

WHERE ARE MEN WHO WANT WORK?

Army of Laborers Is Needed in Harvest Fields, Mills and Railroads.

TOILERS IN GREAT DEMAND

Six to Eight Thousand Men Could Find Employment in Pacific Northwest at Good Wages, and Jobs Go Begging.

WANTED—MEN TO WORK. Wanted—4000 men to work on the railroad construction now going on in the Northwest. Wanted—2000 men to help harvest the grain crop of the state.

From every part of the State of Oregon and the whole Northwest comes the cry for harvest hands, railroad laborers and sawmill men.

Railroad contractors are short of men, while the harvest fields are short-handed as well. Sawmill men are paying the highest wages in the history of the industry on this coast, \$2.50 a day for green men who never saw a sawmill in their lives.

Wages for common labor in the railroad camps were never so good as they are now. The common laborer would expect the general wage of \$2.50 a day by railroad contractors, while some camps offer \$3.00 for 12 hours or the men can work 14 hours if they like and get \$3 for the day's work.

But in spite of these inducements men cannot be secured to fill up the empty railroad camps or round out the short-handed harvest fields. This is not true because every idle man is being found in the North End any day, watching the electric cars, or loafing comfortably in the City Park or plaza blocks, while the industrial interests of the state are clamoring for them.

Prefer Loafing to Work.

Instead of making hay while the sun shines, these men prefer to loaf, secure in the knowledge that whenever their last nickel is gone they will be in demand and they can go to work again at good wages. If all the idle men would enlist in the army of workers and attack their jobs as long as they lasted, the scarcity of labor that is now keenly felt would soon be forgotten.

"No matter what conditions have previously existed," said C. R. Hansen, employment agent, "the situation today is such that any able-bodied man may secure work at good wages and be provided with good, wholesome board and accommodations."

"Many men are now idle by preference. If these men would go to work it would help the situation a great deal. The Northern Pacific has shipped in a great many men from Minnesota without exacting a nickel from them for fare. It was agreed that these men should go to work on railroad construction, but many of them have drifted into other occupations, such as logging, and sawmill work. Of the vast army shipped in in this way, few have remained with railroad work and the movement has done but little good for the railroads."

"Although these men have been assembled by the other industries of the Northwest, they are but as a drop in the bucket. However, these men will be likely to get back into railroad work with the approach of winter, when the logging camps shut down."

Railroads Need Men.

The Harriman lines in the state are in need of 200 men for betterment work, while 200 more could be used to good advantage on bridge and concrete work. This number is needed by the maintenance department, exclusive of the large amount of new construction now going on. A thousand men are wanted on the Lewiston-Riparian line, which is being built jointly by the O. R. & N. and the Northern Pacific. The contractors on the Elgin branch of the O. R. & N. want from 400 to 500 men, while 500 more are needed by the Harriman lines alone between Portland and Eastern Oregon at intermediate points.

It is estimated conservatively that the North Bank road, now undergoing construction by the Portland and Seattle Railway, needs from 1500 to 2000 men. The Klaminth Irrigation work is also reported to be short-handed.

Erickson & Peterson, probably the largest employers of common labor in the state at this time, now have the construction of 125 miles of railroad under way. The Pacific Coast Construction Company, of which H. S. Huxon is president and general manager, also has a large amount of work in hand for the O. R. & N. at various points, and the company is just commencing the rebuilding of the main line of the O. R. & N. from Troutdale to Bonville.

Sidney Smith, of the firm of Smith & Jones is working on the Columbia Valley Railroad and needs men to fill up his camps. George McCabe, who is completing the Elgin extension of the O. R. & N., has had continual difficulty in securing men enough to do the work and he paid the record price for common labor, \$2.50 a day, in order to complete his contract.

These men, as well as contractors in other lines, report that work has been retarded because men could not be secured in large enough numbers. The constant shifting of the men is commented upon by employers. After a short time spent in one camp the men wander off to other work or to spend a long vacation in idleness.

Harvest Fields Short of Hands.

From the harvest fields comes a call for men. It is estimated that at least 2000 hands are needed to gather the grain crops. So acute is the shortage that it is reported from Walla Walla that a family of society girls took charge of their father's teams to help him gather his wheat crop.

Lewis and Clark Exposition has apparently continued unabated, although the situation has now reached an acute stage. It is likely that the new railroad work constantly being opened up will cause this condition to continue, possibly all winter and another summer.

WORK IN FIELDS OR GO TO JAIL

Stringent Vagrancy Law Is Revived in Inland Empire.

SPOKANE, Wash., July 31.—(Special.)—Idlers in Southern Washington must either enter the harvest field or go to jail. The old "blue law" of New England that "the who will not work shall not eat," has been revived throughout the wheat belt of this state and Northern Washington, at the instance of farmers, whose charges to the state are \$2 a day and board rejected by a man who was apparently nothing more than a loafer, must be repealed.

Accordingly, the Town Councils of Pullman, Colfax, Garfield, Pomeroy, Palouse and a half-dozen other towns, have rendered it possible to inflict double penalty for vagrancy, a fine and jail sentence of 30 days being imposed and the prisoner required to work on a specially provided rockpile in the broiling sun. The definition of the term "vagrancy" has been enlarged in its application in the wheat belt until it practically devolves upon the accused to show that he has some means of support involving some physical effort on his part, or, if not "visible" to the police magistrate, the prisoner will surely be held for vagrancy.

The demand for help is almost a tragedy in the local lines. Farmers, realizing that their crop will be practically ruined should it not be harvested within a brief time, make frantic appeals to any man or woman capable of wielding a pitchfork. They offer from \$2 to \$3 a day and board and stipulate readily that the quality of the board shall rival that at Delmonico's, and the "hired man" can have the best bed in the house for the asking.

J. N. TEAL WILL INVESTIGATE

GOES TO SAN FRANCISCO TO FIND CAUSE OF CONGESTION.

With W. A. Mears He Will Also Report on the Inadequate Harriman Steamship Service.

The transportation committee of the Chamber of Commerce yesterday decided on a practical move to get at the reasons for the prevailing "eight cent" rate on the Portland, Seattle and San Francisco and the unusually inadequate steamship service now given between these two ports. J. N. Teal will go to San Francisco to investigate the personnel of the chamber with the idea of making a complete investigation into the causes of the transportation difficulties.

Teal will also investigate the personnel of the chamber with the idea of making a complete investigation into the causes of the transportation difficulties. He will also report on the inadequate Harriman steamship service.

A communication was received yesterday by the board of trustees of the chamber from the Alaska Short Line Railroad asking assistance in promoting a direct steamship service between Alaska and the Yukon in the interior.

ST. JOHNS COUNCIL MEETS

Business Men's Petition Urges Granting of Telephone Franchise.

At the meeting of the St. Johns Council last night that body was confronted with a petition from the business men of St. Johns demanding that a franchise be given the Pacific States Telephone Company, in accordance with its ordinance as submitted several weeks ago. This petition was a long one and was presented by a representative of the telephone company, indicating the wishes of the people that the service be improved. The ordinance submitted provides that the company shall have a franchise for 21 years, and that the total payments for that time shall be \$1700, the first payment to be made after ten years. It also gives the city free telephones.

The petition was laid over until the next meeting of the Council. In the meantime the petition will be further circulated among the people of St. Johns, and the representative of the company said that practically all the business could and would be secured.

"POTTER" IN SERVICE.

Popular O. R. & N. Excursion Boat Resumes Trip to Beach. The T. J. Potter leaves Ash-street dock for North Beach, touching at Astoria, as follows: August 4, 1:30 P. M.; August 7, 5:40 A. M.; August 9, 5 A. M.; August 11, 11 A. M.; August 13, 11 A. M.; August 15, 11 A. M.; August 17, 11 A. M.; August 19, 11 A. M.; August 21, 11 A. M.; August 23, 11 A. M.; August 25, 11 A. M.; August 27, 11 A. M.; August 29, 11 A. M.; August 31, 11 A. M.

CITY EMPLOYEES ARE REAPPOINTED

Executive Board Allays Apprehension of 177 Office-Holders.

POSITIONS ILLEGALLY HELD

Appointments Are Made for One Month—Dozen Inefficient Employees May Be Weeded Out Later—Bruin to Appeal.

Apprehension on the part of the 177 employees of the city affected by the decision handed down by Judge Frazer in the Bruin case has given way to a feeling of security as yesterday the executive board appointed all the illegal appointees to the respective positions which they have been filling. The executive board also approved the payrolls, and the employees will receive their monthly compensation just the same as they did before Judge Frazer began to make history for the City Officials. The appointments are for a month and the officials have still reason to feel uneasy, as there are some few whose relationship with the city will be short-lived.

Old men in the service who are capable and who have been faithful in the performance of their duties, need have no fear if they cannot again take the civil service examination under the present age limit, as the members of the executive board are determined to protect them. It is the intention of the board to have the age limit raised by a special dispensation rather than to allow old employees to suffer. Only those who are now employed will be permitted to take advantage of the lifting of the age limit, which will be temporary. There are 23 employees of the Police Department alone who could be prevented from entering the service again unless special provision is made.

Bruin Will Appeal.

While not definite, it is believed that Captain Bruin will appeal the decision of Judge Frazer to the Supreme Court to have the matter settled for good and all. If the Circuit Court is sustained, then all of the 177 positions will have to be filled by permanent appointments, accompanied by the usual waiting period of months, as there are no eligibles upon the lists of the Civil Service Commission. Incompetent employees who have met with administrative disapproval will be weeded out and there is no telling how extensive these changes will be. The employees will not be called upon to raise a fund to have the Bruin case appealed to the Supreme Court, but it has been suggested that the members of the executive board stand the expense.

The action of the executive board yesterday in making the appointments was done simply as a precaution. If the case is appealed to the Supreme Court and the decision of Judge Frazer is set aside, no harm will have been done and until something definite was accomplished, the members of the board thought it advisable to make temporary appointments. Thomas G. Greene strongly advocated that this course be pursued.

"If the decision is accepted as final thought it advisable to make temporary appointments. Thomas G. Greene strongly advocated that this course be pursued. The promoters of the road are anxious to secure an outlet for their road by way of steamship to Portland. The matter was referred to the chamber committee on Alaska steamship services. Edward Newbegin, chairman of a special committee, appointed some time ago to propose subjects for discussion at the Trans-Mississippi Commercial Congress, which will be held at Kansas City in November reported that the following subjects are of vital interest to Oregon and could be profitably taken up by the congress: "Opening of Rivers and Harbors Generally Along the Coast," "Preservation of Forests," "Irrigation," "Pacifiiman Canal."

The following 17 new members were admitted to membership in the chamber: J. E. Shears, Lacey Bros., Packing Company, Matson Navigation Company, Crescent Paper Company, Charles H. Carey, Wise Bros., Arthur G. Green, Williams & Beggs, Portland Machinery Company, S. H. Friedlander, S. S. Sigel, Max Smith, Clarke Bros., M. Sichel, C. Bishop, Mike Jacob & Co., C. M. McDowell.

Mr. Greene, when the subject had been brought up by Mayor Lane, who called upon the members of the board for suggestions as to how to unravel the tangled "We didn't bring about this dilemma, but it's an uncomfortable condition which confronts us." If the clerk of the commission ever certifies to the auditor the names of the employees who are not entitled to their positions we would all be personally responsible if we approved the payroll. "It will never be settled until it has been before the Supreme Court," said the Mayor.

Bruin Doesn't Care. "Captain Bruin may appeal," replied Mr. Greene, who is Bruin's attorney. "Personally, he doesn't care much. He would just as soon undergo another examination and take his chances with the others. I would be opposed to raising money among the employees to meet the expenses of an appeal, and if an appeal is taken we should be able to raise all that is necessary among ourselves."

The members of the Executive Board thrashed the subject for about two hours, and then the resolution making the appointments was passed by a unanimous vote. The members of the board ever certify to the auditor the names of the employees who are not entitled to their positions we would all be personally responsible if we approved the payroll. "It will never be settled until it has been before the Supreme Court," said the Mayor.

JULY'S MARRIAGE LICENSE RECORD.

The demand for marriage licenses was fairly active during July, but the supply of the documents available from that of previous July. In the month just closed, 143 licenses were issued. One year ago that number was exceeded by one. But last year the Fair was on and many of those who took out licenses to wed came from that of previous July. This year, however, more than three persons outside of Oregon who came here to be married. One hundred and nineteen licenses were issued in July, 1904.

of the departments to decide who are to go and the matter was deferred. But next month, if temporary appointments are made again some of these 177 will not be reappointed and others will take their places.

Fire Hose Contracts Discussed.

Mayor Lane discussed with the members of the board the awarding of the contracts for the fire hose by the Fire Commissioners. He said the actions of the Commissioners had been governed solely upon their belief as to the merits of the different kinds of hose, and that there was no favoritism whatever. He exhibited some of the hose which were carefully examined by the members of the board, who appeared to be satisfied with the awarding of the contracts. Battalion Chief Young said that the hose selected was, in his opinion, the best, and told of a test that had been made by the fire department, which he said proved that the Keystone hose was the most suitable. D. A. rattullo moved that a resolution be passed endorsing the action of the Fire Commissioners, but Mayor Lane, after it had been seconded and was about to be put to a vote, requested that nothing be done about it, saying that he had only wanted to ask the advice and to ascertain the feeling of the members of the board as regards the awarding of the contracts.

WORK STOPPED ON NEW PHONE LINES

Electrical Workers Tie Up Construction of Home System.

DISPUTE OVER CONTRACT

Men Want Company to Sign Agreement to Govern Wages and Working Conditions When Operation Begins.

A strike among the electrical workers of the Home Telephone Company was declared yesterday and work on the construction of buildings and lines is at a standstill. The strike is under the direction of C. A. Elmore, vice-president of the International Brotherhood of Electrical Workers.

The Home Telephone Company is employing no labor at present, having let the contract for the erection of buildings and the construction of lines to the Empire Electric Company. The Empire Company has entered into a contract with the men which is satisfactory so far as the present is concerned, but as the contract expires as soon as the construction is completed the men are demanding a contract from the Home Telephone Company as well, which shall continue indefinitely. This the company refuses to grant. Mr. Elmore, in speaking of the demands of the union, said: "When the Home Telephone Company wanted a franchise the labor organizations were asked to assist it, the promise being given that the company would abide by union conditions. The union gave its support and the franchise was secured. The union then asked the company to draw up a schedule of agreement giving linesmen \$2.50, cable splicers \$4.50, and inside wiremen \$4 per day. The Empire Company gave the men an agreement for \$2.50 per day, but the telephone company held aloof from all agreements. The Home Telephone Company is interested in various companies and we have had much trouble in finding out just whom we must deal with, but we have finally decided that Charles E. Sumner is the man, for he is president of several of these companies. Our contract is good for the period of construction, but we have reason to believe that the provisions of the agreement will be violated as soon as the line and exchanges are completed. By striking now we hope to force a contract embodying the principles of the 'Oakland' agreement, which provides for an eight-hour day at the wages mentioned, and thus eliminate further trouble which would be sure to come under existing conditions as soon as the construction work is completed. We waited on Mr. Sumner last Friday and he replied that he would be ready to talk business to us in six or eight months. As representatives of the Northwest Councils were with him, we gave him until Saturday to consider. His reply was the same. Then we notified him that we would strike yesterday. Mr. Sumner is technical in his advances, stating that if he hired one union man according to union schedules he would be fulfilling his Seattle agreement to employ union men, but so far he has not employed even one union man. Mr. Sumner, when asked about the situation, said: 'At present the company is employing no labor. The contract for the exchange and construction of lines has been let to the Empire Electric Company and until its work is completed and the exchanges and lines turned over to us we have no plant. The union has asked us to make a contract now for the period after the lines are completed, but we cannot fix a schedule of wages some six or eight months in advance of the time when service is to begin. By that time labor may be higher or it may be lower than it is at present and a scale of wages adjusted now would be unsatisfactory at that time. It is understood that the men are to have fair treatment and when one plant is ready for operation the men will find us ready to treat with them.'

Costly Blaze at Buffalo. BUFFALO, July 31.—The plant of the Montgomery Bros. & Co.'s planing mill and box factory on Court street was partially destroyed by fire early today, causing a loss estimated at \$170,000. The

FALL ARRIVALS BIGELOW RUGS We have just received a shipment of Bigelow Rugs in various grades and sizes, including 9x12 Bagdad Wiltons and Wellington Wiltons 8.3x10.6 Arlington Axminsters And Small Rugs in All Grades. J. G. MACK & CO. 86-88 THIRD STREET. PHIL METSCHAN, President and Manager.

Imperial Hotel Co. Seventh and Washington Streets, Portland, Oregon. European Plan \$1.00, \$1.50, \$2.00 per Day. Pierce Automobile Company occupied the top floor, where they manufactured the wooden frames for their cars. They estimate their loss at \$100,000. POLICEMEN AIDING BRUIN Members of Force Contribute 75 Cents Each for His Appeal. To help Captain Bruin fight his case in the Supreme Court on the appeal of the Mayor from the decision rendered last week by Judge Frazer, all policemen are signing a petition making a contribution of 75 cents each. The money contributed will be used not only for the use of the captain but will also be used in case other policemen are removed from the force as a result of Judge Frazer's decision. Publishing Company Insolvent. CINCINNATI, July 31.—On application of local creditors, the "Men and Women" Publishing Company was placed in the hands of a receiver today.

CAN YOU BEAT THIS? Muskegon Avenue, Muskegon, Mich. Acknowledged to Be the Finest Bituminous Paved Street in America. Paved With Bituminous Macadam. Laid Four Years Ago by the Barber Asphalt Co. Just Write to Muskegon and See What the People There Think of This Pavement. PERMANENT IMPROVEMENTS FOR ALL THOROUGHFARES IN THE BEST RESIDENCE DISTRICTS OF PORTLAND should be encouraged by Portland people. An improvement that must be renewed every few years is at best but a Makeshift. A permanent street improvement stands for efficiency, beauty and economy. OFFICE 425 WORCESTER BLOCK. OSKAR HUBER, Manager