

ROAD AGTS AS IF STRIKE WERE OVER

Workmen, Too, Are Optimistic and Declare Line Will Have to Bend Soon.

ULTIMATUM ALMOST VAIN

Few Shopmen Return to Work to Regain Old Places—Trouble Not Expected—Unions Ordered to Pay No Heed to Bulletins.

Theoretically, the strike of shopmen on the Harriman roads, inaugurated last Saturday, is over, so far as the company is concerned. With the men, who remain firm in their attitude of demanding recognition of their federation or not working, the struggle has just begun.

At 4 o'clock yesterday afternoon the strikers lost their last chance to return to work in good standing, according to the ultimatum issued by the company the day before. A few applied for their old positions and these will be restored to favor with the road, their eligibility for reinstatement will be given preference over any men who are hired subsequently.

If any of the men now on strike desire to return to work they will be treated on the same basis as employees who have not worked for the company before, officials say. A sufficient number of men can be obtained outside the union ranks to man the shops, the services of the strikers will not be sought at all, it is declared.

The union men laugh at these assertions and say that they are not afraid, that the company eventually will have to come to terms and seek terms. They ask, they say, is recognition of the federation.

Half Dozen Come Back.

Few men headed the 4 o'clock ultimatum. One or two went into the shops yesterday morning. A half dozen called at the office of J. F. Graham, assistant general manager, in the Wells-Fargo building, yesterday, and declared their readiness to accept the terms of the company. They will be escorted to the gates of the plants in which they have been employed. It is probable that they will be required to remain inside the fence and lodge in the quarters that have been provided there.

While the company does not fear that any of its employees will be molested by the pickets or strike sympathizers, it is pointed out that unruly, irresponsible persons are always certain to gather on an occasion of this kind and that trouble may ensue.

The pickets and union men have conducted themselves in a manner that has commended itself to the company officials themselves. J. D. Stack and Mr. Graham, assistant general managers, visited the Albina plant yesterday morning. They were met at the gate and were greeted with good-natured cheers as they appeared. Both men smiled and held their hands toward the group of strikers outside. The reception they received caused them to remark on the orderly way in which the men are behaving.

AIM IS TO AVOID TROUBLE.

"If any trouble takes place it won't be the fault of our men," said C. H. Merrill, of the federation's advisory board. "Outsiders usually are responsible for disturbances. We have been exceedingly careful to avoid all circumstances that are likely to lead to trouble."

"There is no reason for trouble on our part. We have been confident of victory. The boys are feeling too good to think of molesting anybody."

The advisory board yesterday issued instructions to its men not to pay attention to bulletins posted by either the O-W-R & N Company or the Southern Pacific.

"They are losing ground every hour," the order continued. "The federation is gaining, with 95 per cent of the men already out."

"If we remain true to our union principles and the cause for which we are fighting—the life of our organization—the victory will surely be ours. All reports coming in are encouraging."

It was reported at union headquarters yesterday that C. W. Oliver, a car inspector in the service of the company for 23 years, left his post at the Albina shops. D. Furnish, who has been car inspector at the Albina plant for 15 years, also left, it was reported. A boiler-maker quit work at Albina yesterday.

Force Grows, Says O'Brien.

"The lonely strikebreaker at East Portland was missing this morning—on strike," the federation report reads.

"The officials are working 24 hours a day—they will die with their engines," was the concluding statement.

Scattered advice obtained by the union men from the shops last night was to the effect that a boiler-maker and a car repairer had joined the strikers' ranks.

On the other hand, J. P. O'Brien, general manager, declared at noon yesterday that his forces in the shops had been augmented by 37 men engaged the previous day. These men were recruited through the labor agency in Portland. Their ability to fill the places of the strikers is being determined. They will have to be examined and tried before their worth will be known.

Union officials declare that capable men who are willing to set as strikebreakers cannot be found. They say they are not alarmed over the implied threats of the company to bring to Portland the strikebreakers recruited in the last few months in Chicago.

Mr. O'Brien is of the opinion that it will not be necessary to go to Chicago for men. He is confident that the new men gleaned in Portland and the deserters from the strikers' ranks he can man the shops. He will not require as many men as the work as was employed before the strike. Men under retrenchment orders, the men worked only eight hours a day and on but five days a week. The men now in the shops are working 10 hours a day and six days a week—an aggregate of 60 hours a week.

Full Force Not Needed.

In this way, two men can be made to do the work of three. The officials explain that the strikebreakers are paid full union wages and that they are duly compensated for the extra time.

A report reached union headquarters Men's Christian Association employments bureau was obtaining strikebreakers, but a hurried investigation disproved this statement.

Several large department stores that handle groceries informed the strike committee yesterday that they have not sold anything to the Harriman companies for use at the plants.

Train service has not suffered on account of the strike. A fast freight train was derailed yesterday morning

SCENES AT ALBINA SHOPS OF O-W-R & N CO. WHERE STRIKEBREAKERS HAVE BEEN SMUGGLED IN TO TAKE PLACE OF UNION MEN.



TENT TO SHELTER PICKETS AND GROUP OF STRIKERS

near Glendale, on the Southern Pacific, on account of a broken flange. A number of horses and mules in a car were killed. The southbound Shasta Limited that left Portland Tuesday night was delayed seven hours.

The equipment in the Portland yards is in good condition, agents of the company report. A ready supply of locomotives ready for road service remains on hand and has not yet been required.

Equipment Suffers, Say Men.

On the other hand, the men report that many engines are leaking badly and that the absence of competent men to give proper attention to the rolling stock soon will make itself felt.

At The Dalles, it was reported, the rolling stock is in bad condition. Assistant Superintendent Kuykendall, of the O-W-R & N Co., it is said, has been required to give personal attention to cars at Umatilla.

At Milford, Utah, according to reports received here, the Japanese laborers have joined the forces of the strikers. At Ashland all men want to come out, including the hostlers, cabboys and engine wipers.

From Roseburg the union men received advice that "had orders" are piling up. "Track and engine are full of lead engines. Superintendent is begging men to go to work. Pickets prevent strikebreakers from coupling cars."

Since 4 o'clock yesterday the company has been treating the entire situation in seeming ignorance of the strikers' existence. The shops will be operated, officials say, by the best men available, whether they are former employees, recruits gained in Portland or strikebreakers obtained in the East.

ENGINES ARE LEAKING BADLY

Five Helpers Are Placed in Roundhouse at Grants Pass.

GRANTS PASS, Or., Oct. 4.—(Special.)—The Harriman shops at this place are deserted. Five helper engines are housed in the roundhouse, practically dead or leaking badly. Two lead engines are entirely out of commission. But one engine is in good shape and it takes local freight to Ashland. All helpers employed on the grade to Glendale and return are in bad shape and may not leave the roundhouse. The engine on train 13 was cut out today at Glendale and was run over the hill light on account of leaking boilers.

As nearly all trains carry helpers from this place and back, it looks like only a few days until traffic will be suspended. All leaking engines are being plugged by roundhouse foremen.

FIELDS WORKS IN TRAINYARDS

Two Nonunion Men Persuaded to Quit Roseburg Shops.

ROSEBURG, Or., Oct. 4.—(Special.)—Not one of the 65 striking shopmen returned to work this afternoon. On the contrary, the strikers aver they were successful in persuading two nonunion men to desert their posts today. L. R. Fields, superintendent, and C. W. Martin, assistant superintendent, of Portland, are stationed in Roseburg and are doing part of the work ordinarily done by car inspectors.

A freight wreck in Cow Creek Canyon early today added to the seriousness of the situation and traffic was blocked until nearly noon. Five cars were derailed and 10 horses consigned to Portland were killed. The track was cleared by Superintendent Fields. Assistant Superintendent Martin and a gang of Greek section men.

ACTIVITY SHOWN AT LA GRANDE

Union Men Admit That One Employee Is Working in Each Department.

LA GRANDE, Or., Oct. 4.—(Special.)—Union pickets here, of whom there are over 40, admit that at least one man is at work in each department of the Harriman shops. There has been no disorder at any railroad crossing.

All trains are running late, and the ultimatum delivered by J. P. O'Brien, general manager of the O-W-R & N, has been unheeded.

Company officials here say that 75 men are at work, while union leaders assert that but 20 are employed. It is believed that the company is suffering much more than it will admit.

One hundred and twenty men walked out here at 4 o'clock today, and they refused definitely to go back to work. The assistant superintendent of the O-W-R & N at this place is supervising the inspection of all trains leaving La Grande.

Men All Out at Ashland.

ASHLAND, Or., Oct. 4.—(Special.)—There is apparently as yet no break in the ranks of the 25 federated shop employees in this city. Six special officers are now on duty in the shops. The railroad company is preparing to employ strikebreakers here in apparent from preparations made in providing eating and sleeping accommodations for men. A kitchen car was brought in from the south today.

Ten Men Working in Albany.

ALBANY, Or., Oct. 4.—(Special.)—Not a single one of the 24 men who walked out of the Corvallis & Eastern shops in Albany last Saturday returned to work today. The places of five strikers have been filled, two of these being car inspectors at the Union Depot. These with five men in crafts not affected by the strike, make 10 men in the shops and roundhouse here.

One Nonunion Man Working.

THE DALLES, Or., Oct. 4.—Striking railroad men here were in high spirits this evening because not one took advantage of the company's offer to return to work today. Instead of the usual number of men in the Dalles shops, 30, only one nonunion helper is on duty. No attempt has been made to replace strikers here.



UNION PICKET COMPANY GUARD AND POLICEMAN HOWARD AT GATE



J. F. GRAHAM AND J. D. STACK ASSISTANT GEN. MGRS. OF HARRIMAN LINES, LEAVING PLANT

STRIKE WARS RAGE

Four Fall Wounded in Two Separate Engagements.

MORE TROOPS ARE OUT

Governor of Mississippi Pears More Trouble at McComb City—Non-union Workers There Hoist White Flag at Stockade.

(Continued From First Page.)

the strikebreakers as barricaded in the Illinois Central machine shops there and declared that a mob of strikers and strike sympathizers had surrounded the railroad commissary and cut off supplies for the 200 strikebreakers.

EASTERN SITUATION WATCHED

Iregon Short Line Strikers Await Development on Other Lines.

SALT LAKE CITY, Oct. 4.—With the Oregon Short Line shopmen boasting of practically unbroken ranks, stouter courage and absolute confidence in the outcome of their strike for recognition and with the railway officials asserting that the older employees of the company are gradually returning to their former places, it is becoming more and more apparent that the situation in this district will be influenced entirely by the turn of events in the more important railway centers.

On the surface there was little apparent change today, either at the Ogden shops or at those in the Pocatello, Idaho, division.

Now that the last hour of grace allowed the strikers has expired, officials of the Short Line in this city are apparently determined upon an uncompromising attitude toward the men who have left the service. That the strikers will no longer be considered employees of the company and will be taken back, if at all, only as new men, was the emphatic assertion of F. H. Knickerbocker, assistant general manager of the Oregon Short Line.

Other officials interviewed today spoke with equal force. All maintained that the company would have little difficulty in securing men to take the places of the strikers.

NO BLOODSHED IS WANTED

Union Official Says That He Would Rather See Strike Lost.

LOS ANGELES, Oct. 4.—"I would rather see the strike lost than have any bloodshed or see any violence, as was the case in the railway strike of 1894."

A. D. Yancey, chairman of the strikers' press committee in this city and a member of the local board of direc-

WEST NOW DETERMINED

LOWENBERG NEGOTIATIONS CUT SHORT BY WEST.

CONTRACT WITH COMPANY IS ALREADY CANCELLED AND MONTH-TO-MONTH DEAL IS ONLY POSSIBILITY.

SALEM, Or., Oct. 4.—(Special.)—Governor West remained obdurate at a conference, with S. Lowenberg, of Lowenberg & Goins Company, tonight, and declared that he would enter into no further negotiations with the company that has controlled the foundry and contracted for convict labor at the penitentiary for several years, unless these negotiations were strictly along the line of closing the affairs between the company and the state. Mr. Lowenberg, however, made arrangements for a further conference with the Governor for some time tomorrow, but the executive says this conference must be strictly along a line of finishing the business at the prison and for no other purpose, as he says he will listen to negotiations of no other nature.

"The contract with the company is already canceled and what further arrangements we make will be on a month-to-month basis," said the Governor. "I am willing to give Mr. Lowenberg a reasonable time in which to close the affairs of the company, complete the stoves for which materials are on hand at the penitentiary and save him all the loss possible. This probably will require no more than a few months. Further than that, no concessions will be made and we agreed to that in the first statement, which was issued by the officials."

Mr. Lowenberg called attention to the recent depositing of R. B. Fleming as superintendent of the shops and openly placed at his door much of the reason for difficulties which the company has encountered. He declared that payments were in arrears owing to other pressing obligations and that the company would catch up on all arrears in a few weeks and by the end of the year would have a system in

STRIKERS IN SAN FRANCISCO CONTINUE TO PICKET SHOPS' STOCKADE.

SAN FRANCISCO, Oct. 4.—Additional strikebreakers arrived here from Eastern points early today, swelling the list now at work in the Mission Bay shops to 150 men. Picketing continues, 40 union men keeping the stockade around the shops constantly, but as yet there has been no demonstration or suggestion of violence.

Officials of the Federated Shopmen asserted tonight that there were 15 desertions during the day. This is denied by the railroad company. The men inside the stockade were put to work this morning.

Wholesale cutting of air hose on freight cars is the only violence reported from Oakland tonight. Twenty-six union men are reported to have returned to work.

AIR BRAKE IS CUT AT BAKER

Trouble Feared at Huntington, Sheriff Asked for Aid.

BAKER, Or., Oct. 4.—(Special.)—Eastbound O-W-R & N train No. 6 was delayed here for some time today after arriving several hours late, by the cutting of the air despite a close watch of the train.

Officials at Huntington are calling on the Sheriff here for men, as trouble is feared as the result of the substitution of Japanese in the yards. This company is finding difficulty in getting men. All trains are delayed at Huntington where only six men are working. Two refused to strike and the other four are strikebreakers. It is reported in local railroad circles that engines are being "killed" on the La Grande division.

FOOTBALL STAR INJURED

Warren Grimm, of Washington Squad, Sprains Back at Practice.

SEATTLE, Oct. 4.—Warren Grimm, for three years star end on the University of Washington football team and acknowledged to be the best player in the Pacific Northwest on the forward pass, was injured so seriously yesterday that it is feared he will be out of the game the rest of the season.

Grimm was running down a punt when he fell, making a quick turn and sprained his back.

Balloons are not airships, the attorney-general of Connecticut has decided.

MICHELIN

"Semelle"

Anti-Skids

The hardened Steel Anti-Skid Studs do prevent skidding

The Leather tread is tough, flexible and non-puncturing

GRAHAM MOTOR CAR COMPANY, 15th and Washington Sts., Portland, Oregon.

NORTHWEST AUTO COMPANY, 493 Alder St., Portland, Oregon.

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OPERATION WHICH WOULD BE OF VALUE TO THE STATE AS WELL AS A BENEFIT TO THE PRISONERS.

AMONG OTHER PLANS WHICH HE PROPOSED WAS A PIECE-WORK SYSTEM AND CONTINUATION OF PRIZE SYSTEMS AS WELL AS EXTRA PAY FOR THE MEN, SUCH AS HE HAS INAUGURATED SINCE HE PERSONALLY SUCCEEDED MR. FLEMING AS HEAD OF THE PLANT HERE.

The Governor declared with the emphasis of finality, however, that he proposed to do away with convict labor entirely and is already laying plans for what he will do with the vacant shops. He intends to construct a workhouse for trustees in one section and, in another, plans to make a large share of the furniture which will be used in the Eastern Oregon branch insane hospital. He also hopes to use a portion of the shops for morning exercises for the men and another he probably will use for the housing of a trade school. He intends to construct a workhouse for trustees in one section and, in another, plans to make a large share of the furniture which will be used in the Eastern Oregon branch insane hospital. He also hopes to use a portion of the shops for morning exercises for the men and another he probably will use for the housing of a trade school. 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