WORK IN A SAW MILL

Experience of a Columbia County Man Who Hunted for Work.

NOT FITTED FOR BUSINESS

From Sawdust Manipulator to Assistant Fireman He Enjoys the Respect and Confidence of His Employers Who Suggest More Easy Employment.

The following taken from the Columbia Register, will sound like a story from home:

Not having all the money I wanted, this spring, I decided to go out in the cold, cold, world to seek work. I was not compelled to work, but it was work or starve, and though, perhaps somewhat rash, I concluded to experiment with labor.

The neighbors took quite a considerable interest in my get-rich-quick scheme, and seemed to think it a doubtful experiment, as they had never known one to work. Even the ladies exhibited an interest, and several requested me to have a phottograhp taken, while at work as it would be a curosity.

One lady also inquired how long I expected to be absent. I told her probably all summer. She said that if that was the case she would set a few hens and raise chickens for the market. I went to Rainier where I secured employment with the Columbia River Door Co. an was assigned to the saw mill department. The foreman asked if I had talent for any special work. I told him I was competitent to handle most any kind of business. He put be to handling sawdust. The sawdust run into a conveyor and was carried into the fire room, where part of it was stored away to be used at night as fuel, the balance went to the back of my neck and into my shoes. The foreman seemed to have great confidence in my ability as he kept constantly urging me to do a little more. He also thought lots of me and stayed near me and watched to see that I didn't get hurt. It was sometime, however, before he succeeded in getting my name correct. At first he called me Mr. Riley and later it was Reiley, which he finally shortened to "you blamed fool."

Some of my fellow workmen, who had once lived in Kansas, and witnessed the rapid maneuvers of a cyclone, told me there was a perceptive difference in my movements and those of a cyclone. They claimed a cyclone was the swiftest. Quite a number also asked me if I was working out a debt. Once when the whistle blowed I was executing some rapid movements in the direction of the dinner table, when I butted up against a water pipe. My head is soft yet—the doctor says it will probably always be. After I had been there some time, the foreman developed alarming symptoms of nervous prostration, so the manager transferred me to the night shift to serve as fireman. He also appointed a watchman to keep me awake, and gave him instructions to turn the hose on me occasionally.

Before leaving the saw mill the foreman called me aside and told me I was wasting my young life away working in a mill, and I ought to secure employment that was more in accordance with my natural talents I asked what he would advice me to do. He said if he was me he would go to some quiet village where there was a small cemetery and secure a position as sexton, as the deliberate funeral like style which characterized my movements, peculiarly fitted me for that occupation."

Three-Round Scrap.

Two young men fought a three-round contest to a finish last evening on Commercial street. The scrap lasted about ten minutes. This item is published for the benefit of the police force, who may not know that the scrap occurred.

A. O U. W. Notice.

By direction of the lodge, notice is hereby given that on Saturday evening, June 10, 1905, a matter of grave importance will come up for discussion and explanation, to which each and every member is invited to be present.

(Attest:) F. D. Winton, Recorder.
A. L. CLARK, Master Workman.

Mrs. Fallon—Good marin', Mrs. Toolan Do yez t'ink we'll hov war?

Mrs. Toolan—Oi don't know, Mrs. Fallon. It depinds greatly phether yez do or don't forgit to return th' flatirons yez borrowed av me. Do yez moind?

MERCHANT MARINE

German Bark Anna Will Receive Orders off the Bar.

CARGO LUMBER FOR MANILA

The United States Cruiser Marblehead and Two Other Cruisers are Expected to Arrive in This Morning, Having Been Delayed by Strong Head Winds.

The United States cruiser Marblehead is expected to arrive about 9 o'clock this morning. Two other cruisers will probably arrive during the day.

SHIPPING NEWS.

The oil tank Whittier arrived in yesterday.

The steamer Toledo was delayed in geting away from Aberdeen and will probably arrive today.

The steamers Melville, El Hurd and Clara were inspected yesterday by Inspectors Edwards and Fuller.

The steamer Dispatch will complete her cargo of lumber for San Francisco and will leave Portland tonight.

The tug Dauntless with the barge Monterey with cruid oil from San Francisco is expected to arrive today.

The steam schooner Cascades, with 550,000 feet of lumber, for San Francisco, is expected down from Portland today.

The British bark Andes blew up at Antigua, British Indies, yesterday, after putting into port on account of fire. The crew was saved.

The American bark Hecla has completed loading a cargo of lumber at Portland for Manila and shipped her crew. She will leave down tomorrow night.

The German bark Henrietta was reported dritting dangerously near the shore yesterday and Capt Bailey took the Tatoosh down and stood by her until she sailed away.

The steamer St. Paul arrived in yesterday morning from San Francisco with freight and passengers. She was 24 hours late owing to encountering head winds.

The bark Pinmore, which is now en route from San Francisco, will load a cargo of lumber at the mills of the North Pacific Lumber Company for Melbourne, Australia. She brings some general cargo consigned to Meyer, Wilson & Company.

By a large vote of the members in all the ports of the Pacific Coast, the agreement between the steamship managers association and the Sailors' Union of the Pacific has been ratified. Similar action by the mebmers of the marine firemen and marine cooks and stewards concluds the negotiations and insures harmonious relations between shipowners and seamen engaged in the steam-schooner business for at least a year.

The German bark Anna will receive orders when she arrives off the mouth of the Columbia river to proceed to Puget Sound to load lumber for Melbourne, Australia. Meyer, Wilson & Company, her agents in this port, received word this morning to have the captain of the Anna notified upon his arrival. The Anna is returning from a voyage to Taku Bar, China, and came out seeking business. She is a big carrier, her last cargo out of this port measuring over 2,000,000 feet. The Anna left Taku for the Columbia river May 19.

No permanent agreement has yet been arrived at between the Shipowners' Association of the Pacific Coast and the Sailors' Union. The agreement of last year expired about a month ago, and is now running upon a tenure of 30 days' notice by either side. It is understood, however, that the shipowners have intimated their desire to continue the agreement indefinitely upon the 30 days' basis. The Sailors' Union, it appears, will hold out for a year's contract, or terminate the one existing at the expiration of the next 30 days.

Narrow Escape.

Yesterday morning while Mr. Johnson, a driver for Wm. Kelly, was crossing the railroad track at the Parker house, the roadway gave away and the rear end of the wagon went through the break. The hounds on the front ends of the wagon caught on the stringers which prevented the wagon and horses from going overboard. The driver jumped off, but fortunately, the tide was out, and aside from a few scratches, he was uninjured, but it was a very narrow escape. The accident occurred at the foot of the street on the railway right of way. The attention of the common council has been called to the dangerous condition of the street for some time, and it was only at the last meting of the council that they took action to improve it.

PERSONAL MENTION.

Mrs. Gus. Fricke is visiting friends in Portland.

A. P. Carnahan, of Denver, is visiting in Astoria.

Ed. Abbott, of Seaside, was in Astoria yesterday.

Angus Gor, the palmist, is in the city on business.

Chris Olsen, of Chinook, was in the city yesterday.

Chas. Guilliume, of Olney, was in the city yesterday.

Peter Grant, of Portland, was in the city yesterday.

Jap Morrison, of Seaside was in the city yesterday.

A. Leberman, and wife, left last night to visit the fair in Portland.

W. R. Marion, of Bay Center, was in the city yesterdlay.

Peter Raske, of Young's River, was in the city yesterday.

William Schwegler, of Deep River, was in the city yesterday .

Ben Smith, of Seaside, visited friends in Astoria yesterday.

J. A. Hefferman, of Portland, is registered at the Central.

H. Ford, of Walluski, was in the city yesterday on business.

W. B. Chase, of Portland, registered at the Occident yesterday.

W. F. Zwick, of Seattle, registered at the Occident yesterday.

H. C. Harris, of Portland, registered at the Occident yesterday.

Chas. Wedmyer, of San Francisco, is registered at the Parker.

Jas. Armstrong, of Svenson, was in the city yesterday on business.

D. J. Ingalls drove in from his Lewis and Clark ranch yesterday.

Mrs. Jacob Bosshard, of Warrenton was in the city yesterday.

R. P. Flanders, of San Francisco, is registered at the Occident.

F. M. Warren came down from Portland yesterday on business.

L. Strauss, of Philadelphia, is among the late arrivals in Astoria.

H. A. Irving, of Walluska, was in the city yesterday on business.

Herman Wise left Thursday night for a business trip to New York.

E. P. Murphy and wife, of Portland, are registered at the Occident.

F. A. Kinney and family, of Alameda, are visiting friends in Astoria.

John Davis, of the John Day drawbridge, was in the city yesterday.

Edwards and Fuller, of Portland, were in the city yesterday on business.

Miss Mabel Steabb, postmistress at Seaside, was in the city yesterday.

Mrs. D. B. Allen went to Portland yesterday morning and D. B. left up last night.

Geo. C. Flanders, of the Standard Oil Company, of Portland, was in the city yesterday.

Mrs. M. Foard and daughters arrived home from Tacoma on last night's train. The Misses Foard have been attending the Annie Wright seminary.