

STRIKE ON A DOCK

Balfour, Guthrie & Co.'s Grain-handlers Walk Out.

STOP WORK ON TWO SHIPS

Men Alleged That Their Union Is Discriminated Against—Trouble May Spread to Other Wharves.

Members of the Grainhandlers' Union working for Balfour, Guthrie & Co. on the Oceanic dock went on strike yesterday morning and the shipping business there is at a standstill. The grievance is against this one firm of exporters, but should the remaining members of the union at work on other docks were to hold the same attitude, Portland's grain exporting would come to a stop at the busiest time of the year.

The strike at Oceanic dock is for recognition of the union. Nonunion truckers have been at work there with union men for some time past and every effort of the latter to bring the former into the union has failed. The strike was ordered at a special meeting of the grainhandlers held a few nights ago. There is no dispute about the question of wages. All the men receive 35 cents an hour and 50 cents for overtime, night work, Sundays and holidays.

"What we claim," said F. H. Curtis, president of the Grainhandlers' Union, "is that the management of Oceanic dock is discriminating against union men and hiring nonunion men in place of them, contrary to the agreement. The same company owns Mersey dock, but there the grainhandlers have no grievance, nor have they in any other place where the company is shipping. We do not accuse Balfour, Guthrie & Co. of discriminating against our men, but believe from appearances that the management of Oceanic dock is responsible for the trouble. We hold that if the company is prejudiced against union men on one dock, they would be on all the docks they own. For this reason, we cannot help but think the superintendent of Oceanic dock is to blame and is working independently of advice from the company in this respect. The grainhandlers, however, declare they have been discharged with regularity and nonunion men put in their places. Protest was made to the firm recently. The grainhandlers were told the matter was in the hands of Superintendent Scott. The latter, according to the grainhandlers, told the men he had orders from the firm to surround himself with nonunion men as fast as possible. The truckers thereupon held a meeting, considered the matter and decided to strike.

Two ships are at the Oceanic dock, the *Admiral* and the *John Cooke*, and the work of loading both had begun some days ago. Yesterday morning all was in readiness on the part of the dock people to continue the stowing away of cargo when the announcement was made that a strike was on. The longshoremen, who belong to a separate union, though affiliated with the grainhandlers, had taken their place in the holds of the two ships and were waiting for the sacks of wheat to be chuted down to them. No sacks came, but in place of them representatives of their brother union, who expressed their sympathy, were chuted down. When the situation was restored, the truckers took a lay-off themselves and in a short time the dock was as quiet as on a Sunday in Summer.

Whether the trouble will extend to the other grain wharves here remains to be seen. The view is more or less general that it cannot be confined to Oceanic dock. The grainhandlers, however, declare they do not expect anything serious. They say the dispute is one solely between the grainhandlers and the superintendent of Oceanic dock. When the strike question was settled about a year ago, both sides agreed that there should be no discrimination between union and nonunion labor. They declare that the men of the *Admiral* and the *John Cooke* by their action yesterday, broke this agreement.

SHAKEN BY A "SEAQUAKE."

Marine Disturbance Reported by the Captain of a Whaler.

It is a strange tale of a strange marine disturbance that was told by Captain Montgomery, of the whaling bark *Albatross*, which has just arrived at San Francisco from the Bering Sea. "We were lying some 200 miles off the Kurile Islands on the Siberian Coast, when the shock was felt on August 12," said he. "At first it seemed as if the ship was being tossed about by a heavy sea, but the sea was as smooth as a millpond. I was in my cabin when I suddenly felt the ship shaking like a leaf. It seemed that the deck was falling in on me. The whole ship rattled as from impact with some object. I knew that the disturbance was not caused by a heavy sea, and I rushed on deck. There I found the crew terror-stricken and crying helplessly at one another. While on deck the shaking continued, and a rumbling noise resembling thunder seemed to come from the depths of the sea. The surface of the sea was disturbed and was breaking up into confused masses. The rumbling noise and the vibration ceased simultaneously, and the sea again became calm. Both my chronometer and compass worked all right after the disturbance. I was out of my cabin for the incident. I didn't notice if the surface of the water was disturbed, but for two days I noticed fishes floating on the surface of the sea."

WATERED CAPITAL.

Comment on Extravagant Price Paid for the White Star Line.

LONDON, Oct. 31.—A comment on the alleged extravagant price at which the International Mercantile Marine Company bought the White Star Line appears in the financial columns of the London newspapers this morning. It is predicted that it will be impossible to pay dividends on such a watered capital, and the public is warned to avoid subscribing if shares are issued. Commentators are drawn with the Hookey methods of company promoting.

In an editorial article the Daily Mail points out that the steamship City of Rome, which cost £1,000,000 in 1901, has just been sold for \$50,000 to break up.

The paper asks what is the precise value of Mr. Morgan's collection of second-hand liners, a majority of which are 10 years old.

CREW AT SAN FRANCISCO.

Men of Abandoned Schooner *Pedersen* Reach Port.

SAN FRANCISCO, Oct. 31.—The crew of the abandoned schooner *Onitilla* *Pedersen* arrived on the transport *Sheridan* from Nagasaki, leaving Captain J. C. Hanson, of the *Pedersen*, in the *Sheridan*. The *Pedersen* was bound from Whampoa for Hong Kong with a cargo of 600,000 feet of lumber, and on October 5, 600 miles off the coast of Japan, lost her rudder in a gale, and began to leak. The leak was kept down by the crew, but the vessel, according to First Mate Scheldorp, was entirely unmanageable without a rudder, and went on her beam ends. There was immediate prospect of the schooner foundering when the American gunboat *Princeton* put in an appearance and took off Captain Hanson and his nine men.

FUNERAL OF CAPTAIN KENNEY.

The funeral of the late Captain John E. Kenney was held from St. Luke's Church at Tacoma, Thursday afternoon, Rev. Thomas E. Whitcomb officiating. Some appropriate selections were rendered by the

choir. The honorary pall bearers were Captain R. M. Mountfort and Captain J. B. Chitt, of Tacoma; Captain Frank Burns and Captain John Flynn, of Seattle. The active pall bearers were Alfred E. Sutton, V. G. Rowland, P. J. Crawford, P. J. Franklin, Ralph B. Smith and G. E. Raymond. Many beautiful floral tributes from the cadets were sent by sympathetic friends and several of the ship captains in port were present. The interment was in Tacoma cemetery.

RECONSTRUCTING THE NEW YORK.

NEW YORK, Oct. 31.—After 15 months in drydock, the liner *New York* has been floated and will be taken to Philadelphia for complete refitting. The alterations and reconstruction of the *New York's* hull is said to have been the largest piece of work ever attempted in an American shipyard. The cost of reconstruction, up to date, is said to have been nearly \$1,000,000. Repairs and reconstruction to the engines and boilers will cost another \$1,000,000.

REMOVING OF BALLIST PROGRESS.

ASTORIA, Oct. 31.—(Special.)—Work on discharging the ballist from the British ship *Edith* at Breshborough, a rapid advance is being made. The ballist, as could be expected under the circumstances, and will be completed in a couple of weeks. The ballist is hoisted out on a barge, where it is thoroughly saturated with a solution of acid of bromide of mercury, and then dumped on the shore in the rear of the station.

1902-03 GRAIN FLEET FROM PORTLAND

Clearing date, name, flag, rig, tons, master, destination, shipper, by.

3-Jacobson, Fr. bark, 1700, Olivier, U. K. f. o. Port. G. Co. 110,652 14,000 14
22-Astoria, Fr. bark, 2500, Ollivaud, U. K. f. o. Balfour 131,416 85,500 28
23-Wynford, Br. bark, 1850, Bellingier, Port Elizabeth, Kerr 123,944 54,750 25

14-Serra Estrella, Br. ship, 1892, Farmer, Port Elizabeth, Kerr 78,912 2,338 22
21-Elba (B), Ger. str., 2323, Bruhn, Port Natal, Stevens 12,640 2,340 25

12-Routenburg, Br. bark, 1935, Roberts, U. K. f. o. Kerr 110,216 70,000 19
11-Polamand (C), Br. str., 2397, Heppel, St. Vincent, f. o. Kerr 12,418 7,842 16

13-Bramblette (D), Br. bark, 1112, Jones, Cape Town, P. M. 8,000 24
10-Peter Hickmeyer, Ger. ship, 2325, Schober, U. K. f. o. Balfour 105,838 10,400 21

24-Austrasia, Br. bark, 2348, Ewart, U. K. f. o. Balfour 155,409 120,784 27
23-Camborne (E), Fr. bark, 1826, Leguina, U. K. f. o. G. L. 12,418 7,842 16

20-Armyer, Br. ship, 1875, Kothary, U. K. f. o. P. F. M. Co. 114,422 74,774 25

3-Semantia, Br. bark, 2211, Crowe, U. K. f. o. P. F. M. Co. 121,355 85,450 25
3-Cypromene, Br. ship, 1210, Roberts, U. K. f. o. Balfour 99,914 59,942 26

2-Lime Branch, Br. str., 2465, Maling, St. Vincent, f. o. Kerr 220,725 150,000 17
14-Palmer, Fr. ship, 2423, Bouché, Port Natal, Stevens 12,640 2,340 25

13-La Fayette, Fr. bark, 1875, Bouché, Port Natal, Stevens 12,640 2,340 25
18-Port Logan, Br. ship, 1852, Adam, U. K. f. o. P. F. M. Co. 117,354 74,774 25

21-Viga, Ger. ship, 1845, Frickhoff, U. K. f. o. Balfour 125,399 85,402 21
22-Dynamot, Br. ship, 1890, Snodden, U. K. f. o. Port Grain Co. 110,652 14,000 14

23-Edith, Br. ship, 1892, Farmer, Port Elizabeth, Kerr 78,912 2,338 22
23-Chip, Ger. ship, 2354, Spille, U. K. f. o. Balfour 125,399 85,402 21

23-Copied, Dan. ship, 1895, Struckmann, U. K. f. o. Kerr 99,914 59,942 26
23-Madagascar, Br. bark, 1875, Smith, U. K. f. o. Kerr 99,914 59,942 26

21-Merven, Br. bark, 1891, Hughes, U. K. f. o. P. F. M. Co. 125,033 85,923 25

SUMMARY FOR OCTOBER.

Wheat—1902—1901—1900—

To Europe 1,702,259 1,144,251 1,596,602 1,291,237 1,759,399
To Africa 100,800 70,300 1,200 1,200 1,200

To San Francisco 65,000 35,000 3,500 1,200 7,817

Total wheat 1,868,059 1,259,551 1,799,602 1,293,437 1,768,406

Flour—1902—1901—1900—

To Europe 1,702,259 1,144,251 1,596,602 1,291,237 1,759,399
To Africa 100,800 70,300 1,200 1,200 1,200

To San Francisco 65,000 35,000 3,500 1,200 7,817

Total flour 1,868,059 1,259,551 1,799,602 1,293,437 1,768,406

Flour reduced to wheat measure 1,259,551 820,101 1,144,251 820,101 1,144,251

Wheat as above 1,702,259 1,144,251 1,596,602 1,291,237 1,759,399

Total wheat and flour 2,561,810 1,973,802 3,396,204 2,584,674 3,527,805

(A) Also 25,352 barrels flour, valued at \$91,005.

(B) Also 25,352 barrels flour, valued at \$91,005.

(C) Also 145,935 bushels barley, valued at \$49,083.

(D) Also 25,352 barrels flour, valued at \$91,005.

(E) Also 145,935 bushels barley, valued at \$49,083.

(F) Also 25,352 barrels flour, valued at \$91,005.

Sailed following month.

SEALERS UMBRIN RETURNS.

VICTORIA, B. C., Oct. 31.—The sealing schooner *Umbria* reached port today with 745 skins, making a total of 1065 for the season. She reported that the seal was scarce in the straits between the *Umbria* and the *Penelope*. A number of Japanese schooners, whose government is not a party to the modus vivendi, which forbids the use of firearms for seal hunting, were seen to the westward of the Pribyloff shooting seals.

NEW YORK ORIENTAL LINE.

NEW YORK, Oct. 31.—A new direct steamship service is to be established between New York and Japan. The first vessel on this service, the steamship *Hero*, of 6000 tons, is scheduled to sail December 15 for Shanghai, Tsing Tau, Tien Tsin and Yokohama.

Marine Notes.

The *Admiral* goes down to Rainier today to load lumber for Australia.

The Thompson, which arrived down yesterday with the *Chile*, left up immediately after with the *Ingeborg* and the *Salem*.

The *Queen* arrived up yesterday with the *Clan Gairloch* in tow. The ship dropped anchor in the stream and will go to the sand dock today. The *Queen* after-wards left down with the *Copley*.

The *White Star* Line has ordered another steamer, to be built at Belfast, which is to be several feet longer and a few feet wider than the *Cedric*.

The *Cedric* is 21,000 tons burden and the largest liner afloat.

Domestic and Foreign Ports.

ASTORIA, Oct. 31.—Arrived at 11 A. M. and left at 12:30 P. M.—Steamer *Robert Dollar*, from San Francisco. Sailed at 1 P. M.—Steamer *Leelanau* and schooner *Fanny Adele*, for San Francisco. Sailed at 1:15 P. M.—Schooner *John Smith*, for San Francisco. Arrived down at 1:15 P. M.—German ship *Chile*, left up at 4 P. M.—Danish bark *Ingeborg* and schooner *Salem*. Condition of the bar, Diego P. M., rough; wind southwest; weather rainy. Three-masted bark, flying distress signal, was picked up North Beach by the steamer *Queen*; had been close in to the breakers with anchor down and sails blown away.

San Francisco, Oct. 31.—Sailed—Steamer *Quinto*, for Laysan; schooner *Repeat*, for Coos Bay; schooner *Gen*, for Coos Bay.

Auckland, Oct. 31.—Sailed—Ventura, for San Francisco.

Merrill, Oct. 31.—Sailed—Proctor, for Montreal.

Cherbourg, Oct. 31.—Arrived—Columbia, from New York, via Plymouth, for Hamburg and proceeded.

Quebec, Oct. 31.—Arrived—Lucania, from New York, via Liverpool, and proceeded.

New York, Oct. 31.—Sailed—Celtic, for Liverpool; 20th, steamer G. C. Lindauer, from Aberdeen for San Francisco; schooner *Grace Dollar*, from Honolulu for San Francisco. Arrived—30th, steamer *Chehalis*, from San Francisco for Aberdeen.

Seattle, Oct. 31.—Sailed—Steamer City of Puebla, for San Francisco. Arrived—Steamer *Queen*, from San Francisco. Condition of the bar, Diego P. M., rough; wind southwest; weather rainy. Three-masted bark, flying distress signal, was picked up North Beach by the steamer *Queen*; had been close in to the breakers with anchor down and sails blown away.

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WILL BUILD FACTORIES

EXTENSIVE IMPROVEMENTS FOR EAST SIDE WATER FRONT.

New Dock, Box Factory and Millers Yard Under Way—Railroad Spurs Are Needed.

Important improvements are under way and projected for the East Side water front which will aggregate several hundred thousand dollars; and also steps have been taken to build up a manufacturing district between Grand avenue and East Tenth street and Hawthorne avenue and Belmont street by extension of a spur from the O. R. & N. Co.'s Second-street line on East Salmon to East Tenth.

MUST MAKE FANATICS GO

Government Informed Parleying With Doukhobors Is Useless.

YANKTON, N. W. T., Oct. 31.—"I think it is beyond power or reason to parley with the Doukhobors any longer. Exhaustion, hunger and sleeplessness have rendered their condition such that they can no longer be reasoned with. I have worked night and day with the misguided people, and must confess defeat so far as inducing them to return to their homes is concerned. One thing is certain, that the Doukhobors must be taken care of. I have notified the authorities at Ottawa that the most serious consideration. It seems to me that force now is necessary, as reason and kindness have failed. If disaster is to be prevented, the frenzied Rus-

NEW SCHOOLHOUSES.

Good Progress Being Made, but Attendance Will Soon Be a Problem.

Pupils and teachers of the Woodlawn, Sunnyside and Selkirk schools are making a somewhat strenuous life at present, and will continue to do so until the new additions are finished. At Woodlawn a eight-story building, which is being built, and, pending its completion, the pupils are scattered around. Four rooms of the old building are occupied and several outside rooms are used. Principal Miller said yesterday that the new building will be ready by February 1, but that would depend on whether the furnace was made ready so the plaster could be thoroughly dried out. The principal said the school was getting along as well as could be expected under the circumstances, and no complaints are made. As soon as completed the eight rooms will be fully occupied and there will be no reserve space left, except in the old building, which stands at one side of the grounds. There is hardly a doubt but that the new building will be well occupied at Selkirk. At Selkirk Principal Down said yesterday that the four rooms of the new part of the building would probably be occupied about Christmas, but that the entire building could not be occupied before the opening of next term. It will be necessary to make changes in the four rooms of the old building, so they will be ready with new part. The Selkirk building will be fully occupied from the start.

PERSONAL MENTION.

J. M. Church, the La Grande banker, is a guest at the Portland.

Architect C. A. Allison, who has been visiting in Portland for a few days, left yesterday for Oregon, Utah.

James E. Blackwell, superintendent of construction of the drydock at Vancouver, came over to town yesterday, and is at the Perkins.

Mrs. John Noyes, str. widow of the well-known miningman, and her son, John Noyes, arrived from Butte yesterday, and are at the Perkins.

W. L. McCabe, the largest stevedoring contractor on Puget Sound, who has been spending a day in the city, returned to Seattle yesterday.

A. J. Johnson, an official of the Bureau of Forestry in the Department of Agriculture, came up from Astoria yesterday, and is at the Perkins.

Dr. J. M. Short, of Gresham, came to town yesterday, and is at the Perkins.

William Short, and his sister, Miss Short, both of Edmonton, N. W. T.

Ernest G. Locke, of Seattle, who has been in the city for a day or two, is on his way to the State of Colorado, to examine a silver mine for a syndicate of Portland and Seattle people.

Hon. Miles C. Moore, of Walla Walla, who was the last territorial Governor of Washington, who is in the city on business, predicts that the Republicans will carry Washington by a majority of at least 15,000.

NEW YORK, Oct. 31.—John E. Redmond, member of Parliament, who came over to attend the United Irish League Convention in Boston, sailed today on the White Star liner *Celtic*. He was accompanied by his wife and son, John Dillon and Michael Davitt, who came to this country with Mr. Redmond, will remain here until Christmas.

LONDON, Oct. 31.—The last news received here from Charles M. Schwab is that he is in Italy, thoroughly enjoying his holiday. No mention is made of his being in bad health, or of his having the intention to resign the presidency of the United States Steel Corporation.

A. J. Drexler's steam yacht, *Margherita*, which was recently docked and repaired at Southampton, has been chartered by Mr. Schwab, and he is likely to cruise in her in the Mediterranean for several months.

HOW TO BE SMART.

The Secret of All Success Lies in These Five.

No man can be smart if he is nervous. "Cupidine" will cure you if you take it. If you are nervous, take it. It is guaranteed to do the work. They are the only guaranteed man-made pills in the world. Sold at all drug stores. Sold at \$1.00 per box, or six boxes for \$5.00.

CHICAGO, Oct. 31.—J. P. Morgan arrived in Chicago today, accompanied by Frank Sturges and J. C. Laney. After luncheon the party went to the hotel where Mr. Morgan declined to give any reason for his visit.

WASHINGTON, Oct. 31.—Secretary Root returned to Washington today and called on the President at the White House.

NEW YORK, Oct. 31.—(Special.)—Northwestern people registered at New York hotels today as follows:

From Baker City, Or.—J. K. Romiga, at the Herald Square.

From Seattle—Mrs. R. C. Stevens, H. Morgan, at the Navarro; A. S. Burwell and wife, at the Murray Hill; A. L. Berdoe, at the Holland; Miss Wilma, at the Criterion.

PLEAS AT THE CENTRAL SCHOOLHOUSE.

At the Central Schoolhouse, which was finished last year, the 18 rooms are all filled, the attendance being over 750 pupils.

BEAUTIFY SCHOOL GROUNDS.

Entertainment Will Be Given in the Boys' Brigade Hall.

An entertainment will be given this evening in the Boys' Brigade Hall, in Central Astoria, to raise funds to improve and beautify the grounds of the Thompson Schoolhouse on Shaver street. It will be held under the auspices of the Ladies' Auxiliary of the Central Astoria and the Central Astoria Board of Trade.

Committees will decorate the hall today and put up some booths where candy, ice cream and confectionery will be sold. A short programme will be given. George Hyland, of the National Civic League, will deliver a brief address on civic improvements, and William Ramsay will give several educational selections. The purpose is to improve the grounds fronting on Shaver street. Flowers will be planted, and perhaps a fountain may be placed in the court. It is hoped to get the Board of Education to provide a concrete sidewalk on Shaver street.

Finishing Gymnasium.

The big gymnasium of the Columbia University, at University Park, is nearing completion. The trustees are in possession, and will soon be covered. It will be an imposing structure, one of the largest of the sort on the Coast. Very few, if any, of the colleges are provided with so large a gymnasium. The floor is being smoothed preparatory to track work. The college has started out well for the year.

East Side Notes.

Three electric lights have been installed on West avenue, at Mount Tabor, which are a great advantage to the residents. They were secured through the efforts of several Mount Tabor citizens.

Mrs. J. T. Gurin, formerly a resident of the East Side, returned yesterday from British Columbia with the body of her husband, who died there several months ago. The funeral interment will be in Lone Fir cemetery.

The harvest fair by Evening Star Grange, No. 27, Patrons of Husbandry, will be held today in Multnomah hall, on Commercial street. The fair was pleasantly spent. Several short talks were made.

The body of John Graham, str. whose age at the time of his death was 93 years, was sent to the Dailies yesterday morning for interment. The pallbearers who attended were: Captain W. H. Foster, Leabe Roy, D. T. Bush, George Carl, C. L. Parker and G. W. Yagers.

While Miss Ethel Knight, of 191 Cherry street, was trying to board a Lower Alameda car Thursday evening, she was struck by another car. She stepped across the street without noticing that another car was approaching. She was struck with such force that she was carried into the ward and was out of danger when the car was stopped.

WEINHARD'S BIG BUILDING.