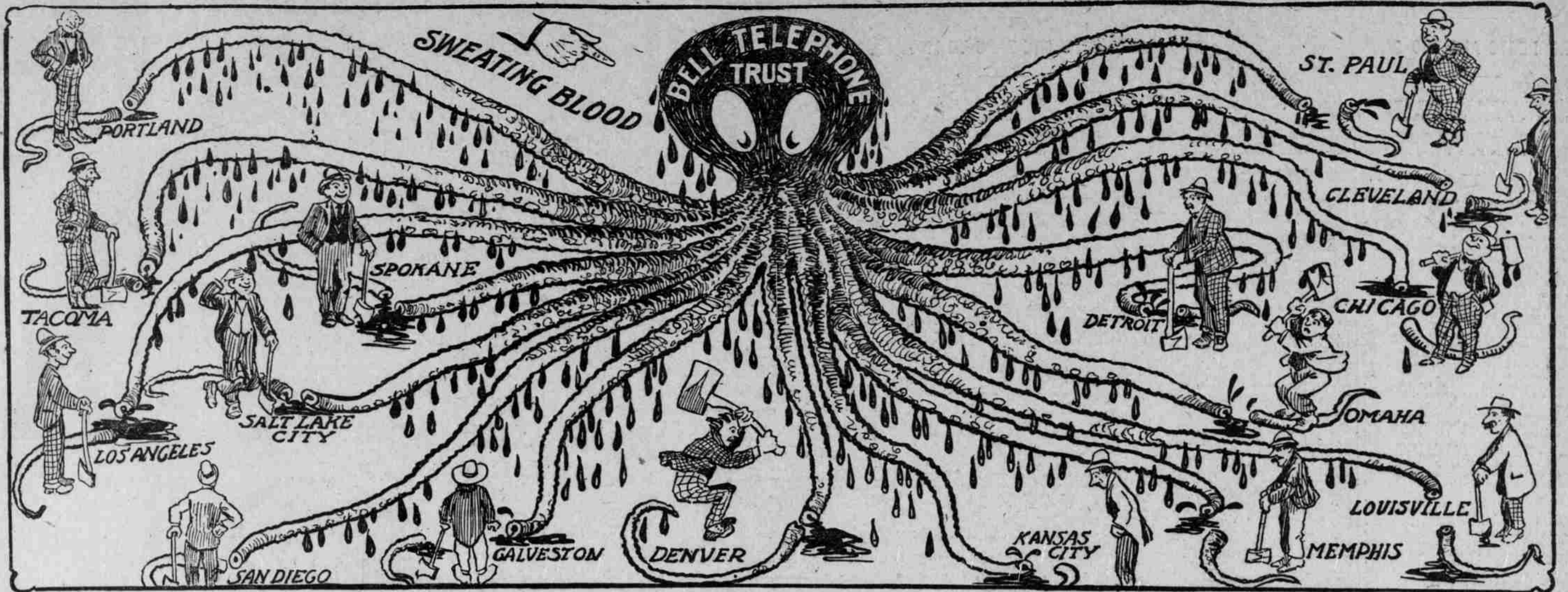


# WHEN I HEARD OF AMERICANS FOR INDEPENDENCE MY HEART ENLISTED

—GENERAL LAFAYETTE



## “THE WOODMAN’S AX MIGHTIER THAN THE KNOCKER’S HAMMER”

Able competition is the life and dignity of prosperous cities. Fair fighters favor it. To the coward weakling, the keen cutter of rates and the superior service of modern invention—mates the “muckrake” to the knocker—the polluted flag of distress goes up—behind this Judas smile lurks the hidden poisoned arrow of rule or ruin. They see the handwriting on the wall, “Give everybody a square deal.” The power of the people by those vested American rights to vote independently—WON. The popular vote of the people of Portland, Oregon, stood for the HOME AUTOMATIC INDEPENDENT TELEPHONE COMPANY almost unanimous—95 per cent total vote cast for it, 5 per cent against it. It is a people’s corporation—named, operated, owned and used by the people. If two telephones become a nuisance, then the “survival of the fittest” will be the one phone you “hitch up to.” The newest good things are not things too good for Portland. Pin your faith to the AUTOMATIC, the people’s modern, sleepless, secret, faithful telephone servant. Instantaneous and unlimited service at a flat lower rate.

## The “Survival of the Fittest” Club

Brave Boosters for Good Government, Good Service and Good People. Office in Every Independent, Fearless, Law-abiding Home in Portland

LOUIS J. WILDE, “HOME BONDS” Down-Town Office: Room 5, Lafayette Building

### MORE SAIL TONNAGE

French Bark Guethary Laid on for Portland.

Will Load with Cement

Le Piller Sailed for the Columbia River Today From London. Steamer Tottenham Has Been Taken for Lumber Loading.

The French bark Guethary has been chartered by Balfour, Guthrie & Co. to load cement at Antwerp for Portland. The vessel was taken yesterday and will be due off the mouth of the river the latter part of September. The Guethary sailed from Noumea for Emden December 24 and from the latter port will proceed to Antwerp for cargo.

The French bark Le Piller, under charter to Balfour, Guthrie & Co., sailed yesterday from London for the Columbia River. The vessel is loaded with Anna and K. B. C. cement and will be due at Astoria about September 13. The Le Piller loaded a part cargo at Emden and finished at London. She has German and English cement.

The Pacific Export Lumber Company has taken the steamer Tottenham to load lumber for North China. The Tottenham is on Puget Sound and will arrive in Portland Harbor about the first of May. She came to Victoria from Acapulco. The Tottenham has a register of 234 tons and is capable of carrying more than 3,000,000 feet.

The Tottenham has made a number of trips to the Columbia River, and has taken both general cargo and lumber from here. She is a heavy carrier, and on her present trip an effort will be made to crowd her to close to the 4,000,000 limit.

### SEIZED BY LAND WOLF.

“Jack” London’s Boat Tied Up by United States Marshal.

SAN FRANCISCO, April 20.—The shark, the small animal in which “Jack” London and his wife propose to embark on a six years’ voyage around the world, was libeled today for stores and supplies alleged to be unsold for. The craft is now in the hands of a Deputy United States Marshal. The Londons had planned to set sail tomorrow.

### CAPTAIN OLSON PROMOTED

Takes Command of Steamer Alliance.

Vice Captain B. Kelly. Captain B. W. Olsen has been placed in command of the steamer Alliance, vice Captain Kelly, resigned. Captain Kelly left last night for his home in Oakland and will remain ashore for some time. Captain Olsen arrived from San Francisco yesterday morning and immediately assumed command of the Alliance. She will leave for Coos Bay points tomorrow morning.

The new master of the Alliance is one of the most popular masters on the Coast. For several years he was chief

officer of the Alliance. He resigned in February of this year and went to San Francisco, where he was placed in command of the steamer Despatch. He made two trips in that vessel when a flattering offer was made to him to assume command of the Alliance. The offer was accepted.

KEEPER AT HECETA HEAD SIGHTS DERELICT GASOLINE BOAT.

The keeper at Heceta Head light station has notified the inspector of the Thirteenth Lighthouse district that a derelict has been sighted from that place at several different times during the past week. The vessel is no doubt the

### STEAMER INTELLIGENCE

Due to Arrive.		
Name	From	Date
Aragonia	Hongkong	In port
John Paulsen	San Fran.	Apr. 21
Costa Rica	San Fran.	In port
Alliance	Coos Bay	In port
Roosevelt	Los Angeles	Apr. 21
Columbia	San Fran.	Apr. 24
F. A. Kilburn	San Fran.	Apr. 23
Nicomedia	Hongkong	Apr. 23
Geo. W. Elder	Los Angeles	Apr. 23
Nunantia	Hongkong	May 25
Arabia	Hongkong	June 15
Scheduled to Depart.		
Name	For	Date
Costa Rica	San Fran.	Apr. 21
John Paulsen	San Fran.	Apr. 21
Alliance	Coos Bay	Apr. 21
Roosevelt	Los Angeles	Apr. 21
Costa Rica	San Fran.	Apr. 23
F. A. Kilburn	San Fran.	Apr. 23
Geo. W. Elder	Los Angeles	Apr. 23
Nunantia	Hongkong	May 25
Arabia	Hongkong	June 23
Entered Saturday.		
Alliance	Am. steamship (Kelly)	with general cargo from Coos Bay ports.
Costa Rica	Am. steamship (Mason)	with general cargo from San Francisco.
John Paulsen	Am. steamship (Merriam)	with ballast from San Francisco.
Cleared Saturday.		
Costa Rica	Am. steamship (Mason)	with general cargo from San Francisco.
North King	Am. steamship (Kane)	with ballast and stores for Nushagak, Alaska.

gasoline schooner Bessie K., whose hull has been floating around the Coast since March 7.

The Bessie K. sailed from the Coquille River and was bound for San Francisco. She had a crew of eight men and none has been heard from since she crossed the bar on the outward trip. The steamer Yosemite, from the Columbia River to San Francisco, picked up the derelict on March 19 and towed it to within three miles of shore. Since that time it has been drifting around and has been sighted a number of times. The report prior to the one sent in by the keeper at Heceta Head was by the Alliance on her last trip up from Coos Bay.

Captain J. Bermingham Here.

Supervising Inspector J. Bermingham, with headquarters in San Francisco, is in Portland on a tour of official investigation of the officers of local inspectors of hulls and boilers. Captain Bermingham is staying at the Portland Hotel and will leave this evening for the Sound.

Schooner Berwick in Port.

The gasoline schooner Berwick arrived up yesterday afternoon and berthed at Couch-street dock. She brought a cargo

of frozen fish from the Rogue River to the local dealers. The Berwick had a coldstorage plant installed on her last trip to Portland and is thoroughly equipped for carrying fish. She is owned by R. D. Hume, of Rogue River.

### Marine Notes.

The steamer Johan Paulsen is taking lumber at the mills of Inman, Paulsen & Co. The steamer Rosanoke, from San Pedro and Los Angeles, is here today. She is scheduled to leave Tuesday night.

The steamer Costa Rica will sail from this port for Los Angeles today for San Francisco. She will take freight and passengers.

The steamer Alliance arrived up yesterday morning from Coos Bay points. She brought 50 passengers and full freight.

The cannery tender North King cleared from the Custom-House yesterday for Alaska. She will leave down tomorrow morning and will proceed north as fast as possible.

Arrivals and Departures. ASTORIA, April 20.—Condition of the bar at 6 P. M., smooth; wind, north, 15 miles; weather, clear. Arrived down at 12 noon—French bark Correll Bart. Arrived at 4 P. M.—Steamer Rosanoke, from San Francisco. San Francisco, April 20.—Sailed—Schooner Columbia, for Columbia River; steamer South Bay, for Astoria. Sailed last night—Steamer Constar, for Portland. Sailed at 6 P. M.—Steamer Thos. L. Weston, for Columbia River. Port Harford, April 20.—Arrived—Steamer Argyll, from Portland.

Tides at Astoria Sunday. High. Low. 6:32 A. M. ... 7.0 feet @ 10:32 A. M. ... 4.0 feet 8:16 P. M. ... 6.4 feet @ 12:28 P. M. ... 1.3 feet

### Rearrested on His Release.

BALTIMORE, April 20.—William Barrett, alias Thompson, who today finished a two years’ term in the penitentiary for wallet snatching, was arrested before he left the prison in connection with the theft of \$20,000 gold from the First National Bank of San Francisco on September 17, 1904. The robbery was committed in the daytime. The money was recovered a few moments later, but the thief escaped. He was finally arrested in Portland, Or., but was turned over to the Maryland authorities, who were considered to have the better claim on him.

### Foot of Snow in Colorado.

DENVER, April 20.—Thirteen inches of snow fell in Denver during the 24 hours ending at 6 o’clock this morning. It was the heaviest snowfall in connection with the greatest precipitation recorded in April since 1885. The weather cleared during the forenoon. The storm was general throughout the state. While some damage has been done to fruit trees, the moisture is of incalculable benefit to farmers and gardeners.

### Jerome Questions Jurors.

NEW YORK, April 20.—District Attorney Jerome is questioning several of the Thaw trial jurors in his office today relative to the alleged attempt by a policeman to influence them while they were deliberating. The supposed knowledge of the incident possessed by Messrs. Denne, Newton and Pfaff, of the jury, is said to be what the District Attorney wishes to obtain. No suspicion whatever attaches to any of the jurors.

### No Ladies’ Golf Contest.

LONDON, April 20.—The international ladies’ golf championship, won by England two years ago, will be abandoned this year, owing to lack of American entries. A considerable number of Americans were expected to compete, but only two entries were received, those of the Misses Harriet and Margaret Curtis, of Massachusetts.

### READY TO STRIKE MAY 1

MOLDERS PREPARING TO FIGHT FOR 8-HOUR DAY.

Walkout Expected to Result in Tie-Up of Machine Shops—Employers Are Unyielding.

Portland molders are determined to put up a hard fight to gain a reduction of the working day from nine to eight hours and fully expect to strike May 1. Employers on the Coast have refused to grant the required concession of one hour’s less work at the same pay and trouble seems unavoidable.

Conferences have been held at Seattle, Wash., for some time, at which W. H. Drew represented the Portland molders. The men stood solidly together for the eight-hour day. They issued an ultimatum that they would not work nine hours after May 1, and employers have retailed with the statement they positively will not yield the point. The advance of 25 cents a day was offered the men but they voted to adhere to their original purpose of securing shorter hours and resolutely turned down the promised increase in wages.

Portland molders will walk out May 1 beyond a doubt. There are nearly 100 men in this craft in Portland who are strongly organized. A very high percentage of the entire craft in the United States is unionized and the men pin their hopes of success to this fact, believing the employers will be unable to find others to take their places.

Portland boiler-makers have already won a victory which has been marred by the fact that only one shop, the Willamette Iron & Steel Works, has refused to meet the general advance and a strike in that plant has resulted. In other shops of the city the men have succeeded in getting an increase of wages from \$3.50 to \$4 for a nine-hour day. The movement was started November 26, when negotiations were opened with the management of the local shops with the purpose of securing an increase in wages. The request was made that the \$4 wage be placed in effect by January 1, last, and in all shops except the Willamette the increase was given. The Willamette shop refused to pay more than \$3.75 a day. Finding that the management would not advance the wages, boiler makers in that establishment walked out this week. About 30 men left work there.

The molders expect to win their point.

although they realize it is likely to take some time. As all workmen of the craft on the Coast are involved, they will stand together in the fight. The impending strike is expected to cause the shutdown of Portland machine shops within a short time after the men go out.

### EQUAL TO EMERGENCIES

(Continued from Page 57.)

freight.” “All right,” responded the delighted customer, “let’s go up and see it.” “Not on your life,” replied the dealer. “That buggy we sell ‘right unuseful’ just like the mail-order house sells it. We can’t show a buggy at that price.” The customer thought awhile, then bought the \$65 buggy.

### Rural Free Delivery.

The rural free delivery mail service is just about ten years old, and it is only within the last five years that it has spread to the extent that it practically includes the entire rural portion of the country where there is enough population and enough passable roads to make it possible. Tom Watson, the Georgia Populist, is the father of the rural free delivery system, having introduced the first bill and fought its first fights. An appropriation was made for an experimental service under the last Cleveland administration, it was successful and ever since it has grown wonderfully from year to year. The rural carriers needed some sort of medium of interchange, and a newspaper man established the “R. F. D. News.”

This is a monthly journal of 64 to 72 pages, and covers the entire United States more thoroughly than any other news publication going. Each issue has numerous letters from carriers in every state relating experiences and exchanging suggestions. The News carried on the successful campaign for an increase in salary to \$200 a year. It conducts departments to instruct in the care-taking of vehicles and horses. It has social and literary features designed to attract the women and children of the carrier’s family. It has a circulation of about 25,000 copies, and it keeps right up with the procession. This enterprise is merely one incident which shows the march of progress in this country in ten years.

### Liquid Air to Save Life.

Now that liquid air can be produced for as little as 5 cents a gallon, it is being called into service to aid in smoothing out the difficulties in business life. In ice factories and refrigerating plants the fumes of ammonia from a broken pipe are deadly poison, and many deaths result from inhaling them. To leave the breaks unstopped means thousands of dollars of loss. Several sorts of air-caps

connected with the outside air by tubes have been in use to enable workmen to repair broken ammonia pipes. But the latest, and it is said the most satisfactory, contrivance is a cap which fits over the head like a diver’s helmet, connected with a tank of liquid air carried on the back. The liquid air evaporates, is warmed enough to breathe in its passage through the helmet, and leaves the workmen free to operate without fear of breaking the air-tube.

### Blows Up Whole Mountain.

The operations of Yankee engineers are a source of constant wonder and admiration to all foreigners. The daring way in which the Americans blow up mountains that come in their way, or string bridges over seemingly impassable canyons, almost takes their breath away. On one job in South America a contractor used about \$50,000 worth of powder in blasting. He employed 3000 men and completed a piece of work in less than three months that local authorities said could not be done inside of ten years. He put 3000 kegs of powder in one blast, and when the shot went off it sent over 700 trainloads of rock down a cliff into the river. There was such a mass of this debris that it raised the water of the stream 25 feet in less than 20 minutes. The channel had to be blasted out to let the water through. The force of this immense charge was so great that it sent huge boulders the size of boxcars sailing over the hill like a flock of buzzards flying over a barn.

### Cornering Turkey Market.

During the holidays each year, Chicago is the storm center of the turkey trade.

At this season 14 firms in the Windy City engage in desperate competition for the control of all birds within a radius of several hundred miles. One enterprising buyer went 800 miles west of Chicago on a trip last Fall. He paid one Missouri farmer’s wife \$503 for her flock. This fellow worked a clever dodge so quietly that he almost cornered the market before his competitors became aware of his plan. He proposed that each dealer or farmer who shipped to him could make a guess on the highest price that turkeys would bring at any time before New Year’s, promising to give the one who made the closest guess a \$70 wagon. As soon as his competitors heard of his offer they made similar inducements, but they were too late to overcome the advantage he had gained that season.

### Tomorrow—Personal Stories.

### More Russians Will Emigrate.

ST. PETERSBURG, April 20.—Owing to the political and economical crisis \$50,000 Russian subjects will emigrate to America this year, according to the directors of the emigration office. Hitherto the yearly exodus has been about 250,000, of whom two-thirds were Jews. The percentage of orthodox Russians who emigrate is increasing. The director says most of the emigrants will go West to Illinois, Minnesota, Nebraska and the Dakotas.

### Roosevelt and Shaw Talk Politics.

WASHINGTON, April 20.—Ex-Secretary of the Treasury Shaw had a long talk with President Roosevelt today. It is known that the discussion covered questions of politics and finance.

## BUILDING FOR THE FUTURE

Each and every act on the part of this company is guided by the thought of erecting a structure on a permanent and lasting foundation, building for the future.

Our organization is complete and equipment thoroughly modern, and the business conducted embraces all departments of legitimate banking and trust business. We are ever ready to confer with those having any transactions in contemplation.

## Merchants Savings & Trust Company

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J. Frank Watson, President. R. L. Durham, Vice-President. W. H. Fear, Secretary. S. C. Catching, Asst. Sec’y. O. W. T. Muellhaup, Cashier.

## BECOMING A MOTHER

It is an ordeal which all women approach with indescribable fear, for nothing compares with the pain and honor of child-birth. The thought of the suffering and danger in store for her, robs the expectant mother of all pleasant anticipations of the coming event, and casts over her a shadow of gloom which cannot be shaken off. Thousands of women have found that the use of Mother’s Friend during pregnancy robs confinement of all pain and danger, and insures safety to life of mother and child. This scientific liniment is a god-send to all women at the time of their most critical trial. Not only does Mother’s Friend carry women safely through the perils of child-birth, but its use gently prepares the system for the coming event, prevents “morning sickness,” and other discomforts of this period. Sold by all druggists at \$1.00 per bottle. Book containing valuable information free.

The Bradfield Regulator Co., Atlanta, Ga. MOTHER’S FRIEND