

RIVER FISHERMEN
CLUTTER STREAM,
ASSASSIN CAPTAINS

Masters of Craft Plying Columbia
Declare Salmon Fishers Set
Traps in Path of Vessels.

BAD LANGUAGE IS ALLEGED

Men in Small Boats Hurl Oaths
at Masters of Ships Forced to
Pick Way, They Allege.

Complaints are made by river pilots and captains of vessels plying on the Columbia river of the alleged misconduct of certain fishermen in the vicinity of Rainier and other points on the lower river, who make a practice of casting their nets in the ship channel. So unmindful of the interests of navigation are some of these fishermen, it is said, that in many instances pilots have had difficulty in keeping their craft in the main channel, in order to avoid running down the small boats or getting foul of the gillnets.

Use of abusive language on the part of the fishermen who rail at the ship masters is also complained of, and according to one of the leading pilots something must be done to put a stop to the practices. One of the pioneer pilots said:

"Fishermen on the lower river are carrying things altogether too far, and the guilty parties ought to be prosecuted. It is not an infrequent occurrence for vile language to be hurled at the pilots and captains on passing vessels and times when on river boats operating between Portland and Astoria are compelled to hear a tirade of abuse directed at those in command of the steamers."

In one case recently, it is declared, a fisherman, after swearing profusely at one of the pilots, reached for his gun with the evident intention of shooting at the vessel. In a few instances shipping board vessels, while on their trial trips, have been compelled to alter course to keep from disturbing the drifters.

The recent developments recall many similar instances in past years, and which have resulted in shots actually being fired into the pilot house of a passing ship.

REINSTATEMENT NOT CONFIRMED

No Official Word Received on Alleged
Reinstatement of Ship Agreements.

Confirmation of word from Washington that the shipping board had reinstated two suspended contracts for steamships at the Columbia River Shipbuilding corporation of Portland had not been received by the local plan today.

When an emergency shipbuilding ceased the shipping board suspended four of the contracts held by the Columbia River Shipbuilding corporation. Since the Pacific coast shipbuilding plants took up at Washington and Philadelphia the matter of reinstating the contracts, several conferences have been held with the eastern officials of the government. In light of these meetings it is believed that the report that the Portland plant had been successful, is true.

The Columbia River Shipbuilding corporation now has five ships on the ways in various stages of construction and there remains but one left to be laid off the original contracts. It is expected that the yard will have launched its last ship by September 15.

No word concerning reinstatement at the other steel shipbuilding yards in this district has been received, say the owners.

JAPANESE SAILOR CAUGHT

Four Who Left Vessel in Port Have
Eluded Police.

One of four Japanese sailors who deserted last week from the Japanese steamer Atagoan Maru while the craft was in Portland harbor has been apprehended and another, Kalkuchi Nishito, aged 28, deserted the ship on Wednesday just before it put to sea from Astoria after completing its trans-Pacific cargo.

The \$25 reward offered by the officers of this ship for the capture of each deserter has already been paid to the sheriff of Columbia county, who arrested one of the five deserters at St. Helens, and the same is held in readiness for the capture of the other three.

Chamber to Entertain Officials

The shipping committee of the Chamber of Commerce is meeting today to organize plans for the reception of J. Rosseter, manager of the division of operations of the United States shipping commission, who will spend next Tuesday in this city in conference with shipping and commercial men.

News of the Port

Arrivals July 31

Tiverton, American steamer, from San Francisco; Benito, motor schooner, from Seattle; J. A. Chanler, American steamer, from Seattle.

Departures July 31

Coast, American steamer, for Manila, general; Nome City, American steamer, for Nome City, Alaska.

Marine Almanac

Weather at River's Mouth
North Head, July 31.—Conditions at the mouth of the river at noon, smooth; wind northwest 5 miles; weather clear, humidity 64.

High water: 11:24 a. m., 1.1 feet.
Low water: 5:22 p. m., 7.5 feet.

DAILY RIVER READINGS

Table with 4 columns: Station, Flood Stage, High Water, Low Water. Rows include Umatilla, Astoria, Salem, Clifton, Portland.

RIVER FORECAST

The Willamette river at Portland will fall slowly during the next two or three days.

AT NEIGHBORING PORTS

Astoria, July 31.—Sailed at 2 a. m. steamer W. E. Herin, for Clifton. Sailed at 12:30 p. m. steamer E. H. Meyer, for Clifton.

about the next steamer leaving this port, or in the event of too great a delay, will be sent to Seattle for disposition. A \$25 reward has been offered for the latest deserter.

Officers of the vessels from which Japanese deserters are particularly anxious to apprehend are suffering because of the handicap suffered with the loss of men. Federal immigration authorities are equally anxious to cause the arrest of deserters in an effort to block what they say the Japanese have found to be a very easy way to violate the immigration laws.

LUMBER CARGO FOR INDIA

Semmelind to Carry 1,800,000 Feet
From Portland to Bombay.

Portland's lumber shipments abroad will be increased by 1,800,000 feet when the full-powered motorship Semmelind, built by the Elliott Bay Shipbuilding company of Puget Sound, sails out of this port for Bombay, India.

The vessel was constructed for Peter N. Gram of Christiania, Norway, and is in command of Captain Axel Thielmann.

The Semmelind is declared to be one of the finest ships of her kind ever built on the Pacific coast. Five other ships of her class have been ordered constructed. The tonnage of the schooner is 3000.

Other units of the Gram fleet are: Troilting, from Portland; Pivie, from San Francisco and Seattle with a cargo of lumber and barley for Copenhagen; Sietind, bound for England with lumber from Port Elizabeth, other ships which is about ready for launching at the yard of the Elliott Bay Shipbuilding company, and the ship under construction at the Price shipbuilding plant.

SHIP'S DEPARTURE IS DELAYED

War in Propeller of City of Topeka
Holds Ship 12 Hours.

San Francisco, July 31.—(N. S.)—Delay of some 12 hours in the arrival in Portland of the City of Topeka of the Pacific Steamship company will result, it is reported, owing to a slight mishap which befell the steamer while leaving her dock at San Francisco, the accident was caused by a rope getting foul of the propeller. The ship was stopped and lines were passed to the pier where the vessel was made fast until a diver could be sent down to remove the rope. The rope was removed after several hours' work and the steamer resumed her voyage north at 10 o'clock this morning.

The City of Topeka operates between Portland and San Francisco, making calls at Astoria, Marshfield and Eureka, Cal., carrying both passengers and freight. The schedule for the steamer follows 10 days from both terminals.

ALL ALONG THE WATERFRONT

As a solution of labor troubles for at least a period of 10 years, the Riggers' union has proposed that, instead of accepting a 15 per cent rise in wages, the owners of steamship companies turn over to them 25 per cent of the stock of the companies.

Three Portland-built vessels are reported to have arrived at Balboa en route from the Pacific coast. The new wooden steamer Fort Hill, from Portland to New York; Fort Stevens, from Portland to Cardiff, United Kingdom, and the new steamer West Nook, from Portland to New York.

China favors great trade inducements for Americans, says R. D. Pinno of Seattle, manager of the foreign trade department of the Pacific Steamship company, which is now operating two steamers on the Portland-Oriental freight service. He advises American shippers and merchants to go after the trade, declaring that the people of the United States, Pinno has just returned from an 11 months' tour of the Far East during which time he visited China, Japan, the Philippines, Java, Siberia, Sumatra, Straits Settlements and Indo-China.

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CAPT. W. HEINECKE
RETIRES TO PORTLAND
AFTER YEARS IN THE ARMY

Building Roads During Argonne
Offensive Principal Work
of Former Contractor.

Building roads under German shelling that men and material might be moved forward in the Meuse Argonne offensive as conditions required was the major work assigned to Captain W. Heinecke of Portland, who has returned to the city after two years' service in the army.

Captain Heinecke, who, in private life is an engineer and contractor, was commissioned in the engineer corps, and was assigned as commander of Company No. 2, 2nd Engineers, a road building regiment comprising 6800 men, many of whom were from the Pacific Northwest.

Captain Heinecke went overseas in November, 1917, and for four months after arriving directed road work in the vicinity of Epernay and Reims, which his unit performed, however, was during the Meuse Argonne.

After the armistice Captain Heinecke's unit was transferred to a devastated area of France, where road repair work was continued, he supervising both the military and civilian labor engaged in this task. The big work of German prisoners also were employed who, Captain Heinecke reports, were good workmen, apparently more anxious to labor under American army conditions and receive army food than to be released and returned home.

He left France in 1919 and has since received his discharge. Captain Heinecke has resumed residence at the University club and is planning to return to his contracting business in this field.

PROBLEM MOST VITAL

Congress was deeply interested in the subject today. Senators and representatives frankly admitted that the cost of living was the most vital problem now facing the American people. They said that their opinion unless a speedy settlement of the problem is arranged and the present ballooning quotations forced down the price of wheat will be exceedingly dangerous and their number will be greatly increased in the near future.

Congress stands ready to aid President Wilson in any way to lower living costs, Senator Gronna of North Dakota, chairman of the agricultural committee, declared today.

"I am willing and I am sure that all members of congress are anxious to do all in our power to help the president to lower the high cost of living," said Senator Gronna. "But I think that it is rather unwise to permit him to take any action which immediately will lower living costs. I can't see that he can do it. I don't believe either the president or congress can do anything that will bring immediate relief."

"Of course, an increase in wages will help, but labor is a factor in the cost of living. Every increase that railroad men get adds to the cost of living, because it raises the cost of transportation."

KENYON EXPRESSES DOUBT

Senator Kenyon of Iowa who has been long interested in the food question, was also doubtful whether there was any way of relief by presidential action.

"The only thing I can see in sight now is the bills to regulate the packers and the other bills introduced to control food prices. I am making a study of what Canada is doing, and they are doing something to regulate profits, and I may have something to offer in that line. I am sure that the president will find a way out of this."

Senator Capper of Kansas said: "I believe the high cost of living means more to the people than the League of Nations right now. I believe that the party in power has got to take notice of that before the next campaign."

BUILDING PERMITS

Harry E. Hill—Erect garage, 328 East 25th street, between 1st and 2nd; builder, same. \$200.

Raymond Caldwell—Repair residence, 1233 Missouri ave., between Jarrett and Simpson; builder, same. \$150.

Elizabeth Wood—Repair store and room, 108 2d, between Taylor and Yamhill; builder, same. \$500.

Honeyman Hardware Co.—Wreck residence, 358 West Park and 10th; O. K. & B. Co. \$500.

Katherine Deneman—Repair dwelling, 200 1/2 East 1st; builder, same. \$200.

TRANSPORTATION

Travel by Steamship

SS. "CITY OF TOPEKA"
Sails 9 P. M. Aug. 2.

For Coos Bay, Eureka, San Francisco, Seattle, Portland, Astoria, Clifton, and other points. Tickets sold at all these points, and baggage checked.

ALASKA
Steamers every week for all principal ports in Alaska. Next steamer to Nome and St. Michael. Ticket Office 101 Third St.

PRICES IN ALASKA
Freight Office East 6th St. A-3922

PACIFIC STEAMSHIP COMPANY.

NORWEGIAN MEDICAL SUPPLY

18,000,000
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Russell between Vancouver and Williams; builder, same. \$200.

Moses—Erect garage, 345 East 11th N. between Knott and Brasse; builder same. \$50.

John A. Crane—Repair dwelling, 400 Ross between 4th and 5th; builder, same. \$200.

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BIRTHS

KINGLEY—To Mr. and Mrs. C. E. Kingley, 311 East 2d, July 19, daughter.

SCHMIDT—To Mr. and Mrs. A. Schmidt, Multnomah station, July 20, a son.

STEPHENSON—To Mr. and Mrs. J. H. Stephenson, July 17, a daughter.

PAJUNEN—To Mr. and Mrs. M. Pajunen, 1004 East Irving, July 17, a daughter.

CHARLES—To Mr. and Mrs. E. H. Charles, 320 East 2d, July 20, a son.

FRANZ—To Mr. and Mrs. F. Franz, 551 1/2 East 2d, July 21, a daughter.

ATTEN—To Mr. and Mrs. E. K. Attin, 8700 Everett, July 15, a son.

SHUTT—To Mr. and Mrs. R. Shutt, 474 Multnomah, May 21, a daughter.

DOER—To Mr. and Mrs. G. Doer, 548 Broadway, July 21, a son.

JOHNSON—To Mr. and Mrs. E. J. Johnson, 311 East 2d, July 19, daughter.

WENDEL—To Mr. and Mrs. V. L. Wendel, 645 4th, July 21, a son.

ARNYD—To Mr. and Mrs. Harry Arnyd, 1042 Linden, July 17, a son.

LITTLE—To Mr. and Mrs. Sterling Little, 1717 Irving, July 17, a daughter.

WILKE—To Mr. and Mrs. W. Wilke, 772 E. 2d, July 20, a son.

THOMAS—To Mr. and Mrs. G. B. Thomas, 429 1/2 East 2d, July 20, a son.

TOWN—To Mr. and Mrs. E. P. Town, 3023 Broadway, July 21, a daughter.

MARTENSEN—To Mr. and Mrs. A. Martensen, 558 Marshall, July 21, a son.

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