ENGINEERS IN THE FIELD

MEN FROM EVERYWHERE FOR GREAT CENTRAL RAILROAD.

Speculation as to Paternity of the Coos Bay-Salt Lake City Scheme—May Enter East Portland.

W. L. Green, second assistant to Chief Engineer Kinney, of the Great Central Railroad Company, arrived from Detroit, Mich., with his family last night, and will make his residence in Portland. Mrs. Kinney also came through with the Greens, to join her husband here. J. H. Diers, who has been engaged in surveying in Alaska, arrived from Tacoma yesterday, and will be identified with the Coos Bay railroad. Ralph Green is another member of the engineer force of the new railroad enterprise to reach Portland yesterday. The company will open offices in the Worcester block about June 1, taking the rooms just vacated by United States engineers on the sixth floor.

George Lyman Moody is the engineer in charge of the survey force that left for Coos Bay on the steamer Alliance Monday night. He came out from Erie, Pa.

Another party will start for Coos Bay in a day or two, going by way of Roseburg, and establishing a base of operations there. In this party will be First Assistant Engineer Sears, Engineer Diers and C. A. Schlbrede, the right-of-way attorney for the company, whose home is in Roseburg. The work of making a reconnoissance of the route will be pushed vigorously from now on to the middle of August, by which time a report must be made that will determine whether the road will be built to Salt Lake City or not.

"In these prosperous times I find considerable difficulty in getting engineers," said Chief Engineer Kinney yesterday. "Competent engineers cannot be picked from every bush. That is why I am getting men from Alaska, from various parts of the East and locally. But I am getting a good force together, and we will push the work right ahead."

There are all kinds of guessing as to the Eastern railroad power that is alleged to be supporting this scheme for a line between Coos Bay and Salt Lake City, including an extension to Portland. Though this is an enterprise practically the same as that B. J. Pengra was promoting when he was in Portland about three months ago, it is said that he has absolutely no connection with this project. And it is not believed that two railroads are to be built between Coos Bay and Salt Lake very soon. It is certain that people who have no connection with Mr. Prengra have been taking options for a lot of property in the Coos Bay country, and the term of those options seems to have been fixed with reference to the date when the decision is expected to be made as to whether this enterprise will go forward or not.

In the speculation regarding the paternity of this project three railroads are mentioned. One is the Oregon Short Line, which has been credited with a desire to penetrate the remote region of Eastern Oregon, and also to reach the timber and coal of the Coos Bay section. But the Oregon Short Line would hardly start from Salt Lake City to build such a line, half of which would be through a country that would yield no traffic. It could get in from Ontario to much better advantage. And since the Oregon Short Line and the Southern Pacific have come into the Harriman fold it would seem a bit incongruous to build so many hundreds of miles of railroad to reach a country that might be tapped by the construction of a few miles of track, when all the traffic would be under the same railroad influence anyway. It is not regarded as at all likely that the Oregon Short Line will build from Salt Lake City to Coos Bay, unless it might be to keep out a foe having designs on that route.

Another railroad mentioned as a possible power behind the Coos Bay enterprise is the Burlington, which has long had a desire to get to the Pacific Coast over its own tracks. But since the great harmonization schemes have been at work in the railroad world, it was supposed the Burlington had been rendered powerless to build into territory assigned to the various transcontinental interests. Still, there have been several announcements that the Burlington would build a line into Salt Lake City, and, if it shall go there, it will be qualified to move on further toward the coast, to such a seaport as Coos Bay. But the railroad affiliations of the present time, as understood by the public, make it exteremely improbable that the Burlington is spending any money on this Coos Bay scheme.

The Gould interests, which are distinctly out of harmony with both the Harriman and the Hill combinations of railroads, are deemed most likely to be supporting the operations for a railroad to Coos Bay from Salt Lake City. The Missouri Pacific now gets into Salt Lake City over the Rio Grandes, which were acquired by the Goulds several months ago. No secret is made of the fact that it wants an independent outlet to the Pacific Ocean. The Goulds can build the road to Coos Bay if they want to do so; they can make the best use of such a line, as well as the branch to Portland; therefore, it is strongly believed that the Goulds are supporting present operations looking toward a railroad over that route.

Another possibility is also discussed—that there is no substantial interest at all behind the enterprise. The hard fact that considerable money is actually being spent on the project, however, leaves little ground for the croakers to stand on.

It has been intimated that the Portland arm of this railroad would be likely to enter the city on the east side of the Willamette, and this has given rise to the suspicion that the recent purchases of real estate along the river above and below Inman, Poulsen & Co.'s sawmill may have been in the interest of this mysterious new railroad.

RAILROAD TO POWELL VALLEY.

Party of Surveyors Have Pitched Camp Two Miles From Gresham.

It looks as if Gresham, the settlement in the heart of the fine Powell Valley, will soon be provided with a trolley line to Portland. A party of surveyors of the Portland City & Oregon Railway Company have pitched their tents a short distance west of Gresham. This party is engaged in surveying out a route for an electric line from Lents to Gresham. The same party has run several lines out from Lents. This Gresham route is said to extend easterly along Johnson Creek to the Jenne bridge, and then through Cedarville to Gresham. The route cuts through a very rich district, and it is probably a part of the system of lines contemplated, the principal one extending through Damascus to the proposed power plant on the Clackamas River.

Those acquainted with the conditions and the splendid possibilities of the Powell Valley do not entertain any doubt but that that district will be connected with Portland by trolley cars within a year.

Freight Car Accounting.

NEW YORK, May 27.—The necessary agreements to the plan of the American Railway Associations for fixing per diem charges for freight cars while in use elsewhere than on their home roads, have been received at the headquarters of the association in this city. The approval of a majority of the members of the association owning or controlling two-thirds of the freight cars of the country was made a condition of the plan at the annual meeting April 24, and today Secretary Allen sent out notices to all the members that there was no obstacle and that the new plan would, therefore, go into effect July 1. The agreements pledge the members to adhere to the plan for a year. By imposing a charge of 20 cents on every 24 hours after the car is off its home road and in use on another, instead of a charge of .5 of a cent per mile run, the present rate, it is expected that this portion of car accounting will be revolutionized and accuracy be established. There are 1,500,000 cars owned by members of the American Railway Association.

Western Roads Favor Sugar Trust.

CHICAGO, May 27.—Some of the Western roads are accused of helping the American Sugar Refining Company in its effort to kill the beet-sugar industry in Nebraska and Colorado, says the Inter Ocean. The Rock Island, Missouri Pacific and Missouri, Kansas & Texas Railroads hive joined the Mallory Steamship Line in making a through rate of 33 cents per 100 pounds on sugar from New York, via Galveston, to Kansas City, St. Joseph, Omaha and Lincoln, Neb. On this rate the so-called sugar trust has just shipped into the Missouri River territory 200 carloads of sugar, aggregating 5,000,000 pounds. The result is that this sugar is put in that market at a lower figure than the beet-sugar growers of Nebraska and Colorado can meet and realize any profit. The Illinois Central Railroad has given notice that it will join in making via New Orleans the same rate of 33 cents from New York to Missouri River points that the other roads are making via Galveston.

Improving West Side Bridges.

INDEPENDENCE, Or., May 26.—The Southern Pacific has a large crew of men working with a piledriving outfit near this city putting down piles for the Luckiamute bridge, which is being built. They drive about 50 piles a day, and it will take about two weeks to complete this job. It is now reported that all the bridges on the west side will receive new piling and other repairs.

This company has done more repairing on the west side road in the past year than in many years before, and the people are hopeful that through trains of this company will traverse the west side instead of the east side.

Harriman's Denver Speech.

DENVER, May 27.—At a banquet given to E. H. Harriman by the business men of this city, plates were laid for 175 guests. Mr. Harriman made a pleasing speech, dwelling particularly on the great possibilities of the West. He told of the improvements made in the Union Pacific road and said that west of Denver a sentiment favorable to the railroads had grown up. He advised mutual help of railroads and the people. Mr. Harriman was frequently applauded.

Trolley Line Franchise.

EVERETT, Wash., May 27.—Dr. DeSoto, of Seattle; William B. Riley, capitalist, and John J. Habecker, both of Philadelphia, were today granted franchises to build trolley lines through Snohomish County. The power will be obtained at Sultan Canyon. A $10,000 bond will be put up.

Investigating a Cotton Pool.

MEMPHIS, Tenn., May 27.—The Federal grand jury today entered fully into the investigation of the cotton pool, alleged to have been organized by several railroads entering Memphis.

Railroad Notes.

Superintendent Fields left yesterday for an inspection of all the Oregon lines of the Southern Pacific.

The place for holding the next annual meeting of the Traveling Passenger Agents has been changed from Philadelphia to Montreal, and the date has been set for September 15-16. The change in place of meeting was made by the executive committee because of conditions prevailing in trunk line territory—no passes granted east of Buffalo.

The third special train of delegates to the National convention of the Travelers' Protective Association will arrive from St. Louis next Monday afternoon at 2:30. It will be in charge of J. H. Lothrop, who was formerly general agent of the Union Pacific in Portland, and is now representing the company in the same capacity in St. Louis. There will be a baggage car, two dining cars and seven first-class Pullmans in the train, which will carry about 200 delegates from Missouri.

A new excursion rate to Denver is announced for the tenth triennial International Sunday-school convention to be held there the week beginning June 26. The round trip fare will be $47. Tickets will be sold June 22 and 23, and they will be good to return to July 31. Going the route will be over the Union Pacific, and passage must be continuous. The return trip will be over the Rio Grandes, and stopover will be allowed at all points desired within the ticket limit. O. R. & N. is used both ways.

THIEVES ROB A CHURCH.

Calvary Presbyterian Birthday Box Is Looted—Other Robberies.

Sacrilegious thieves stole about $5 in silver coin, and destroyed church property in their endeavor to find more plunder, at Calvary Presbyterian Church, Sunday night. It is supposed that the thieves entered the church with the remainder of the congregation, and concealed themselves in the basement. When the place was locked up for the night they ventured forth after plunder, and one of the first objects of their attention was what is known as a "birthday box." All the congregation is supposed to contribute to this box once a year, on birthdays, and the donor is expected to deposit in it cents equal to the years of his life. It is estimated that the thieves took all the silver coin in this box, amounting to about $4, but they left behind them $3 28 in pennies. Another prize they secured was a silver dollar kept as a souvenir by Rev. Mr. Gilbert, who found it on board the Spanish man-of-war Reina Christina. The thieves broke open two drawers in a table and a lock in the library door, in their still hunt after things worth carrying away. The floor of the church was covered here and there with burned matches.

By using false keys, thieves entered a store at Seventh and Yamhill streets, last night, and stole $4 in money and helped themselves to cigars, candy and chewing gum.

Sneak thieves noticed that a window in Abe Tichner's house, 697 Everett street, was kept open Monday night, on account of the hot wave, and they entered the house and stole a purse containing a small sum of money.

SALMON IN ALASKA.

Artificial Propogation Necessary to Maintain the Industry.

SEATTLE, May 28.—That the artificial propagation of salmon in Alaska by the Government is necessary to maintain the salmon industry in Alaska waters is the opinion of Colonel H. M. Kutchin, special agent of the Treasury Department, detailed to inspect the salmon fisheries on the Alaska Coast.

"The object of the annual inspection trip is to visit the canneries on the Coast from Dixon Entrance to Bristol Bay, between 55 and 60 in number," said Colonel Kutchin last night. "The department wishes to know that certain laws respecting salmon fishing are observed, and each year sends a special agent to make a personal investigation. My trip will occupy several months. Along with my other duties, I shall collect data relating to the fisheries for my annual report. In this I shall present facts and general statistical information and shall make certain recommendations."

Uproar in Legislature.

VICTORIA, B. C., May 27.—The Provincial Legislature is still in session at midnight and will probably continue all night. There was some lively cross-firing tonight. Tatlow, of Vancouver, accused Premier Dunsmuir of trying to steal $2,000,000 in connection with the Canada Northern Railway scheme. The Premier, in return, called Tatlow a liar and a cur. There was an uproar.

PROSPERITY OF THE LAND

SHOWN BY THE LATEST REPORT ON INTERNAL COMMERCE.

Increase Over 1901 in Movement of Flour, Wheat and Lumber and Production of Coal and Iron.

WASHINGTON, May 27.—The latest report on internal commerce from the Treasury Bureau of Statistics shows no substantial loss in receipts of livestock at five Western markets for the first third of this year. For the first four months of 1902 10,076,373 head were received at these centers, compared with 10,106,495 head in 1901, and 9,795,324 head for the corresponding period of 1900. April receipts of cattle at these markets were considerably higher than those of April, 1901, but somewhat below those of April, 1901. Receipts of calves continued to exceed the arrivals of the two preceding years, but hogs and sheep both fell below the figures of 1900 and 1901. At Chicago the demand for livestock for city use and consumption for the month of April shows a shrinkage of 5 per cent in all kinds of stock; but for the four months ending with April, there was an increase of 11.69 per cent over the requirements of 1901. April receipts at this point, however, fell of 2232 carloads, compared with those of April, last year. For the four months ending with April receipts gained 3019 carloads. This contraction in numbers during April is noticeable also at Kansas City and St. Louis, in both receipts and shipments, while at Omaha and St. Joseph the first third of the year shows a gain in receipts and shipments.

The flour trade in the Northwest is best measured by Minneapolis shipments. The total shipments for the first 18 weeks of this year were 5,413,154 barrels; 4,874,538 barrels in 1901, and 5,713,848 barrels in 1900. For export the average weekly shipments were lower by one-half in 1902 than those of the first 18 weeks of 1901, and less than half of the total export shipments for the corresponding period in 1900. Foreign trade in flour has evidently undergone a radical change.

Receipts of wheat at eight leading markets in both Spring and Winter wheat sections to May 1 for the current year amounted to 204,081,866 bushels, compared with 194,736,832 bushels for the corresponding portion of the last crop year. The average weekly shipments of flour from Chicago and Chicago points eastward since January 1 were 152,523 barrels, compared with 187,735 barrels in 1901, and 1,642,000 bushels of grain thus far this year, compared with 2,724,000 bushels in 1901. The provision traffic eastward from Chicago has averaged thus far this year 25,879 tons per week, compared with 21,600 tons in 1901, being an increase of 19.8 per cent.

Receipts of flour and grain at the Atlantic seaboard continue to emphasize the loss of trade on account of conditions prevailing at the interior. During April New York received 8,615,535 bushels of grain, including flour, reduced to bushels, compared with 9,655,919 bushels in April, 1901. The total receipts last year to the end of April at Boston, New York, Philadelphia and Baltimore from seaboard sources and interior centers were 107,452,204 bushels, compared with 63,023,138 bushels for the corresponding period of 1902.

On the Great Lakes the month of April made an extraordinary advance over that of the preceding year. A total freight tonnage of 2,282,841 tons received, and 4,151,090 tons shipped is reported in contrast with last April's movement of 333,135 tons received, and 545,709 tons shipped. This difference between shipments and receipts represents in a general way the amount of freight shipped during the last several days of the month, the arrivals of which occurred in the following month. The registered tonnage passing through the Sault Ste. Marie canals in April was 2,222,879 tons, compared with 10,121 tons in 1901, and 329,191 tons in 1900. The Portage Lake ship canals show a registered tonnage of 88,665 tons.

In Southern territory the cotton receipts in sight to the 1st day of May were 9,624,352 bales, of which 2,952,342 bales, or 30 per cent of the total receipts, were derived from what is known as Texas territory; 1,096,270 bales, or 32.2 per cent, from other Gulf States, and 3,625,740 bales, or 27.8 per cent, from the Atlantic States. At New Orleans the grain shipments for 10 months of the current fiscal year were 19,276,693 bushels, against 34,121,381 bushels for the corresponding period of last year. At Galveston the amounts were 8,451,113 bushels and 13,656,434 bushels, respectively.

The iron trade for the first four months of this year furnished a tonnage of 457,859 tons, in contrast with 329,151 tons for the corresponding period of 1901. The home demand for pig iron from this quarter has almost extinguished exports. Out of a total shipment of 145,261 tons of pig iron in April, only 149 tons were credited to export from Southern iron territory.

On the Pacific Coast, lumber shipments from the redwood regions of Upper California were in round numbers 11,000,000 feet ahead of those of 1900, and 3,000,000 feet greater than in 1901. Everett, Wash., shipped 18,500,000 feet of lumber in April alone. At the port of Tacoma the outward freight tonnage for the first four months of 1902 was 345,529 tons, and the inward tonnage 42,488 tons. Of the 1,283,554 barrels of flour for the Orient, Portland contributed 517,476 barrels, Tacoma 450,529 barrels, and Seattle 315,558 barrels.

The coal trade since January 1 has generally exceeded that of the corresponding period last year. Cincinnati gained 42.5 per cent, St. Louis shows an increase of 13 per cent. The Chesapeake & Ohio coal tonnage for nine months ending with March was 4,299,000 tons, compared with 3,218,172 tons last year. The coal and coke tonnage over the Pennsylvania lines east of Pittsburg and Erie reached a total of 11,837,998 tons to April 26 of this year, compared with 10,930,812 tons last year. Connellsville coke shipments this year averaged 10,747 cars per week, compared with 10,549 cars per week last year. Coal shipments to domestic ports on the Lakes, mainly from lower Lake ports, were 928,096 tons this April, compared with 55,653 tons last April, while coastwise and foreign shipments for the first four months of the year amounted to 2,527,673 tons, of which 693,921 tons were hard coal, and 1,882,752 tons soft coal. The iron ore shipments of 1,774,652 tons bring the tonnage of these two chief articles in Lake trade to a total of 4,302,325 tons for the first third of the year. Coal receipts at Boston were 1,762,766 tons, compared with 1,559,213 tons last year. Coal and coke traffic over the Norfolk & Western Railway to the end of March increased 13 per cent over last year, and the Baltimore & Ohio's traffic for April increased 28.8 per cent above April, 1901.

PROMINENT W. C. T. U. WORKER TO ADDRESS MEETINGS

MRS. ADA WALLACE UNRUH, OF PORTLAND.

Sunday afternoon, Mrs. Ada Wallace Unruh, National organizer and lecturer of the Woman's Christian Temperance Union, and associate superintendent of the purity department, spoke most acceptably to the Young Women's Christian Association on the subject of "Purity." She handled her subject in a delicate, yet forceful manner, showing the immeasurable influence and responsibility of young women in this phase of social and home life. Mrs. Unruh is an earnest and magnetic speaker, enthusiastic in the cause to which she has devoted her splendid talents. She has just returned from a successful lecture tour in the Eastern states for a few weeks of well-earned rest in her Portland home. However, she has consented to give a few addresses under the auspices of the Multnomah County W. C. T. U. The Central Union will hold a reception in her honor at the home of Mrs. Harry Stone, corner of Eleventh and Taylor streets, this afternoon at 2:30. Personal friends of Mrs. Unruh and of the W. C. T. U. are very cordially invited. A brief programme has been prepared, in which the honored guest will participate.

In the evening, Wednesday, May 28, Mrs. Unruh will lecture at a joint meeting of the W. C. T. U. and Temperance Alliance at the Boys' Brigade Hall, in Sunnyside. Thursday afternoon, by special invitation, she will speak to the children and mothers at the mothers' meeting in the Harrison-street School. Mrs. Unruh's special line of work is "purity in the public schools," a question of vast importance to parents and teachers. Friday evening, May 29, she will address a meeting planned in her honor at Lents, and Sunday evening, June 1, she will deliver her lecture, "The American Boy," at Calvary Presbyterian Church, corner of Eleventh and Clay streets. These meetings are free to all, and all are invited.

REPAIRS ON OLD DREDGE.

It Will Have New Cutting Machinery, Spuds and Engines.

Repairs to the Port of Portland dredge will be finished in about two weeks. It was launched a few days ago from the O. R. & N. ways, and is now at Weidler's mill. When the improvements are complete the dredge will have new cutting machinery and new spuds with new engines to match. The hull has been recalked and repainted. The new spuds and cutting apparatus will be longer than the old, so that the dredge will be able to work in deeper water than before. The first dredging will be done in the lower harbor and at the mouth of the Willamette River. The dredge will be able to work in water as deep as 50 feet. Inasmuch as the river will probably not rise over 25 feet and the depth of the channel at low water stage is desired to be 25 feet, the dredge will carry on its operations probably at the highest stage of the Spring freshet.

The big new dredge is still in South Portland, where it was launched a few days ago. It will be moved probably to the Willamette boiler shops at the foot of Everett street.

NO RECORD WAS BROKEN

Walla Walla Pitcher All Right, but Not a World-Beater.

M. J. Roche thinks the newspaper correspondents are not sufficiently careful in their statements of great sporting achievements. A day or two ago a Pendleton dispatch giving an account of the game there between Walla Walla and the home team, in which the visitors shut out the home team without a hit, said that this had not been done before west of the Rocky Mountains. In 1896, in a game at Victoria, Pitcher Darby, of the home team, shut out another Puget Sound club without a hit, and it is said that the feat has been performed at other places on the Coast. The Pendleton game was certainly not the first one of the kind. In California the other day a 19-inning game was played, and that was also said to break the Coast record. But at Tacoma in 1892 the Tacoma and Seattle teams of the Northwest League, played a 23-inning game. These unusual achievements do not always break records.

THE STRIKE MUST END

(Continued from First Page.)

to handle any material from the unfair mills?"

"Yes."

"Do you not then consider that you have locked out all men who adhere to the union resolution?"

"No; we have material on hand which is fair."

"But you want them to come to work with the understanding that they are also to use unfair material," said the reporter.

"What we want," said one, "is to take an action that will show that we will not take part in the fight between the union and the mills, and that will cause the trouble to be settled."

Is It a Lockout?

How this action of the master builders will affect the situation is yet to be seen. A like action was anticipated yesterday, but the labor leaders did not say how they expected to meet the issue. Union men seen last night are of the opinion that it will be regarded as substantially a lockout, inasmuch as their union forbids them working with unfair material and that any one who would go to work after the announcement of the resolution would undoubtedly have to do it with the understanding that he was soon to violate union principles.

"If the master builders decide to lock their men out at tonight's meeting, how will it affect the situation?" President Carr, of the Building Trades Council, was asked yesterday afternoon.

"That will call forth no action of the union at all," said he. "There are many other contractors beside the Master Builders' Association, and the matter will be decided by the people who own the buildings. We are ready to go to work and they will have no excuse for not finishing their contracts. The people from whom the contracts are let will become dissatisfied and will engage contractors who are willing to do the work. I believe they are not as friendly to the unions as they say they are, and they think now is a good time to take a stand, while we are having trouble. We will be able to meet them, however, and have as many as 100 men among us who are abundantly able to do contracting and will receive the support of the union if the master builders refuse to go on with the work. The matter of having binding contracts with the mills is all a bluff, and there are many sources from which they can get material without using the products of the unfair mills."

To Start Union Planing Mill.

The Carpenters' Union has started the much-talked-of project of a union mill into active form and is taking steps to form a corporation. The company will be known as the "Building Trades Planing Mill Company," and will be incorporated at $50,000. Five thousand shares will be sold at $10 per share. No one will be allowed more than 20 shares, and the stockholder will have only one vote.

Much interest was taken in the matter yesterday, and it was reported that the stock was being subscribed for very rapidly.

PLUMBERS' EMPLOYES STILL OUT.

Work Will Not Be Resumed Until Differences Are Adjusted.

No adjustment has yet been reached between the journeymen and master plumbers, and work will not be resumed until a thorough and satisfactory understanding is arrived at. The trouble has no bearing upon the planing mill situation, but upon points of differences that have existed between the masters and journeymen for some time. No lock-out has been declared, but both sides have mutually agreed not to resume work until all differences can be adjusted. The members of the Master Plumbers' Association do not believe it is just that the union should be so organized that they should be made to suffer for conditions in other trades for which they are not responsible. They believe that they are in constant danger of trouble and are not in a position to make contracts for future work with any degree of security.

"I cannot tell when all my men are going to throw down their tools and quit," said one, "because they find a scab hod-carrier working on the same building with them. I am not responsible for his being there, yet I must suffer the loss. I may have given my men everything they have ever asked for, and they may be entirely satisfied, yet the case is the same. I must suffer on account of the scab hod-carrier."

The Master Plumbers' Association is trying to bring about some arrangement whereby the masters and journeymen will be in some way allied and will be enabled to work for each other's interests. They want their men to make an agreement for a specified length of time that they will work certain hours at a certain figure, whatever the conditions, in order that they may be secured in contracting for future work.

In order to bring the masters and journeymen closer together the masters' association has asked the union not to work for any plumber not a member of the association. The Plumbers' Union held a meeting this afternoon and decided that it was not advisable to take such action, but appointed a committee of five to go with a like committee from the masters' association to try to induce the other plumbers to join the association. The masters have put down their initiation fee to a small figure as a further inducement. Last night after a number of the plumbers had been waited upon by the committee William Stevenson, president of the masters' association, reported that the prospects were fair for a settlement to be reached in this way. "Every one expressed a willingness," said he, "to join the association, except Mr. Shea, and he wishes to do both a wholesale and retail business. This we do not consider fair competition, and he cannot be admitted to our association in that capacity."

Several constructions have been put upon this action of the masters' association. Some think it is a movement to get the Plumbers' Union out of the Building Trades Council. Others say that it is a scheme to drive out the smaller contractors and keep down competition. This latter hardly seems probable, as such a strong effort is being made to induce all the plumbers to join the association.

When seen regarding the matter, William Stevenson, president of the association, said: "It is simply an effort to bring the employers and employes together so that they can work in harmony and for their own protection. We do not wish to work a hardship on any one, and are more than anxious to have all join our association. Formerly, gas fixture dealers were the exclusive dealers in gas fixtures. Today, department stores, hardware merchants and gas companies sell these goods, and the owner or contractors can buy anywhere and have the work done by journeymen. There was a time when the master painter sold nearly or all the paints used. Today you find paints on sale everywhere, and the former master painter simply a journeyman. Druggists today are obliged to compete with the department store, the retail grocer and the "cure-all doctor." Carpenters, masons and plasterers were once protected. Now the owner or agent can buy at wholesale while the masters simply do the labor. The plumbing business is the only business protected and not cut into by outsiders, and it is through the National Association of Master Plumbers that this condition has been maintained. We only ask that the other plumbers join us and work with us instead of against us. To this end we ask our employes to take steps toward bringing all plumbers into the association."

The Plumbers' Union will not make any announcement of its intended action, provided the present effort is a failure, and members will not make any statement as to their sentiments regarding the stand taken by the masters' association. Both masters and journeymen are confident, however, that an adjustment will soon be reached and work resumed.

HARD ON THE BUILDERS.

Boycott Is Worse Than the Strike, They Say.

Building contractors are blue—very blue, these days. Their faces are long and their lower lips hang far down. And the worst part of it is that they see no light at the end of the long avenue of gloom. The boycott declared by the Building Trades Council has intensified the shadow.

"The boycott is worse than the strike," said a contractor, yesterday. "While the strike was on, it was possible for us to do something, even if that something was very little. But business is now hung up absolutely. Our union friends, I think, made a mistake. Contractors now have to suffer the burden of the strike, not the mills. The mills can shut down indefinitely and their loss is nothing like ours. Contractors will have to do something to rescue themseves.

"Many contractors are under bond to do specified work in a specified time. But they cannot get materials from the mills, and if they can, they are not able to get workmen. Meanwhile precious time is lost, which should go to the upbuilding of the city.

"One of the reasons why the unions are shortsighted is this: They injure themselves more than they do the mills. They forget that the value of milled products comes from the value of the labor put upon it. This is so in lumber, as in no other industry. The timber as it originally stands has hardly any value at all, compared with the value of the finished product. Its value, compared with the finished product, is as low as 5 or 10 per cent. The other 90 or 95 per cent is the cost of labor. When the unions tie this industry up, they, therefore, tie up their own industry. By keeping millowners from making money, they themselves lose vastly more.

"Lots of people have been scared out of building. One of them said to me today, 'I'll not build until times get hard again. Then I'll take advantage of people's necessities.'"

UNION FOR BRICKMAKERS.

Employers Do Not Object, and Scales Will Be Signed.

The brickmakers of the city, about 200 in number, are organizing a union, and have applied for a charter. Their first meeting was a week ago last Sunday, and their second last Friday. An owner of a brickyard said last night that the union boded no friction between employers and their men. "We have told them to give us notice and submit their schedule, and that we will sign it," he said.

The seven brickyards employ about 200 men, whose daily wages range from $2 to $3. Wages are paid in a manner similar to that of piecework; each crew of men makes so many bricks a day, according to the equipment of the yard. In some yards the men make 20,000 bricks, and in others up to 32,000.

The maximum daily output of the Portland yards is about 175,000 bricks. The strike has greatly retarded the business. Since the last period of wet weather large stocks have been accumulated, until there are now on hand fully 1,500,000 bricks.

LONG BEACH EXCURSION.

Saturday, May 31, the O. R. & N. Co.'s Seaside steamer T. J. Potter will leave Ash-street dock at 10 P. M. for Astoria and Ilwaco. The round-trip rate to Long Beach points will be only $2 50, with privilege of returning from Astoria Sunday night by train. Particulars at O. R. & N. ticket office, Third and Washington.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

It is no longer necessary to take blue pills to rouse the liver to action. Carter's Little Liver Pills are much better. Don't forget this.

"Let the GOLD DUST twins do your work."

More clothes are rubbed out than worn out.

GOLD DUST

will spare your back and save your clothes. Better and far more economical than soap and other Washing Powders.

Made only by THE N. K. FAIRBANK COMPANY.

Chicago. New York. Boston. St. Louis.—Makers of OVAL FAIRY SOAP.

Have You Rheumatism?

Halpruner's will cure your rheumatism quicker than any other medicine, because it works both ways—by applying it to the painful places you relieve the pain at once—you drive it out. Then you take Halpruner's internally to remove the cause of the rheumatism—it keeps the pain away while it is curing you.

Halpruner's is the greatest medicine of this age, because it has made so many sick people well. Halpruner's is a liniment so pure and harmless it can be taken internally and goes right to the seat of the trouble—it acts on the blood and the pores of the skin, and drives out impurities and rids the body of all inflammation, pain and disorder.

If you have any doubts about it curing your rheumatism write to Miss Eva Jackson of Marquam, Oregon, or Mrs. A. R. Fritsche of 1432 Benton street, Alameda, both of whom were cured in short time by taking Halpruner's.

Halpruner's

All druggists should sell Halpruner's—50 cents and $1 a bottle—the large size containing three times the quantity of the small. But if your druggist tries to talk you out of purchasing it or offers a substitute send the money to the Halpruner Med. Mfg. Co., 28 California street, San Francisco, and a bottle will be sent to you prepaid.

Pears'

soap brings health and the color of health to many a sallow skin.

VIM, VIGOR, VITALITY FOR MEN

DR. BISHOP PILLS have been in use over fifty years by the leaders, elders, and their followers. Positively cures the worst cases in old and young arising from effects of abuse, dissipation, excesses, or cigarette-smoking. Cures Lost Manhood, Lost Power, Varicocele, Atrophy, Hydrocele, Insomnia, Pains in Back, in Side, in Face, Nervous Twitchings, Shaky Back, Nervous Debility, Headache, Unfitness to Marry, Constipation, Stops Nervous Twitching of Eyelids. 50 CENTS. Trembling, Lame Backs. Effects are immediate. Improves appetite and potency in every function. Don't get despondent, a cure is at hand. Restores all organs. Stimulates the brain and nerve centers. Fifty cents a box; six for $2.50, by mail. A written guarantee to cure or money refunded, with six boxes. Circulars free. Address, Bishop Remedy Co.

For sale by S. G. SKIDMORE & CO., Portland, Or. San Francisco, Cal.