

TO TRY INITIATIVE

Federated Trades Will Bring Up Defeated Bills.

MAY TRY TO DEFEAT SOME LAWS

Labor Leaders Will Submit Plans to Union Men for Placing on the Statute Books Advocated Legislation.

The members of the Federated Trades Council may take some action which will bring the initiative and referendum act into play with regard to a number presented before the Legislature, but which failed to pass in both houses.

At the meeting of the council last evening the legislative committee brought in the proper forms for submitting bills to the people.

The bills which the labor men brought before the last session of the Legislature include the eight-hour and a number of others indirectly affecting the labor organization. The council has not declared what measures it wishes to initiate, or what bills which it does not wish to be enforced.

The question will be put to the labor men of the city and either vote will be taken in the different unions or a mass meeting called to learn the opinion of the union men here.

As the matter stands at present the council has merely opened the way by which those affiliated with it may make known their sentiments. To bring a new bill to a referendum vote through the initiative process requires the labor organization of the state must declare that they wish the matter brought up.

The council recommended that the American Federation of Labor appoint two additional organizers to work in Portland. As a result of an election for Officers, of the Typographical Union, and E. A. Austin, of the Painters' Union, were recommended to the position.

The members of the council are much interested in the success of the Flour and Cereal Mill Employer's Union, which has recently been organized with a membership of 20 per cent of the employees of that class.

The new union is called the Portland Flour and Cereal Mill Workers' Union, and has for its purpose of inducing more of the millmen to join the organization.

NINE-HOUR DAY ON STRIKE.

Leatherworkers' Union Also Wants More Pay.

Unless the employers unexpectedly accede to the demands of the Leatherworkers' Union, a strike affecting 20 men will begin Tuesday. A committee from the union called upon the four shops involved yesterday morning and made the statement which the employers have been prevailed upon to hear for some time past.

The committee declared that they are individually ready to grant the scale if it was a part of a general demand made to all factories in the country, but will not under present conditions they would suffer by competition should they allow the new scale desired by the union.

The strike will affect all classes of workers upon horse goods and fully 150 men will be out of work on Tuesday morning unless the employers change their position in a hurry.

Pleasantry is the rule among the leatherworkers, but minor wage has been set by the scale for different classes of the business, and every man's pay for one day's work must amount to that sum.

The four shops affected by the possible strike are: The Freyman Leather Company, the George Lawrence Company, the Cronin Company, and the John Clark Saddle Company. All the employers are very reticent in regard to the threatened strike, and it is possible that they will change their minds before Tuesday arrives and their employees walk out.

The union struck last year and after a five weeks' strike gained their demands. The new scale has been in preparation for several weeks and a strike permit has been granted to the Portland union by the International Association. The employers were at first inclined to regard this as a bluff on the part of the men, but the stand now taken by the union has convinced them that the men are sincere in their demands.

The Federated Trades Council can take no action in the matter until the Leatherworkers' Union admits that it can do nothing further toward gaining the ends desired. Then the grievance committee of the Council may take up the scale with the employers.

The officers of the federation believe that no strike will occur. "There will be no strike of the leatherworkers," said E. Y. Harry, the state organizer of the federation last evening. "The strike of last year showed the employers that the men could stay out for a long time if they thought it necessary, and I do not think that last year's occurrence will be repeated."

THE UNITED BROTHERHOOD OF CARPENTERS AND JOINERS HAS 16,000 MEMBERS THROUGHOUT THE UNITED STATES.

May Form Union.

TO LAY DOUBLE TRACK.

Southern Pacific Company Widens Embankments.

The Southern Pacific Company is rapidly widening the embankment on East First street for its proposed second track, which will be built to East Clay street.

With the sidetracks to the warehouses and the main line, it will be necessary to fill up the street for nearly its entire width. The work that is being done will greatly facilitate the handling of trains, and will be of great advantage to the warehousemen.

The company will lay double tracks to the carshops, and finally to Oregon City. An effort is being made to secure a 40-foot strip alongside the present 20-foot right of way to Powell street, so that a second track can be laid.

The 20-foot strip is not wide enough for two tracks. From Powell street the company owns a strip 60 feet wide. The company is hampered in the handling of trains, and there is much delay. Long lumber trains have to be made up almost every day from Manzanita, Poulsen & Co.'s sawmill.

From the carshops the company is widening its roadbed eight feet, which is wide enough to put down a second track, if desired. There is a report to the effect that the company will double its track to Oregon City and put on extra trains to that place, but this is not confirmed.

Dirt trains arrive daily from Canby and deposit their loads along East First street. It is considered probable that the company will fill up its terminal grounds before very long.

W. E. Spicer, who operates the large feed mill on East First, between East Stark and East Washington, said yesterday that the fill the company is making is a big thing for that whole district. He has been informed that the company would build a double track through to the carshops. "This is a move in the right direction," he said, "and I am looking for all the benefits to this city now, and we are going to have East Washington street improved. East Oak street also is to be improved. We should have East Stark and East Water street redocked, which would be a good improvement. I think these improvements will likely be the last made before the streets are filled up. The business of the district will demand the filling of the streets and lowlands before long."

Plans are being prepared for the new sawmill and factory for the Standard Box Factory Company at the foot of East Ankeny and East Washington streets. The Council vacated several streets. It will be one of the largest plants on the Coast. At the foot of East Pine street the East Side Lumber Company, now completing a new mill, will erect a new sawmill. The lumber dock, Nottingham & Co. recently purchased a half block on East Second between East Stark and East Washington streets, and will probably build a new mill on the corner of East Second and East Stark streets this year.

The Oregon Water Power & Railway Company will fill up East Water street for its track to East Oak street, and as its track is laid into the terminal grounds from Sellwood. Doubtless the whole of East Water street will be filled up at that time. It is anticipated that the Oregon Water Power & Railway Company will bring in dirt so cheaply that it will pay to fill up all the low ground between Union Avenue and the Williams-Latte River. The reason given for the recent increase of insurance rates in the warehouse district is to compel the filling of streets with solid earth. With its track on East Water street, the Oregon Water Power & Railway Company will rapidly fill up the whole district from that corner.

MYRTLE POINT, Or., March 2.—(To the Editor.)—That Mr. Dewey, of New York, has limitations as to his make-up, all readily admit. As an orator he is unlike Daniel Webster, who illustrates a type of life full of action, and that he is an evolved product, as a speaker, of our industrial life. Our estimate of this speaker depends upon the point of view. He has imagination, but imagination can interpret him. He is not always sober, although strictly temperate as to drink. A man was asked why his dog was so grave, and he replied, "Oh, sir! Life is full of sorrow to him; he can just never get enough of 'fechin'." A person may be serious without quarreling, but our Chauncey is not always serious. He will not appreciate what When a widow lady kissed Mr. Dewey upon leaving his office, because of his apt replies to her inquiries, the quiet remark that the railroad president made, "These things are the necessities of our office," pleased the lover of a bright reply. He who is accustomed to irony will not make the observation an old woman once made, "I dearly love to read Mr. Gibbon because of his plain reflections." That Mr. Dewey tells an old story now and then is owing to the fact that all parts of the country are not isolated like the County of Cook, the world will discover some day. But stale bread is more welcome, if good, than new bread not made by your mother. If we must have something more than a newspaper, something that will give us money and without price, as a Christian statesman our Chauncey, in spite of his playfulness, is the equal of the other Senator from New York, notwithstanding his face, at least in his picture, is a plea for canonization as a boss saint after his career is run. That Mr. Dewey can toss aside his jokes and stories and rise to the occasion, and sustain a vigorous and manifest from the recent plea he made in the Senate in behalf of the purity of American homes. Mr. Dewey may not be accurate in his story of the last speech made by Mr. Greeley, and the alleged conversation, but the world knows that Nast's cartoons came with great distress to Mr. Greeley, and also the decision the people reached, that the United States need not be a great newspaper. Mr. Greeley need not leave the New York Tribune for the White House, was more distressing to the aspirant for the Presidency. Mr. Reid may speak about the matter in a subjective bias, because of his relations with the Tribune. That Mr. Dewey has been pulled together by an accident on the railroad of memory is evident, but that no conversation something like the one he had with Mr. Greeley took place is not so evident to the writer. Even when a person is not always telling as the truth we do not call him a liar, for we call for the best of his imagination. We allow John Falstaff an old liar, because he had an imagination, and when he tells us of his conquest, though never having seen a battlefield, and when he exclaims, "Would to God my name was not so terrible to the enemy as it is!" we cry out, "That's a liar." Of course, Dr. P. Monner, vice-president, Bishop Stubbs, financial secretary, H. B. Stafford, treasurer, E. J. Harlan, J. T. Garnett, and the following officers: President, J. P. Monner; vice-president, Robert Macnam; recording secretary, H. B. Stafford; financial secretary, J. T. Garnett; treasurer, E. J. Harlan. Meetings will be held every Friday evening in the California Hall, Second and Yamhill streets.

The charge was made by the woodworkers withdrawing their charter from the International Association and taking out a new charter from the United Brotherhood of Carpenters and Joiners. By this move they belong to Carpenters' Union No. 20, the strongest and one of the most influential unions in the city. All the wood mechanics are therefore under one general association, and are thoroughly affiliated.

WOODWORKERS NO MORE. Planning Mill Men's Union No. 1450 is Organized.

The local branch of the Amalgamated Woodworkers, the organization which caused the strike of last year among the building trades unions, is no more. It has been practically out of existence for some time, and the reconstruction was completed last evening, when C. Bomberger, the general organizer of the United Brotherhood of Carpenters and Joiners, organized Planning Mill Men's Union No. 1450 of the brotherhood.

At the time of the strike the union of the woodworkers numbered 80 persons, but after the strike was settled nearly 100 more became members. The new union was organized with 50 charter members, and elected the following officers: President, J. P. Monner; vice-president, Robert Macnam; recording secretary, H. B. Stafford; financial secretary, J. T. Garnett; treasurer, E. J. Harlan. Meetings will be held every Friday evening in the California Hall, Second and Yamhill streets.

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Take Lasting Remedy—Quinine. Dr. E. W. Grove's signature is on each box.

JUST ACROSS THE LINE

LIVELY TOWNS IN NORTHERN CALIFORNIA.

Hornbrook, Henley and Klamath

Have Many Thriving Industries.

HORN BROOK, Cal., March 6.—(Special.)—Hornbrook is a Southern Pacific railroad town and it is a lively one. Here is where the "helper" engines are kept to assist in taking the long, heavy trains of passenger and freight cars up the grades to the summit of the Klamath Mountains through the long tunnel into Oregon. This is the most convenient place for assembling the powerful engines and the necessary train men, and as a consequence a thriving town has sprung up of about 30 people, and this population will increase with the growing traffic of the Southern Pacific. Hornbrook is a new town and the color of the new lumber has not yet been changed by the elements. Building operations are now retarded through the destruction by fire of the large sawmills at Klamath, two and a half miles south of here, but it is hoped the mills will be rebuilt and there will be an abundant and convenient supply of building material.

Cottonwood Creek flows through the valley and empties into the Klamath River. On the railroad side of Cottonwood Creek stands the town of Henley, and on the opposite side the town of Henley, known in the 30's as Cottonwood.

This is to be a permanent "helper" station of the railroad is evidenced by the class of improvements that have been made. There has just been completed a steel oil tank to store fuel for the oil-burning locomotives, which hold 15,000 barrels, and there is now in course of construction a turntable which will cost \$10,000 and later two more stalls will be added to the roundhouse, making five in all.

Hornbrook does not depend entirely upon the railroad for its existence. There is a stock-raising and mining country in the vicinity of Henley, and Henley is the dividing line between the gold belt and the pasture and timber lands. On the western side of this stream, within sight of town, millions of dollars have been taken out, while on the eastern side no gold, to speak of, has ever been found.

A Lucky Miner. A story is told of the early days illustrating the caprice of Dame Fortune. Sam W. Clary, who lives here, had a place mine and water ditch on the hillside above Henley, and he was doing very well, but had never "struck it rich," as the expression goes. One night a heavy rain storm sent torrents of water down the mining ditch, and it broke over the banks and rushed down the mountain side, and when morning came and Mr. Clary saw the amount of damage done he went to the "wash," and to his surprise and delight found that the water had covered one of the very richest deposits of gold, and he gathered from the ground a fortune and afterwards sold his claim, and has since lived on the fortune there found.

It can be truthfully said that Hornbrook and Henley have enterprising citizens. Such men as H. Horn, J. L. Coyle, J. A. Stroback, T. Jones, W. H. Whybark, E. J. Fowler, A. B. Cuthbert, W. B. Baer, W. C. Tacy, V. E. Wagoner, H. M. Mattern, F. T. Fraterburn, A. Sutphen, H. Mattern, Dr. J. T. Plinnel and G. T. Salisbury, of Henley, are an advantage to any town and community. It was through the energy of citizens like these that the \$500 county bridge and 40 miles of wagon road were built, all but a few miles, last year, a \$3000 bonus being raised in these two towns for the road, to bring in the trade of the lower country. Henley is not a town to stand still when it has the energetic backing of its citizens on one side and the Southern Pacific Railroad on the other. It has all the crude appearance of a new town, the real estate value of the town is high, the hotels are crowded, and the men in business are doing a brisk trade. Henley and Hornbrook are virtually one town although Cottonwood Creek and a half mile separate the two. The most friendly feeling exists between the two settlements.

Henley Prospects. Just back of Henley are four working quartz mines and several prospect mines. Within a few weeks about 20 stamps will be dropping and from 50 to 80 men will be again on the payroll, each earning from \$2 to \$3 a day. The Le Fleish mine of three stamps, the H. Mattern mine of ten stamps and the Jilison mine of ten stamps are all in the same locality, and practically the same proposition. Just over the hill is a prospect owned by Michigan capitalists, which has been so far developed that 20 stamps are to be installed there and work on the buildings is being started. It is not necessary to state that the immediate future of Henley is very bright, as a payroll means plenty of money. The power for propelling the stamps in the mines is now steam, but H. Mattern, superintendent of Henley, has already secured a contract with the Siklisky Electric Power Company at \$250 a month for 50-horse-power from the electric power plant, 17 miles distant. It is probable Superintendent G. T. Salisbury of the Jilison or Hatter mine will also secure electric power. The power from Fall Creek, aggregating 2500 horse-power, is to be distributed over wires some time in March.

If a ten-stamp quartz mill requires 50 horse-power, the cost for operating each stamp is \$5 a month. Mr. Mattern informs me the ore in his mine is easily crushed, and one stamp has a capacity of three tons a day. Where the great advantage is going to come in using electric power in the mines—that the cost per ton can be figured accurately. The mines in the district adjacent to Henley were opened for several years, but the development did not keep pace with the stamps, and so only about ten men have been employed in each mine during the past two years, but a large force will be put to work at once.

In the early days the present town of Henley was called Cottonwood, but the name was too long for convenience of the Postal Department, and was changed to the present one. The population is only about 30, but there are four business houses and several families living there permanently, and with the opening of the mines the population will double.

Henley has an enterprise which is a benefit to the whole community, and it is an establishment for curing rheumatism, which is very common in the mines. Hot air is used, and the results are very successful. Henley, as well as Hornbrook, is soon to be lighted by electricity from the circuit from the power station on Fall Creek, a tributary of Klamath River. This power is obtained from a 70-foot fall, and will aggregate 2500 horse-power. \$25,000 is the estimate of expenditure. Yreka capital is in the enterprise. Should more power be needed, a dam will be placed in Klamath River and 250 additional horse-power secured.

There is very little timber immediately around Hornbrook or Henley, but about five miles back are immense forests of sugar pine and Oregon white pine. There are still open for location tracts of land which will cruise from 2,000.00 to 5,000.00 feet, but the heavier timber is all taken. This belt is one of the most extensive in this part of the country. It can be easily reached from Hornbrook.

Klamath. On the 11th day of October last a very disastrous fire destroyed all the business part of the town and the manufacturing plants. There was a sawmill of 65,000 feet capacity a day, a box factory, saah and door factory, a planing mill and a dry kiln. This mill was built in 1883 by James Stark and M. B. Rankin, of Portland, and J. E. McLaughlin, of Michigan. The California and Oregon Legislatures granted them an exclusive privilege of floating logs down the Klamath River, and several thousand dollars were expended in clearing rocks out of the river and building dams and log booms, but the hard times of 1892 compelled James Stark, Rankin and McLaughlin to sell the property, and it was purchased by John R. Cook & Co., of Chicago. The price of lumber was then very low, and they did not make it a paying investment, and in April, 1897, they leased the property to Mason, Lindley & Coffin. It was not more than a year after these gentlemen obtained possession of the mill that the demand for lumber and the increased price made the business profitable, and during the past four years this mill has made a mint of money for the lessees, a thriving town has sprung up, the best cutting about 15,000 feet capacity. The lease is not to run until April 1, 1904. Entangling lawsuits over the rent have placed matters so that, unless a compromise is secured, it will be a year from now before a new mill can be built. I am not prepared to express an opinion on the merits of either side of the case. The people of Klamath are very anxious to see the mill rebuilt, as there were 30 families in the mill, and they were thrown out of work. This fire in October burned out the mills and also the merchandise stores of Mason, Lindley & Coffin and Walker Bros. & Parshall, also Dickinson's jewelry store, Mrs. Davis' millinery store, six saloons, Fowler's barber shop, Wellin's bakery, Nichols' and Gelsbrecht's boarding-house, Dickson's hotel, Murphy's lodging-house, drug store, postoffice and 8,000,000 feet of lumber. The two systems of water works were left without customers. There now remain in the town about 30 families and a hotel, two livery stables, schoolhouse, church, saloon, two merchandise stores, undertaker and blacksmith.

Charles Cole and W. E. Twombly intend putting up at once a small sawmill for supplying local demands. The matter of possession of the site here is in the courts, and just as soon as decided it is very probable that a new mill will be built, as the location is a very valuable one, now being impeded in winter by snow and being an excellent place for open-air drying in summer, and the taken out, while on the eastern side no gold, to speak of, has ever been found.

Mason, Lindley & Coffin are building a railroad up Klamath River into Oregon, at Klamath Falls, and have about half the route completed, and will begin shipping over it this summer. The road joins the Southern Pacific at Lairds, two miles south of Klamath.

The electric power plant is 13 miles from Henley, and the power for factories can be secured from there, as the line passes through opposite the manufacturing sites. Below Klamath about four miles is a large quartz mill on the Tyre Mining Company's property, which is owned by Mr. Goodell, of Portland; Mr. Kelly, of Chicago, and C. W. Tyre, of Colorado.

NEW NATIONAL GUARD

Dick Bill Makes Reorganization Necessary.

Members of the Oregon National Guard will be interested in an article below from the Army and Navy Journal of February which contains the details of the proposed reorganization of the Oregon National Guard. The reorganization is made necessary by the Dick law, recently enacted by Congress.

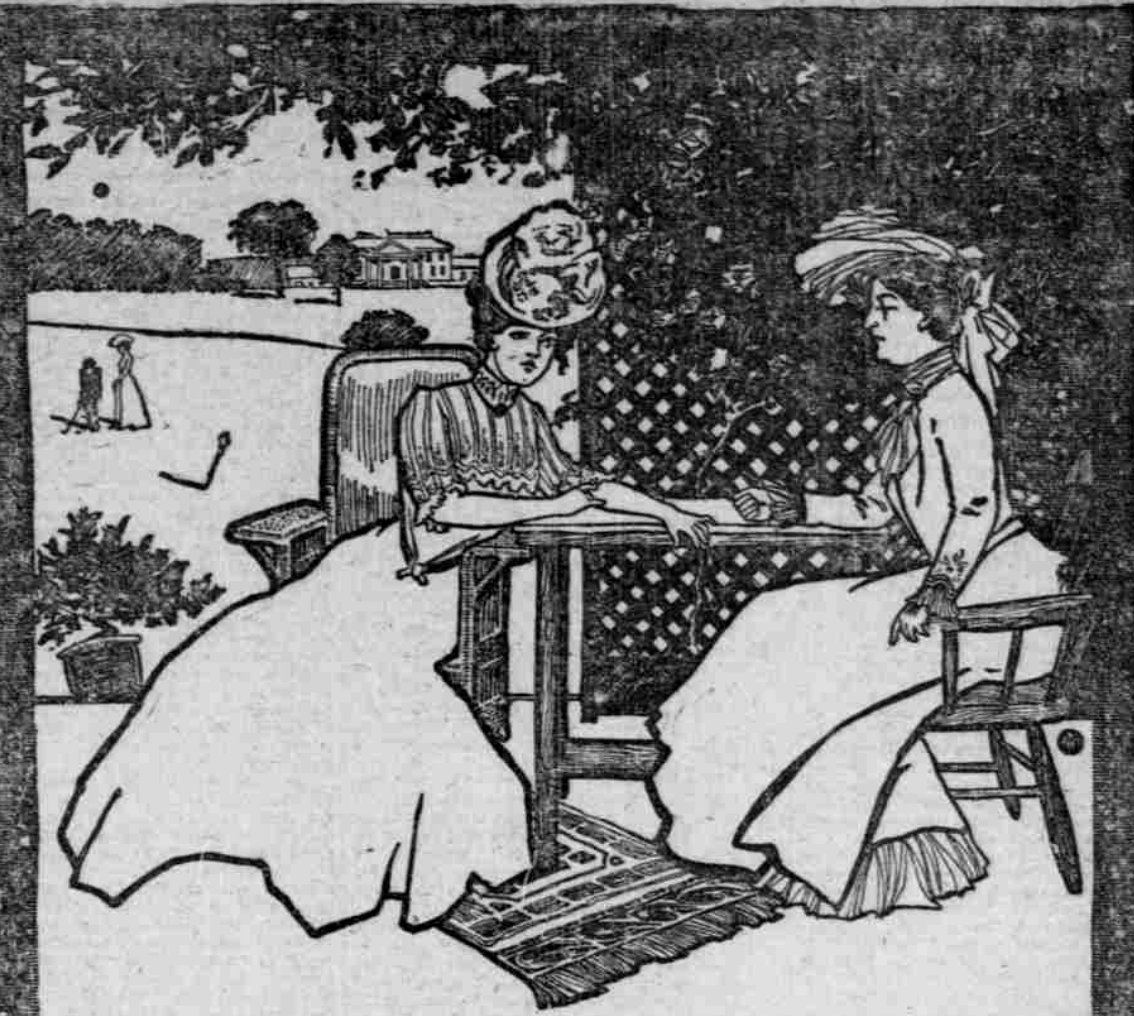
The rolling of the War Department contained in the article would indicate that one full regiment and one separate battalion of four companies could be maintained in Oregon under the Dick law. The present appropriation is sufficient to maintain an organization of this strength. As a result of the Dick law one or more regiments are to comprise 12 full companies each. The article before mentioned is as follows:

The new division of militia of the Adjutant-General's office of the War Department, which James Parker has detailed as chief of the staff engaged in answering questions proposed by the National Guard of the several states relative to the construction given the various sections of the militia act passed by Congress. It is the intention of the War Department as soon as possible to send the Adjutant-General of the states a circular letter of the new law are to be carried out; but as it will be impossible for this letter to mine, we will endeavor to clear up what appear to be a few of the uncertain points. In the first place, it is officially held by the War Department that the militia is to be divided into three classes, which will prevent any state from having in its militia a company of infantry or a battery or a company of artillery or troops of cavalry, or other words, it will be for the state to decide whether its units shall be less than a full regiment of cavalry or infantry or a corps of artillery or a battalion of engineers, etc. The law does provide, however, and it is very clear on this point—that if a state organizes a regiment or a corps of artillery or a battalion of engineers they must conform in their organization to that of the United States Army. In time of peace, however, the President may fix the minimum number of enlisted men in each company, battery, signal corps, engineer corps, and hospital corps for the militia below the minimum prescribed by the law. It is to be noted that the President will fix this minimum at about 50 men. There is nothing in the militia law which prohibits the state from having, in time of peace, or when they are not actually under the authority of the War Department, such enlisted officers as inspectors of rifle parties, etc. One of the points which the militia come under the Federal Government and receive pay from the United States is that they will not be considered a part of the state organization in regard to pay, etc., as only such officers as are provided for by the law may be recognized by the Federal Government in matters of pay.

The process of reorganization in accordance with the provisions of the Dick law is in progress throughout the United States. The State of Washington now maintains one full regiment of 12 companies, one troop of cavalry and one battery of artillery. The State of California has heretofore maintained one division, composed of three brigades, each of which has been consolidated into one brigade of three regiments of 12 companies each.

Adjutant-General Garsthen in his biennial report, based upon the announcement that the Dick law would require full regiments of 12 companies each, recommended consolidation of the 15 companies of the Oregon National Guard into a full regiment of 12 companies of infantry, one troop of cavalry and one light battery. As a result of the recent ruling of the War Department he thinks the companies of infantry should be consolidated into one regiment of 12 companies, one separate battalion of four companies, thus necessitating the disbandment of only two companies of infantry.

A special monthly meeting of the Military Board was held in Portland, Ore., on the 11th day of October last. It was decided not to take up the matter of reorganization until the circular letter of instructions to Adjutant-Generals from the War Department as to how the new law is to be carried out has been received. The next quarterly meeting of the Military Board will be held in Salem on the 11th day of April. The board will then probably take action with a view to



Confide in a Woman

Women may write about their ills to Mrs. Pinkham, and avoid the questioning of a male physician. They can tell their story without reservation to her; she never breaks a confidence, and her advice is the best in the world.

The questions asked of a woman by a male physician are embarrassing, and often revolting to a sensitive nature. In consequence the whole truth is not told; this makes it difficult for female troubles to be successfully treated even by the best physicians, and is the reason so many women grow worse rather than better. A woman understands a woman better than a man, — there are symptoms which sick women have that a man cannot understand, simply because he is a man, but the whole truth may be told to Mrs. Pinkham, and her vast experience enables her to give advice which leads to a cure.

All women who suffer should secure Mrs. Pinkham's advice; it costs nothing but a letter addressed to her at Lynn, Mass. Female troubles are real troubles, and must be treated understandingly. For a quarter of a century Mrs. Pinkham's advice and Lydia E. Pinkham's Vegetable Compound have been helping women to get strong and well, and her great file of letters prove that more than a million women have been restored to health and strength by her advice and her medicine when all other means have failed.

When you go to a druggist for Lydia E. Pinkham's Vegetable Compound, do not let him persuade you to try something which he says is just as good; there is nothing just as good, because Mrs. Pinkham's medicine holds the record for the largest number of cures of any female medicine in the world.

"Now watch me get more." — Oliver.



H-O makes a man ready for any sort of a day.

How often do you feel dull and sluggish in the morning for a few hours after breakfast? Do you ever lay it to what you eat for breakfast? Did you ever try H-O and notice how differently you felt afterwards? If not, do so.

THURMAN-STREET IMPROVEMENTS. Thurman street from the river to Williams Street is a busy place these days, and by the time the Railway Company has completed the sidewalk layers and the street contractors finish the work laid out before them, that thoroughfare will be in the best condition. The improvement will consist of laying rails for the Portland Railway Company between Nineteenth and Twenty-third streets, and placing the track already laid on the remaining parts of the street at the proper grade. A distance of 28 blocks ending at the Thirty-first street bridge will be macadamized, and all the old wooden walks will be removed, giving place to over 300 feet of new cement walks and curb. Some of the macadam and a few of the walks already in place are in good condition, and these will be allowed to remain, but by far the larger part will have to come out and give place to better material. This street has been in very bad condition for years, and residents of that part of the city are welcoming the improvement.

Advertisement for H-O COMPANY'S EXTRACT OF BEEF. Includes text: 'INDISPENSABLE to the COOK', 'BEST for BEEF TEA', 'EXCELLENT in SOUPS & GRAVIES', 'INSIST upon getting the GENUINE FOR THIS', 'LOOK FOR THIS ON EVERY JAR'. Includes an illustration of a jar of H-O extract.