

ENGINEERS GO

Steamboat Employees Demand Higher Wages.

FEW BOATS ARE YET TIED UP

Employers Ask for a Conference, Which Will Be Held Today—Both Sides Hopeful of Reaching an Agreement.

True to their word, the marine engineers ordered a strike yesterday on all steamboat lines that did not meet the advance of wages asked, and last night a number of the boats were without an engineer. Meetings were held during the day by both the employers and the employees, and arrangements were made for a conference to be held today, when they hope to settle the difficulty. The strike was not general yesterday, as a number of the boats had urgent trips to make, and the engineers did not see fit to discommode the public more than was absolutely necessary. Of the O. R. & N. Co.'s boats, last night the Haszelo and the Ruth, and on the Snake River the Spokane, which runs from Lewiston to R. P. Harris, were reported to be without an engineer. The rest of the boats were expected to be without an engineer today.

The T. J. Potter made his regular trip yesterday, but it was not run by a union engineer. The Motor was allowed to make a trip to Oregon City, because it had on a load of sulphur, which was very much needed at the Oregon City paper mill. A number of other boats were out of port, and as the engineers do not dare to leave a boat while it is making its trip, they will be brought into Portland and left. The engineers have decided that they will refuse to take out schedule of wages asked for, and unless an early agreement is reached, many steamers will lay idle today. Until yesterday the matter seemed to be regarded rather lightly by the employers, and no conference of any sort has been held between them and their employees. Yesterday developments showed conclusively, however, that the employers would carry out the threat, and the employees sent a communication to their men asking for a conference. At a meeting last night the engineers decided to grant the conference, and a committee was appointed that will confer with the steamboat-owners today. There seems to be no doubt but that many of the employers are willing to meet their men halfway, and it is generally thought that the trouble will be adjusted at this conference. The boatowners say that it is not a question of the wages asked, but one of policy that they must consider. They do not wish to establish a precedent that they cannot afford to follow, and do not like to be dictated to by their men. While this advance to their engineers, they say, is not a large one, and they would be glad to meet it without serious loss, they prefer themselves to say when wages shall be raised, and that should the engineers be able to carry their point, it would be a short time until the rest of their help would also undertake to secure an advance in pay.

The strikers hold that their demands are just, and their arguments are as follows: The notice which on June 21 was sent to the various steamboat employers. It is as follows:

A careful comparison of the duties and responsibilities of the marine engineer of the present, with those of his brother of a few years ago, justifies the conclusion that of all the trades, professions or callings this is the only one that has not been recognized in the phenomenal advancement that has followed the demands for increased capacity, higher efficiency and more economical practice. These demands have made necessary a higher order of ability, increased professional and mechanical resources, greater power of endurance, both mental and physical, a steady courage and a versatility that is certainly the most important adjunct of the successful engineer.

In order to meet and successfully develop the improvement, inventions and innovations that modern practice has made necessary, to say nothing of the trials of modern life, at all times imposed upon his credulity and generosity, the engineer must at any time be ready for emergencies that seldom thought of, and never anticipated, which to the ordinary professional mind and those unacquainted with the modern practice of marine engineering, are appalling in their possibilities of suffering, distress, disaster and death.

The old single engine of less than a decade ago, with but few and possibly no auxiliaries, has given place to the multiple cylinder, high pressure, unlimited expansion engine, with from 10 to 20 steam cylinders, on the main engine alone, from 10 to 20 independent auxiliaries, to say nothing of the devices for steering, mooring, heating, ventilating and lighting the ship, and practically feeding the passengers and crew, appliances for their safety and comfort, the application of power in all its forms and possibilities, and the engineering of the ship, disposing of the cargo, preservation of perishable freight, and ship's provisions, and everything that the brightest minds of the most successful designers can suggest, and the cunning artisan construct. The responsibility for the success of all this belongs to the engineer, and it is in his hands that the ship's safety formerly acknowledged and shared by others has been thrown over, absolutely, upon the man whom more and more is expected that he would either willingly be demanded of his strength and powers of endurance.

There are no questions asked of a marine engineer regarding his own estimate of his ability to demonstrate the efficiency of any appliance or adjunct of his business, but it is simply buried at him with the injunction that he is to successfully and properly operate, and there must be no shirking of responsibility, no sacrifice of duty, no acknowledgment of incompetency, but an absolute acceptance of any condition that may be presented, and a willingness to guarantee satisfactory results.

Many of the conditions above quoted are questions that have for years agitated the minds of the most astute and sagacious and most profound students of the age, and are yet receiving their closest attention, but it seems that the marine engineer of today must needs meet all of these conditions, and be ready with a solution of the problem, and experience has given us to understand that the man who has the courage, the confidence, faith and ability to meet any and all of these theories is the marine engineer.

It seems so strange that with all this added responsibility, the necessity for a higher order of intelligence, the demand for closer attention, the ability to discharge the most onerous duties, and the possession of the highest executive and administrative ability, there has been no recognition of the enhanced value and necessity of the competent engineer, but the pay remains practically 25 per cent below where it was 10 years ago, long before the present practice was dreamed of, and it must certainly not be considered strange nor presumptuous if the engineer has himself at last determined to give some attention to the matter that should have been brought to the attention of his employers years ago.

As intelligence increases its needs become more appreciated, and the instinctive desire to earn more money has lost none of its active conditions.

While we have been waiting so long and so patiently for this just recognition of our own value and usefulness, and while perhaps these ideas have never been put into words, we have cherished in our hearts the hope that some day generosity, regulated by wisdom and discretion, would give some advance to the man who thus far has been apparently forgotten, and who at this time recognizes the necessity (if a higher order of ability would be maintained) of a proper and substantial acknowledgment of the true worth of an efficient engineer. If manhood is to gain in power and its dignity to be upheld, and if life is to increase in value, there certainly should be some encouragement for the worker who is looking in that direction, and what better encouragement can be offered than the assurance of living more comfortably, wearing

more reasonable garments, giving our children better education, and demanding of the community that we shall be acknowledged and recognized as good citizens while living among them.

To do this, we have concluded that we are entitled to a better compensation than we have been receiving, and for this purpose we have had under careful consideration for some months the question of how this could be brought about. Plans have been examined, methods compared, opinions formed, and decisions made, and in all of our deliberations we have endeavored to keep our mind clear, and our estimates unbiased, and have decided that the result of that deliberation will appear as fair to you as it does to me, from the fact that we have endeavored to keep away from any contingency that would prove unfair, unjust, annoying or inconvenient. The result of our consideration of this matter, for which we invite honest criticism and careful attention, is the attached schedule of wages, which is to take effect July 1, 1902.

SCHEDULE OF WAGES

On the steamers Potter, Haszelo, Thompson, Oklahoma, Lurline and Bailey Gatzert, chief engineers are to receive \$110 per month, and assistant engineers, \$85 per month.

On log-boats, Willamette River boats, Columbia River boats and Snake River boats, chiefs to receive \$100 per month, and assistants \$70 per month.

On the Italia, America, and Republic, engineers to receive \$90 per month.

SHIP-CARPENTERS OUT, TOO.

They Want an Eight-Hour Day, and May Get It.

Ship-carpenters on all jobs where an eight-hour day was not granted at the same scale of wages as had been previously paid for nine hours went on a strike yesterday, and ship-building was at a standstill. Many of the yards are in the effect of the strike is not very far-reaching, as most of the contractors have no contracts under way. Many large contracts have been held back, however, on account of the threatened trouble. The general sentiment expressed by both employers and employees is that the trouble will be settled in a short time. Most of the shipyards will not suffer from the strike, as they will figure their contracts according to the new scale. At the O. R. & N. yards no contracts are taken, and the advance in wages will mean an increase in the cost of the company's boats.

The strike did not extend to any Government or city work, as the men were only working eight hours on any of these jobs. Real work was being done at most of the yards yesterday, as the advance had been granted on this work. "We do not expect any trouble," said one of the ship-carpenters yesterday, "and there is really no strike on. We have simply asked for a raise in wages, and I think it will be granted without trouble. The majority of the contractors seem willing to grant our demands. Most of them have already granted them on regular work, and there are but few contracts now being worked. Hereafter they will be able to figure the advance of wages in the price of their contracts, and the O. R. & N. yards are all that will really lose anything by the concession. The notice was given them in plenty of time, and the time set for the advance has been the best possible, as none of them have contracts under way that have been figured at the old price."

"We do not look for much of a strike," said Charles L. Nelson, of the Portland Ship-Building Company. "The question is whether or not our customers will be willing to pay the raised prices on the work. Our company has not yet granted the advance, and none of our men are working today, except on our city work, and we only work eight hours there. There are but few of our men here on account of the strike, as we had no contracts under way, and only the few that were on repair work are out."

Some of the contractors did not speak as favorably of the situation as did Mr. Nelson, but none of them expressed a determination not to yield, and there seems to be but little doubt that the trouble will soon be settled in a way satisfactory to all.

WOODWORKERS STILL OUT.

They Stand Firm, While Employers Rejoice at Breaking of Boycott.

The Amalgamated Woodworkers' Union still refuses to return to work unless a nine-hour day is granted, and declared that its stand is firmer than ever. The action of the Building Trades Council is not regarded by them as a desertion of their principles, but rather as a move to preserve the union. The reason, they say, that the union would not stand this severe test is because there are so many men that are union men in name only, who have joined the association because they were forced to in order to get work. The fight is it is now ordered, the woodworkers say, will be conducted by men who are true to the union principles.

While the boycott has been declared off and there is no longer a fine for working with unfair material, the products of all planning mills that refuse to grant a nine-hour day will be regarded as unfair, and those who are true to their union will still refuse to handle the material, out of respect to their own principles, but not on account of any compulsion from their council. They expect this arrangement to be quite as effective as a boycott, and believe that they will still win their fight.

"We are not at all discouraged," said an officer of the union yesterday, "and we will stand firmer than ever. The new plan of the Building Trades Council will prove as effective as the boycott, and will call upon none who have not the interests of the union at heart. Although there are many men in the union that are not true to its principles, there are many workmen in the building trades that are true union men as ever walked. We will still have the support of these men."

As the employers are well pleased with the situation, and believe that their fight is practically won. They say that they will not let up on the counter-boycott, however, until they see that the whole thing is over and their goods declared fair. They report that their mills are now running to advantage, and that the orders are being placed faster than they can fill them. "The removal of the boycott," said one of the millowners yesterday, "shows that the union men are weakening and that they cannot hold their forces together. We have never regarded the boycott as a very serious matter, as it has been more a boycott in name than in effect. The carpenters have never been willing to enforce it, and have tried every way to evade it and work our material."

Those who have watched the development of the strike situation are generally of the opinion that the fight is practically won for the employers. The Millmen's Association yesterday received a telegram from Victor H. Beckman, secretary of the Seattle Lumber Exchange, congratulating them upon the happy turn the situation had taken.

The North Pacific planing mill was running yesterday, and Mr. Jackson reported nine new men at work, and said he had several more engaged. "One of the men that went out of Alameda's mill when the strike was declared," said he, "has applied for work and will report for duty in the morning."

EARLY MORNING BLAZE.

Mrs. F. Cohn and Children Nearly Burned as They Slept.

A lighted lamp breaking and falling on the floor of Mrs. F. Cohn's house, Fifth and Hall streets, about 1:30 o'clock this morning, caused a \$1000 fire there, and the inmates of the house, Mrs. Cohn and her five children, narrowly escaped being suffocated. Mrs. Cohn is a widow, and she has been in poor health for some time. This morning, shortly after 1 o'clock, she arose to take some medicine, and in an effort to reach the bottle on a bureau, she was overcome by a fainting spell. In the confusion the lamp was upset and broke and set fire to the furniture. Hearing the alarm, Michael Cohn, 23 years old, rushed to help his mother, and on finding the room partially filled with smoke, he assisted her outside, and then turned his attention to his four little brothers. Neigh-

Meier & Frank Company

Friday, July 4th (Independence Day), this store will be closed all day.

Flags, Festooning, Pistols, Crackers, Torpedoes, Horns, etc.—(Third floor)
Picture Framing to your order—Largest variety of moldings—lowest prices.
Trunks, Traveling Bags, Suit Cases, Telescopes—Every size and style—(Third floor)

July 4th

The nation's birthday should be fittingly celebrated by decorating your home or place of business with the red, white and blue—On our third floor we've made special preparations to serve you promptly and satisfactorily—Flags, cotton, wool or silk—Every size, from 2 for 1c to \$25—Special in fast color flags at



4x6 at 80c 5x8 at \$1.75
8x12 at \$3.50
Festooning, Pistols, Torpedoes, Crackers, Horns, etc., etc.

Towel Sale

These prices are creating the greatest towel selling in our history—if you'll read between the lines you'll find the cause. Bleached Turkish Towels, 17x36 inches, extraordinary value, each 8c
Unbleached Turkish Towels, size 18x48 inches, immense value, each 12c
Special heavy unbleached Turkish Towels, 20x43 in.; buy plenty, each 16c
Special heavy unbleached Turkish Towels, 24x44 in., a great towel, each 19c
Bleached Turkish Bath Towels, hemmed, 22x47 inches, special, each 21c
Bleached Turkish Bath Towels, 24x52 inches, fringed, bargain, each 28c
Extra heavy drab Linen Friction Towels, hemstitched, 21x42 inches, special, each 39c
2000 bleached Turkish Wash Cloths, hemmed, 12x12 in., Buy all you want, each 4c
Linen Huck Towels, hemmed, 19x36, each 11c
Linen Damask Towels, knotted fringe, 17x39, each 14c
Linen Huck Towels, 20x38, very fine, each 17c
Linen Damask Towels, open work and hemstitched styles, 19x36 in., each 22c
Linen Damask Towels, knotted fringe, size 24x47, inches, exceptional value, each 24c

Just received—Ladies' 2-clasp white Silk Gloves, in all sizes, at 75c and \$1.00 pair.

Millinery 1/3 Off

Choice of our entire stock of Ladies' and Children's Summer Millinery at one-third off regular prices for today and tomorrow only—Exceptional bargain chances in all lines.

In Men's Wear

Clothing and Furnishing Goods bargains for economical men—Seasonable wearing apparel for Friday and the days to follow at remarkably low prices.

40 dozen Men's Fancy Hose in a great variety of splendid styles, all sizes, 35c and 50c values 25c pair
Men's Wash Ties, Madras and Oxford chevrons in tie, band bows, and shield bows, best patterns, great value at 5c each
Men's Negligee Shirts in fine materials and very best patterns, cuffs to match, 75c values 59c each
Men's Golf Shirts of colored madras, white and fancy stripes, best colorings, all sizes, splendid values at 63c each
\$7.50 Outing Suits at \$5.35 \$2.00 Wash Vests at \$1.35
\$9.50 Outing Suits at \$7.15 \$2.50 Wash Vests at \$1.65
\$6.50 Crash Suits at \$3.00 \$5.00 Bicycle Suits at \$3.60
\$6.50 Crash Suits at \$3.50 \$4.00 Bicycle Suits at \$3.10

BIG VALUES IN BOYS' CLOTHING.

Choice of all Men's \$7.50 Suits at \$5.10 Choice of all Men's \$15 Suits at \$11.95
Choice of all Men's \$10 Suits at \$7.10 Choice of all Men's \$20 Suits at \$14.98
Choice of all Men's \$12.50 Suits at \$9.05 Choice of all Men's \$22.50 Suits at \$17.65

Meier & Frank Company Meier & Frank Company

hows by this time had cared for Mrs. Cohn, who was suffering from the shock she had sustained, and she and her family were taken to a neighbor's house. In the alarm caused by the fire, several little girls living in the adjoining house on Hall street thought the blaze had reached their home, and they ran on the street, clad in their night dresses. The alarm turned in from box No. 12, at Fourth and Mill streets, quickly brought the Fire Department, and by this time the fire could be seen from a considerable distance. Chief Campbell's men were able to prevent the fire from spreading to the Harrison Schoolhouse, adjoining on Fifth street. It is not known whether the loss is covered by insurance, but most of Mrs. Cohn's furniture is destroyed. The house is a one-story frame structure, and is owned by I. Apple.

PEACH ICE CREAM

And most other flavors will be on hand at Sweetland's for the Fourth of July. Order early.

Olds, Wortman & King

The Nation's birthday is near at hand. Portland is preparing for a "glorious fourth." Decorate your home with the "red, white and blue." Our store is headquarters for Flags, Bunting and Paper Decorations.



BIG Hosiery Sale TOMORROW ONLY

29c Pair

Tomorrow morning we will place on sale 2000 pairs of women's cotton and lisle hose. Bright, new, fashionable and in every way desirable, including a full line of colors and patterns; embroidered stripes, dots and fancy figured designs; also choice qualities in plain black. An extra half dozen pairs of hose never come amiss—buy them early, tomorrow and get two pairs for the price of one. Values to 60c pair. Special tomorrow 29c

Ladies' Man-Tailored Suits Today

High-grade goods; regular \$25, \$30 and \$35 values in etamine, granite, venetian, homespun and broadcloth; up-to-date, stylish and thoroughly well made throughout; full line of colors. If you have any use for one of these suits, come early. Special at \$18.85

Ladies' Trimmed Hats Today

Buying time for trimmed hats is never over—if the price fits the time. We are offering a really choice assortment of artistically trimmed hats at a price that has dwindled to almost nothing. All new styles, the latest productions of our milliner artists. Regular \$3.75 and \$4.50 values. Special to close \$1.49

Ladies' Summer Petticoats Today

We are selling at special prices three lines of good style lawn petticoats; they are in dainty colorings, double flounced and lace trimmed. Regular \$1.75 values for \$1.38
Regular \$2.65 and \$3.25 values, special at \$2.29.

Continuation of Colored Dress Goods Sale This Week

OUR STORE ALWAYS CLOSING ALL DAY THE FOURTH OF JULY

Just in—Mercerized White Damask, the very latest for Ladies' Shirtwaists. At linen counters.

FLAGS AND BUNTING AT LOWEST PRICES

Lipman, Volter & Co. TODAY AND TOMORROW HIGH-CLASS

COTTON SHIRTWAISTS

IN WHITE AND COLORS. THIS SEASON'S CHOICEST STYLES. AT GREATLY REDUCED PRICES.



\$7.50 Shirtwaists at \$5.13 \$3.50 Shirtwaists at \$2.63
6.00 Shirtwaists at 4.55 3.00 Shirtwaists at 2.27
5.00 Shirtwaists at 3.78 2.75 Shirtwaists at 2.12
4.50 Shirtwaists at 3.38 2.50 Shirtwaists at 1.88
4.00 Shirtwaists at 2.97 2.25 Shirtwaists at 1.70
3.75 Shirtwaists at 2.82 2.00 Shirtwaists at 1.49

You will find the Choicest Madras, Pique, Sicilian, Pongee, Lawn and Chambray Shirtwaists in the above EXTREMELY ATTRACTIVE OFFERING

283-285 Morrison Street Silverfield's 283-285 Morrison Street

Walking Skirts

The \$6.50 and \$7.00 kind Today and Tomorrow

\$4.95

Pretty styles, made on that graceful cut that easily distinguishes the Silverfield garment. The materials have been especially selected for their dressiness, combined with their wearing quality. Regular \$6.50 and \$7 values; today and tomorrow,

\$4.95

The proper thing for the seashore or mountains.

