

BETTER WAGES

Mill Employees Will Ask For An Increase.

The employees of the various planing mills in the city intend to better their condition, if a strong organization can be formed. The union is being enlarged in membership every day.

The employees of the various sawmills are also organizing, with the view of increasing their wages, and all indications go to show that a great strike is imminent about May 1 unless the demands of the union are acceded to by the mill proprietors.

The latter, however, are confident that the matter will be amicably settled. They have made some concessions to the union of the planing mill employees, but they were not of such a nature as to meet with general approval of union members. The concession was in the nature of an increase of 3 cents a day in the scale of wages now in vogue.

C. M. Kilgore, "sticker" man at Nicol Brothers planing mill, said last evening: "What we ask for is 10 hours pay for nine hours labor. In Frisco the employees get 10 hours pay for eight hours labor, and we are entitled to something near the same treatment as is accorded them. The proprietors have offered us an increase of 5 cents a day, but it is merely a dodge to keep us in line. Even if this should be accepted it would not mean the increase in wages that we demand. I think, however, that everything will be settled satisfactorily without necessitating a strike."

Another mill man said: "During the last year or two everything we buy has risen in price, while our wages remain the same. Groceries, rents and clothing have all gone up, and our wages today will not buy what they would a few years ago. We merely ask for what should be granted without the asking. The mill owners are more prosperous today than they ever were, while our ability for purchasing necessities are diminished."

DIDN'T KNOW—ANYTHING

He stepped into the place on Third street jointly occupied by the local offices of the Illinois Central and the Canadian Pacific Railroad Companies. Cutting off a chew of tobacco from a plug, he stowed it away in his mouth and sauntered up to General Agent Johnson.

The reader has heard of people who were "born free." He was one of them. In a brief conversation with him, Mr. Johnson reached the conclusion that it was not a question what that man didn't know, but what it was he did know. The railroad man nodded encouragingly and asked:

"Are you going East?"
"Mebbe—I don't know," said the stranger, who seemed fatigued with so much intellectual effort. Then, in answer to Mr. Johnson's question, he remarked that he came to Oregon from Iowa, some years ago. He didn't know whether the part of Iowa he lived in was the northern, southern, eastern, western or central portion. All he knew about it was "just Iowa," with a rising inflection on the "o" and the last syllable pronounced as though spelled "way."

"That man didn't know what road he came west on. He didn't know what time of the year he was landed here. He couldn't remember whether he came to Portland via St. Paul or through Omaha. He didn't know whether it was four years or six years ago. He wanted to go back on a visit. He didn't know whether he wanted to go this spring, during the summer or next fall."

That man was so utterly weary, that he couldn't get up energy enough to select his tobacco juice, so he let it make its own escape in little brown rivulets through his whiskers. When he left he promised to buy his ticket of Johnson when he gets ready, but the probabilities are by this time that he doesn't know he ever got Johnson. In his way this man is a wonder.

THE SUGAR FACTORY.

This will be the first year since the establishment of the Oregon Sugar Factory at La Grande that the institution will be of any practical benefit to the farmers and land owners of the Grande Ronde Valley," said M. L. Causey, of La Grande. Mr. Causey was the promoter who secured the sugar factory and as a real estate and immigration agent has brought hundreds of people into the Grande Ronde Valley from the Eastern States.

Continuing, Mr. Causey said: "The first year of the industry, 2,500 acres were planted in beets; the farmers not understanding the proper method of culture, the crop was practically a failure and they lost money. The beet acreage was 2,500 acres the next year, and the farmers still played a losing game. Last year only 1,500 acres were put to beets, but the crop was a paying one. The farmers now understand how to raise beets with profit, and will no doubt continue to make money from this crop. This year 3,500 acres will be planted, and the company is trying to increase this acreage."

ST. HELENS MINES

Transportation Facilities are Needed for the District.

W. W. O'Connor, superintendent of the Earl group of mines in the St. Helens district, was in the city yesterday for a short trip in the interests of the company, and reports rich strikes on several properties in the district. In speaking of the progress in that section and the success that must ultimately crown the efforts of mining men, Mr. O'Connor said: "St. Helens is handicapped at present by the very fact that should be the greatest aid to its exploitation and development, that of its proximity to civilization and its ready accessibility to transportation facilities and smelting plants. People do not believe in mines near their back door."

"On any clear day St. Helens may be seen from Portland as easily as Mt. Hood, and people have come to associate it with its scenic values rather than that of commercial possibilities. Development in the district has been slow, but steady, demonstrating not only the stability of its leads, but also the richness of their ores."

"We have already a number of mines that will be big producers as soon as adequate transportation facilities may be had. Work on these properties has been going on through the winter regardless of the weather, and the people throughout the district are looking for increased activity in railroad circles and the extension of those lines over their survey into the heart of the section. This will solve the problem for all time, and demonstrate to the world that we have in what has been heretofore termed a 'play' ground for tourists, one of the richest gold and copper regions in the country."

Preferred Stock Catsup.
Delicate flavor.

A TOUGH TRIP.

Judge George H. Williams is compelled to be absent from the city for a few days, having started this morning for the Heppner country in Eastern Oregon, where his presence is required on legal business. He will find that region has progressed considerably since his last trip there. That was not a very pleasant trip, and in connection with it a story is told.

The judge was in his Portland office one day in 1897, when a man named Joe Cannon, from Heppner, came in and asked for an off-hand opinion. He had been running a band of cayuses on shares for Dock Swinburne, and he wanted to know if under any circumstances he would have a right to sell any of the horses.

Judge Williams told him that he would in case the band was suffering for food and in danger of death from a hard winter, for instance. Then he would have a right to sell some of the horses to buy food for the balance of the band. Mr. Cannon said a "chum" named Tom Kinsey took some of the horses over near Weston and sold them, and when Dock Swinburne heard of it he had them arrested. At the trial Cannon had Judge Williams subpoenaed as a witness on account of the opinion he had given, and the judge had to drop his important cases and his big law practice and go up to Heppner to give testimony. In those days it meant a rough ride of over fifty miles in a mud-wagon or so-called stage, and at that time the dust was simply stifling.

It was a tough trip to inflict on an ex-attorney general of the United States, but the judge went through it cheerfully, and the majesty of the law was vindicated.

FISH LAW

Trout Season Will Begin April 1.

Portland trout catchers are now rigging up their tackle, and when the open season begins, April 1, a large concourse of fishermen will be found along the streams. People who go out trout fishing before April 1 are liable to arrest. Just now, trout fishing is a timely subject, and a brief abstract of the law is as follows:

It is unlawful to fish for any trout by any means whatever except with hook and line; or to take, catch or kill by any means whatever, any eastern brook trout, Loch Leven trout, or grayling, before April 1, 1904; or to take, catch, kill or have in possession any trout, char or salmon less than five inches in length, or to take, kill or capture more than 125 trout in one day; or to take, catch, kill or have in possession any trout except salmon trout during the months of November, December, January, February or March; or to fish for salmon trout in any other than tide waters during said months; or to fish for any trout between one hour after sunset and one hour before sunrise; or to sell, offer for sale, or have in possession for sale or exchange any species of trout at any time.

The penalty is a fine of not less than \$20 nor more than \$100, or imprisonment in county jail or both.

It is also unlawful to explode or cause to be exploded any giant powder, dynamite or other explosive, or to place, cast or pass any sawdust, gas, lime, or other poisonous or deleterious substance in any of the waters of this state. The penalty for the first offense is a fine not less than \$200 and imprisonment in county jail; second offense, fine not less than \$1,000 and imprisonment in penitentiary. The Oregon Fish and Game Association is taking an active interest in the enforcement of the law, and its energetic secretary, A. E. Gebhart, therefore looks for few violations.

AT THE DOCKS.

A dispatch to the New York Commercial tells that as a result of not taking a tow from San Diego to Portland on her recent trip up the Coast, the British ship Incheague Rock lost \$4,000. Upon leaving San Diego the ship had only two weeks in which to reach Portland to save her grain charter of 40 shillings, and had not the greatest good fortune attended her passage she would scarcely have reached the Columbia river, with more than a day or two to spare. Rather than pay tonnage fee of perhaps \$1,500, the captain of the Incheague Rock sailed to Portland and was six weeks on the way, losing the charter.

The Ardnamurchan and the Centurion, says an Astoria paper, were towed to sea Monday afternoon. They did not have to wait, after all, for the building of the ocean dredger—but one will have to be built before they can be induced to come again.

The ill-fated torpedo boat Goldsbraut has been hauled out on the ways at Bremerton and a temporary roof put over the forward part to protect her while the new bow is being put on. It is estimated that three months will be needed to complete the new bow.

The American bark Harry Morse arrived at Astoria from San Francisco yesterday afternoon. She is under charter to the Alaska Fishermen's Packing Company to take supplies to its Bristol Bay, Alaska, cannery.

It is reported that the third tug which the O. R. & N. will place on the bar is the old Escort, which will be repaired and have a towing machine placed in her. The British ship Fulwood sailed yesterday with a cargo of 1,604,255 feet of lumber. She is bound for Callao, Peru.

The French bark Yarrisdale has moved up from the four mills to the elevator dock and will begin to load a cargo of wheat this week for Europe.

The French bark Vendee is at the Greenwich dock discharging a cargo of 190,000 fire brick, 500 tons of coke, 1023 tons of pig iron, 10,250 sacks of salt and 100 tons of fire clay. The salt is in a very poor condition, attributed principally to leakage and sweat from the coke. Eight or 10 days will be required to complete unloading the vessel.

The following cargo is being discharged at the Columbia dock from the British ship Dovenby Hall: 11,100 barrels cement, 25 cases of beer, over 700 cases of preserves and 200 cases of mineral water. The vessel is chartered by Balfour, Guthrie & Co., and will carry wheat to the United Kingdom.

The British bark Lota is lying at Mercury dock, and will probably begin loading wheat tomorrow.

A. O. U. W.

Supreme Lodge Meets Here June 10 to 21.

The Grand Lodge of the A. O. U. W. will provide for the entertainment of the Supreme Lodge of the order, which convenes in Portland June 10-21. A meeting of the General Committee of the Grand Lodge was held last night at the office of Grand Recorder Clark in the Commercial block, at which plans for the object in view were formulated.

An excursion from Portland to Corvallis and return was planned, to go up the West Side and to return via the East Side, with a luncheon thrown in at Albany en route. A trip to Cascade Locks, Astor and one out over the jetty at Fort Stevens or a rail trip to Fort Canby are contemplated. These will be in charge of the excursion committee, Captain E. S. Edwards, R. L. Durham and W. H. Reader.

Accommodations for the visitors have already been made by the committee on hotel accommodations, J. E. Werlein, J. R. Mann and Ralph Feeney.

A creditable souvenir badge of the oc-

L. MAYER & CO.

GROCERS

148 Third Street.

We have just received

PORCELAIN STEAM COFFEE POT, 4 sizes, \$1.75, \$2.25, \$2.50 and \$3.00.
Home-made EGG NOODLES (imported), 2 sizes.

Red and White BAR LE DUC.

NEW SIZE PIMOLAS, 2 for 25c; reg. 15c.
MELI MELO (Anchovies, Olives and Pickles in OIL).

HUYLER'S LUNCH ROLLS, 35c each.

casian will be provided. The city will be gallantly decorated with colors in honor of the Supreme Lodge, whose emblems will be seen at every hand. The hall of the Catholic Order of Foresters, Sixth and Washington, has been secured for the gathering and one will be provided for the Superior Lodge, D. of H.

A feature of the event will be a great parade, in which Workmen from Oregon and Washington will participate.

An adjourned meeting will be held on the evening of April 8.

Those present last night were: R. L. Durham, H. D. Ramsdell, C. J. Wheeler, T. M. Stevens, J. R. Mann, S. C. Beach, J. E. Werlein, Newton Clark, A. W. Allen, T. H. Fearey, W. H. Reader, Ralph Feeney and J. W. Paddock of the committee and J. H. Zane.

IMPROVE STREETS.

Board of Public Works Award Many Contracts.

Many contracts were awarded yesterday afternoon for street and sewer work by the Board of Public Works. In each case the lowest bidders got the contracts, as follows:

For the improvement of Patton avenue from the Willamette to the Portland boulevard, N. B. Golden & Co., \$2,700.95.

For the improvement of Patton avenue, block 3, Debuhr & Bauer, \$39.49.

For the improvement of Ivy street, Debuhr & Bauer, \$657.92.

For the improvement of Sixteenth street from Montgomery to Harrison, Reilly & Stevens, \$330.53.

For sewer on East Ninth street from East Flinders to East Davis, Portland Asphalt Company, \$288.30.

For stone driveway in front of Fire Department headquarters, to Edward Kilfeather, \$150.

Two new sprinkling carts were asked for. This request was referred to Superintendent Ferguson of the Street Cleaning Department.

The request of Mrs. Ferguson for a horse and buggy was referred to the Purchasing Committee.

The matter of the purchase of the steam street roller was referred to the Purchasing Committee for investigation and report.

STOLE TROUSERS.

Local Firm Loses Valuable Goods in Transit.

While in course of transit a large case of goods billed to the Moyer Clothing Company of this city was broken into and 51 pairs of trousers were stolen. The thief evidently knew good goods when he saw them. Mr. Selling, the manager, says that he "hardly knows what to do in a case like this, as the trousers stowed were a part of a whole suit. However, his firm decided to get rid of the remaining coats and vests and in consequence is today advertising them at one-half of the cost price. There is no clue to the thief, but the railroad is making every endeavor to capture him."

McMINNVILLE.

(Journal Special Service.)
McMINNVILLE, March 26.—Mr. Barnhart has gone to Sheridan to look after her interests in the Sheridan Sun.

Louis Nelson has gone to Eugene to reside.

Houser & Gee will open a bird store here.

Court convened yesterday.

Mrs. M. E. Hendrick is the mother of a new daughter.

Rogers Bros. are putting in new fixtures in their drug store at a cost of about \$600.

In the Circuit Court yesterday the case of Mrs. Emma Newhouse against Yahill County for \$5,500 damages for injuries received on a bridge during a runaway near Newburg was brought up and a decision rendered in favor of the county.

THE DAY'S DEAD.

Cardinal Giacomo Missai, Archbishop of Gorz, Austria, at Rome, aged 64.

F. Wharton Golden, principal witness against the conspirators who murdered Governor Goebel of Kentucky, is dying of consumption in New Mexico. His death will remove much of the testimony that is keeping ex-Governor Taylor an exile from his State, and will set at ease many of those accused of that atrocious crime.

Captain E. H. Frances of the State Geodetic Survey at Seattle, Wash., aged 55. He was an authority on the navigation of Alaskan waters.

Preferred Stock Peas.
Exam field to can same day.

NERVE KILLING IN TEETH.

Killing the nerve in a tooth is one of the things in dentistry that is terrifying to more people than anything else we know. The old way was bad. The demons of Hades turned loose would not put up a worse trouble than the means of some dentists employed in killing the nerve. Still, people want to save their teeth, and are willing to undergo the ordeal to keep the tooth. We want to tell the people that we have found a way and have been using it long enough to prove its worth. It will destroy a live nerve which is exposed in a tooth, without causing any pain whatever. Open Sundays, 9 A. M. to 12 M.

WISE BROTHERS

208, 209, 211, 212 and 213 Failing Bldg.
Cor. Third and Washington sts.

THE RAILROADS.

General Superintendent O'Brien of the O. R. & N. Co. said today that the extension of the company in making to St. Johns from the main line in Idaho is progressing finely. All the ties and rails are down and the process of rimping is now in progress. It is Mr. O'Brien's opinion that the new extension will be in operation inside of six weeks. Work on this spur was commenced about two months ago. When the line is opened it will give St. Johns such an impetus as it has never yet enjoyed.

General Manager Edwin Stone of the Corvallis & Eastern, with headquarters at Albany, was in the city today. He visits Portland about twice a month. Mr. Stone says that his line, which now is 143 miles long, is not contemplating any extensions at this time. It is doing all it can to furnish its patrons with good service, however, and successfully.

E. E. Ellis, general agent of the Harriman lines at Seattle, is here consulting with the officials of the Southern Pacific and those of the O. R. & N. Co. on routine matters of business.

C. J. Mills, livestock agent of the O. R. & N. Co., is on a business trip to Eastern Oregon.

Industrial Agent Judson of the O. R. & N. Co. states that the outlook for the sales of Hereford cattle under the auspices of the company at Baker City, Pendleton, La Grande and Heppner is most flattering. The sales will take place in April, beginning at Baker City April 18, and continuing for two days at each place. Buyers will attend from British Columbia, Montana, Washington, Oregon and even from Northern Nevada.

The Rock Island is doing its part in bringing in home-seekers. About 50 were brought in from points traversed by its lines Saturday, and hardly less than this number on any day.

W. L. Clark, freight and passenger agent of the Northern Pacific at Port Townsend, Wash., flitted in and out of town today.

April 12 the last spike, marking the completion of the Kettle Valley railroad lines, will be driven with appropriate ceremonies. This line extends from Grand Forks to Republic. A special train will be provided to Grand Forks. The Portland railroad colony has received invitations to attend.

Construction work on the Columbia & Nehalem Railroad will begin in a week or so. This line will be 20 miles in length, and will connect Columbia City to Pittsburg. The rails for the new line are now in Portland and will be sent at once to Columbia City, at which point construction will begin.

The Northern Pacific is contemplating extensive improvements at Ellensburg, Wash. Among other things a survey has been made for the new yards at that point. It is believed that the company intends to at once build the Lind cut-off, surveyed some time ago.

The Great Northern has received a setback in its plans for railroad extension in British Columbia. The full court there has sustained the lower court in its decision forbidding the Great Northern to extend its lines through the boundary Creek district, under the charter rights of the Victoria, Vancouver & Eastern. The stoppage is only temporary, however, pending the adjustment of matters in controversy between property holders and the Great Northern in the matter of a right of way.

The news comes from Tacoma that W. G. Pearce, General Manager of the Northern Pacific Railroad, has resigned. Thomas Cooper, assistant to the president, with headquarters at Tacoma, succeeds Mr. Pearce. The latter will become general manager of the Griffin Iron works, in which he already has an interest.

H. V. Jones, editor of the Commercial West, of Minneapolis, who was in the city yesterday, says that upwards of 300,000 people will come to Oregon and Washington this summer. Farmers in North Dakota and Minnesota, who have become tired of their rigorous climate, look upon this section as an ideal place for founding a home. Mr. Jones is sustained in his views as to the extent of immigration coastwise by both General Passenger Agent Miller of the Southern Pacific and Industrial Agent Judson of the O. R. & N.

The Columbia Telephone Co. has its printing done in Portland. Are you men sure others do?

THE DAY'S DEAD.

Cardinal Giacomo Missai, Archbishop of Gorz, Austria, at Rome, aged 64.

F. Wharton Golden, principal witness against the conspirators who murdered Governor Goebel of Kentucky, is dying of consumption in New Mexico. His death will remove much of the testimony that is keeping ex-Governor Taylor an exile from his State, and will set at ease many of those accused of that atrocious crime.

Captain E. H. Frances of the State Geodetic Survey at Seattle, Wash., aged 55. He was an authority on the navigation of Alaskan waters.

Preferred Stock Peas.
Exam field to can same day.

THE DAY'S DEAD.

Cardinal Giacomo Missai, Archbishop of Gorz, Austria, at Rome, aged 64.

F. Wharton Golden, principal witness against the conspirators who murdered Governor Goebel of Kentucky, is dying of consumption in New Mexico. His death will remove much of the testimony that is keeping ex-Governor Taylor an exile from his State, and will set at ease many of those accused of that atrocious crime.

Captain E. H. Frances of the State Geodetic Survey at Seattle, Wash., aged 55. He was an authority on the navigation of Alaskan waters.

Preferred Stock Peas.
Exam field to can same day.

THE DAY'S DEAD.

Cardinal Giacomo Missai, Archbishop of Gorz, Austria, at Rome, aged 64.

F. Wharton Golden, principal witness against the conspirators who murdered Governor Goebel of Kentucky, is dying of consumption in New Mexico. His death will remove much of the testimony that is keeping ex-Governor Taylor an exile from his State, and will set at ease many of those accused of that atrocious crime.


Captain E. H. Frances of the State Geodetic Survey at Seattle, Wash., aged 55. He was an authority on the navigation of Alaskan waters.

Preferred Stock Peas.
Exam field to can same day.

THE DAY'S DEAD.

Cardinal Giacomo Missai, Archbishop of Gorz, Austria, at Rome, aged 64.

F. Wharton Golden, principal witness against the conspirators who murdered Governor Goebel of Kentucky, is dying of consumption in New Mexico. His death will remove much of the testimony that is keeping ex-Governor Taylor an exile from his State, and will set at ease many of those accused of that atrocious crime.



The Best Wheel on Earth

There are thousands of Rambler riders in the Northwest to testify to the fact.

The finest of material, the best skilled workmen, and years of experience have made it

Light, Strong, Handsome and Durable.

1902 Rambler BICYCLES

Satisfy all classes of riders

\$25, \$30, \$35, \$40

Also some brand new wheels at lower prices. If you are looking for a snap we have it, but they will not last long. Buy now.

STEAM, ELECTRIC AND GASOLINE AUTOMOBILES, MOTORCYCLES.

BICYCLE SUNDRIES. EXPERT REPAIRING and ENAMELING

Fred T. Merrill Cycle Co., Inc.

105, 107, 109, 111 Sixth Street
PORTLAND, OREGON

SPOKANE TACOMA SEATTLE

EAST SIDE.

AMUSEMENTS.

THE BAKER THEATRE

George J. Baker, Manager.
Phonograph, Oregon 1078; Columbia 508.
Another large house last night.
Polite and Refined Vaudeville a Great Success.

Note the Big Acts and the Time They Appear.

Leandro Bros.	8:30
Wm. Walton	8:45
Lynne & Kennedy	9:00
Frank Bacon & Co.	9:15
O'Brien, Jennings and O'Brien	9:30
Clara O'More	9:45
The Great Duffy Children	9:55
Carter and Thornhill	10:15
The Sensation of the Hour—The Great Cycle Whirl	10:25
Matinees Wednesday and Saturday.	
Prices, matinees	10-15-25
Evening	15-25-35-50

MARQUAM GRAND THEATRE

Mr. Ben Stern presents
BLANCHE WALSH
And her excellent company.
Thursday and Friday nights, March 27-28, in "LA MADEIRAINE."
Saturday matinee and night, "JANICE MERE-DITH."

Special SALE

Rookam, Gerstley & Co.'s
Renowned Pennsylvania
A. D. G. RYE
Full Quarts, \$1.25.
Delivered to any part of city.
D. Germanus, 229 Morrison Street

Wise People

STICK TO THE OLD RELIABLE
RADAM'S MICROBE KILLER

It has stood the test of 15 years. If you are sick in any way, microbes are the cause. Spring especially is the dangerous time for sickness. Take Radam's Microbe Killer. "Take it now."

392 Morrison Street.

Turkish Baths FOR LADIES

Finest Bath in the City. Also Magnetic, Vibratory, Massage. Nothing equal to it for building up the debilitated. Rheumatism cured in a few treatments.
All nervous diseases treated in a scientific manner.
392 MORRISON STREET
Near 10th. Phone, Clay 711.

Read The Journal

TO MOTHERS

WE address this advertisement to Mothers who find it a hard matter to get the right kind of clothes for their boys—at the right prices. Our idea of the right kind is

Serviceable Fabric, Thorough Tailoring and Correct Style

We give you choice of a large range of Boys' Suits in single or double breasted styles, Norfolk Sailor Blouse and Russian Blouse effects, in all the new and stylish weaves in stripes, checks and plain colors. Tailoring throughout will bear the closest investigation, consequently we guarantee them to stand hard service. Our prices range from \$3.50 to \$9.00.

BOYS' EASTER FURNISHINGS

Complete, at Tempting Prices.

Sam'l Rosenblatt & Co.

THIRD AND MORRISON STS.