LARGE HOLE FOUND

Deck of Portland Is Raised Above Water.

REPAIRS ARE UNLIKELY

Craft Sunk by Pacific Mail Ship Santa Clara Will Be Examined Again Today.

About amidships on the port side the dredge Portland is a hole the hull about 12 feet long and 6 feet deep, bored when the dredge was sunk by the Pacific Mail freighter Santa Clara October 14. when working in the east channel at Swan island. That was ascer-tained yesterday when the dredge was raised so the deck was above the surface of the river. Unoffici-ally it is understood Port of Portland officials maintain their original the Portland is a total loss

The Portland was moved to the west side of the Bridgeport dock Wednesday, and yesterday aftersion an effort was being made to dock pontoons with which she was The American is to be in sunsay, with the Panaman and Mystic Mon-

the Portland was torn away, both to sid in floating her as well as to sfacilitate the search for bodies for the stance wool, hops, cascara of three men lost when she was sunk. The apparent damage to the hull, also the probability that it is strained considerably, is held to be against any plan for permanent repairs and, it is pointed out, work that would be entailed in the respect to ration of the machinery might of the lumber cargo of the motorest more than the salvage would ship Challamba, loading at the In-

sion on the part of port officials Callao and San Antonio. As Peru is to the disposition of the Porthas consular representation at Portland, legal steps for damages were land documents of the ship and Francisco. taken following the accident cargo for that country can be exe-through libel proceedings against cuted readily, but as to those re-the Santa Clara. Much of the de-

FREIGHTER TAKES APPLES Callao.

\$5,000 Boxes to Leave Port on Steamer Nebraska:

Close to \$5,000 boxes of apples will be aboard the Royal Mail freighter Nebraska, which will probably be going to sea today, and additional consignments taken on at Scattle, also those awaiting her at San Francisco and San Pedro will give her a total of 150,000. Besides, there will be some Portland ship-ments of prunes and at the California ports fresh plums and boxes of oranges are to be loaded.

drydock yesterday to have a new tallshaft shipped. The latter is to be ready to receive outward consignments about November 10,

GRAIN CARRIERS CHARTERED

Added Strength Noted in Market for Tonnage.

Added strength is being evidenced in the grain freight market, it de-veloping gesterday that the British steamer Benarty, reported fixed Wednesday, was taken for November loading with options at 38s9d. A Japanse steamer of 7000 tons, reported earlier in the week from London as chartred for December loading, was done on a basis of 37 shillings, but with the options reserved by the owners to substitute a carrier of 8000 tons at 3686d.

In connection with other wheat market transactions it was an-nounced the British steamer Margaret Coughlan, which departed October 12 from Portland with a lumber cargo for Montreal had been taken to work a grain cargo there for the west coast of Italy at 21

SILER MILL BUYS VESSEL Adm. Farragut.....San Diego....Nov. 15

Raymond Lumber Concern Buys

Craft From Shipping Board. RAYMOND, Wash., Nov. 2 .- (Special.)—The Siler Mill company has closed a deal with the United States shipping board for the purchase of 2200-ton steel vessel 225 feet long 43-foot beam and draws 13 feet of water, and with a full loading ca pacity for 1,750,000 feet of lumber

The vessel is now in the Hudson river and will be placed in drydock to be overhauled and equipped with burners and then taken to Raymon about January 1, and to be used for carrying cargoes of lumber to Sar Captain Anderson, new l New York, will be the master.

Steamer Annette Rolph Sued.

W. L. Spitzer, a longshoreman filed suit in circuit court yesterday against the Annette Rolph a vessel, seeking judgment for \$10,000 gen-Yejin Maru......North Bank.

essel June 24, 1922, his leg and of sold in Adomatic Spirit of the Adomatic Spirit of the Spirit of the June 24, 1922, his leg and of sold in Adomatic Spirit of the June 24, 1922, his leg and of Sold in Adomatic Spirit of the Indian Adomatic Indian Adomatic Indian Adomatic Indian Adomatic Indian Adomatic Indian Adomatic he avers. Spitzer says he was in the hospital for months and will be crip-pled permanently.

BLUE STAR LINER ARRIVES

Tudorstar Will Load Wheat and

Apples for Europe. The Blue Star steamer Tudorstar, which came into the river yesterday afternoon from Puget sound to load European freight, starts at Mersey dock today, where 1200 tons of

nected with the American agency of the line, is in the city on business s in connection with the movement of and other commodities to

FIVE FREIGHTERS COMING

American-Hawaiian Liners Will Take Lumber and General.

Five east coast freighters of the part the hull inshore as far as possible so she could rest on a shoal. An inspection is to be made again that the hull will be higher out of that the hull will be higher out of water. Should it be concluded to put a soft patch over the break so the holl can be pumped free of water and the salvage of the machinery thereby aided, it is expected to design on the holl can be pumped free of chinery thereby aided, it is expected to discontinue the use of two dry-dock of the water and the salvage of the water and the salvage of the water and the salvage of the machinery thereby aided, it is expected to discontinue the use of two dry-dock of the water and the salvage of the machinery thereby aided, it is expected to discontinue the use of two dry-dock on the holl can be pumped from the can be pumped f

When salvage operations were commenced the superstructure of the Portiand was torn away, both to aid in floating her as well as to facilitate the search for bodies of, three men lost when she was sunk. The apparent damage to the hull, also the probability that it is strained considerably, is held to be

cost more than the salvage would ship Challamba, loading at the In-yield.

Regardless of the final conclu- They are Antofogasta, Valparaiso, the santa Cara. Such of the detail involved perhaps will be reviewed at the hearing Monday morning of Captain S. S. Dalby, pilot of the vessel, when it is indicated both sides will be represented by counsel.

Captain Boe of the steamer Florence tuckenbach, which is leading the last of her cargo at terminal No. 1 today to return to the guif, is called on to answer many questions because of the answer many questions because of the na ports fresh plums and boxes of oranges are to be loaded. Incade the sear to be loaded in the sear to be loaded in the sear the sear to be loaded in the sear the middle of the care the middle of the month. It is reported to the Oregon Pacific company, agents for the line, that the Narenta steamed from London to Balboa in 18 days. She will be followed by the Niciter's Sh

Port Calendar.

		-	
To Arrive in Portland.			
Vessel— Tudorstar	Erom. Europe New York. Phila New York. New York. Scattle Battmore C. America San Fran. San Fran. New York.	Date, Nov. Nov. Nov. Nov. Nov. Nov. Nov. Nov.	
Nevadan Munaires Delrosa Adm. Farragut	New York	Nov.	
	t From Portlar		

Delrosa	S. America	Nov
Adm. Farragut	San Diego	Nov
	From Portla	
Vessel-	For	Da
Frank D. Stout	San Fran.	Nov
Annette Roiph		
Florence Luckenba	ch Gulf	Nov
P. J. Luckenbach	New York	Nov
Nebraska		
Multuomah Californian	Enrope	
West Kader	Orient	Nov
Willfaro	New York	Nov
Admiral Goodrich. Wm. S. McKinney.		
Rose City		
Admirai Evans	San Diego.	Nov
Steel Engineer	Europe	Nov

	Vessels in Port.
ш	Vessel- Berth.
2	Vessel— Berth, Anneste Rolph Mersey dock
	Ahaya Maru Columbia City.
	Baron Cawdor Irving dock.
	Baron Ogilvy North Bank dock.
	Benvorlich Terminal No. 4.
2	Barmuda
5	Bratsperg
8	Californian
£	Challambra Inman-Ponisen's.
	Chillicothe Albina Marine
ŕ	Daisy Matthews St. Heiens
E.	Daisy MatthewsSt. Heiens Devon CityTerminal No. 4.
•	EcolaAstoria,
	EcolaAstoria, P. J. LuckenbachTerminal No. L.
'n	Flo. Luckenbach Terminal No. 1
	Frank D. Stout Columbia City
ζ	Haraid Clark & Wilson
r)	Katrina Luckenbach, Westport
1	K. V. Kruse West Oregon mill.
r	La Merced Port. Veg. Oil mill
	MakenaSt. Helens.
3	Muitnomah Westport
n.	Nebraska Terminal No. 4.
	Oregon Pine Peninsula mill
	Gregon Fir Westport.
	Pawist Albina dock.
	Ryder Hanify Vancouver.
	Sir Thos. J. Lipton St. Helens.
9	Wawalona St. Johna

Pacific Coast Shipping Notes.

ASTORIA, Or. Nov. 2.—(Special.)— The steamer Katrina Luckenbach, with yeneral freight from Portland, 980,000 eet of jumber from Westport and 5000 feet of lumber from Westport and 5000 cases of canned salmon from Astoria, sailed at 12:30 P. M. for New York.

The British steamer Benyorlich with bulk grain from Portland sailed at 4 P. M. today for Algeria.

The British steamer Tudor Star arrived at 2:30 P. M. from Puget sound and went to Portland, where she will take on freight for Europe.

After tiking on lumber at Portland, the Norwegian steamer Eric sailed at 5 A. M. for Shanghal via way ports.

at the local terminals and sail tonight for the United Kingdom.

The motor schoolor Sierra is due from San Francisco, and William Servander, from San Francisco, and will local lumber at Wauna. St. Johns and Westport.

The steamer Nebraskan is due from Puset sound and after loading 5000 cases of canned saimon at the Asioria terminals for New York will proceed to Portland.

The tank steamer Frank H. Buck is due from California with a cargo of fuel oil for Portland.

The steamers Willfare and Deerfield are due from San Francisco, 6 P. M.: Cacique, from San Fran

COOS BAY, Or., Nov. 2 .- (Special.)-

TACOMA, Wash, Nov. 2.—The Robin Adair and Mystic were scheduled for late arrivals this efternoon from Atlantic coast ports. The Adair has a large amount of pipe in her cargo to be discharged at the terminal dock. Outward the vessel has miscellaneous freight to load at the terminal and will load 5000 tons of copper at the smelter before sailing. The Mystic will load at the Baiter dock for New Orleans, Mobile and Savannah.

Bank Vault Coming by Sea.

A modern bank vault complete is coming on the Pacific Mail freighter Santa Paula, which is scheduled to depart from San Francisco tonight and is due here Monday. The vault is consigned to a bank at Spokane and will be reshipped here. One part of the shipment, said to be the vault door, weighs 25 tons.

Marine Notes.

Basker onck for New Orleans, Mobile and Sawannah.
An unexpected arrival at the terminal dock was the Celilo, which dropped in to take a parcel of immer for California. An unexpected arrival at the terminal decay was also an arrival and bake argo from the Tatoma Evaluation of approximately 1,300,000 feet of Jumber, got away for San Pedro.
B. C., is due at the smelter with ore Saurday. The Santa Rita, which has been discharging freight at the smelter, finished this morning.
The Del Rosa arrived at the Tacoma Grain dock this morning to load a shipment of flour for South American west coast ports.

ment of rigar for south America.

The Derothy Alexander from California ports is due at the Commercial duek to-morrow evening. The President Jackson, which has been loading for the orient at this dock shifted to the Tacoma of Grain dock this evening and will sail tomorrow for Manila, via Scattle and Victoria.

VICTORIA, B. C., Nov. 2.—H. M. S. Capetown, Capitaln Edward R. Jones, R. N., unit of the British North America and West Indies squadron, made port today after an easy run from Monterey, Cal.

RAYMOND, Wash., Nov. 2—(Special.)
—Departed. Nebraskan, for Portland, 11

Movements of Vessels.

ASTORIA, Nov. 2 .- Sailed at 10 last hight, steamer Admiral Farragut, for San Diego and way ports; sailed at 3 A. M., French steamer lows, for Havre and way ports; sailed at 5 A. M., Nor-wegian steamer Erle, for Nagoya and and way ports; sailed at 5 A. M., Norwegian steamer Erie, for Nagoya and way ports; sailed at 12:30 P. M., steamer Erie, for New York way ports; sailed at 1:45 P. M., steamer E. H. Meyer for Grays Harbor. Arrived at 1:20 P. M., British steamer Tudorstar, from Seattle, Sailed at 4. Meyer for Grays Harbor. Arrived at 1:20 P. M., British steamer Tudorstar, from Seattle, Sailed at 4. Medicaday unless otherwise indicated.

Steamer Steel Vavigator, from Portland, for London and way ports. CHRISTOBAL,

Steamer Artigas, from Portland, for Portland, Me. PHILADELPHIA. Nov. 1.—Arrived: Steamer Kentuckian, from Portland and way ports,

CHARLESTON, Nov. 1. — Arrived: Steamer Ipswich, from Portland and way ports.

BELLINGHAM, Nov. 2.—Sailed at 1 P. M. steamer Nevadan, from Puget sound, for Portland.

BELLINGHAM, Wash., Nov. 2.—Ar-rived Newadam, from Seattle, 9:30 A. M. Departed. Newadam, for Portland, 1:15 P. M.: Lygnern, for Seattle, 11 A. M.

ARERDEEN, Wash., Nov. 2 .- Arrived: Tables, from Astoria; Milan Maru, from Coos Bay; Hokkai Maru, from Tacoma; Idabo, from San Pedro. San Diego, Cal., Nov. 2.—Arrived: Charles Watson, from San Pedro, 7:30 A. M.; Yellowstone, from Coos Bay, 8

the orient.

Mills on Coos Bay are cutting Japanese A. M.; Yellowstone, from Coos Bay, 8 squares for the steamer Munaires.

The steamer Admiral Goodrich arrived today at 3:30 from San Francisco and Eureka, bringing freight and passengers.

Charles Watson, from San Pedro, 4. M.

Salled: Washington, for Eureka, 4 today at 3:30 from San Pedro, 8 P. M.

LONDON, Nov. 2.—Departed: Eem-dijk for San Francisco. CERISTOBAL Nov. 1.—Departed: El Grille, for San Francisco; Theodore Roosevelt, for San Diego.

NEW YORK, Nov. 2.—Departed; San-ta Louisa, for Callac; Bayern, for Ham-burg Oscar II, for Copenhagen.

ANTWERP, Nov. 1.—Arrived; Secland, from New York, HAVRE, Oct. 30.—Arrived: La Savoie,

will be effective for a period of 60 days.

or SEATTLE, Wash., Nov. 2—The barkentine Charles F. Crocker, owned by W.
L. Compn & Co. of San Francisco, first
he to arrive of, five sailing vessels expected
on Puget sound from Honolulu, is in the
strait of Juan de Fuca. She is to be
followed by the schooners Sampai, Meirose, Taurus, Mary Foster.

Presence of C. Swenson, port captain
for the Latin-Amarica company at San
Francisco, here on an inspection trip,
has led to a rumor that his principals
are about to purchase or charter the
steamship Pacific, which has been ide
at Eagle Harbor, Balabridge island,
eight months.

The hig freighter Hanley, operated in
the trans-Pacific Admiral-Oriental line,
is to shift to drydock tomorrow for her
in the proper exponer. Buby operated by
The motor exponer. Buby operated by
the followed by the schooner supplied to the plane as unfift for receiving the plane as unfift for recei

the trans-Pacific Admiral-Oriental line.

Is to shift to drydock tomorrow for her annual overhauling.

The motor schooner Ruby, operated by the Kuskokwin River Trading & Transgortation company and commanded by Captain E. Hoffman, arrived here today after six months in the Arctic. She brought down a cargo of saif fish and in a few furs. Conditions in Siberia militated against trading while the Ruby was at Anady.

A number of bookings of passengers for the British steamship Cardigan.

In the Mount Angel college senate, at a special meeting yesterday debated the close of the meeting a resolution was adopted putting the Mount Annual She will take about 15,000 boxes of apples.

The Swedish steamship Lygnern, which arrived here tonight, is to load a large cargo for Australia.

VANCOUVER, B. C., Nov. 2.—The steam schooner John G. Kirkpatrick is at Ladysmith loading lumber for San Francisco.

Young Auto Thugs Get \$2782. OAKLAND, Cal., Nov. 2. - Two young unmasked thugs knocked down Miss Nellie Shaffer, cashier of the Rosenthal department store, as

she was emerging from the store building today, seized a satchel she was carrying, which contained \$2782 in coin and currency, and escaped in a roadster automobile. PORTLAND, Nov. 2.—Sailed at 6:30
A. M., British steamer Benvorlich, for Algiers; sailed at noon, steamer Makena, for Honoiulu, from St. Heiens.

A. M. British steamer Makena, for Honoiulu, from St. Heiens. Ship Reports by Radio.

By the Radio Corporation of America. Iglers? Magasaki for Honolulu, oss addition to thouse ber 31.

NEW YORK, Nov. L.—Sailed: Steamer ROYAL ARROW, Nagasaki for San other local paper.

spitzer's complaint states that while service, left New Fork Wednesday on ports.

Service, left New Fork Wednesday on ports.

CHINA San CHINA, San ancisco for orient, 980 miles west of Honolulu, October \$1. CHRISTOBAL, Oct. 30.— Sailed: miles west of Honolulu, October 31.

F. H. HILLMAN, San Francisco for Francisco for London and way ports.

KUBE, Oct. 21.—Arrived: Dutch Steamer Arakan, from Portland and way ports.

ECORGIAN, San Pedro, noon, October 31.

GEORGIAN, San Pedro, noon, October 31. tober 31.

MONTEBELLO, San Pedro for Hono-lulu, 185 miles from Honolulu, October 31.

SYLVAN ARROW, San Francisco for Taku Bar, 1022 miles from San Frantasic Bar, 1922 miles from San Francisco, October 31.
TASCALUSA, San Pedro for Shang-hat, 1241 miles from San Pedro, Octo-

ber 31.

THOMAS, San Francisco for Honolulu, 943 miles west of San Francisco. October 31.

ENSLEY CITY, Manila for San Francisco, 1958 miles from San Francisco, October 31. European freight, starts at Mersey dock today, where 1200 tons of wheat is assembled for stowage aboard. The ship is to proceed later to terminal No. 4 to load at least 30,000 boxes of apples and there may be other fruit as well. She is the second of the Biue Star coterie to call, the Gothicstar having been in last month and the Tuscanstar is to be back in February with the Romanstar in December, the Magic-star in March, by which time it is thought the rush of fruit shipments to the other side will have been about ended.

Ellis A. Gilbert of Chicago, connection with the American agency of the line, is in the city on ussiness in connection with the movement of fruit and other connections.

**Su 2 588 miles from San Pedro. 8 BOOBYALLA San Francisco for San Pedro, 346 miles from San Pedro. ar: ATLAS, San Pedro for Tacoma, 386

> VINITA, San Francisco for San Diego, VINITA, San Francisco for San Diego.
> LIEBRE, San Francisco.
> LIEBRE, San Federo for Tokuyama.
> 139 miles from San Pedro.
> SENATOR, Wilminston for San Francisco.
> 265 miles south of San Francisco.
> El SEGUNDO, El Segundo for Astoria, EVERETT, Wash., Nov. 2.—Arrived:
> F. S. Loop, for Port Gamble, 8:45 P. M.
> Nov. 1; Santa Rita, from Tacoma, 7:15
> Beaumont, 558 miles south of San Francisco
> cisco W S. MILLER, Point Dells for Rich-Is, 476 miles from Scattle, COTTON PLANT, San Francisco fo Coo: bay, entering Coos bay at 4 P. M. EDJEMORE, United States army trans-sort, New York for San Francisco, 559 Hes south of San Francisco at noon, BUENOS AIRES, Portland for Dublin Dieum, 112 miles from Oleum. SANTA CLARA, San Francisco for New York, 523 miles south of San Fran-

H. T. HARPER, Point Wells for Richond, 195 miles from Richmond. STEEL ENGINEER, San Francisco for ortland, 40 miles from San Francisco

Beco S T CASIANA, Honolulu for San Pedro, S60 miles southwest of San Pedro, NGRTHLAND, Port Angeles for San Prateisco, 25 miles from Port Angeles, BEN E. ROACH, Vancouver for Pan-min, abeam Flattery at 6 P. M. Fr REST KING, towing Forest Stream, seatile for San Francisco, 183 miles from seattle. QUINAULT, Tacoma for San Pedro, 231 miles from Tacoma.
CELLIO, San Francisco for Seattle,
115 miles from Seattle.
RCBIN GOODFELLOW, Portland for
San Francisco, passed North Head at
S A. M. S A. M.
MI AN MARU, North Head for Grays
harbor, 120 miles from North Head.
ANVIL, Dutch harbor for San Francisco, 102 miles from Dutch harbor, Octob- 31.

CORDOVA, Seattle for Lost harbor, 20 miles from Lost harbor, October 31.
WEST OROWA, Dairen for Portland, PRESIDENT McKINLEY, Seattle for Yokonama, 829 miles from Seattle Oc-PARSIDEAL MORTANA, Seattle, October 31.
WHEATLAND MONTANA, Vancouve

MANILA. Nov. 1.—Arrived: President
Pierce from San Francisco.
SHANGHAI. Nov. 1.—Arrived: Africa
Maru from Seattle; Clam, from San
Francisco.

WHEATLAND MONTANA, Vancouver
for Yokohama, 1019 miles from Vancouver
for Yokohama, 1019 miles from Vancouver
for Yokohama, 1019 miles from Columbia river, October 31.
PRESIDENT GRANT, Yokohama for
Francisco. y Straits, October 31 NGRTHWESTERN, Sawmill bay, 24 niles from Seward, October 31 ShAGWAY, Scattle for Anchorage, 10

By Federal Telegraph Company. HA. NAWA, Yekohama for Portland. 1270 miles west of Columbia river, 8

1279 miles west of Columbia river, 8
P. M. October 31.
WEST FARALLON, San Pedro for Yokohama, 403 miles from San Pedro, 8
P. M. October 31.
PRESIDENT MCKINLET, Seattle for Tokohama, 176 miles west of Seattle, 5
P. M. October 31.
PRESIDENT GRANT, Yokohama for Seattle, 2614 miles west of Seattle, 8
P. M. October 31.
WEST ISLIP, San Francisco for Sydney, 40 miles south of Honolulu, 8 P. M. October 31.
WEST OROWA, Yokohama for Portland, 873 miles west of Columbia river, 8
P. M. October 31.
SONOMA, San Francisco for Sydney, 4842 miles southwest of San Francisco, 8 P. M., October 31.
YORBA LINDA, Tokuyama for San Pedro, 1156 miles cast of Tokuyama, noon, October 31.
FRANK G. DRUM, San Pedro for Avoa, anchored off Martinez.
GEORGIANA ROLPH, San Diego for San Pedro, 30 miles north of San Pedro, 160 miles north of San Pedro, LOS ANGELES, San Pedro for Martinez, 86 miles from Martinez.
APUS, San Pedro for Yokohama, 552 miles west of San Pedro, 610 CLUM, Portland for San Pedro, 610 642 miles from Seattle, OLEUM, Portland for San Pedro, 619

OLEUM, Portland for San Pedro, 619 miles north of San Pedro, W. F. HERRIN, Pertland for Jan Pedro, 505 miles from Portland. W. S. PORTER, Linnton for San Pedro, 379 miles from Linnton.
QUINAULIT, Tacoma for San Pedro, 251 miles south of Tacoma.
FRANK H. BUCK, Gaviota for Linnton, 282 miles from Linnton.
ROBIN GOODFELLOW, Portland for San Francisco, 480 miles north of San Francisco. Francisco.

WAPAMA, San Francisco for Redondo,
90 miles south of San Francisco.

HAMER, San Pedro for Everett, 354
miles north of San Pedro.

AEWPORT, Fanama for San Francisco,
2840 miles south of San Francisco
MARGARET DOLLAR, San Francisco
for Yokohama, 1406 miles west of San
Francisco

for Yokohama, 1406 mlies west of San Fratcisco. CUBA, San Francisco for Cristobal, left San Jose. HARTWOOD, San Francisco for Grays Harbor, 438 mlies north of San Francisco. COLOMBIA, New York for San Francisco. DILWORTH, Port San Luis for Hono-lui, 123 miles west of Port San Luis. WEST NOTUS, San Pedro for San Francisco, 308 miles south of San Fran-cisco. ZENON, San Francisco i. Hull, 270 miles south of San Francisco,
PRESIDENT TAFT, Yokohama for
San Francisco, 1382 miles west of San San Francisco,
Francisco,
BOHEMIAN CLUB, Port San Luis for
Manila, 1493 miles west of Port San Luis,
SIERRA, San Pedro for Astoria, 663
miles north of San Pedro,
BEARPORT, Manila for San Pedro,
120 miles west of San Pedro,
GYMERIC, London, for San Francisco,
630 miles south of San Francisco, noon.

Bullet Pierces Windshield.

J. W. Richmond, 713 East Stark street, reported to the police last night that while driving home on East Stark street between East Eighth and Seventh streets, a bul-let flew through his windshield. Richmond did not stop to make an investigation. The police had no clews to work on and whoever fired the bullet is unknown.

The Oregonian publishes practi-LOGAN, Nagasaki for Honolulu. 534 addition to thousands of exclusive miles west of Honolulu, noon, Octo-

To Waterfront Employes and the Public

Following the publication of the Neutral Hall Rules and Regulations governing Employment, the I. L. A., Local No. 38-6, held a special meeting October 9th and adopted the following resolution:

"WHEREAS, The Manager of the Neutral Hiring Hall has promulgated a new set of working rules effective October 5th, and final close of registration October 12th, and

"WHEREAS, These working rules are contrary to terms of settlement between the Waterfront Employers' Union and the Longshoremen's Local No. 38-6, I. L. A. and as our membership has unqualifiedly rejected said rules and working conditions,

"Be it, therefore, RESOLVED, by Local No. 38-6 I. L. A. in extraordinary session assembled this 9th day of October, 1922, that we refuse to work under the rules prescribed and will not accept employment upon terms arbitrarily adopted against our

"Be it further RESOLVED, That our committee be and hereby is instructed to immediately present our protest to the Waterfront Employers' Union and in doing so said committee are hereby instructed that we, as Longshoremen, will not submit to any part of the rules presented.'

This resolution was attached to a letter of the same date addressed to the mentbers of the Waterfront Employers' Union signed by Mr. McGivern, President, and Herman Larsen, Secretary of Longshoremen's Union, Local No. 38-6, I. L. A. The charge was made that the Neutral Hall had not been conducted in accordance with the settlement of June 22d. A further charge was made that Messrs. Barnes and Buchtmann, who had both had long years of experience in the kind of work assigned to them and who had been members of the Longshoremen's Union for many years, were distasteful to the Union men, as they objected to being ordered and picked by

The direct charge was made that Messrs. Buchtmann and Barnes were members of the Union and accepted their positions in the hall without sanction of the Union, also that there was no necessity of any more despatchers. Our answer is to refer you to Mr. Herman Larsen's credentials issued by the I. L. A., Local No. 38-6, dated September 21st and presented to the Neutral Hall Managing Committee as his authority to represent the Longshoremen's Union as a member of that Committee, and to the proceedings of the meeting of the Neutral Hall Managing Committee held September 22d, signed by Mr. Larsen, agreeing to the employment of the extra despatchers and the selection of Messrs. Barnes and Buchtmann as the despatchers for Union men. Both of these documents were printed in full in our announcement No. 2 published November 1st.

There has been considerable mention made by the strikers of "gunmen" being employed in the Neutral Hall. There are no gunmen in the Neutral Hall. It was and is necessary for the protection of the men working out of the Hall and for the protection of stevedore and ship-lining companies who pay off at the Hall each week to deputize the despatchers. This was only done after threats of violence had been received by the despatchers and after the I. W. W. and radical members of the Longshoremen's Union had caused trouble and discontent among the longshoremen, some troublemakers coming into the hall in a drunken condition. We most certainly owe it to the longshoremen and the employing companies to give them adequate protection at the hall, especially on pay days, when we are faced with conditions such as

The communication of the Longshoremen's Union, Local No. 38-6, L. L. A., dated October 9th was considered at a special meeting of the Waterfront Employers' Union, attended by practically our entire membership, on October 11th. The administration of the Neutral Hall, all correspondence relating to any negotiations whatsoever with the Longshoremen's Union and all other records pertaining to the work were carefully investigated. It was the unanimous opinion of all present that the Hall had been conducted in strict accordance with the strike settlement basis of June 22d and the charges made by the Longshoremen's Union were without foundation or justification. Their communication of October 9th was, therefore, answered in detail and the reply was endorsed and signed by every stevedore and ship-liner on the Portland waterfront.

In the afternoon of October 12th there was a joint meeting of committees representing the I. W. W. and I. L. A., Local No. 38-6, and these committees met again early the next morning. They discussed a joint strike of the two organizations, to be called in the name of the I. W. W., but actively supported by the I. L. A. Friday morning, October 13th, the I. W. W. met and again voted to strike, but decided to withhold action until 4:30 P. M. that date, awaiting the action of the I. L. A. At 2 P. M. that day, at a hastily called meeting, with approximately 150 present out of a claimed membership of 635, the I. L. A. Local No. 38-6 voted to join forces with the I. W. W. in their strike and sent a committee to the I. W. W. hall to so inform them. At 4:30 P. M., same date, the two organizations declared the strike on at 5 P. M.

On October 14th, the day after the strike was called, a document dated Portland, Oregon, September 17, 1922, and signed by M. T. W. I. U. No. 510 of the I. W. W. showing the seal of that organization, was thrown through one of the employment windows of the Neutral Hall. Since then the L. L. A. Local No. 38-6 has presented under their seal demands identical to those made by the I. W. W., including certain demands made in behalf of the grain handlers whom they induced to join their strike on October 18th, 1922.

This strike was called by the I. W. W. jointly with the Longshoremen's Union, Local 38-6, I. L. A., without justification or cause of any kind being shown and without prior notice of any kind being given to the Employers.

This I. W. W. strike is not entirely local. Portland was picked by the I. W. W. as the weakest waterfront on the Pacific Coast. The I. W. W. throughout the Northwest and at every port on this coast were fully advised of what was going on and urged to send in contributions for the support of the strike. They were also urged to send I. W. W. members to Portland for picket duty and other strike work.

If the Portland strike is successful similar strikes will be called at every other port on this coast.

It was due to these conditions that Mayor Baker promptly took control of the situation and upset the carefully laid plans of the I. W. W. It is due to his efforts that Portland had not been invaded by great numbers of undesirables.

This is not only a matter of utmost importance to Waterfront Employers, but is of vital importance to every employer of labor in this city and community and to every citizen of Portland. Union Longshoremen who allowed their leaders to drag them into this strike would have suffered more than any others as the result of the influx of the I. W. W. Had the I. W. W. campaign been successful they most certainly would have replaced longshoremen working on this waterfront, both Union and non-union not members of the I. W. W., with their members sent here from the outside.

Our final announcement will appear in Saturday's papers and will be of considerable interest to all concerned.

WATERFRONT EMPLOYERS' UNION OF PORTLAND.

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