

SUIT WON BY CULLISON

NOTHING CAN BE RECOVERED FROM HIM IN EQUITY.

Judge George Decides His Stock Brokerage Business Was a Bucket-Shop.

In the suit of L. L. Langley against J. E. Cullison to recover \$10,000, Judge George yesterday decided that the grant and stock brokerage business conducted by Cullison was a bucket-shop. The court also found that the remedy of plaintiff is in an action at law, and not in equity. It is the duty of the court to award and try it out before a jury. Langley acted as assignee for various persons who had claims against Cullison at the time he failed. The principal assignor was Leo Friede, whose claim amounted to about \$500. Judge George, in passing upon the case, said in part: "The fact that Cullison was not really buying and selling in the East seems now to be true, and in fact appears to be universally conceded. Yet in this case, if he held himself out as a broker to these parties though dealing with some others of his customers on the bucket-shop system, and these plaintiffs did not understand it, and he led them on to believe that he was so acting, but nevertheless did for them a bucket-shop business, he ought not to escape liability to them because he wrongfully treated their deposits as his own." "Cullison says now that he destroyed and burned his books, because they were worthless. There may also be other reasons which he has forgotten. It appears that a good many customers were known by numbers rather than by names, and the advantage thereby in the saving of ink is quite apparent. There is no doubt but that a great many did do a bucket-shop business betting on the board, and if these parties also did a bucket-shop business knowingly with Cullison they would be totally without remedy in court, either in law or equity. If the real and mutual intent of both parties was merely to speculate or bet on the rise and fall of prices, and the goods were not to be delivered, and one party was to pay to the other the difference between the contract price and the market price at the date fixed, then the transaction constituted nothing more than a wager, and was and is null and void, both under the state decisions and also the Federal authorities. "I think the fair preponderance of proof brought out by the testimony of the parties and by other evidence shows that these transactions were thought by the parties plaintiff here to have been with Cullison as a broker, and therefore not subject to the objection of illegality on account of it being a wager. "There does not appear to have been any purchase or sale of stock or provisions to account for, assuming, as I do, even that the plaintiffs did contract with Cullison to use their money in buying certain stocks and provisions. It nevertheless was practically conceded, and the trial by the plaintiffs that Cullison never bought a share of stock, nor a bushel of grain, nor a barrel of any kind of provisions as ordered by plaintiffs. If such were the fact, the case would be entirely different. There is no doubt, but that there is no doubt, this court is without jurisdiction to order any accounting, where there is nothing to account. The plaintiffs' remedy is full, adequate and complete in an action at law, either in equity or in law, and should be repaid, or damages for not going ahead and purchasing certain stocks and provisions as ordered and contracted for. "The court ordered the suit dismissed for the reason that equity has no jurisdiction in this matter. "At the hearing of the case Henry E. McGinn and Ed Mendenhall appeared as attorneys for Cullison, and R. W. Wilbur for the plaintiff.

DESERPTION NOT PROVEN.

Judge Fraser Says J. White Has No Grounds for Divorce.

Johnson White, who asked for a divorce from Mary W. White, testified in Judge Fraser's court yesterday that he and his wife still occupy the same house at University Park, but different rooms. He stated that they do not get along together and that he desires a legal separation. White said that he had been so unfortunate as to fall several times in business, and his wife sometimes twisted him about it. He said he was very unhappy. They were married in Michigan in 1915. Charles White, a son of the parties, said he had received a subpoena to attend court. He appeared to be an unwilling witness, but corroborated the evidence of his father. He said his mother would not sit at the same table with his father, or cook for him. The young man stated that sometimes his father became excited and there would be considerable disturbance. "A rough house," answered the witness. D. Bond, a son-in-law, testified that he has been acquainted with the litigants for the past five years. He said he saw them get along well together at first, and that Mrs. White would not cook for her husband or do anything for him. Judge Fraser expressed an opinion that a case like this should be dismissed, and that it ought to be dismissed. The court thought that if the parties would separate from each other for a few weeks they would probably come to their senses, and then up, and therefore if the case was dismissed they would be saved the expense of remarriage. The complaint charges desertion and the court said desertion had not been shown. The case was taken under advisement to allow the attorney for the plaintiff to produce some authorities on the point.

WANT THEIR NAMES CHANGED.

Jacobsons Ask Permission of Court to Drop the "son."

John P. Jacobson, foreman of the Eastern Lumber Company, and his wife, Emma Jacobson, filed a petition in the County Court yesterday asking to have their name changed to Jacobs. The petitioners state that there is a large number of people here named Jacobson; that they have trouble with their mail, and their letters are received by other people. The court will take up the case in the ordinary course of events. The city directory shows that there are nearly twice as many Jacobs as Jacobsons in the city.

SUES ON PLEDGE TO PAY \$100.

Mr. Scott Railway Company Brings Action Against J. F. Gilbert.

The Portland, Chicago & Mount Scott Railway Company has filed suit in the State Circuit Court against J. F. Gilbert to recover \$100 on an agreement signed by Gilbert that he would pay that amount of money to plaintiff when arrangements were completed to have the Mount Scott-Lents line operated by electricity, and a certain time schedule specified. A contract to this effect was recently entered into between the Portland, Chicago & Mount Scott Railway Company and the Portland City & Oregon Company, but Gilbert refused to pay.

Final Account in Lundeen Case.

C. Applegreen, administrator of the estate of Oscar Lundeen, deceased, filed his final account in the County Court yesterday, showing \$2315 receipts and \$1081 balance on hand. The receipts include \$2500 received from the O. R. & N. Co. as a compromise of a claim on account of the death of Lundeen by accident. The disbursements include \$250 to the attorney, P. F. Dabney, and \$400

allowances to the widow, Agnes Lundeen. She receives the balance of the money for the benefit of herself and two children.

Articles of Incorporation.

Incorporation articles were filed in the County Clerk's office of the Portland Real Estate & Construction Company. The incorporators are W. L. Dill, G. G. Register and L. M. Costner. The capital stock is \$10,000. The objects announced are to buy and sell real estate and build railroads from Portland into the suburbs. Articles of incorporation of the Portland Livestock Exchange were filed yesterday by C. Schulerberg, Fred Topken and W. R. Williams. The objects are to conduct a general livery and hack business, to buy and sell horses, etc. The capital stock is \$12,000.

Damkeeper Must Pay \$432.

In the suit of Ellen Kroner against Minnie C. and George H. Dammeier to recover \$400 on a note, Judge Sears yesterday decided that the defendants must pay \$432 and \$25 attorney's fees. Dammeier at the trial testified that he owed only \$390 on the note, and receipts given to him were afterwards destroyed. The plaintiff positively denied that such was the case.

Mrs. Pearson Gets Divorce.

Adeline Pearson was granted a divorce from Samuel Pearson yesterday by Judge Fraser, on the ground of desertion, beginning in May, 1916. Mrs. Pearson testified that she was married to the defendant in Lowell, Mass., in 1897, and that one day he told her he would not live with her any more, and went away.

A. T. Creevy Wins \$105 Case.

Judge Sears, in the suit of A. T. Creevy against R. J. Joy to recover \$105 on a note, announced a decision in favor of the plaintiff yesterday. The defense was that the note has been paid. The case has already been to the Supreme Court and back. The defendant won in the first place.

Court Notes.

The divorce suit of L. Floy Knudsen against Morris Knudsen was partially heard and was continued to allow further evidence to be taken. Deserter was charged. The litigants were married in Powell's Valley in July, 1918.

Judge Sears, yesterday, in the suit of

H. Holmes against her brother, E. B. Holmes, in which she attacked his salary for 1919, released the salary except \$125 per month, which the court thought Holmes is able to contribute towards the payment of the debt.

The suit of the City of Portland against

Christina Sechem et al. to recover old street assessments, under the curative act of the 1919 charter, was submitted before Judge Cleland, Sears and George yesterday. There are a number of cases pending in which the question of the validity of the curative act is involved, and decisions will probably be handed down soon.

FIRST GUN FIRED TODAY.

Battle Royal in Waco Between Moody and Williamson.

The first important contest of the coming political campaign will be fought out in Waco County today. The early date for the primaries, which was set over time ago, has been the cause of much comment by the State Central Committee, was named by Waco County Central Committee, which is controlled by Mr. Moody's friends. It was believed that for the unusual action, and it has been generally believed that it was due to a desire on the part of Mr. Moody to obtain the prestige of carrying his own campaign in his own county in other counties in the district. Reports from The Dalles indicate that a bitter contest will be waged today, and neither Mr. Moody nor his opponent for the Congressional Nomination, State Senator J. N. Williamson, of Prineville, will have an easy victory. The Williamson campaign has been conducted along lines of general opposition to Representative Moody. He has been accused of inertia in securing National legislation beneficial to Oregon, and particularly to Waco County. He has been laid on the fact that he has not secured an appropriation for opening the upper river. This has always been a vital factor in past campaigns, and it is said that repeated promises have not materialized have resulted in serious defections from the Moody ranks of business men and others who believe Mr. Moody is a man of his word. Mr. Williamson's adherents have flatly said that an alliance existed between Representative Moody and Senator Simon, and that the latter was in the legislature being sent to the next session of the Legislature. It is well known that Mr. Williamson is decidedly anti-Simon in the early part of the campaign. The Moody workers sought to refute the imputation that Senator Simon was in any way interested in Mr. Moody's candidacy to succeed himself. The Senator was denounced and declarations were made that he would not have Mr. Moody's support, but that this feature of the campaign has faded, and it is supposed to have been done at the behest of Mr. Moody. The Moody men are pointing to the fact that the Moody and Simon-men stood together in the State Central Committee, on the matter of reappointment of representation in the convention, the latter voted in favor of the primaries and county convention, and the date of the state convention. This has been urged as proof of the existence of an alliance. Mr. Moody's forces are confident that they will be able to hold control of the county, but they have been working hard to win the recent campaign in any previous fight since Mr. Moody was first sent to Congress. The principal battle-ground will be at The Dalles. The organization headed by Mr. Moody's friends has heretofore been supreme in that city and throughout the county. How seriously the machine has been impaired by desertions of former Mandy men to the Williamson standard will appear today. Mr. Moody's henchmen laugh at statements that any great number have gone over to the other side, but the Williamson men declare to the contrary. It was said that Mr. Moody would be in The Dalles in time to direct his lieutenants at the primary election, but it is now known that he has remained in Washington and never contemplated leaving. A. S. Bennett, of The Dalles, who is the Democratic leader of Waco County, said yesterday that it would be an exceedingly close fight and he would not venture a prediction on the outcome.

Tables Turned on Guenther.

The Guenther family troubles were further aired in the Municipal Court yesterday, when Oscar E. Guenther accused his mother-in-law, Mrs. Caroline Grammann, and his sister-in-law, Mrs. Amelia Smith, with having threatened his life. One witness testified that he saw Mrs. Smith strike Guenther with her umbrella, and another witness testified: "I heard Mrs. Smith tell Guenther that if he approached the house that he would be shot." Clarence Jewett testified that Mrs. Grammann struck Guenther with her umbrella, as the party crossed Madison street bridge. Municipal Judge Cameron thought that Guenther was a bit of a liar, and he was fined and discharged the two women. Guenther started to walk away, when Deputy District Attorney Gaters called him back and read a complaint on the oath of his wife, Mrs. Mary Guenther, accusing him of assault and battery. Guenther pleaded not guilty, and as Mrs. Guenther was not present, the case was continued. Guenther deposited \$10 bail for his appearance at court.

Bank Statement Called For.

SEASBROOK, Feb. 28.—The Controller of the Currency today issued a writ to the condition of National banks at the close of business, Tuesday, February 25,

BACKED BY O. R. & N. CO.

SUCH SAID TO BE SUPPORT OF COLUMBIA VALLEY PROJECT.

Merely a Strategic Move to Prevent Unfriendly Construction Down North Bank of River.

Revival of interest in the Columbia Valley Railroad Company has come through the introduction in the National House of Representatives of a bill to grant this railroad a right of way through the Government military reservation at Vancouver. Three-Tree Point and Scarborough Head and the quarantine station opposite Astoria. President Gerlinger has nothing to say about the purpose of the corporation except that it is getting its affairs into shape so that railroad construction can be entered upon at any time. Most

loss to the O. R. & N. Co., and then the Columbia Valley Railroad may become a reality. But I do not expect to see any construction work done soon by the Columbia Valley Company."

REDUCTION IN GRAIN RATE.

Southern Pacific Knocks 2 Cents From Price to Portland.

An important reduction in the rate on grain, flour, feed and millstuffs to Portland has just been made by the Southern Pacific. It is a horizontal cut of 2 cents per 100 pounds from all points not on the river. This is accomplished by abolishing the 1-cent arbitrary between East Portland and Portland for crossing the river. In some cases this amounts to a reduction of 25 percent in the rate to Portland. The new rate is now in effect.

Producers of grain quoted for delivery of grain from points on the East Side lines to Portland was 2 cents higher than the rate to East Portland. From Woodburn to East Portland the rate was 74 cents per 100 pounds to Portland, 95 cents. From Lebanon the rates were 10 and 12 cents, and from Eugene 12 and 14 cents, respectively. Now the less rate will suffice for

that has been begun with the Santa Fe will, it is believed, be carried to other systems. Messrs. Clark and Morrissey passed through here today en route to Galesburg, Ill., from Topeka, where they held a conference with the Santa Fe officials. Acting under instructions from the orders they represent, they are directing a campaign for higher wages, and the concessions made by the Santa Fe are, they assert, the opening wedge for a fight for a general advance on all systems controlled by the two orders. The concessions granted by the Santa Fe are an increase for freight conductors over the Raton Mountain between La Junta and Raton from 2 1/2 to 3 1/2 cents a mile; for brakemen, from 2 1/2 to 3 cents a mile. Conductors are to be paid 4 cents a mile, and brakemen 3 cents on local freight trains recently added to the New Mexico division. Conductors of crews on branch lines are to be raised from \$30 to \$40, and brakemen from \$20 to \$35.

HARRIMAN COMING WEST.

Left New York in Special Train—Trip of Three Months.

NEW YORK, Feb. 28.—E. H. Harriman,

of the Union Pacific Railroad, and president of the Southern Pacific Company, has started in a special train on a trip over the Southern Pacific Railroad and the Mexican Central, which he will thoroughly inspect. With him are Mrs. Harriman and their five children and a retinue of servants. At New Orleans the train will be run over the Southern Pacific Railroad to El Paso, Tex., its southern terminus, and the northern terminus of the Mexican Central.

En route Mr. Harriman will pick up several friends, who will make the trip through Mexico with him. Some of these are mentioned in the Mexican Central prospectus. The trip will, it is stated, consume about three months.

WORK ON ST. JOHNS EXTENSION.

Line Will Be Completed by Middle of April—No Plans Changed.

The O. R. & N. extension to St. Johns is expected to be ready for the running of trains before the middle of next month. The last of the piling was driven yesterday and the grade throughout the length of the extension is ready for the track. The company has already begun laying down all the rails are expected to be down by the end of next week. Then a good deal of filling and ballasting will remain to be done, which, without crowding, should be completed by the end of the month. The contractors, Kilpatrick Bros. & Collins, have completed their part of the job.

The extension, which through St. Johns a little distance, but through it in the original plans for the work. There have been recent reports to the effect that this extension would be abandoned, but that is not the case. The proposed bridge over the Columbia at Vancouver, and the fact that the new line had already been pushed beyond St. Johns was cited in support of this theory. But the O. R. & N. officials say there has been no modification of plans since the construction of the St. Johns branch

of the right of way from Wallula to the sea has already been obtained. The survey for a railroad was practically completed more than a year ago, but the right-of-way men have not yet finished their work.

"The Columbia Valley Railroad enterprise spells strategy, nothing more," said a well-informed railroad man yesterday. "I am convinced that the O. R. & N. is a very powerful host, and protects the entire water front of Seattle. She has the model service in which she is engaged. She is made of wood. Her pumping capacity is 7500 gallons of water per minute, in 15 streams. The largest engine of the Portland Fire Department pumps 1100 gallons of water per minute."

This picture of the Seattle fireboat "Snoqualmie" was taken about two years ago. David Campbell, chief of the Portland Fire Department, was visiting the Seattle Fire Department at the time, and is included in the picture. The Snoqualmie is a very powerful boat, and is made of wood. Her pumping capacity is 7500 gallons of water per minute, in 15 streams. The largest engine of the Portland Fire Department pumps 1100 gallons of water per minute.

of the Union Pacific Railroad, and president of the Southern Pacific Company, has started in a special train on a trip over the Southern Pacific Railroad and the Mexican Central, which he will thoroughly inspect. With him are Mrs. Harriman and their five children and a retinue of servants. At New Orleans the train will be run over the Southern Pacific Railroad to El Paso, Tex., its southern terminus, and the northern terminus of the Mexican Central.

En route Mr. Harriman will pick up several friends, who will make the trip through Mexico with him. Some of these are mentioned in the Mexican Central prospectus. The trip will, it is stated, consume about three months.

INCORPORATION OF A LOGGING RAILROAD.

Articles of Incorporation of the Columbia & Nohalem Valley Railway Company were filed in the County Clerk's office yesterday by David Goodsell, R. R. Gilmer and Russell E. Sewall. Capital stock, \$30,000. The objects are to construct and operate a railroad, the terminal of which will be Columbia City and Pittsburg in Columbia County, to transport freight and passengers; also to engage in the manufacture of lumber and shingles, the logging of timber and leasing and controlling of timber privileges. Columbia City is on the Columbia River, about three miles below St. Helens. Pittsburg is on the Nehalem River, and the distance between them in a straight line is about 16 miles. Surveyors for the road have been in the field some days. It is understood to be the purpose of the incorporation to build the road without outside assistance.

Moving Trains by Telephone.

CHICAGO, Feb. 28.—Officers of the Illinois Central Railway experimented last night with a telephone designed to supplement the telegraph instrument in the transaction of railway business. The test was made between Chicago and Kankakee, 35 miles, of what is said to be the longest line along the route. The telephone is done over an ordinary telegraph wire, and without interrupting the telegraphic messages. The tests lasted an hour, and were declared satisfactory, despite the weather.

Railroad Wires Underground.

NEW YORK, Feb. 28.—With the experience of the last storm strongly impressed upon the officials of the Pennsylvania Railroad Company, it is stated that a decision has been reached to place all the company's wires underground conduits along the track. The conduits will be water-tight, running across grade crossings and over bridges as the signal wires do.

Agree to Behave.

DENVER, Feb. 28.—The trans-Missouri committee of the Western Passenger Association, which has been in session here, has adopted an agreement to abolish rate-cutting. It is ironclad and modeled upon that of the Western Passenger Association; in fact, it incorporated that agreement with an addition covering local conditions. The new features relate only to the lines not members of the Western Passenger Association.

Pacific & Yukon Incorporated.

TRENTON, N. J., Feb. 28.—The Pacific & Yukon Company, a New Jersey corporation, to construct and operate railroads, was incorporated here today. The incorporators are: H. S. Osborn, Chicago; Robert F. Pettibone, Evanston, Ill.; George H. Smartin, Camden, N. J.

Willed a Fortune to a Negro.

NEW YORK, Feb. 28.—George W. Thurston, colored, a former Pullman-car porter, will receive the greater part of the estate of Mrs. Eliza Jane Evans, white, valued at from \$5,000 to \$100,000. Mrs. Evans' will, which was contested by her divorced husband and relatives, has been admitted to probate by Surrogate Fitzgerald.

"Thurston," the Surrogate said, "seems to have been the only one to whom she clung during the latter years of her life. When she had been forsaken by her relatives he cared for her and did what he could to administer to her comfort and alleviate her condition."

Mrs. Evans was only 47 years old when she died, March 18, 1909. She made many minor bequests and left the bulk of her estate to Thurston.

TRAINMEN'S WAGES ADVANCED.

Concessions Granted by the Santa Fe to Conductors and Brakemen.

KANSAS CITY, Feb. 28.—The Atchison, Topeka & Santa Fe Railway has granted its conductors and trainmen important concessions, according to E. E. Clark and Patrick Morrissey, chiefs respectively of the Order of Railway Conductors and the Order of Railway Trainmen, and the fight

was entered upon. The five-mile extension carries the line a little beyond the line of the Santa Fe, but it is not intention, it is declared, to carry the line around to the Columbia River or any farther than it is now graded.

THAIEN'S WAGES ADVANCED.

Concessions Granted by the Santa Fe to Conductors and Brakemen.

KANSAS CITY, Feb. 28.—The Atchison, Topeka & Santa Fe Railway has granted its conductors and trainmen important concessions, according to E. E. Clark and Patrick Morrissey, chiefs respectively of the Order of Railway Conductors and the Order of Railway Trainmen, and the fight

was entered upon. The five-mile extension carries the line a little beyond the line of the Santa Fe, but it is not intention, it is declared, to carry the line around to the Columbia River or any farther than it is now graded.

THAIEN'S WAGES ADVANCED.

Concessions Granted by the Santa Fe to Conductors and Brakemen.

KANSAS CITY, Feb. 28.—The Atchison, Topeka & Santa Fe Railway has granted its conductors and trainmen important concessions, according to E. E. Clark and Patrick Morrissey, chiefs respectively of the Order of Railway Conductors and the Order of Railway Trainmen, and the fight

was entered upon. The five-mile extension carries the line a little beyond the line of the Santa Fe, but it is not intention, it is declared, to carry the line around to the Columbia River or any farther than it is now graded.

THAIEN'S WAGES ADVANCED.

Concessions Granted by the Santa Fe to Conductors and Brakemen.

KANSAS CITY, Feb. 28.—The Atchison, Topeka & Santa Fe Railway has granted its conductors and trainmen important concessions, according to E. E. Clark and Patrick Morrissey, chiefs respectively of the Order of Railway Conductors and the Order of Railway Trainmen, and the fight

was entered upon. The five-mile extension carries the line a little beyond the line of the Santa Fe, but it is not intention, it is declared, to carry the line around to the Columbia River or any farther than it is now graded.

THAIEN'S WAGES ADVANCED.

Concessions Granted by the Santa Fe to Conductors and Brakemen.

KANSAS CITY, Feb. 28.—The Atchison, Topeka & Santa Fe Railway has granted its conductors and trainmen important concessions, according to E. E. Clark and Patrick Morrissey, chiefs respectively of the Order of Railway Conductors and the Order of Railway Trainmen, and the fight

was entered upon. The five-mile extension carries the line a little beyond the line of the Santa Fe, but it is not intention, it is declared, to carry the line around to the Columbia River or any farther than it is now graded.

THAIEN'S WAGES ADVANCED.

Concessions Granted by the Santa Fe to Conductors and Brakemen.

KANSAS CITY, Feb. 28.—The Atchison, Topeka & Santa Fe Railway has granted its conductors and trainmen important concessions, according to E. E. Clark and Patrick Morrissey, chiefs respectively of the Order of Railway Conductors and the Order of Railway Trainmen, and the fight

was entered upon. The five-mile extension carries the line a little beyond the line of the Santa Fe, but it is not intention, it is declared, to carry the line around to the Columbia River or any farther than it is now graded.

THAIEN'S WAGES ADVANCED.

Concessions Granted by the Santa Fe to Conductors and Brakemen.

KANSAS CITY, Feb. 28.—The Atchison, Topeka & Santa Fe Railway has granted its conductors and trainmen important concessions, according to E. E. Clark and Patrick Morrissey, chiefs respectively of the Order of Railway Conductors and the Order of Railway Trainmen, and the fight

FOR CENTRAL LABOR BODY

Delegates Will Be Sent From the Town Organizations—Committee Appointed to Act.

Steps preliminary to the organization of a State Federation of Labor were taken at the meeting of the Federated Trades Council last night. Under the plan proposed a central body is to be formed in each town, and where there are not enough unions to compose such a body, as in the case of small towns and villages, a single union may represent the community. A committee to attend to the details of the organization, consisting of W. Noffke, Painters' Union; H. Duke, Cigar-makers' Union; V. McCullough, Horse-shoers' Union; George M. Orton, Printing Pressmen's Union; and George Harry, of the Metal Workers' Union.

The 1906 Fair committee reported that Delegate Harry had been appointed to the Exposition. This was somewhat of a disappointment to the council. In view of the subscriptions of the labor unions to the fair fund it was expected that at least one of its members would be selected as a member of the board of directors, and that he would be in a position to give advice on all trade troubles that might arise. Mr. Harry had been the unanimous choice of the council for one of the 19 vacant directorships in the board, and when he found that he had been elected to the position of delegate, he declined the appointment. Mr. Harry drew up a reply to the fair committee, stating his reasons for declining the place on the board, and the committee, in the foregoing, and it was unanimously adopted.

The proposition of the Board of Trade that each union be represented in its organization by one member was favorably considered. To investigate its possible benefits further, a committee was appointed, consisting of Harry, Duke, Bricklayers' Union; A. R. Lawton, Typographical Union; George Harry, Metal Workers' Union, and President Orton.

The legislative committee was instructed to secure copies of the labor laws relevant to the subject of the Federation of Labor, and to inform the council of the same as soon as possible; also the names of the members who favored and opposed those laws.

The committee which has the arrangements for a permanent hall in charge reported that it will meet next Friday evening.

All the unions reported splendid progress. The Carpenters' Union in particular made a fine showing, reporting a gain of 20 members during the past month.

LUMBER MILLS RUSHED.

Running to Full Capacity on Orders Received Before the Advance.

"Some Portland lumbermen are not as smart as they might be," said one of their admirers yesterday. "Last December and January they stocked themselves up with orders as far ahead as July and August. Since then the market has advanced fully \$20 per 1000. Speculators, who saw the prices were going, have made a handsome profit. One local exporter has made contracts ahead, not because he has the saws in sight, or the orders, but because his eyes are wide open to business."

"This advance in prices is due partly to natural causes and partly to the combination of Pacific Coast lumber with the lumber from the East. The demand for lumber on this coast. All mills are running to full capacity, and there are more export orders than can be filled. This is true of orders both from the Orient and from the Eastern States."

"The product of planing mills is in great demand. Doors are going as far East as Massachusetts and as far South as Texas. The Eastern market for finished products, such as moldings and doors, has opened within the past year. The woods used mostly in the East are fir, pine and larch. The price of fir is in disadvantage for shipping. Otherwise, it is in high favor. Cedar used to be discriminated against in the East, but its good quality is now being recognized. Larch is also gaining in favor. Hemlock until recently has been confused with Eastern hemlock, and therefore, has been at a disadvantage."

"A little of it can be obtained for export. Its chief source of supply is Clatsop County, whence it is towed all the way up. Larch comes from the river bank. The cedar is cheaper down there than anywhere. No irrigation is needed. The best of fruits grow there, and there are no insect pests. Dairymen are coming in. On the Columbia River, a regular country on earth, and he is not asked to give any idea of the beauties of that section."

PERSONAL MENTION.

W. G. McPherson has returned from a two months' visit to the Hawaiian Islands.

William Eccles, of Viento, a prominent lumberman, is at the Perkins, having been called to the city on a business trip.

Judge A. G. Bartholomew and County Commissioner E. C. Ashbaugh, of Morrow County, are in Portland on business connected with the plans for the new County Courthouse to be built at Heppner.

James R. Garfield, of Mendocino, O., and James Dempsey, of Cleveland, O., spent yesterday at the Portland, en route from Puget Sound to California. Mr. Garfield is a son of President Garfield and is touring the Pacific Coast.

Henry Bultman, Deputy Fish Warden, is making his headquarters in Portland at present and endeavors to detect violators of the closed season. Fish and game laws have given it out that offenders will be prosecuted when caught.

Robert King, pipefitter of chemical engine No. 2, has tendered his resignation to the Board of Fire Commissioners, and it will be acted upon at the next meeting of the board. J. C. McAllister, extramural, has been appointed to fill Mr. King's place until action is taken by the board.

J. W. Bennett and Miss Elsie Bennett, of Marshfield, are at the Portland. Mr. Bennett is a banker, and was prominent as a Democratic leader in Southern Oregon. Mr. Bennett came out for President McKinley when he was first nominated, and is a supporter of the gold-standard policy of the Republican party.

J. H. Benson, president of the Thlinket Packing & Trading Company, left for

from a point opposite Wallula to the sea. It was well enough understood at the time that the O. R. & N. people were behind the scheme, and that it was a purely strategic move. I am confident there has been no change in the affiliation of that enterprise, and that the Northern Pacific undertaken to build down the Columbia, it would have found the Columbia Valley road ahead of it. "All this is good generalship. The O. R. & N. has the only water-level route through the Cascade Range, and it evidently means to keep it. It means to control transportation down the Columbia, and that property at New