

STRIKE IS TALKED

8000 Men on Deschutes Said to Be on Verge.

DEMAND FOLLOWED BY CUT

After Contractors Voluntarily Raise Wages From \$2.25 to \$2.50, Rise to \$2.75 Is Asked, Whereupon Trouble Looms Up.

Laborers on the two railroad lines under construction in the Deschutes Canyon and numbering approximately 8000 men, are threatening to strike for higher wages, according to reports from the canyon that reached the office of Twoby Bros., the main contractors for the Deschutes Railroad Company, yesterday.

After paying \$2.25 per day all winter, both the Deschutes Road and the Oregon Trunk Railway last month raised railroad laborer's wages to \$2.50 per day. The men are now demanding an advance to \$2.75 and the railroads have responded by announcing a cut of 10 per cent, or a reduction to the scale of \$2.25 per day. The rate of \$2.50 per day was paid for just one month.

Porter Bros. contractors for the Oregon Trunk Line, declare they are not expecting any strike on their line, although the information received by Twoby Bros. was that the trouble threatened to spread to both sides of the canyon. J. P. Porter last night said they had been in communication with some of their camps by telephone during the day and received no report of a general quitting of work.

Limit Placed at \$2.25.

Both contracting firms say emphatically that they will not pay more than \$2.25 per day hereafter and that men are now plentiful.

The same reduction has been announced by the Southern Pacific on the construction work at Oswego and the laborers there were threatening to quit yesterday.

At the present time the working force on the Deschutes Railroad is about 3200 and that of the Oregon Trunk Line 4000 men. One month ago both railroads, it was asserted, were seeking more men, as the result of large numbers having quit when the warm weather came on.

J. P. Porter declares that the demand for men at that time was greatly exaggerated in newspaper reports, which caused the men at work to believe that an increase in wages could be forced. Labor conditions, he says, have been very satisfactory, and at no time has the work been hampered for want of men. The line is now fully covered and a greater number than now employed could not be used to advantage. Within two or three weeks long stretches of grade will have been completed and as a consequence the men employed there will be out of work or subject to transfer to other sections of the road.

Harriman Lines Lay Off Men.

In the Harriman offices the statement is made that numerous sub-contracts have been completed on that railroad within the month, which resulted in the laying off of the men employed thereon. Fifteen miles of track have been laid and more is under way. Ballasting of the track of the completed railroad has begun.

The demands of the men for more pay, it is said, have also been encouraged by the announcement of the letting of a contract to H. C. Henry for the grading of an extension of 120 miles of the Oregon Trunk line. Both Porter Bros. and Twoby Bros. express the opinion, however, that Mr. Henry will not be seeking men in large numbers for two or three months, as that much time will be consumed in freighting supplies, camp equipment and construction material to the interior. By the time Mr. Henry is demanding men, large numbers of laborers in the canyon will be available as the result of the completion of grading along the lines of the two railroads.

Mr. Porter asserts that laborers are now paid only 25 per cent on the construction work in the vicinity of Tacoma and Seattle. In amount of grading completed April was the biggest month for both the Oregon Trunk line and Deschutes Railroad, since the work started.

The Portland employment agencies yesterday were still carrying the usual signs calling for laborers for the Deschutes canyon, in spite of the statement from the contractors that they had all the men needed. The explanation for this is that there are always men quitting, no matter what the conditions with respect to weather or wages, and that it is desired to keep a full working force. The agencies yesterday were also advertising for men at \$2.50 to work on the double-tracking of the Northern Pacific.

DESERTED, WOMAN DIES

GIRL-WIFE OF CALLOUS HUSBAND GIVES BIRTH TO TWINS.

Columbus, O., Home of Mrs. Cella Buffington; Comes West; Weds Only to Be Left Destitute.

Dying in a tubercular ward of the St. Vincent's Hospital, thousands of miles away from her home, the case of Mrs. Cella Buffington is one of the most pitiful in the history of the institution. Mrs. Buffington passed away Friday morning, and had it not been for kind friends in this city, her sorrowing parents might never have learned her fate.

About a year ago Miss Cella Burger left her home in Carrolltown, O., to visit her brother, George Burger, who is a clerk in a store at Baker City. Shortly after arriving there, it is said, she was enticed by R. B. Buffington, to whom she was married a short time afterward. The couple then came to Portland to live, Buffington going to work for the Sealey-Lowell grocery concern.

Buffington lost his job, and about January 1 deserted his wife, leaving her absolutely destitute. The girl, who was scarcely out of her teens, became ill in a short time and was forced to go to the St. Vincent's Hospital, where she was placed in the maternity ward.

On February 28 she gave birth to twin boys, strong, healthy little youngsters who were doomed to lose their best friend on earth. The little mother was ill for days, contracting pneumonia and soon afterwards showing unmistakable signs of being a consumptive. She was then transferred to the ward set aside for sufferers from this disease, where she died Friday.

The two boys are at present in the Babies' Home, but it is probable that they will be sent East to relatives of the dead mother. The body of the latter was embalmed and will be sent to the stricken parents in Ohio tomorrow. A prominent woman of this city, who learned of the case, is making all the arrangements. She has attended the girl during her illness, assisting the Sisters at the hospital in ministering to the deserted wife.

A feature of the pitiful story was the despicable action of the husband, who was last heard from in The Dalles. Asserting that he was unable to secure work and maintaining that he intended coming back to his wife of a few months, Buffington wrote to her from The Dalles for money while she was confined in the hospital. He had written her previously, and chided her in that letter because she had not sent him money. Search is being made for Buffington.

PERSONAL MENTION.

Benjamin Young, retired millinaire fisherman of Astoria, returned yesterday after spending a winter in California, and is at the Portland in company with his daughter, Dr. Clara Reames.

L. Lamb, G. E. Lamb and C. R. Meier, of Clifton, Iowa, arrived at the Portland yesterday on a visit of inspection to timber lands which they recently acquired along the coast.

W. A. White, of New York City, and a friend of the Corbett family of Portland, arrived in the city yesterday, accompanied by Hinsdell Parsons and H. Starr. Mr. White and Mr. Parsons are directors of the Oregon Electric Company.

Roland W. Stebbins, of Hood River, but recently from New York, is at the Portland.

Postmaster Young has recovered from the effects of the operation recently performed at St. Vincent's Hospital so far that arrangements have been perfected for his removal to his home tomorrow morning. Physicians attending the postmaster now express belief in his complete recovery.

Walter H. Evans, assistant United States Attorney for Oregon, will leave tonight for San Francisco, where he will appear in the United States Court of Appeals.

A. L. Richardson, civil and hydraulic engineer at Cottage Grove, is at the Lenox over Sunday.

J. J. Eads, of Spokane, is at the Lenox.

Mrs. C. H. Briggs, a business woman of St. Helena, arrived at the Lenox yesterday on a trip to the wholesale and jobbing districts.

Miss L. Brierwood, of Chicago, arrived yesterday to take a position with the Owl Drug Company, and is at the Lenox.

John D. Hoag, of Kelso, Wash., is at the Lenox, accompanied by his family.

W. H. Willson, a pioneer merchant of The Dalles, now retired, is at the Perkins.

W. A. Johnston, of Astoria, is at the Perkins.

Willis P. Shelton and his bride, of

CITY'S COUNT DISAPPOINTS

Oregon City Enumerators Allowed Two Weeks More to Work.

OREGON CITY, Or., April 30.—(Special.)—Oregon City is having her own troubles about the census, and learning that the enumerators have succeeded in registering less than 800 names here, Secretary Sawyer, of the publicity department of the Commercial Club, this afternoon called on Census Supervisor Hendricks, at Salem, for additional time to complete the count. Mr. Hendricks telegraphed that the enumerators could work until May 15.

Monday night the Commercial Club will hold a meeting when arrangements will be made for a systematic canvass of the city, and all persons who have not been enumerated are requested to bring or send their names to Secretary Sawyer at the Commercial Club. Based upon the last school census, in November, 1908, of 1250, and the figures of Postmaster Randall, through the free delivery of mail, Oregon City should have a population of close to 2000.

Escaped Insane Man Caught.

OREGON CITY, Or., April 30.—(Special.)—A man who escaped from the State Insane Asylum at Salem Thursday night was caught at New Era. He had built a fire in an old shack and was asleep when found. The postmaster at New Era had informed the superintendent that the man was there, and Sheriff Beatie and Deputy Eddy were notified. Officers from the asylum arrived this afternoon, and returned with the man. Asylum officers refused to give the name of the insane man, saying he was committed from The Dalles in December.

Epworth Leaguers Convene.

BROWNSVILLE, Or., April 30.—(Special.)—Nearly 200 delegates at the attendance here today upon the annual

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CHERRY FAIR DATES SET

Salem Will Endeavor to Secure Aeroplanes for Exhibition July 7-9.

SALEM, Or., April 30.—(Special.)—At a special meeting of the executive committee of the Cherry fair Association it was decided to hold this year's fair on July 7-9.

Committees were appointed to make arrangements, raise money and secure attractions. An effort will be made to secure several aeroplanes for exhibition.

OREGON CITY RESIDENT DIES

OREGON CITY, Or., April 30.—(Special.)—F. L. Mack, a resident of Oregon since 1882, died this morning after an illness of several weeks. Mr. Mack was born in Ohio, November 16, 1844, and married Miss Sarah J. Burnett at Boulder, Colo., in 1880. They came to Oregon in 1883, Mrs. Mack dying March 21, 1901. Mrs. Mack was the mother of six children—Anna, who died in infancy; L. W. Mack, of Dufur, Or.; A. D. Mack, of Grant County, Washington; M. B. Mack, of Portland; L. R. Mack, of Oregon City; and Miss Alma Mack, of Oregon City. Mr. Mack married again on February 5, 1902, Miss Jennie Clark, who survives him. He ceased to be a veteran of the Civil War.

LUMBER MILL AT STAR BURNS

COTTAGE GROVE, Or., April 30.—(Special.)—The sawmill of George Taylor & Sons, located at Star Station on the Oregon & Southeastern Railway, 11 miles east of here, was burned last night, together with the planer and some lumber. The loss is estimated at \$200, with no insurance.

SILVERTON EARLY SETTLER DIES

SILVERTON, Or., April 30.—(Special.)—E. Russ, a pioneer of Silverton, died suddenly at the Salem Hospital Wednesday night after an operation for the removal of a malignant growth in his face. He was buried in the Silver-

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