

ALL FIRMS SHOULD GO TO WAGE ADVANCE

Demands of Grainhandlers Are Virtually Granted by Shipping Interests.

HIGHER WAGES DEFENDED

Sense of Meeting of Those Interested Favors Open Shop, but Issue Will Not Be Made in Present Emergency.

SENTIMENTS OF GRAIN DEALERS I do not consider 40 cents an unreasonable wage and I believe I have a general waterfront strike by paying it. I don't consider that it makes any difference what is paid on Puget Sound and so far as the wheat going there—that is an absolute impossibility.

cents, but not to sign with the union. This is but a side issue of 150 men but it would have involved the entire waterfront, which would lead to difficulty in securing vessels. After 20 years' work in Portland I did not feel like sending the business to Puget Sound.

Mr. Kerr told me privately that he would rather pay 40 cents than have a strike, but when we held a meeting he said nothing of it. Monday the grainhandlers insisted on a reply and said that they were to hold a meeting to consider the question Tuesday night. I had a ship waiting for cargo, as did Mr. Curry, but neither Mr. Burns nor Mr. Kerr had vessels and they did not inform me of the notice received from the grainhandlers.

Higher Wage Defended.

"Consequently, I thought that if the exporters were going to take matters into their own hands, I would manage mine. I would have insisted on the payment of 40 cents or would have withdrawn from the Exporters' Association. I regard 40 cents as a reasonable wage and the men will not be able to feed and clothe themselves long at that, for they did not average \$50 a month last year. I propose to take care of my business and of the good name of Portland."

"I don't consider that it makes any difference what is paid on Puget Sound. While we are not large exporters, we buy as much wheat as anyone, and mill considerable, and I believe that the action I have taken averted a general waterfront strike and so far as the wheat going to Puget Sound—that is an absolute impossibility."

"So far as Mr. Wilcox taking the responsibility of saving wheat from going to Puget Sound, that is a big undertaking," said Mr. Burns.

Portland Labor Superior.

"I feel perfectly able to handle it," rejoined Mr. Wilcox. "I will say this, 40 cents more has always been conceded here, as the grainhandlers are experienced and on Puget Sound they have scrub labor, so really there is no difference in the cost of handling. It is not a question of uniformity, but simply one of wages. When this community is prepared to discard union labor as the proper thing to do, I will be for the open shop."

"I'm willing to stand together and clear it up," said Mr. Burns.

"It would be a hard fight unless we are united, and I think it is too late in the season to stand together," said Mr. Kerr.

"Concede the 40 cents until April 1 and then let's see if we can't get out from under it," said Mr. Burns.

"I will never sign a contract. I am willing to stand with the others and clear up the situation," stated Mr. W. J. Burns, of Balfour, Guthrie & Co.

In a two hours' session yesterday before the rivers, harbor and navigation committee and the trustees of the Chamber of Commerce, at which the differences between the grainhandlers and the shippers were discussed, it was developed that instead of there being three firms ready to sign an agreement and three against such proceedings, there are five willing to sign and only one holding out.

The meeting was arranged at the instance of W. J. Burns, of Balfour, Guthrie & Co., who, with Kerr, Gifford & Co., and the Northwestern Warehouse interests, had not indicated to the Grainhandlers' Union that they would sign contracts for an increase in wages from 35 to 40 cents an hour.

Mr. Knapp presided and in opening the session requested Mr. Burns to make a statement of the case. Mr. Burns said:

"The grainhandlers have always had a union and we have paid them 35 cents an hour for several years, against 20 cents on Puget Sound. Now they demand 40 cents. There has been no change in the Puget Sound rate and no sign of a union there. The westerners and foremen are also organized and the men work as it suits them. The question now is whether it is policy to continue giving in to them, as it may lead to an advance being asked in stevedoring rates. The grainhandlers make about \$2.15 a day or from \$19 to \$20 a week and get steady work a great part of the time. I think the question is whether this shall continue or be regulated."

"It is a general question that affects the community at large and just such things kill buildings up the port and having a big fleet of ships here."

Mr. Knapp asked if it were not a fact that three of the six exporting firms had agreed to pay the scale.

"That seems to be the situation," said Mr. Burns.

Port's Efforts Nullified. Mr. Swigert spoke of the fact that the Port of Portland was taxing property-owners \$50,000 annually to improve the harbor, and that the rate was essential on wheat that existed for a time as compared with Puget Sound, had provided means of caring for ballast and other things that placed Portland on an equal basis.

"Now it appears we are going to let 150 men nullify all that by asking an increase that means 19 cents more an hour than is paid at Tacoma," he said.

"The grainhandlers are classed as common laborers, and the tendency is to pay \$4 a day when the rating wage for work is \$2.25."

Mr. Swigert, touching on the question of unskilled labor, eyed an increase in the dock rate, the docking of the British steamer Glenise on the Port of Portland drydock recently, saying that the work of cleaning and painting her was done by the labor, that it was the only time in the history of the dock that a steamer was raised and floated in one day with the work completed, and that the labor had been properly executed by union workmen. He also said that Puget Sound did not spend money for harbor improvements, dredging, towing, pilots and other benefits.

Mr. Ganong ventured the remark that the committee labored under a misconception, as none of the firms had signed contracts. Mr. Beckwith said that he did not think there was anything to be done by the commercial bodies until the exporters got together. Mr. Ganong was asked to state the position of the Exporters' Association Company, and suggested that Mr. Wilcox be invited. Mr. Wilcox said:

"Perhaps it is not generally known to you that the Exporters' Association, under contracts with the grainhandlers for several years and each year the question of the contract has come up. Last year it was agreed that the contract should be assigned to expire April 1, instead of in August, and this year the grainhandlers wanted 40 cents an hour, which they have invariably asked for, but were usually talked out of."

Grainhandlers Not Answered. August 29 I asked Mr. Kerr, as spokesman for the Exporters' Association, to call a meeting with the grainhandlers so that this matter could be decided and ships not be blocked in port. The grainhandlers wanted the contract for a longer period, and no answer was made them, though that is more than a month ago.

"I'd rather, when the difference, which amounts to one-fifth of a cent a bushel, than have trouble. We were not able to reach a conclusion, though some of the exporters were willing to pay 40

RECEIVER'S REPORT SHOWS FINANCES

Books of Man in Charge of Oregon Trust & Savings Bank Are Audited.

\$2,228,985 CLAIMS PAID

Returns From Assets of Defunct Institution Amount to \$123,528.72 and Difference in Excess of Receipts Paid by Bank.

COMpetition IS WAITED

OPEN BIDDING FOR WORK ON STREETS SOUGHT BY CITY. Members of Council Believe Legal Difficulties Can Be Obliterated and Paving Cost Lowered.

Competitive bidding for hard-surface street improvements would materially benefit the property owners, according to members of the City Council, at an informal discussion at the City Hall yesterday morning.

At the time when George H. Williams was Mayor, a plan for getting competitive bids was adopted, and under it the contract was let for the paving of Yamhill street. By this plan the Council simply asked for bids for hard-surface pavement for the street, and when the various companies presented the bids for their respective pavements the award was made to the company giving what seemed to be the best inducement, the quality of the pavement being taken into consideration.

Contractors contended at that time that the method adopted by the Council was not legal under the charter, and the plan was finally abandoned.

"The contractors will always put up the fight against competitive bidding on the ground that there is a legal obstacle involved," said Councilman Devlin yesterday. "but I am positive that there is no legal objection to the plan now in letting the paving of Yamhill street. If the charter does stand in the way, it is up to the people to change it to permit competition for the award of the contract."

"I know it to be a fact that property-owners have sold their influence to contractors in order to get their neighbors to restrict a kind of pavement, against which there could be no competitive bidding. A system providing for advertising for bids on all kinds of hard pavement for each improvement would eliminate this evil."

OREGON DISCOVERED AGAIN

People of Middle West Are Coming to State by Hundreds.

That the people of the Middle Western and Eastern states are just beginning to find out something about Oregon and to realize the extent of business opportunities in this state, is the belief of the promotion department of the Portland Commercial Club.

In Nebraska particularly hundreds of people are discovering that there is a great opportunity to come to Oregon and making investments, not only in and near Portland, but in all sections of the state.

"Oregon is the watchword down here," writes James Lowe, of Atkinson, Neb., in answer to an advertisement of the Portland Commercial Club. "I have written you in preparation to come to Oregon and making investments, not only in and near Portland, but in all sections of the state."

While some of the prospective Oregonians have money to invest in city property, the greater number, says Mr. Lowe, desire to own farmland and to take up homesteads. Irrigated tracts also are appealing to the intending newcomers. It is expected many of the Nebraska farmers will buy the colonist rates are effective.

CLUB WILL STUDY CRIME

Y. M. C. A. Will Also Take Up Other Civic Problems.

Moral conditions in Portland are to be studied by a group of men to be organized at the Young Men's Christian Association next Monday night at 7 o'clock. The club will be connected with the religious work department, which is under the direction of R. A. Johnson. Many civic problems will be taken up and studied at first hand.

The Y. M. C. A. last year conducted a survey, which will be published by Dr. Josiah Strong's "The Challenge of the City." This year the problems dealt with in that book are to be considered again, and at the same time the men will study actual conditions and not theories.

While the club will pay particular attention to vice and crime in Portland, it is announced that the organization is to have no political significance whatever. The sole object is that the members may form correct ideas of local conditions and be better able to intelligently answer various questions as they come up from time to time. The club is to be led by Marshall Dana.

It Saved His Leg. "All thought I'd lose my leg," writes J. A. Swenson, of Watertown, Wis. "Ten years of eczema, that 15 doctors could not cure, had at last laid me up. Then Buckner's Arnica Salve cured it, and I'm able to get out and do my work. Eruptions, Eczema, Salt Rheum, Boils, Fever Sores, Burns, Scalds, Cuts and Pains. 25¢ at all druggists."

PERSONAL MENTION. D. Callahan, of Seaside, is at the Perkins. A. M. Drake, of Bend, is at the Portland. L. R. McKenzie, of Corvallis, is at the Perkins.

Frank Holladay, of Vale, is at the Imperial. B. W. Barlett, of Estacada, is at the Cornwell. L. R. Lomas, of Davenport, Ia., is at the Lenox. O. H. Elwell, of Kelso, Wash., is at the Oregon.

Mr. and Mrs. R. M. Jennings and Harris Trunk Co. for trunks and bags.

ACQUITTAL IS QUICK

Hans Goodager Found Innocent of Manslaughter.

JURY OUT FIVE MINUTES

Man Once Convicted of Killing Tony Moe Is Freed—Defense Shows Goodager Had Just Cause for Shooting Logger.

PLAINTIFF IS AWARDED \$50

Verdict One of Smallest Returned in Multnomah County.

FEET ON SEAT CAUSE TROUBLE

Streetcar Company Says W. H. Innis Brought Ejection on Self.

W. H. Innis, who brought suit in the Circuit Court recently against the Portland Railway, Light & Power Company for being ejected from a Sellwood car one night in September, last, insisted upon keeping his feet upon the seat, according to the statements of the streetcar company. The answer to his damage suit was filed yesterday.

The company says the conductor passed through the car while they were going along Millwaukie street, and asked a passenger near Innis to take his feet off the seat, which he did. Innis then placed his feet upon a seat. It is alleged, and was ordered by the conductor to remove them, which he refused to do. At this the motorman and conductor ejected him. It is alleged, and engaged in a fist fight with him in the street. If he suffered damage, it is alleged, it was because of his own abusive conduct.

JUDGE GRANT B. DIMICK

OREGON CITY, OREGON. CANDIDATE FOR REPUBLICAN NOMINATION FOR GOVERNOR

The first candidate to come out and defend the primary nomination law and Statement No. 1.

FOR COUNTY AUDITOR

Discontinued on A. & C. R. R. Trains heretofore leaving Portland at 9:20 A. M. daily, and 2:30 P. M. Saturdays, for Astoria and Clatsop Beach points, have been withdrawn. Trains for these points now leave Portland at 8:00 A. M. and 6:30 P. M. daily.

As usually treated, a sprained ankle will disable a man for three or four weeks, but by applying Chamberlain's Liniment freely as soon as the injury is received, and observing the directions with each bottle, a cure can be effected in from two to four days. For sale by all dealers.

Grand Trunk Pacific Steamships

"PRINCE RUPERT" and "PRINCE GEORGE" LEAVE SEATTLE THURSDAYS and SUNDAYS at 2:00 P. M. Arrive Victoria Sundays and Thursdays at 7:00 P. M. Arrive Vancouver Mondays and Fridays at 7:00 A. M. Arrive Prince Rupert Wednesdays and Saturdays at 11:30 A. M. Connecting at "Prince Rupert" with S. S. "Prince Albert" for Stewart and Queen Charlotte Islands. Rates north of Vancouver include meals and berth. For tickets and reservations apply to local railway ticket agents or J. H. BURGIS, General Agent, First Avenue and Yeeler Way, Seattle, Wash.

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GEO. W. JOSEPH

Republican Candidate for State Senator



Direct Primary Statement Number One Against Assembly 51 x Geo. W. Joseph (Paid Advertisement)



JUDGE GRANT B. DIMICK Oregon City, Oregon. CANDIDATE FOR REPUBLICAN NOMINATION FOR GOVERNOR

The first candidate to come out and defend the primary nomination law and Statement No. 1. (Paid Advertisement)

This blue & gold banner label This little green stamp

is your guarantee of a quality, flavor and purity that has been famous Since 1857 Recognized everywhere as The Standard Rye Whiskey of America. is the Government's guarantee that the whiskey is absolutely pure, perfectly aged and is full measure. Since 1857 The Government's Standard of Purity. A. Guckenheimer & Bros., Distillers, Pittsburg Since 1857 Write for a free copy of "Making the Standard Rye Whiskey of America."

FALL SCHEDULE EFFECTIVE SEPTEMBER 15, 1910.

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