

UNION IS SUED BY FERRY HEAD

(Continued From Page One.)

Following statement after this forenoon's meeting:

"The company is willing to resume operations of all ferries at once under the terms of the contract just expired. Should the union reject this proposal, we will be forced to announce wage reductions tomorrow."

The union made this statement: "We have been considering modification of some of our last proposals and did not come to any conclusion as to what these modifications might be because our determination of that question depends upon which of our requests the company feels best in a position to grant. At this meeting, the company continued its answers of 'no' to every request, thus making it impossible at this time for us to propose specific modifications."

Captain Peabody's libel action came as a result of a letter sent by the Inlandboatmen's Union to Governor Martin and Geurts last Sunday, immediately after the union had canceled a previous proposal vote and also a week's moratorium on the strike deadline.

The letter accused the company and its representatives with attempting to influence the voting by threatening loss of jobs and other economic retaliation in event the members voted to strike.

Members of the negotiating committee named defendants in the suit: Capt. John M. Fox, secretary of the union; Ralph Goldsmith, Floyd McElvin, John Sullivan, Ted Loomis, Eugene V. Dennett and Paul Stumpf.

The complaint said the Seattle Industrial Labor Council is included in the action because representatives of the council conferred with the unions negotiating committee during negotiations with the company. The Industrial Labor Council is an affiliation of C. I. O. unions. The complaint adds:

"That while negotiations were in progress and without cause or right, no actual labor dispute existing between the owner and employees, the defendants conspiring the one with the other, did threaten to call a strike and threatened thereby to shut down and close up the entire business operations of the plaintiff, corporation."

Threats Are Asserted

"That the defendant Fox, acting in his capacity as attorney-in-fact, secretary of the union, has threatened to crush and ruin plaintiff, corporation, and stated: 'I may smash the union but I will sure smash your company,' thereby referring to the ruin of the defendant, union, and the ruin of the plaintiff, corporation."

The Ferry Users' Committee demanded on Governor Martin to intercede in the strike was contained in the following telegram, signed by W. H. Creech, chairman, Indianola; C. L. Marshall, Bainbridge Island, and Paul Billingsley, Vashon Island:

"The State of Washington's certificates of necessity to operators have guaranteed continuous ferry service to the people and the people have relied on that guarantee. We think it is your duty to demand of all concerned that ferry service be resumed immediately. We believe that you should demand that after service is resumed, parties arbitrate their differences under your offices."

Vashon Island residents, in announcing the end of their sit-down strike, declared they were not capitulating in their protest but decided they should not jeopardize property belonging to another.

The Inlandboatmen's Union made public this afternoon the following resolution adopted last night by the Marine Engineers operating on Sound ferries:

"That we send a communication to the Inlandboatmen's Union informing them that we are in favor of supporting them and think their demands are just."

Confers With Martin

Courts conferred yesterday with Governor Martin in Olympia and said today that if the governor again takes a hand in the situation it probably will not be until the first of the week.

The service to San Juan Islands, approved by the union, was made necessary according to Captain Fox, because the Cluckers Inter-Island Ferry Company, not involved in the strike, tied up its ferry operating to the San Juans.

H. P. Aitken, president of the company, returned the ferry to service today. Aitken said the ferry had been tied up since the start of the strike because the men refused to sign a one-year contract embracing present wages.

Union men said here that as far as they know both ferries will be kept in operation.

San Juan Schedule

The schedule of the ferry Bainbridge on the San Juan Islands run, follows:

Leaves Friday Harbor at 7:30 o'clock in the morning; leaves Orcas at 8:20 o'clock, will stop at Shaw on flag signal, leaves Lopez at 8:50 o'clock and arrives at Anacortes at 10 o'clock.

Leaves Anacortes at 1 o'clock in the afternoon, leaves Lopez at 2:15 o'clock, will stop at Shaw on flag signal, leaves Orcas at 2:45 o'clock and arrives at Friday Harbor at 2:30 o'clock.

Emergency service was being increased almost hourly to many Sound ports. The ferry Washington this morning started its first full day of shuttle service between Seattle and Vashon and Bainbridge Islands.

Water Taxi in Service

The water taxi Maryland, chartered for Bremerton service, operated on the following schedule today:

Leave Bremerton—8:30 o'clock in

Japanese Here To Lay Plans For World Hop



ICHITARO TAKATA "Make it? Of course!"

Ichitaro Takata, diminutive 41-year-old Japanese newspaper man, was in Seattle today and bubbling over with pride as he outlined plans for the "round-the-world flight of the Japanese airplane Nippon late this month."

Takata is special representative of The Osaka Mainichi and Tokyo Nichi Nichi, the two Japanese newspapers sponsoring the good-will flight. He came from Vancouver, B. C., last night. Tomorrow he will sail for Juneau, Alaska, and fly from there to Nome to join the aviators on their arrival from Tokyo July 26 or 27.

"There will be seven men in the Nippon on the flight across the Pacific Ocean," Takata said. "I will be the eighth man after they land in Nome. Make it? Of course! We can't stop at Nome when we have to go all the way around the world!"

Takata will accompany the flyers—all of whom are employed on the aviation editorial staff or in flying for the Japanese papers—as far as Santos, Brazil.

The Nippon will leave Tokyo August 2, whether permitting, and after stopping at Nemuro, on the northernmost tip of Japan, will hop to Nome. From Nome the Nippon will fly to White Horse, Y. T., and is expected to reach Seattle August 29 or 30.

The itinerary will take the good-will flyers from Los Angeles to New York City, then to South America, Africa, Europe, and home after taking about a month to circle the globe.

"This trip is of tremendous importance to the Japanese people," Takata declared, "because they are anxious to see our aviators gain a niche in the long-distance flying world. The eyes of the nation will watch the Nippon during August and September."

Piloting the twin-motor transport monoplane will be Sanjuroshi Nakao, veteran pilot who gained fame in Japan last year when he piloted a transport plane from Berlin to Tokyo. He is chief pilot for the flight sponsors.

Others making the trip from Tokyo will be Takeo Ohnari, aviation editor of the newspapers; Shuzo Yoshida, copilot; Hajime Shimokawa, engineer; Hiroshi Shimokawa, mechanic; Nobusada Sato, radio operator, and Chosaku Yaokawa, assistant radio operator.

A. L. Brownlee, 57, Mining Man, Dies

MARYSVILLE, Calif., Friday, Aug. 4.—(AP)—Archie L. Brownlee, 57 years old, identified with dredge mining and sand industries here for thirty-five years, died today after a paralytic stroke.

He was born at Manitoba, Canada, and was first connected with the Yuba Consolidated Gold Fields dredging operations here and in Alaska. Later he formed the Yuba River Sand Company, which he continued to operate after consolidation with the Bechtelkaiser organization.

Funeral services will be held Sunday.

Justice Geraghty Ill In Olympia Hospital

OLYMPIA, Friday, Aug. 4.—(AP)—Justice James M. Geraghty of the Supreme Court, seriously ill in St. Peter's Hospital here, spent "a fair night and showed some improvement over his condition yesterday," his physician said today.

The former Spokane attorney was taken ill Wednesday, the hospital reporting him in a serious condition from a kidney ailment.

the morning and 1:30 o'clock in the afternoon.

Leave Seattle—10:30 o'clock in the morning and 11 o'clock at night. Saturday and Sunday schedules are:

Leave Bremerton—9:30 o'clock in the morning, 1:30 and 5:15 o'clock in the afternoon and 1 o'clock in the morning.

Leave Seattle—8 and 10:30 o'clock in the morning, 11 o'clock at night at 2:45 o'clock in the morning.

CASH FOR CONSTRUCTION

LOW RATES EASY TERMS

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PATROLS WATCH AT CROSSWALKS

Police opened a selective enforcement today against motorists who fail to stop at occupied pedestrian crossings.

The drive is in conjunction with the present "Deathless Days" campaign, now in its tenth day.

Patrols were established this forenoon at Broadway North and East Roy Street and Broadway North and East Mercer Street, declared to be the points where violations are most frequent.

Twelve persons were given tickets during the forenoon and the check was to be continued during the evening rush hours.

Sergt. C. A. Wilson, acting head of the police traffic division, said the patrols would work today and possibly tomorrow at these intersections and would be returned at intervals.

A proposal by the Seattle Traffic & Safety Council that a traffic school be set up for violators is to be presented to Police Judge William F. Devin when he returns from his vacation in September. Earl F. Campbell, council manager, said today.

Instruction May Be Ordered

Under the plan, the judge could sentence an offender to attend the school and be instructed about safe driving in lieu of paying a fine. Or a fine could be assessed and attendance at the school made mandatory also.

Robert Benner, 7335 20th Ave. N. W., was cut on the head when his car struck a light standard in Pontius Avenue near Denny Way yesterday afternoon. He was treated at Medical-Dental Surgery and released.

Everett Mayor Welcomes Elks For Convention

EVERETT, Friday, Aug. 4.—(AP)—Welcomed by Mayor A. C. Edwards, Washington State Elks Association swung into its business sessions here this morning as the thirty-sixth annual state Elks convention went into its second day.

The morning meeting was given over to committee appointments and routine business with the afternoon session devoted to reports of the officers and standing committee chairmen of the association.

Highlight of yesterday's program were a ritualistic contest in the afternoon, won by Centralia lodge, and an Americanism oratorical contest in the evening, won by Miss Helen Clarke of Everett. Second place among the speakers went to Frank Hannawalt of Puyallup and third to Clayton Ross of Bellingham. Fifteen participated.

Centralia won the ritualistic contest over Bellingham and Wenatchee.

Ellensburg is making the principal bid for the 1940 convention with Aberdeen and Seattle working for the 1941 convention.

In addition to the business meetings today, a golf tournament was in progress at the Everett Golf and Country Club, with a bowling tournament scheduled for late afternoon and evening.

Tomorrow will see the final business meeting of the state association with the convention parade scheduled for 7:30 p. m. Dances will conclude both today's and tomorrow's programs.

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Introducing Our New MARY BARRON "BIAS TRAIT" SLIPS



... the slip that gives you perfect freedom of movement!

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Perfect, unhampered freedom of motion when you're wearing the grand new "Bias Trait" slip... because, though the front is cut beautifully straight, the back is bias and clings to your curves, moving with every motion of yours! Never hypes up... won't twist or bind. Fashioned of satin and Bemberg in white or tans. Sizes 32 to 40 (as sketched) ... 40 others to 52.

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Softness of draperies... importance of handles... glimmer of gold, in soft antelope bags just out of their wrappings! Soft, mossy greens, glowing browns, purply-wines... midnight black most important of all. Bags, in short, that will do wonders for your Fall costumes.

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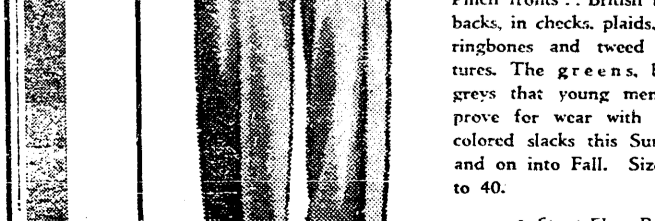
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Happy Alternates Plaid and Plain ... JACKETS ... 5.95 SKIRTS ... 2.98

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Man tailored, of mannish worsted fabrics... single, double and triple striped in white on black... on navy... or brown! Wide revers, rounded coat corners with a British trimness of line. Slim skirts. Sizes for misses and for women.

Supple crepes that fall gracefully into the soft fullness Fall demands of skirts... velvetines that ripple suavely... with front fullness, with back fullness! Important black, soft new greens, blues, wines, browns. "Young Fashions" in misses' and women's sizes.

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Exquisite soft, supple pelts... bought when the price of raw skins was sensationally low... made into coats that skillfully exploit 1939-40 fur fashions! Durable as they are beautiful, because marmot (Hollander-dyed) and muskrat are notable for their wearing qualities.

*Dyed Marmot.

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Pinch fronts... British blade backs, in checks, plaids, herringbones and tweed mixtures. The greens, blues, greys that young men approve for wear with plain colored slacks this Summer and on into Fall. Sizes 35 to 40.

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