, 10 A. M.; Richmond, for Seattle, 8 A. M.; Humboldt, for San Francisco, 10 P. M.

SEATTLE, Wash., May 26.—Arrived: Redondo, from southeastern Alaska, Nome City, and Horace X. Baxter, from San Francisco; Aquarius, from Vancouver, Wash.

TACOMA, Wash., May 26.—Arrived: Admiral Dewey, from San Francisco; Alaska, from Alaska. Sailed: Wallingford, for Valparaiso, via Ports; Cordova and Alaska, for Alaska ports; Admiral Dewey, for San Francisco.

SAN FRANCISCO, Cal., May 26.—Departed: Bantu, for Vancouver; Johanna Smith, for Coos Bay; Chehalis, for Aberdeen; Wapama, for Portland; San Jacinto, for Portland. Arrived: Astoria, from Bremerton; Acme, from Itosoki; Charlton Hall, from Shanghai; Elizabeth, from Bandon; Grace Dollar, from New York.

PORTLAND, May 26. — Arrived at 1 A. M.—Steamer Rose City, from San Francisco. Arrived at 2 A. M.—Steamer W. F. Herrin, from Gaviota. Arrived at 3 P. M.—Steamer Daisy, from San Francisco. Arrived at 4:30 P. M.—Steamer Tahoe, from San Francisco. Sailed at 6 A. M.—Japanese steamer Kaisho Maru, for Kobe and Dairen. Sailed at 8:30 A. M.—Steamer Corone, for Cuba via Puget sound.

ASTORIA, May 26.—Sailed at 8:30 last night—Steamer Shasta, for San Pedro. Sailed at 10:30 last night—Steamer Steel Voyager, for Newport, England. Arrived at 3 and left up 5:30 A. M.—Steamer Daisy, from San Francisco. Arrived at 8 and left up 9 A. M.—Steamer Tahoe, from San Francisco. Sailed at 11:45 A. M.—Steamer West Nivaria, for China. Arrived down at 2 P. M.—Japanese steamer Kaisho Maru. Sailed at 3 P. M.—British motor schooner Malahat, for Adelaide.

SAN FRANCISCO, May 26.—Sailed at 11 A. M.—Steamer City of Topeka, for Portland via Eureka and Coos Bay.

SAN PEDRO, May 26.—Arrived at 5 A. M.—Steamer Willamette, from Portland via San Francisco.

SEATTLE, May 26.—Arrived at 1 A. M. Steamer Aquarius, from Portland.

KOBE, May 19.—Arrived—Steamer Montague, from Portland and Yokohama for Shanghai, Hongkong and Manila.

SHANGHAI, May 26.—Arrived—Chicago Maru, from Seattle.

AUCKLAND, May 23.—Arrived—Makura, from Vancouver, B. C.

KOBE, May 21.—Arrived—West Isom, from Seattle.

VLADIVOSTOK, May 21.—Sailed—Wawalona, from Portland, Or.

SAILER TOWED INTO PORT

OCEANIA VANCE IN BADLY DISABLED CONDITION.

Vessel Begins Leaking Shortly After Leaving San Francisco With Cargo of Lumber.

LOS ANGELES, Cal., May 26.—The three-masted sailing vessel Oceania Vance, which left San Francisco May 20 with a cargo of lumber for Sydney, Australia, was towed into San Pedro in a badly disabled condition today by the Standard Oil tanker Asuncion.

The vessel began leaking badly shortly after leaving San Francisco, according to Captain Charles Sexon, and when about 150 miles off shore the water flooded the hold and the cabin, washed over the decks and put the pumps out of commission, and the master steered a direct course for the mainland.

When taken in tow by the tanker most of the food aboard had been lost and Captain Sexon, his wife, their two small children and the crew of eight were forced to sleep on top of the lumber loaded on the deck.

The sailer will be unloaded at San Pedro, it is said, to ascertain the extent of the damage and the need for repairs.

The Oceania Vance is a 445-ton wooden vessel owned by the Charles Nelson company of San Francisco.

OPEN SHOP PLAN IS UPHELD

Canadian Operators Refuse to Negotiate With Unions.

VANCOUVER, B. C., May 26.—There is nothing to negotiate, contend representatives of Canadian steamship companies operating out of British Columbia ports, whose sailors have been on strike for three weeks, who today informed D. T. Bulger, provincial fair wage officer, and a mediation committee of the International Longshoremen's union, that the open shop principle would be maintained. The committee so reported to the sailors' union. The committee was told plenty men are available, but no discrimination would be shown against union men returning to work.

Officials of the steamship companies stated all Canadian Pacific vessels, excepting two, most of the Upton Steamship company's boats and one Grand Trunk Pacific steamer were in commission with full crews, and preparations were under way to man all other vessels tied up by the strike.

Artigas May Come Here.

The coming to Portland of the steamer Artigas of the North Atlantic & Western Steamship company is contingent upon the booking of at least 500 tons of freight here for Boston and Philadelphia, it was announced yesterday by Frank J. O'Connor, Portland agent of the Pacific Steamship company, which will represent the eastern concern on this coast. No difficulty is expected in securing the desired amount of freight. The Artigas sailed from Boston May 10, and will make her first stop on this coast at San Pedro. She should reach this port between June 10 and June 15.

Northwestern Leaves Today.

The river steamer Northwestern, formerly the Grahamona, will leave municipal terminal No. 2 today on her first trip in her new service between Portland and Lewiston, Idaho. For her first cargo the Portland Navigation company, owners of the vessel have obtained a large quantity of sirups manufactured in this city. The Northwestern will operate on a weekly schedule. She will be piloted by Captain Clyde Raabe, one of the moving spirits in the company which owns the boat.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

RICHMOND, towing barge 95, San Pedro for Point Wells, 80 miles from San Pedro.

WAHKEENA, Portland for San Pedro, 225 miles south of San Francisco.

CLAREMONT, San Pedro for Willapa harbor, 199 miles from San Pedro.

WASHTENAW, Port San Luis for Oleum, 160 miles from Oleum.

ADMIRAL NICHOLSON, Port San Luis for Santa Barbara, 15 miles from Santa Barbara.

BARGE 91, in tow of tug Standard No. 2, Los Angeles for Richmond, 312 miles from Richmond.

GOVERNOR, San Francisco for Seattle, 112 miles north of Point Cape Arago.

STORM KING, with schooner Golden Shore in tow, San Francisco for Astoria, 425 miles from San Francisco.

SAN DIEGO, San Pedro for Tacoma, 451 miles north of San Francisco.

EL SEGUNDO, towing barge 93, Richmond for Portland, 150 miles south of the Columbia River.

ADMIRAL SCHLEY, Seattle for San Francisco, 395 miles from Seattle.

PRESIDENT, Seattle for San Francisco, 327 miles from San Francisco.

WALLINGFORD, Tacoma for San Pedro, off Race rocks.

HYADES, Bellingham for Honolulu, 73 miles from Bellingham.

DE VOLENITE, Hilo for San Francisco, 980 miles from San Francisco, 8 P. M. May 25.

ORANI, San Francisco for Alexandria, 897 miles south of San Francisco, 8 P. M. May 25.

EDITOR, San Francisco for Honolulu, 829 miles from San Francisco, 8 P. M. May 25.

MANOA, San Francisco for Honolulu, 27 miles out, 8 P. M. May 25.

COLONEL E. L. DRAKE, San Pedro for Hilo, 507 miles from San Pedro, 8 P. M. May 25.

WEST NIGER, Honolulu for San Francisco, 560 miles from San Francisco, 8 P. M. May 25.

LAKE FLYNUSS, 36 miles southwest of San Francisco, bound for Tacoma.

CITY OF TOPEKA, 85 miles north of San Francisco, for Portland.

ATLAS, San Pedro for Ketchikan, 182 miles north of San Francisco.

CAUTAIN A. T. LUCAS, Port San Luis for Seattle, 647 miles from Seattle.

ARGYLL, Seattle for Oleum, 145 miles from Oleum.

OLEUM, Port San Luis for Portland, 688 miles from Astoria.

MOHINKIS, Hilo for San Francisco, 163 miles from San Francisco.

STANDARD ARROW, San Francisco for Yokohama, 242 miles west of San Francisco.

LYMAN STEWART, Port San Luis for Vancouver, 840 miles from Vancouver.

SIERRA, Bellingham for San Francisco, 77 miles north of San Francisco.

HWAH-WU, Portland for Taku Bar, 320 miles northwest of Cape Flattery, 8 P. M. May 25.

WEST NIGER, Honolulu for San Francisco, 560 miles from San Francisco, 8 P. M. May 25.

ENDICOTT, Seattle for Shanghai, 335 miles from Seattle.

CORONE, Portland for Seattle, 15 miles north of Columbia river lightship.

HERCULES (tug), Seattle for Oakland, drydock pontoon in tow, 233 miles from Tatoosh.

ERNEST H. MEYER, San Francisco for Seattle, 193 miles from Seattle.

WEST NIVARIA, Portland for Shanghai, 67 miles from Columbia river lightship.

SLAYER IS ACQUITTED

ARTHUR THOMPSON FREED IN HOUR BY JURY.

Plea of Self Defense in Fight With Odie Bates, Over Cow, Wins Freedom at Roseburg.

ROSEBURG, Or., May 26.—(Special.)—Arthur Thompson, charged with the murder of Odie Bates at Riddle, some weeks ago, was acquitted today by the trial jury within an hour after the case was taken under advisement. The trial occupied practically one day, the jury being obtained and the prosecution presenting the case late yesterday.

Thompson put up a plea of self-defense, alleging that Bates was the more powerful and to save himself from harm he used a pocket knife. The thrust penetrated the lower part of the heart and the wounded man started away, dying before he reached his house.

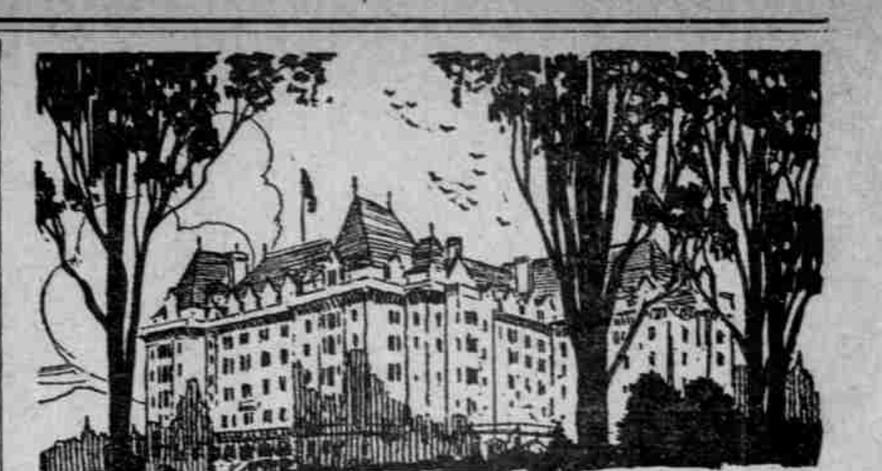
The fight ending in Bates' death occurred over a trade in which Thompson accepted a horse for a cow. Alleging that the horse was balky he took the animal over to Bates' cabin untied the cow and was leading the animal away when he was stopped by the owner, and in the dispute following the matter came to blows. After the stabbing Thompson took the cow home with him.

AUTO DRIVER EXONERATED

F. F. Hickox Not Blamed for Death of William J. Sommers.

VANCOUVER, Wash., May 26.—(Special.)—At a coroner's inquest today in the matter of the death of William J. Sommers, 23 years old, crushed by a big truck here last night, F. F. Hickox, driver of the truck, was exonerated from all blame.

It was shown that Sommers was riding in the truck with several other workmen on their way home from the G. M. Standifer Construction corporation and when the truck reached Second and Washington streets, Sommers attempted to leave the truck without telling the driver he was going to do so. He placed his foot on the hub of the car and was thrown under the rear wheel and died almost at once.



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Date	Steamship	To
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June 5	Metagama	Liverpool
June 12	Corsican	Liverpool
June 19	Melita	Liverpool

Japan-China-Philippines
From Vancouver, B. C., to Yokohama, Shanghai, Manila, Hong Kong.

Date	Steamship.
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