TEAMSTERS MAY JOIN THE STRIKE

Truckdrivers Plan to Assist Grainhandlers by Sympathetic Strike.

REFUSE TO HANDLE CROP

Tuesday, When Vessels Are Scheduled to Load, May Be Day of Walkout-Exporters Firm and Another Vessel Chartered.

Yesterday was a quiet day among the striking grainhandlers, for they remained aloof from the grain docks, seemed satisfied to let matters take their course and have resolved not to interfere in any way with the nonunion crews unloading grain cars at the various warehouses Each of the four docks working had full crews of strikebreakers at work and under police protection, these men succeeded in handling all the grain offered them without hindrance. Both Montgomery docks, Greenwich No. 1, Oceanic and The Pa-cific Coast Elevator dock worked to full capacity, and many thousands of grain sacks were unloaded from the cars and piled away in the warehouse, awaiting the coming of the grain ships. Teamsters Very Sympathetic.

The Team Drivers Union has about de The Team Drivers Union has about de-cided to affiliate with the longshoremen in their refusal to touch grain handled by nonunion men. Little knots of team-sters congregated at the noon hour yes-terday at the different docks to discuss the situation, and from present indications it seems likely that they will refuse to haul any product, such as bran and feed grain, from the docks at which nonunion grain handlers are employed. Teamsters are used in large numbers in handling this commodity and much wheat is trans-ferred from one dock to another by means of drays, so that the contemplated strike of the teamsters adds a decided complication to the strike already in progress.

About the first of the week there will be three grain ships ready to load. The British ship Allerton has nearly completed discharging ballast and will commence loading about Tuesday. The French ship Ville de Mulhouse arrived at Astoria yesterday from Taroma, where she had discharged a cargo of cement from Antwerp, and was ordered to Portland to load grain for the United Kingdom. She will be in the local harbor tomorrow evening or Monday morning and should be ready for her cargo shortly after her arrival. These two vessels will furnish enough work to keep the docks busy for several days, when the German ship Nereide will be ready for her cargo, as well the French bark Genevieve Molinos, which latter will finish discharging a cargo of cement for Balfour, Guthrle & Co., Tuesday or Wednesday.

Hoche Chartered for Grain.

That the exporters are determined to keep up the prestige of this port in spite of the strike was further demonstrated yesterday, when Kerr, Gifford & Co., chartered the French ship Hoche, which is listed for Puget Sound, and will load that vessel at this port. The Hoche is a vessel of 1941 tons net register and will carry a cargo of grain to the United Kingdom. The vessel is at present on her way to Seattle from Hobart, Tas-mania, and should reach the Sound in about three weeks.

An unconfirmed rumor was in circulation yesterday to the effect that the steamer Hazel Dollar, which has been listed as coming to Portland to load lumber, was destined to take a cargo of wheat from this port for China instead. Kerr, Offford & Co., are named in the re charterers, but would not affirm the

DIRECT LINE TO ALASKA.

Arrow Line Will Be Established to Run From Tacoma.

TACOMA, Wash., Oct. 6 .- (Special.) -- Before the beginning of 1997 Tacoma will have its own direct steamship line to Alaska. It will be known as the Arrow line. Seattle will not be a port of call, either going or coming. Announcement that the line is to be established and a first-class steamer placed on the win first-class steamer placed on the run within two months was made today by As fast as the business warrants other vessels will be added and the promoters of the new line believe they will soon be operating a large fleet between this city and the North, he states,

Captain Benson and his associates have secured an option on the steamer Arcata, now at San Francisco, and Mr. Ben-son will leave for California to take pos-session of the vessel. Her first voyage, Captain Benson states, will be made within two months and perhaps sooner, depending on the amount of work which will have to be done. She is a ten-knot vessel and will have no difficulty in maintaining the schedule.

JIM BUTLER ON TRIAL TRIP

New Steam Schooner Behaves Splen-

didly on First Voyage.

The new steam schooner Jim Butler, which was built at the yards of the Lindstrom Shipbuilding Company, of Aberdeen, and which was brought around to this city to have her boilers and en-gines installed, was given her trial trip esterday afternoon. She was command ed by William Olson, who will be her captain in the future, and gave every satisfaction. As this was the first run, the vessel was not put to her full test of speed, but the way she behaved was high-ly satisfactory to her officers, as well as

The new craft is scheduled for the coastwise lumber trade, and her first car-go will be loaded at the Vancouver Lum-ber Company's mill. She will carry over \$00,000 feet of lumber and will commence loading about the latter part of the com-

Small Cargo for Aragonia.

When the Portland & Asiatic Steamship Company's liner Aragonia sails for Hongkong next Friday, she will leave light, for there are only about 4000 tons ready for shipment by this vessel. Space had been engaged for a large shipment of flour, but the shipment was postponed for some reason not made known to the

New York. The steamship Zealandia left San Francisco last February with the Olympia in tow, and while rounding the eastern coast of Magellan Straits the hawsers parted and the tow went on the rocks, where it was believed that she was a total wreck.

Steamers Inspected at Astoria.

ASTORIA, Or., Oct. 6.—(Special.)—Deputy Inspectors of Hulls and Bollers Ames and Weldon were in the city today to inspect the steamer Lottie and Columbia River lightship No. 50. The latter vessel will be taken out to her station off the mouth of the river on next Monday.

Lumber Shipments From Aberdeen. ABERDEEN, Wash., Oct. 6,-(Special.)-The lumber shipments from Gray's Har-bor for September aggregated 29,973,519 feet. The lath exports were 4,607,900 feet, and the shingle exports 13,605,509 pieces. There were 52 cargoes and only two of

Manchuria Undergoes Test.

HONOLULU, Oct. 6 .- The Pacific Mail Steamship Company's steamer Manchurla, which went aground on Rabbit Island on August 20 and was subsequently floated, left this port today on a trial trip for the purpose of testing her machinery.

Homeward Bound Is Coming.

ASTORIA, Or., Oct. 6.-(Special.)-The American bark Homeward Bound finished discharging \$73 tons of coal at the El-more dock today and the vessel will leave tomorrow for Portland, where she is under charter to load lumber.

Bermudian Again Afloat. NEW YORK, Oct. 6.-The big steamer Bermudian, which went aground in New York harbor yesterday while bound in from Bermuda, was refloated today.

LONGSHOREMEN WHO HANDLE LUMBER MAY BE NEXT.

Lumbermen Say They Do Not Anticipate Trouble, However-Lumber Vessels on the Way.

While the local port is troubled with a strike among the grain handlers, it is barely possible that another and more serious walkout may be encompassed in the next week or ten days, for the long-shoremen, in pursuance to the notice is sued from their headquarters in Seattle, will place a demand before the lumber exporters for an increase from 40 cents to 50 cents an hour for handling lumber. This demand has not yet been served This demand has not yet been served on the shippers, but according to the no-tice issued by District Secretary Shields, of Seattle, Monday, October 8, is the day

when the union expects to receive an answer to the appeal. This demand will extend to all the ports in the Northwest so that the talk of sending lumber car-riers destined for Portland to Puget Sound is not quite logical, for the reason that the ports there would be as much affected by a strike as would the local mills.

Lloyd J. Wentworth, president of the Portland Lumber Company, stated last evening that be anticipated no trouble over the scale paid longshoremen for handling cargoes in Portland. "I have no reason," said Mr. Wentworth, "to think that there is anything in the movement, for as yet we have received no notice of any intended walkout, if an increase is not given, and I believe that the local longshoremen who handle cargoes for us will surely notify us of any such inten-tion before taking so summary an ac-tion. I know nothing of any such move-ment outside of what I have seen in the evening papers, and furthermore none of the vessels scheduled to load for us have been ordered to any other port, nor will they be. We have three large steam-ships chartered, and these three in addi-tion to the numerous steam schooners and tion to the numerous steam schooners and sailing craft calling at our mill will be loaded without any trouble."

The three steamships referred to by Mr. Wentworth are the British steam-ship Fulham, the German steamship Eva and the American steamship Meteor, all of which are scheduled to load at the Portland Lumber Company's plant. W. B. Ayer, president of the Eastern & Western Lumber Company, stated that he had no intimation of any such inten-tion on the part of the longshoremen, and was not anticipating any trouble from that source. He stated that the Eastern & Western Company had no vessels under charter to load for them, but that several steamships were scheduled to get cargoes at their mill for different exporting firms. He said further that he had no intimation of any vessels being ordered to Puget Sound to load lumber in preference to this

Andrew Madsen, seventh-vicepresident of the L L & M. T. A., and Portland delegate to the Seattle Council, stated yesterday that the proposition for an in-crease in wages would be presented to the lumber exporters, but that he did not Captain S. J. Benson, general manager the lumber exporters, but that he did not of the Farragut Bay Fishing Company, anticipate any serious consequences, such as a walkout or a general strike.

Marine Notes.

The dredge Portland is reported making excellent progress with the sand bars and channel between Vancouver and the mouth of the Willamette.

The British steamship Elaine left down yesterday morning with a cargo of 2,-868,426 feet of lumber, valued at \$39,195.

Her destination is Shanghai. The steamer Aztec is loading the lumber portion of her San Francisco cargo from barges off the Victoria dolphins. She will finish Monday morning and will leave for the Bay City that even

The Matson liner Hilonian was enthe Albers dock yesterday afternoon, and after this was completed she moved down to Columbia dock, where the rest of her regular cargo will be taken aboard.

Arrivals and Departures.

ASTORIA, Oct. 6 .- Condition of the bar at 5 P. M., smooth; wind, south; weather, clear, Salled at 1:30 P. M.—Ship Henry Villard, for San Francisco. Salled at 3 P. M.—Steamer Harold Dollar, for San Francisco. Arrived at 1:20 P. M.—Ship C. B. Kenney, from San Prancisco.

San Francisco, Oct. 6.-Arrived-Steamer

Cascade, from Portland; steamer Washington, from Port Blakeley; schooner W. S. Redfield, from Astoria; steamer Umatilla, from Victoria; Tonawanda, from Hongkong, Kobe and Yokohama; steamer Fulham, from Souraya and Comox. Salied—Steamer M. F. Plant, for Coos-Bay; steamer F. A. Kilburn, for Astoria; steamer Mayfair, for Willapa; steamer Svea, for Gray's Harbor; schooner C. A. Thayes, for Gray's Harbor; schooner Salier Boy, for Gray's Harbor; steamer Claverburn, for Valparaiso; steamer Parun, for Ancon; bark Gael, for Leith. Arrived—British steamer Fulham, 59 days from Sourabaya, 44 days from Java, 5 days from Comox; steamer Alltak, 10 days from Alitak; steamer Cascade. toria; Tonawanda, from Hongkong, Kobe from Java, o days from Comox; steamer All-tak, 10 days from Alltak; eteamer Cascade, 60 hours from Columbia River; steamer Brunswick, 14 hours from Fort Bragg; steam-er Albion, 13 hours from Stewart Point, Salled-French bark Savier, for Leith, Gray's Harbor, Oct. 6.—Sailed-Barkentine Newsboy, for Honolulu.

Sent on Trial



that any person, rich or poor, can buy, I absolutely guarantee it.

I make it to your order—send it to a you wear it, and if it doesn't satisfy send it back to me and I will refund money.

That is the fairest proposition ever made

inent manufacturer of Bethlehem, Pa., writes:

"C. E. Brooks, Egq.—Dear Sir. I have been ruptured six Fears and have always had frouble with it till I got yeur appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on. It just adapted itself to the shape of the body and clung to the spot no matter what position I was in. It would be a veritable God-send to the unfortunate who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They certainly would never regret it. My rupture is all healed up and nothing ever did it but your appliance. Jas, Britton."

If you have tried most everything else, come to me. Where others fall is where I have my greatest success. Writ me today and I will send you my book on Rupture and Its Gure, showing my appliance and giving you prices and names of people who have tried it and been cured. It is instant relief when all others fail. Remember I use no salves, no harmes, no les. Just a straight business deal at a reasonable price. C. E. Brooks, 1939 Brooks bldg., Marshall, Mich.

County Clerk's office today. The survey at the canyon starts from the south side of Wilson River in section 23, township 1 south, range 9 west, and goes through sections 23, 22, 21 and 20, and crosses Wilson River at the corner of section 13, township 1 south, range 10 west, on the Peter Wilson place, and then takes a bestime to Cone & McCoy's Addition to Bay

The nearest point that it comes to Tilla-mook City is about a mile and a half.

JENKINS' ILLNESS

Not the Cause of Communicating Diphtheria to Pupils.

PORTLAND, Oct. 6 .- (To the Editor.) -May I ask you to publish an additional press item which appears in The Oregonion of today under the head, "Gives Pu-

pils Diphtheria"? The item in question gives the impression that Miss Jenkins, of the Portsmouth School, began teaching at the opening of the term as a sick woman, and, by reason of being a Christian Scientist, ignored her condition until the third day following, thus carelessly exposing her pupils to what developed to be a contagious disease.

The facts of the case, as I am told

be a contagious disease.

The facts of the case, as I am told them by Miss Jenkins and her mother, are briefly as follows:

Miss Jenkins did not complain of not feeling well on Monday and Tuesday, as has been reported, but says she never felt better in her life than on those days and until Wednesday morning she had ne intimation of any illness. She awakened Wednesday with a soreness in her throat but judged this to be tonsilitis, to which she has been more or less subject from she has been more or less subject from childhood, and went to the school as usual. Before the end of the morning session she felt so distressed that after consulting with her mother by phone she decided not to attempt to teach during the afternoon and went home with Mrs. Jenking about noon, having been in the schoolroom less than three hours. the schoolroom less than three hours. Miss Jenkins remained up and about the house the rest of the day and on Thursday, and as the trouble was still believed to be tensilitis, for which the family was the control of not accustomed to call a physician, there was no thought of contagion, and it was not until Friday night when the symptoms became aggravated that the prob-ability of diphtheria occurred to them. A physician was then called up by phone and on examination Saturday morning, pronounced the trouble diphtheria and reported the case to the health authorities. The case has remained under quarantine

in the physician's charge and at this time Miss Jenkins has practically recovered. In connection with the case it may be also well to state that there were three fatal cases of diphtheria in the Ports-mouth district a week or two prior to the opening of the school term and I am told that during the past Summer it has been deemed advisable to fumigate a hundred or more houses in this district to prevent the development and spread of diphtheria, hence it is quite natural to assume that this recent evidence of the disease did not originate with the case of Miss Jenkins. It is a rule with Christian Scientists to comply strictly with the health regula-tions of the communities and while they are probably able to detect contagion no nore readily than the average layman, they are nevertheless ready upon its detection to have medical diagnosis and abide fully by the requirements of quar-antine. It is believed that the records of this community will bear witness to this fact. DAVID B. OGDEN. to have medical diagnosis and

M. M'CULLOUGH WANTED

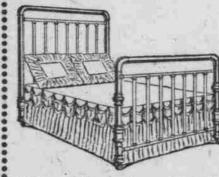
Duncan, Doyle & O'Conor, lawyers, at Ottawa, Ill., want information of

Rupture Furniture of Highest Quality ON MOST EQUITABLE TERMS



In our great stock we carry three or four grades of furniture, goods to meet the requirements of the people of all stations in the social life of a great city. We are able at any time to furnish complete the humblest cottage on the plain or the finest mansion on the hill. To Portland residents of the past thirty years it is unnecessary to make this reminder, but to the newcomer we would say: Come in and inspect our stock before you make your purchases. You will find a wide range of values and prices lower than any other furniture store of our class in Portland. And "You are Welcome to Credit." We will sell you the finest goods from our stock on the installment plan as readily as for cash. Installment buying is merely an adaptation of the savings-bank idea to the retail furniture business. As your bank account, from small weekly payments surely becomes an important cornerstone to success, so the addition of an odd piece of furniture, month by month, by installment payments, eventually furnishes your home to a high degree of comfort and coziness. In neither case is there a burden. It is, therefore, not necessary to wait till you can pay outright to enjoy the comforts of an elegantly furnished home. Our little at a time system is your present opportunity.

\$60 Solid Brass Bed \$45

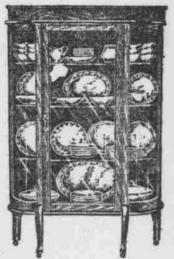


In purchasing a brass bed you should consider quality, then beauty. A brass bed like the one shown in cut is far above the average in quality. The finish will wear better and remain bright longer than anything that we have been able to procure for a long time; in fact, the whole shipment of which this was one is of a superior standard. The stock number is

5045, and it may be seen in our Yamhill-street window. Regular \$60.00 value for only

This China Closet for \$20

This is one of the trimmest, neatest little China Closets in our great stock, for we have massive closets ranging in price up to \$150.. This one is just like cut, is 5 feet high, 40 inches wide; has double thick bentglass ends; and is made of the finest quarter-sawed oak. It is a closet you will admire at once and never tire of. Ask to see No. 600. Easy terms of payment .



Carpets of Finest Quality

We carry the finest Wiltons, Bigelow Axminsters, Hartford Axminsters, Brussorah, Middlesex, Velvets, Brussels, down to the modest but serviceable all-wool Ingrains.

Morris and Easy Chairs

A new line of these comfort-giving Chairs invites your attention.

Morris Chairs as low as \$9.50

Eclipse Steel Range \$45.00



A free premium of \$5.00 in graniteware or tinware to all who order this week.

4 - Hole Eclipse \$35.00

\$1.00 Down, \$1.00 A Week

HEATERS

The "Prize" Eclipse is the best Wood Heater on the market for

A first-class air-tight Heater. Heavy steel body, cast-iron bottom, top and main front; cast inside, sectional linings twelve inches high, encircling entire inside of body, protecting steel from fire.

\$1.00 DOWN, \$1.00 A WEEK





MAKE YOUR OWN TERMS-A LITTLE DOWN, A LITTLE AT A TIME

173-175 FIRST STREET

219-227 YAMHILL STREET



ment was made that an investigation had been started by Prosecutor Welty, who indicted the bridge trust last year.

AT THE HOTELS.

The Portland—W. B. Cameron, New York, T. Brixo and wife, Calumet: J. Frend, San Francisco: G. J. Myers, G. W. Koenig, Boston: D. Corimer, St. Joe; J. H. Manners, Oregon: J. S. Ressenfield, City: H. H. Trauth, A. B. Markelson and wife, New York; S. H. Bell, Ontarto: F. L. Fay and wife, Denver, F. S. Bouttie, Sumpter: D. Kennedy, Sait Lake: S. Fratt, New York; J. E. Downes, Berkeley: W. E. Clark, City: W. B. Browne, St. Louis: C. Dommler, New York; W. B. Browne, St. Louis: C. Dommler, New York; W. E. Draper, San Francisco; G. R. Shelmer, H. Garbet, M. Garbet, Cincinnati: P. S. Davidson, Hood River; P. Temanisky, San Francisco; L. F. Robarge, Spokane; M. R. Kayson, Berlin: E. Halher, Chicago: S. M. Dirke, Germany; O. M. Downe, City: A. G. Freeman, San Francisco: A. S. Metcalf, Sentite: T. C. Edmiston, Cincinnati: A. E. Lyons, New York; G. E. McCraney and wife, Rossilyn: E. J. Holt, Alameda: W. W. Ridehagle, Aberdeen, V. O. Crain, Raymond; W. H. Fisk, Chicago: T. M. Thorms and wife, Rev. R. E. Maclean, Shanghai; W. E. Sparrow, Chicago: W. T. Blackstone, New York: C. M. Crewshon, St. Louis: C. A. Weyerhauser, Little Falls; C. R. Misser, Muscathe: T. Hunnington, Minneapolis; H. Liebman, A. Liebman, Chicago: E. Schwergin, Freeno; G. H. Bornhart, Philadelphia; T. O. Helbsum, G. W. Koenig, Chicago: Captain and Mirs, Mullons, Mrs. M. Snyder, London; P. C. Archer, Aberdeen.

bad been engaged for a large shipment of flour, but the shipment was postponed for some reason not made known to the saided—Brench bark Savier, for Leith.

Salled—French bark Savier, for Leith.

Gray's Harbor, Oct. 6.—Sailed—Barkentino made on one of the later liners.

Attempt to Save the Olympian.

Attempt to Save the Olympian.

C. L. Dimon, of New York, who purchased the old side-wheeler Olympian from the O. R. & N. Co., about a year sage, is confident that he will be able to rescue the steamer from the rocks off the Atlantic side of the Straits of Magelian, where the vessel want ashors while being towed around to

son, Centralia; C. C. Critcher, Spokane; Mrs.
J. S. Clostineser, Kaiama; C. P. Conneil and wife, Spokane; P. C. Kreeb, Pittsburg; C.
Ellington, Chehalis; T. E. D'Anna, Salem; C.
R. Clement, R. Portuguese, city; W. Rosen-blatt, San Francisco; J. Schlitt and wife, New Journal, R. Howard and wife, G. Williams, Tacoma; R. Howard and wife, G. Williams, Tacoma; R. Mestres, Los Angeles; J. E. Clark, Hartford; E. C. Finch, Aberdeen; W. R. Barton, E. C. Finch, Aberdeen; W. R. Barton, W. N. Dill, Decatur; J. L. Harris, Kelso; F. E. Boyle, Tacoma; C. W. Garter, K. Garter, M. Keller, Tacoma; J. F. Mensler, Kelso; F. E. Boyle, Tacoma; C. W. Garter, K. Macdonell, Spokane; Miss Regimes Sheehan, Scattle; W. W. Grove, San Francisco; R. H. Falcomer, A. Johnson, Aberdeen; F. D. Mullin, San Francisco; G. A. Grint, Benvery A. B. W. Crovell, Fairinanks; H. L. Risnor, St. Paul; Mrs. C. H. Park and son, Eugene; H. W. Hatty, Sesside; C. V. Brown, C. T. Crosby, Astoria; J. K. Anderson, Stattis.

The Perkins—H. Johnson, Astoris; Grace M. Nursent, Hwaco; J. J. Harrison, Denver, B. Bartholomew, Wasterylle; E. J. Williams, B. Bartholomew, Waterville; E. J. Williams, G. B. Sanders, C. J. Harrison, Denver, B. Bartholomew, Waterville; E. J. Williams, G. B. Sanders, C. J. Harrison, Denver, B. L. Stewart, Kelso; H. D. Hagedorn and wife, Vancouver; W. T. Wooley, Chicago; R. J. Lewill, J. W. Beirns, Chikago; L. H. Weigel, L. A. Hewiltt, San Francisco; Mrs. McDonaid, Van Course, J. Freilinsy and wife, Spokane; F. L. Stewart, Kelso; H. D. Hagedorn and wife, Nancouver; P. Perlinsy and wife, Spokane; F. J. S. J. A. Dennis, Chehalla; E. W. W. Strong, Covallia; J. F. Touche, Oberlin; G. H. Bental, St. Louis, G. H. Gorte, Chikago; L. H. Weigel, L. A. Hewiltt, San Francisco; Mrs. McDonaid, Van Camber, Mrs. S. Squires, Seattle; M. J. Ellinger, Fair Danks; P. D. Off, Prature; J. Skeeley, Cohasett, Cheng, C. C. Kinney, Salem; G. O. Modern, C. C. Kinney, Salem; G. O. Modern, C. L. Bridder, C. W. W. M. M. C. C. Strib, H. W. M. Strong, R. J. L. C. Smith, Astori

Oltx; J. R. Booz, Denver; G. A. Hall, J. R. Gill, Meachsim; G. E. Crum, Lewiston.

The Imperial—John G. Keily, Jr. Eugene; Maud Hoerger, Etta Watts. Linuton; Mrs. Rwanson. San Diego; Mrs. A. G. Eskins, Madell, Okia, Mrs. Julius Fisher, Miss Daisy Whitton, La Grande; G. Harris, San Francisco; Mrs. G. M. Lesie, Los Angeles; A. W. Arnold, Stevenson, Wash.; E. C. Peets, City; C. S. Blackburn, Baker City; Jay Bowerman, Condon; E. P. Mitchell, Stevenson; Dr. and Mrs. Cusick, Salem; H. F. Allen, Boise, Walter Lyon; T. J. Berrisford, St. Paul; A. J. Cooper, U. S. A., T. W. Acklin, and family, Julesburg, Colo; Dr. Charles Winter, Seattle; C. E. Mattley, Ansier, Neb; Walter Coles and wife, Haines, Mina Fan-born; C. R. Hibbard, Eigin; C. W. Lane, Eugene; J. Plant, New York, Phillip S.

Hotel Donnelly, Tacoma, Wash. European plan. Rates, 75 cents to \$2:59 ir day. Free 'bus.

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\$1.50 \$2.00 \$2.50 Portland's Great-est Wine Merchants.

\$3.00 \$3.50 \$4.00

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\$1.00