TO PUSH THE ROAD

Columbia Basin Board of Trade Favors Action.

PORTAGEPROJECTTAKESSHAPE

Prominent Citizens of the Pacific Northwest Will Incorporate New Company and Help to Raise \$300,000 Bonds.

It is now up to the promoters of The Dalles portage road project to go ahead with the enterprise. The plan of the Portland Board of Trade, for organization of a new company to carry out the project was approved yesterday by the directors of the Columbia Basin Board. It is expected that the incorporators of the new company will follow out this scheme of organization. They will be prominent men of the Upper and Lower Columbia, in whom the subscribers to the capital stock will have full confidence. They are known ar men who accomplish what they set out to do, and their identification with the enterprise gives strong assurance of

The plan is to get incorporators from all parts of the great region drained by the Columbia, men who are closely interested in opening up a cheaper freight route from the Interior Empire to the sea. It is regarded as highly necessary to get such men in order that they may be free roads. Inasmuch as the property of the portage road includes a very valuable right of way on the north bank of the Columbia, and since to get control of this right of way might be in line with railroad interests, it is regarded as highly up of men who would not forego the benefit of cheaper transportation rates for any charm that railroads might offer,

Incorporators Prominent Men.

The list of incorporators is not complete yet, but it has enough well-known names to inspire confidence in the project. J. Frank Watson, Henry Wetnhard, Ellis G. Hughes and B. L. Paget will be among the Portland incorporators. Others will be M. J. Kinney and E. W. Tallant, of Astoria: A. B. Campbell, of Spokane; W. L. Steinweg, of North Yakima; A. E. Case, of Waterwille; J. W. Stearns, of Pullman; E. H. Libbey, of Lewiston, and Raiston Volmer, of Genessee. As soon as the proposed articles of incorporation and plan of organization have been printed, other prominent men of means in the Interior, have agreed to become incorpor-

The general outline of organization of the new company was printed in full in yesterday's Oregonian. It is proposed to sell \$390,000 in bonds. These will be a first mortgage on all the properties and assets of the road. The amount of capital stock will be left to the incorporators to determine. The bonds will draw 6 per interest, and will run for 20 years, but they may be redeemed within three years. Provision is made for a sinking fund for their redemption. If competing railroads should get a controlling interest in the stock of the company, the bonds would be due at once. The new company will agree to reduce present freight and passenger rates 25 per cent, and to meet all reduced rates, made by competing rail-

putting the portage road into shape, for operation, buying rolling stock and build-

of the plan to suggest. "The project as thus outlined," he re-

sponded, "meets my approbation, and I have no changes to make." "The plan does not detail how the new apany shall take charge of the prop remarked Seneca Smith.

presumed the old company will have con-trol of the stock. This means that control of the enterprise would be in the hands of the old company. The question in my mind is whether the public, under such circumstances, would have full confidence

Mr. Libbey said that at one time he had been prejudiced against the old company. But after he had inspected the property and gone over the details, its history and management, he was of the opinion that blame for the failure of the old project had been directed to the wrong quarter. Status of Old Company.

"What is the total debt of the property?" asked President Hughes. "All the liens and judgments amount to \$125,000," replied Joseph Gaston.

"Are there no other debts that might be brought in?" "The old company is willing that the new bondholders should have a large part of the management of the road," re-marked Mr. Labby, "and that they be-given representation on the board of di-

"If the present owners should take the majority of the stock," asked Mr. Hughes, "although they might elect bondholders as directors, would it not be in the power of the old owners to change

the directors in their own interest?"

This was a hard nut to crack, and several persons tried their hand at it. "It would be possible for the old stock-holders to put in their own board," re-sponded Mr. Gaston, "but here is a contract that binds the company for 10 years, and any attempt to combine with rival interests makes the bonds immediately payable. The present owners of the road believe it is a good property, and they are determined to hold to it. They have refused to sell out, because they believe the future of the project is richer than any money that could be obtained for it. In carrying on the project they have done the best they could. I have satisfied my-self of this by personal investigation. They cannot be sold out, and the Sheriff cannot take the property. Here is a chance for us to get cheaper transports tion." Mr. Gaston went on to say that the present owners have spent a great deal of money, and that their interest in the road could not be ignored.

"Would the new company incorporate under the laws of Oregon?"

What are the rights of incorporators in

The same as in Oregon." Mr. Libby related an interview he had with a railroad president. The man directed a large system and was conserva-"He told me," said Mr. Libby, sen that road is in operation it will be worth \$1,000,000 to any railroad as an investment. The present owners would not have held it so long if they did-not believe it was a good thing to hold. I actually know of a cash proposal from a railroad."

Back to First Difficulty.

Mr. Hughes got back to the first point of difficulty: "But when the stock is subscribed and the directors are elected, the powers of the incorporators will

The meeting was no more able to cope with this question then than at first, and it was passed by in silence. Finally Mr. Hughes said that the proposal was sub-mitted by the Portland Board of Trade,

only to approve it. The carrying of it out rested with the Portland board. The plan was then approved and indorsed by the adoption of the following resolutions:

Resolutions Adopted. Resolved, by this board. That the proposition for the purchase and completion of The Daliss portage railroad, adopted by the Fortland Board of Trade, and printed in this morning's Oregonian, be indorsed and approved by this board, and that the president of the board be authorized and requested, on behalf of the board, to sign the articles of incorporation and become one of the incorporators of the new company to purchase the road.

On River and Harbor Bill. Seneca Smith offered the following reso-lution, which was adopted, petitioning Congress to retain the appropriations now in the river and harbor bill: Whereas, The Columbia River drains an area

Whereas, The Columbia liliver drains an area of about 245,000 square miles, a country about equal in extent to the combined area of all the New England States, together with the States of New York, Pennaylvania, New Jersey and Maryland. This territory, with limited and unsatisfactory transportation facilities, now produces annually 40,000,000 bushels of arain and 22,000,000 pounds of wool. This product, with the cheaper transportation which would be given by an open river, would be quadrupled in a haifdende; and,

Whereas, This river is second only in importance in the United States to the Mississipply; and,

Whereas, It is of great National Importance that this great waterway should be opened to free navigation, and that the immense area of its drainage should be brought into close connection with the markets of the world;

therefore, be it

Resolved. That Congress is urgently requested to retain in the pending river and harbor
bill every dollar of the sums therein appropriated for the improvement of that stream.

The meeting also deliberated the quesning Congress for an assay tion of petitioning office at Portland.

"We ought to put in a lick for it, espe-cially since it would not cost us any-thing," said Mr. Gaston. thing," said Mr. Gaston.
"I think so, too," returned Mr. Hughes,
"but Baker City might kick."
"We'd better leave it to the Portland
Board of Trade," advised Seneca Smith.
Judge Smith's counsel prevailed.

Favor Alaska Steamship Line. The meeting adopted a resolution in fa-vor of a steamship line between Portland and Alaska, as follows:

Be it Resolved, That this board or In every way within its power to assist the Portland Board of Trade in its present efforts establish a permanent line of steamers to y regularly between Portland and Alaska orts, and that the officers and members of the dumbla River Basin Board of Trade use their nce to assist this enterpr

Plans for Future Action.

Then the question of a smelter at Portland came up. Mr. Hughes put a quietus on it by saying the Basin Board should get to work on a calculated plan instead of going at things haphazard. "We should arrange to have a full meeting of the directors of the Basin Board," said he, looking around over the small attendance. "This is not a very good way. What is the use of trying to unite the country with us before we lay out what we are going to do?"

It was decided to hold a meeting of the

Basin Board of directors Friday, May 23, to prepare a course of procedure for the meeting of the entire board June 17. Joseph Gaston secured passage of a mo-tion to have the secretary correspond with boards of trade of other states, to ascertain how they are organised under state laws. He pointed out that in some states there is legislative provision for defraying the expenses of members at board

Santa Fe to Cut Off 100 Miles. LOS ANGELES, Cal., May 8.—The Santa Fe Railroad Company is now having preliminary surveys made for a from a point near Portales, N. M., on the Pecos Valley & Northwestern Raliroad, westerly through Torrence and Sabinal to Rio Puerco, on the Santa Fe Pacific line, a distance of about 25 miles, the object being to save a circuitous route now traveled. It is estimated that this cut-off alone will save nearly 100 miles in the distance between the coast and Chicago.

No Terminals in St. Louis. TOPEKA, Kan., May 8 .- President E operation, buying rolling stock and building a steamboat and barges, for services on the upper river.

E. H. Libbey, of Lewiston, was asked at the meeting if he had any modifications of the plan to suggest.

Louis or for the St. Louis, Kansas St. Louis or for the Snta Fe, denies positively that his road has been negotiating for the Wiggins Ferry Company at St. Louis or for the St. Louis, Kansas St. Louis and St. Louis or for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas St. Louis and St. Louis or for the St. Louis, Kansas St. Louis and St. Louis or for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas St. Louis and St. Louis or for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas St. Louis and St. Louis or for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas City for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas City for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas City for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas City for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas City for the Snta Ferry Company at St. Louis or for the St. Louis, Kansas City for the Snta Ferry Company at St. Louis or for the St. Loui have made no endeavor to get it back again. We are very well satisfied with

> ANTHONY, Kan., May 8.—The first spike of the Kansas City, Mexico & Orient Railway in the United States was driven here today. The roadbed is graded from here to a point 100 miles southwest. Offi-cers of the road here estimate that in

ARDMORE, I. T., May 8.—Completion of the Hartshorne-Ardmore extension of the Choctaw, Oklahoma & Guif road was made today. This road is 116 miles long and opens railroad connection with Methphis and a direct line to the East,

Piling for Salt Lake Trestle, ASTORIA Or., May 8.-H. Jacobson, of Rainier, has received a contract for 18,000 piles, which are to be used in the great trestle that is to be built across Sait Lake. Utah, by the Southern Pacific Company.

Railroad Notes. Chief Clerk C. A. Malboeuf, of the freight department of the Southern Pa-cific, is taking a short vacation in the Puget Sound country.

Assistant Geenral Freight Agent Comun. of the O. R. & N., was able to be down town yesterday, and he has gone for a few days' rest on Puget Sound before re-suming office work.

THE LOYAL LEGION.

Officers Elected at the Annual Meeting at New York.

NEW YORK, May 8.—Three hundred members of the Loyal Legion met at Dei-monico's last night, and after electing officers for the ensuing year had a dinner, followed by speech-making, General G. M. Dodge made an address upon the Philippine question, in which he criticised the attacks of the anti-imperialists on the army. Other speakers were Colonel T. C. Hemstreet, General Burnett, Sanford B. Dole, Governor of Hawaii, and he Rev. Newton Dwight Hillis.

The following officers were elected:
Commander, General Henry L. Burnett,
U. S. V.; senior vice-commander, RearAdmiral Henry L. Howison, U. S. N.;
junior vice-commander, Colonel Edgar W.
Bass, U. S. A.; recording, acting assistant paymaster, A. Noel Blakeman, late
U. S. N.; registrar, Colonel Robert W.
Leonard; treasurer, Paymaster John
Fury, U. S. N.; Chancelfor, Charles H.
Brantingham, Inte U. S. N.; chaplain,
Major William S. Hubbell, U. S. V.;
council, General Glibert H. McKibben,
Colonel Charles L. Wilson, U. S. A., Lieu-The following officers were elected: Colonel Charles L. Wilson, U. S. A., Lieutenant-Colonel William H. Boyle, Captain P. Augustus Schermerhorn and First Assistant Engineer Orleans Longacce, late

Corrects "Car Ahead" Nulsanee.

NEW YORK, May S.—In signing what has been dubbed the "car ahead ordinance," the Mayor has placed a ban on the frequent practice by the street rall-way officials of compelling passengers to the directors are elected, the incorporators will order to facilitate the handling of cars, The ordinance provides a penalty of \$100, was no more able to cope tion then than at first, and by in silence. Finally Mr. hat the proposal was sub-Portland Board of Trade, Basin Board was asked Corrects "Car Ahead" Nuisance.

TO DISCUSS FRUIT UNION

GROWERS WILL MEET TO FORM PLANS THIS AFTERNOON.

Members Differ as to Wisdom of Orgautsing Binding Combine at the Present Time.

The fruitgrowers of the county will The fruitgrowers of the county will hold an important meeting this afternoon in the lower room of the Odd Fellows' Hall, on Grand avenue and East Pine street, under the auspices of the new Fruitgrowers' Association. At a former meeting a week ago permanent organization was effected by the election of C. H. Welen prefident and J. F. Jacger secre-

means, and have usually paid cash for the land purchased.

There is an impression in Powell's Valley that an electric railroad will certainly be built there from Portland before very long. Some one has been purchasing land between Gresham and Damascus on the quiet, and it is supposed by some that this may mean a branch into Powell's Valley from that direction.

DEDICATION IN JUNE. Third Presbyterian Church Will Be

an Attractive Building. Work is progressing rapidly on the new Third Presbyterian Church, East Pine and East Thirteenth streets, and the members are hopeful that they will be able to occupy it in the early part of next month. There is no other church in Portland built on the same lines, and it is far enough along to form an idea of its ap-pearance when finished. The old building Weich president and J. F. Jaeger secre-tary and treasurer. A committee of five was appointed to draw up a plan for the side, being connected with sliding doors. future government of the association, and On occasions of large congregations and this committee is expected to make its when there is need for both auditorium report at this meeting.

There is some difference of opinion as doors the speaker can face a congrega-

TO SPEAK FOR PROHIBITION TODAY.



JAMES A. TATE, SECRETARY NATIONAL PROHIBITION COMMIT-

The Prohibition party has arranged to prosecute an active campaign throughout the state, and has secured the services of a number of speakers to espouse the cause. The principal one is James A. Tate, of Nashville, Tenn., secretary of the National Prohibition Committee, who will deliver an address in Portland in the Y. M. C. A. Hall today, May 9. He is said to be very elequent, and is a man of commanding presence. Mr. Tate spoke in Hillsboro on Saturday and Sunday; Forest Grove, Monday; Dayton, Tuesday, and McMianville, yesterday. Other dates to be filled by him are as follows: May 8, Monmouth; May 9, Portland; May 10-11, Corvalls; May 12, Philomath; May 13, Lebanon; May 14, Albany; May 15, Silverton; May 10, Salem; May 17-18, Newberg; May 19, Eugene; May 20, Cottage Grove; May 21, Roseburg; May 22, Grant's Pass; May 23. Meiford; May 24-25. Ashland; May 25. Brownsville; May 27. Oregon City; May 28. Astoria; May 29. Woodburn; May 30. Helix; May 31, Weston, day meet-

fruitgrowers want decisive action taken to form a combine that will legally bind things as they are, and do not care for any terminals in St. Louis."

On Way to the Coast.

tis members to abide by its rules. These want a lawyer employed to draw up the necessary documents, mainly following the pinn of the California Raisin Association, which has been explained heretofore in the published letter from Secretary A. L. Sayers. It is contended that only such a combine as this will be effective in holding its members together. On the other hand a considerable number of the fruit men are doubtful whether the time 18 months or two years the road will be completed to the Coast. has come for the organization of such a combine and whether it can be made a success until at least 15 per cent. of the fruitgrowers shall have become members. There is no difference of opinion as to the object to be reached in the end but as to the methods to be adopted.

DEATH OF MR. AND MRS. CAMPBELL

Double Funeral Will Be Held Tomorrow Afternoon at 2 O'Clock. The double funeral of Angus and Mary

Jane Campbell will be held tomorrow af-ternoon at 2 o'clock from their late home. 530 East Lincoln street, between East Eleventh and East Twelfth streets. After an illness of nine years of paralysis, Mrs. Campbell did Monday, and the funeral was to have been held yesterday afternoon, but her husband died yesterday morning in the Good Samaritan Hos-

only morning in the tood sanarian rooming.

It was decided that a double funeral would be held.

Mr. and Mrs. Campbell had been residents of Fortland for over 32 years. The former was a native of Scotland and was Si years old. Mrs. Campbell was born in England and was 56 years of age. They became acquainted in Kentucky, and were married soon after their arrival in Portland. For five years prior to her death Mrs. Campbell had been completely believed their street and Mrs. helpiess. About eight weeks ago Mr. Campbell was stricken with paralysis while on his way to his work. As there

while on his way to his work. As there was no improvement in his condition, he was removed to Good Samaritan Hospital, where he remained until his death. He was a blacksmith by trade.

For a time Mr. Campbell was one of the owners of the Union Iron Works on the West Side. The American Iron Works, on the corner of East Third and East Ankers, streets, was founded and run by Ankeny streets, was founded and run by him until it was destroyed by fire, about five years ago. Four children survive them — John Campbell, of San Francisco; Thomas, Allen and Martha Campbell, of

Portiand.

Mr. and Mrs. Campbell were highly respected. and during their double affiliction, when both were helpless, the family were the recipients of many kindnesses from neighbors and friends.

POWELL'S VALLEY PROSPEROUS. Demand for Bressed Lumber for

Dwellings Greater Than Ever. There is great prosperity all through Powell Valley. F. Stone, of Stone & Co.'s sawmill, near Pleasant Home, says that his mill is kept busy turning out dressed lumber for houses in that portion of the

to the best course to take. Some of the tion seated in both departments. The ceiling is supported by open trusses in the natural color of the wood. Above the

trusses the roof is sealed in the natural Nearly the entire quarter block is occupled by the building, but there is room for a manse on the cast side. The cost of building with furniture will be, close to \$8500, and the building committee are figuring on dedicating the edifice free of debt some time in June. It will be one of the most attractive church buildings on

N. MERGES INJURED.

He Was Run Down by Three Wheelmen on Vancouver Path.

N. Merges, a well-known business man knocked down by three reckless wheelmen on Williams avenue, near Alberta street, a few days ago. Mr. Merges was wheeling on the path when three men on bicycles came up behind him, pushing along at a rapid pace. The lender of the trio called out for him to get out of the way and then dashed right at him. Mr. Merges was struck and knocked to one ide, where he lay in a senseless condition. The three wheelmen did not stop to render any assistance or even find out how badly Mr. Merges was hurt, Merges was picked up by a neighbor, was severely bruised, and his left is still highly discolored by the blow he

GRAVEL HILL ROAD CLOSED. While Bridge is Building Teams Cannot Use It.

The Gravel Hill road, extending from the Sandy to the Columbia Slough roads, was closed yesterday to the public, and will remain so until the completion of the bridge above the Oregon Railroad & Navi-gation Co.'s main line, which will be about the first of June. Benjamin Smith contractor, has started on the approaches. With the approaches, which will be filled in, the bridge will be about 250 feet long, and 25 feet above the railroad track. The expense of this structure is borne jointly by the county and the railroad company, as both are interested in preventing poesible accidents.

WIR Dedicate Woodmen Hall. Mulinomah Camp No. 77, Woodmen of the World, will dedicate the new hall on East Sixth street this evening. All the camps in the city have been invited to be present. George K. Rogers, acting head consul, will deliver the dedicatory charge. The hall has been handsomely furnished.

The friends of the Clinton Kelly School are invited to enjoy the entertainment by the pupils this afternoon at 2:30 o'clock. An unusually pleasing programme has been prepared. It is for the benefit of

the school library.

The funeral of Mrs. Sarah J. Water-house, a pioneer of Polk County, Or., was held yesterday afternoon from the Cen-tral Methodist Church, Russell street. Rev. W. T. Kerr, pastor, conducted the services, interment was in Lone Fir Cemetery.

SMITH'S DANDRUFF CURE

Positively cures dandruff, itching scalp, eczema, and stops falling bair. Price, 60c, at all druggists. Sample free. Address Smith Bros., Fresno, Cal.

MASON IS HERE

GENERAL JOHN CARSON SMITH VIS-ITS PORTLAND.

Early Friend of General Grant, and Special Masonic Representative of King Edward.

General John Carson Smith, who is at the Portland for a few days, is one of the surviving Generals of the Civil War and a Mason of extremely high rank. He lives in Chicago, but has recently been visiting his son, who is in business in Fairhaven, Wash. General Smith lived at Galens, Ili., the home of Grant, before the Rebellion, and enlisted as a private in the Seventy-fourth Illinois Infantry. By bravery and a thorough knowledge of military tactics, he received promotion after promotion, until the close of the war, when he was commanding General of the United States Volunteers in the Army of the Cumberland. Soon after this he was elected State Treasurer of Illi-

nois, and served as Lieutenant-Governor from 1884 until 1888.

As a Mason, General Smith has been honored by his fraternity and has taken every degree of the order, including the Shrine and the Ed Scottish Rite. He is grand minister for the Northern Supreme Grand minister for the Northern Supreme Council of Scottish Rite Masons, and has frequently visited England on Masonic errands. In 1899, by order of Lord Eus-ton, he was made a Knight Commander of the Temple, and is now the only American enjoying that distinction. He has sat in lodge with the King of England, and is now His Majesty's envoy to the grand odge of the State of Illinois. General Smith was made a Master Mason in 1859, and during his 43 years' experience sat in lodge with some of the greatest men of the Nation.

men of the Nation.

When seen yesterday, General Smith said: "I consider it an honor to have lived in the same town with General Grant prior to the War of the Rebellion. I knew the General and I personally know that he was a man of good habits and possessed a studious disposition. He was very backward, but was often called upon by the young men of our town to assist in rendering decisions for debates. His judgment in such matters was never questioned. I served in the Army of the Cumberland, and through the misfortune and death of others, finally attained the rank of General. I fought at Chattanoo-ga, Chickamauga, Lookout Mountain and a number of other engagements, but left the service when the conflict finally

ended.
"I have had some experience as a Mason, and in looking over the records of Willamette Lodge, of this city, I find that General Rufus Ingalis was made a Mason in that lodge in July, 1851. General George B. McClellan and General H. C. Hodges received their degrees as Master Masons here a few months later. I have gone abroad on a number of Masonic missions, and was planning to go to England again this year, but was forced to give up the trip on account of ill health. I have visited your city before ill health. I have visited your city before and am glad to return and renew my old friendships.

General Smith is a quiet, dignified man of 70, and is remarkably well preserved. He comes from Scotch ancestors, but is an American by birth. While in Portland he will visit various Masonic lodges, where preparations are being made to receive him. A delegation of Scottish Rite Masons called upon General Smith yes-terday afternoon, and some Army friends from Vancouver paid their respects last evening. The General is a Republican and comes from old-time Whig stock.

WHO GOT HIS MONEY? California Man Says He Paid Detec-

tives a Commission. Thomas Rodgers, of Crescent City, Cal. has potitioned the Portland City Council, inquiring if it is possible to recover \$11 from Detectives Snow and Kerrigan, which he says he paid them for
collecting \$40 stolen from him. Since he
has left this city, Rodgers has learned salary, and he thinks he ought to get the "fees" paid returned to him. This is his

"fees" paid returned to him. This is his letter:

Crescent City, Cal., May 3, 1902.—Gentlemen of the City Council: On the 23d day of April a party picked \$40 from my pocket in Portland and I notified Mr. Carpenter (a policeman), and he notified Detectives Kerrigan and Snow. They collected \$30 first, claiming that the party said there was only \$30 taken. Persuading me to pay them for their services. I paid them \$9. A day or so later I came into contact with another man who looked across his shoulder and said: "Well, did you get your money back?" I said, "I got \$30 of it back, and I want the other \$10 or the party will probably go over the road." This man then got quite angry and scolded me, saying very sharply that he was one of the special detectives of Portland, and if I said anything more about it they would take me and lock me up. This man was called Cordeni. I got a block away from him toward the police station and here he overtook me, saying:

take the rest of my money from me.



"I suffered terribly for twelve years. The doctors said my blood was all turning to water. I then tried Aver's Sarsaparilla, and soon my health was fully restored."—Mrs. J. W. FIALA, Hadlyme, Conn.

\$1.00. All denggists.

J. C. AYER CO., Lowell, Mass.

Detective Snow was interviewed yes-terday by an Oregonian reporter, and stated that he did not know anything about the matter referred to. "Mr. Rodgers has not paid any money to me, he concluded. Detective Kerrigan could not be found, and there is no special detective named Cordeni on the police force, The nearest approach to the name is that of Detective John Cordano,

WHY STRIKE CANNOT WIN Unions Have Made It Impossible, Says the Employers.

Unions are supposed to be founded on equity, right and justice. Lack of knowledge on the part of the unions, combined with poor business ability, have destroyed all chances of success in the present strike. The scale signed up by the unions with the Jones Lumber Company (saw-mill) permits that mill to run 19 hours a day for 12 months to come, while the strike in the planing mills is solely for a nine-hour day.

For comparison we will take one branch

of each line, Inman, Poulsen & classed as a sawmill, on a scale hours per day, are now making all kinds of sash and door frame materials, all kinds of inside and outside finish, moidings, scroll work, turnings, columns, cross arms, etc., in the such and door line. The Northwest Door Company, clissed as a sash and door factory, is making all of the above, and also floor-ing, rustic, ceiling and dressed lumber, which are an important part of the sawmill line, as carried on here and else-where. The only difference between the operations of the two is that the first saws logs into lumber, which the second does not, and the second makes doors, which the first does not. There being no extra or unusual skill required to make doors, as compared with the operations ordinar-For example, why should a wood turner In the sawmill work an hour longer per day than the man in the sash and door factory doing the same work at the same pay? There would be no justice in this

scale for either employers or employes.

The sawmills gave their men a raise voluntarily by the sash and door men, before the sawmilis advanced their men, was promptly rejected by the unions, who sed a fine on any employe of the sash and door factories who accepted any advance in wages while the issue of the nine-hour day was pending. Why should an employe of a sash and door factory want more pay and less hours than his brother in the sawmill doing the same

Again, it is true and cannot be contrathe police station and here he overtook me, saying:

"Say, partner, I wouldn't advise you to say anything more about it; just let it go; if you don't you are liable to be locked up."

He also said if I didn't hush he would take the rest of my money from me.

Then I got after Mr. Kerrigan, to get the

other \$16, and he got it, persuading me to pany him for collecting it, which cost me \$2. Altogether it cost me \$11 to get my \$40 back. Now, goutlemen, and members of the honorable Council, I am told that the officers are under salary to do that work, and they should not tax me fees. Is it possible to refund the \$112 Yours obligingly.

Therefore Some the factories of the factories in this city, are running 10 hours and have done on, notwithstanding the most determined efforts of unions to enforce a nine-hour day in both Washington and California. Would it be justice to handleap the fac-Would it be justice to handleap the fac-tories of Portland in their efforts to build up the trade of this city in the Eastern and Middle States and thus cripple one of our best manufacturing industries? If the nine-hour day is established the trade of the Portland factories will be narrowed down to Portland and the Willamette Valley, and this will result in a great re-duction of business and the discharge of over half of the present corps of employes? Can this city afford to have this

nappen? Certainly not.

Mechanics in the sawmills and sash and door factories in this city are already receiving more pay than like men are getting in any part of the United States, in this land of plenty, where the mechanic can live better than anywhere on earth, no protection or discrimination is

Most of these facts were known to the strikers before May 1, and should all have been known by every man, before he voluntarily walked out, and the noblest thing the strikers can now do is to admit that they are wrong and sin no more. A. NEPPACH. Secretary of the Sash and Door Millowners' Association.

Temple Beth Isrnel. Rev. Dr. Stephen S. Wise will preach this evening on "Some Ways in Which Religion Should Influence Daily Living." The services are held at the First Unitarian Church, and begin at The morning services will be held here-

after at the temple.

Hon. Alfred F. Sears will give an address to the pupils of the religious school Sunday morning at 11:29 o'clock. At the monthly meeting of the Young People's Culture Union, to be held Wed-nesday evening, May 14, at the temple vestry, Miss Isom, the librarian of the public library, will make some remarks on "What Books to Read, and How to Read Them."

Samuel Gompers' Address. SHAW, Or., May 6 .- (To the Editor.)address and official rank of Samuel Gompers, head of the organized labor movement. Also the name and address of the accretary of the Portland Feder-

J. E. TOWLE. Samuel Gompers is the president of the American Federation of Labor and editor 25 cents per day, and this was satisfactory to all of their employes, and also to the unions, and yet the same offer made the unions, and yet the same offer made the unions. N. W., Washington, D. C. A. R. Lawton, 123 First street, is secretary of the Portland Federated Trades.

SHORT TRIP

Up the Columbia. With a perfectly clear almosphere, no amoke or haze to mar the view, this undoubtedly is the best time of year to see the magnificent scenery along the Columbia River. Take the O. R. & N. Co.'s train from Union depot any day at F.A. M. for Cascade Locks or The Dalles; returning, leave Dalles at 1:10 P. M., arriving Portland at 4:30 P. M. Or, if preferred, return may be made from Cascade Locks by river steamer, reaching Portland about 4 P. M. Ticket office, Third and Washington streets.



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