

ROAD OF GUNS AS WELCOME

Battery A Is to Salute the Chief.

Details of Parade in Honor of the President Are Almost Completed.

When the train bearing President Roosevelt and party comes in sight of Portland around the bend south of the old depot building on the East Side it will be greeted by a salvo of artillery, the national salute of 21 guns being fired from a battery of Battery A, Oregon National Guard, stationed on the heights overlooking the east approach to the steel bridge.

The presidential train will make its first Portland stop at the Union Station at 2:15 o'clock on the afternoon of May 11, if present arrangements are carried out, and the grand parade, which will be ready formed and awaiting the arrival of the Chief Executive, will get underway at the earliest possible moment after that time. The platoon of artillery which fires the salute will at once "limber up" and cross the bridge to take its position in the procession with the remainder of the battery.

Question of Position.

There is one question which has not yet been settled. Will the carriage containing President Roosevelt head the procession or take the conventional position near the center of the line, with the military organizations in the rear? While strict propriety would dictate the latter course, speed and utilizing to the best advantage all of the limited time at the service of Portland on the occasion of the presidential visit would suggest the former.

This is a matter which will have to be arranged after a consultation between Grand Marshal Beebe and the members of the committee on details. General Beebe this morning announced that he would not let personal feeling interfere in a matter of public importance and that, as it seemed to be the unanimous wish of the general committee on arrangements that he do so, he will act as grand marshal.

"I have already undertaken the work," he said, "but am compelled to admit I am somewhat behind because of the delay resulting from my resignation."

General Beebe is in consultation with members of the committee on details and hopes by tomorrow that the entire arrangement of the parade will be ready for announcement.

It has been the plan thus far to crowd as much as possible into the shortest space of time, and the life of Theodore Roosevelt and those whose duty it is to entertain him while he is in Portland will be far removed from the lethargic state. There will be something doing every moment of the time.

As Hour of Parade.

Starting from the Union Depot at 2:30 o'clock in the afternoon, it is planned that it will require an hour to march the distance to West Park and Salmon streets, where the review is to take place. Another half hour will elapse before the review can be completed. Another half-hour will be consumed in driving from the reviewing station to the Portland Park, where fully 60 minutes will be required for the completion of the monument dedication and corner stone laying. During the trip from the park back to the city another half hour will be spent and the public exercises are estimated to close at 6:30 or 6:45 o'clock, when the President will depart from night inside the decorated portals of the Hotel Portland. It is then that the dinner will be served. The only public address to be made by President Roosevelt while in this city will be at the coronation laying.

The question of the position in the parade of the presidential carriage is said to be an important one, as it involves the saving of fully half an hour of time during the parade. The review, if the military section precedes the President, as is conventional in parades of honor, it will be necessary for the line of march to be halted at the reviewing ground while the review is arranged on the right of the route and the President's carriage leaves its place in the center and moves forward to the head of the line to assume reviewing position. With a presidential carriage leading the procession from the start all this difficulty and delay would be avoided.

The line of march, as outlined by General Beebe this morning, will be as follows:

The procession will be formed on Sixth street, and will march along that street to Gilean, on Gilean to Third, on Third to Alder, Alder to Sixth, Sixth to Salmon, Salmon to Park, Park to Hall, Hall to West Park and thence to Salmon, where the review will take place.

At the conclusion of the review, the presidential procession will disband, the President's carriage, accompanied by a special mounted escort from the regular soldiers stationed at Fort Vancouver, passing to the City Park over the following route: Along Salmon to Fourteenth street, Fourteenth to Couch, Couch to Eighteenth, Eighteenth to Twenty-third, Twenty-third to Washington and into the park.

The President will be given a bird's eye view of the City of Portland from the summit of Park Knoll, from which place he will be driven to the coronation of the new monument. The return from the park to the city will be along the following streets:

Along Washington to Twenty-third, Twenty-third to Everett, Everett to Revere, Revere to Couch, Couch to Fourteenth, Fourteenth to Burnside, thence along Tenth, Stark, West Park and Morrison to the Portland Hotel.

Thirty Carriages.

Thirty carriages have been secured for use of notables in the parade and eleven bands, comprising a total of 225 instruments, will furnish music. Arrangements of a human flag from school children have been placed in the hands of Prof. Krohn. In all, 12,000 school children are expected to be in line. These will be provided with flags.

At a meeting of the general committee on presidential reception held last evening it was decided that the number of guests be limited to about 60, and

WOODMEN OF THE WORLD AT PLAY LARGER ASPECT

PROMINENT WOODMEN



In the upper left-hand corner is P. E. Snodgrass, grand marshal; in the upper right-hand corner is Colonel John M. Williams, president county executive committee; in the lower left-hand corner is J. E. Ronch, treasurer county executive committee; in the lower right-hand corner is G. R. Christman, Mayor, who will present the golden key of the city to the woodmen.

Jolly Gathering of the Clans at Eugene—Hospitality of the City.

(Journal Special Service.)

EUGENE, May 14.—Tomorrow will be "the day of jubilee" on the part of the Willamette Valley Woodmen of the World. For several weeks the various camps of that order in Lane County have been planning for the event, which promises to be one of the greatest demonstrations ever held in the metropolis of Central Oregon. The particular cause of this gathering will be the initiation of 175 candidates into the order. These candidates are being brought into Eugene, and after being initiated they will be attached to the camps of their residence towns. The Woodmen are making the occasion one of public celebration and the people generally will take part in all the exercises except of course the initiation.

When the movement started it was never anticipated that it would prove more than a gathering of the Lane County Woodmen, but first the Women of Woodcraft of Lane County, then Woodmen from other counties, and now finally the public generally have joined hands with the Woodmen in a great public festival.

So widespread has the interest become that, on request, the railroad company first made excursion rates from Salem to Roseburg. These were afterward changed from Portland to Ashland, and Woodmen are coming from all points in Oregon.

The city is elaborately decorated. All of the leading business houses have dressed windows appropriate to the occasion and typifying practical Woodmen in their workaday life. All firms will close during the afternoon, as will also the public schools and a general good time will be enjoyed by all.

The Program.

The exercises will commence promptly at 10 o'clock tomorrow morning, and will last all day and all night. The baseball game between picked and well-trained teams of Springfield and Eugene camps will be the first feature. This will be followed by a regular series of games and sports till 2:30 p. m. Very handsome prizes are slated for all these events and are on display in one of the windows. At 3 o'clock the great parade will start. This parade will be the largest and most elaborate ever on the streets of Eugene. It will contain several brass bands, 11 floats, carriages

the service to cost about \$1,400. Much other detail business was transacted. A total of \$5,840 has been subscribed to pay the expenses, but more is expected. The following have been invited to be present at the banquet to the President: Governor Chamberlain of Oregon and Governor McBride of Washington, Morrison of Idaho and Toole of Montana, Senators Mitchell, Fulton, Ankeny, Foster, Mayhew and Dubois, ex-Senators Grover, Simon and McBride of Oregon, Representative Williamson, ex-Congressman Mallory, Binger Hermann, Judge William B. Gilbert, of the United States Circuit Court, Judge C. B. Bolinger, of the United States District Court; General Funston, commanding the Department of the Columbia; Major William Hancock Clark; General O. Summers, Grand Commander of the Spanish-American War Veterans; General Charles F. Beebe, grand marshal of the parade; I. L. Patterson, Collector of the Port; L. Zimmerman, president of the City Council; also the committee on dinner.

NEW ARBITRATION LAW OPERATES

(Journal Special Service.)

SPOKANE, May 14.—The strike of gamblers, which has been on since last August, is being arbitrated by a board appointed today under the new law by State Labor Commissioner Blackman. The men merely demanded the recognition of their union.

(Journal Special Service.)

At the time the carpenters passed this morning we were so confident, the council would favorably accept the order until at once that they appointed agents to visit all the jobs controlled by the association and pull off the union men. When the agents went upon their mission many of the men ignored the order until it had received the sanction of the council, or central body. They are still waiting for that organization to take official action in the matter, which it is thought probable it will do at the meeting this afternoon.

There is no doubt, so those who are in thorough touch with the situation, that considerable quantities of lumber are being delivered by the mills to the association men. It is also stated that many of the men are working for them, providing that the union rate of wages is allowed and other regulations are complied with. But if the motion of the carpenters goes through at the meeting of the council it can readily be seen that the situation will become more threatening than ever.

Call Out Waterfront.

Another feature that will play an important part in the strike may be introduced very shortly. Several of the delegates to the Federated Trades Council, which meets in regular session tomorrow night, are going to favor the proposition of the organized labor generally will support them in the matter. The waterfront federation is comprised of longshoremen, teamsters and in fact nearly all employees who work about the docks. It is reported that they all stand ready to go out on strike at any moment, should a step be deemed necessary. The material advantage that would result, it is pointed out, is the rebuke which the mills easily receive. Such a move, the delegates say, would force the mills to shut down, as it would then be impossible for them to load the lumber vessels. The mill workers would also be implicated, as they are affiliated with the waterfront federation, and the labor leaders have advocated right along that this is the only method by which the strike can be won. They explain that the various employers' associations are standing close together in an effort to break up organized labor and the proper way for them to do so is to adopt the same tactics. With the millworkers and the longshoremen out for a short time they believe that the fight could easily be won. They argue that the mill-owners are the direct cause of the long-drawn-out struggle, and if their foreign trade can be shut off, they will soon manifest a more conciliatory spirit. In fact the labor leaders contend that they would soon be willing to have the differences quickly settled.

Shops Close Earlier.

After June 1, the members of the Barbers' Union will quit work at 7 o'clock during five days of the week and at 10 on Saturday evenings. At present the shops close at 8 o'clock. The proprietors will be officially notified of this change in a day or two. The proprietors are not favorably disposed toward the reduction in hours, but it is thought they will make no serious objections when the matter is properly presented to them.

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Council May Place All Association Men on Unfair List.

Probable That Water-front Federation Will Be Called Out.

An arbitration committee for the settlement of the strike has been appointed by the Chamber of Commerce, and the Board of Trade. The names of the men appointed by the Board of Trade are being withheld until it is definitely known whether or not they will accept the position. An effort will be made to have them meet this afternoon, and decide upon some plan of action. The commission would have been appointed several days ago and it had not been for the fact that the officers of the commercial organizations placed credence in a false rumor that the strike was about at an end. They are now fully convinced of their mistake and will waste no further time in carrying out their original plan of endeavoring to bring about a reconciliation.

Threats to Spread.

Instead of being almost settled as has been repeatedly reported in a local paper, the strike threatens to reach larger proportions than ever. A special meeting of the Building Trades Council is called for 6 o'clock this afternoon. It is understood that one of the principal matters of business which will come up for consideration is whether or not every member of the Master Builders' Association shall be placed on the unfair list. At the last meeting of the Carpenters' Union a motion to this effect was unanimously carried, and it was confidently expected that the Building Trades Council would sustain the stand thus assumed when it met Monday night. The motion was tabled, however, for three days, but will come up before the same body for final disposition tonight. If it is favorably acted upon, as many are inclined to think it will be, not a union mechanic in the city will be permitted to work for a member of the Master Builders' Association. This will necessarily mean the suspension of nearly all the important building work in the city.

Confident of Support.

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Force

The Ready-to-Serve Cereal

permits indulgence without penalty.

Sweet, crisp flakes of wheat and malt.

The More I Eat, The More I Want.

"Force" cereal is the right spot. The more I eat, the more I want, and my family is as well pleased with it as I am. We are forced to keep "Force."

T. R. BAKER.

Jim Dumps, although it made him ill, Would of Welsh Rabbit eat his fill. So his good wife, his taste to please, Tried mixing "Force" with melted cheese. "Force" Rabbit now agrees with him, "It's simply great!" says "Sunny Jim."

A PORTAGE ROAD OR A MAXIMUM CHARGE

(Continued from First Page.)

asks people to sign them all.

Cowgill Was the Topic.

Then the past, present and future of W. G. Cowgill came up for general discussion. The fact that he had been connected with railroad business in the past was brought out; the direct charge that he is a railroad tool was made, and it was finally alleged that he was not the character of a man who could secure other than interested backing nor one who would be chosen for the carrying out of a public enterprise. The committee then passed to a refutation of Cowgill's claim that it would cost more than \$166,000 to construct the portage road around The Dalles.

Mr. Lewis stated there could be no doubt of securing completion of the work for the sum named, as E. E. Lytle, a member of the committee, and president of the Columbia Southern, had offered to accept a contract at that figure, rolling stock being included in the bid.

Mr. Lytle, who was present, admitted that he had said the work could be easily done for \$165,000, but protested that he did not seek the job. Frank Seufert and Walter Moore, noted railroad contractors, he said, were ready at any time to undertake completion of the portage road for that sum.

It was at this stage of proceedings that Mr. Hahn brought forward his resolution. After it had been read and adopted he said:

Belief is the Object.

"The plan of the maximum freight rate bill which we will use if forced to adopt such means to secure the end we seek, has not yet been drawn, but it would require but little time to draft up the correct form. The signature of 400 voters to a petition would bring the bill before the people and it would be voted through without reference to the Legislature or to any other than the regular public voter, who is always in search of the lowest possible rate."

"We want to fight the railroads in this matter," Mr. Hahn said, "and to fight them openly, and we want to win. The prime object of the portage railroad is to reduce freight rates, and if we cannot get them reduced in that way we must adopt another."

Mr. Lewis injected into the discussion the opinion that distributing rates from Portland over the O. R. & N. were higher than those of any other point in the United States. To this there was general assent.

There was not even a momentary pause from the discussion of the objects of the meeting, and as soon as those objects had been accomplished adjournment was taken.

The Open River Committee consisted of the following: Henry Hahn, L. A. Lewis, E. T. Williams, L. N. Fleischer and E. E. Lytle. The board of trustees of the Commercial Club, that took such decisive action today, consists of W. J. Burns, W. F. Woodward, Alfred Tucker, L. A. Lewis, W. H. Corbett and A. F. Biles.

The Astoria View.

(Journal Special Service.)

ASTORIA, May 14.—The story appearing in The Journal a few days ago to the effect that the efforts to invoke the referendum in the matter of the portage road appropriation was incited by the railroad interests of Oregon, excited much interest in this city. W. G. Cowgill, the man who is asking signatures to the petitions, is believed here to be in the employ of the O. R. & N. Company, which would be the loser if the portage road were to be constructed around the mouth of the Columbia. Cowgill formerly lived here, but since his departure he has not been at all friendly to this port, use of which would probably be forced by construction of the portage railway.

Should the O. R. & N. be compelled to do its shipping from the mouth of the Columbia a big saving would be effected in grain rates to the producer, and the company's present high profits would be materially reduced. To avoid this, it is thought here, Cowgill has been engaged to defeat the appropriation through the medium of the referendum.

As to the belief expressed in Portland that the Northern Pacific might, if the portage road were built, extend its line down the Columbia to a point opposite Astoria, the opinion prevails that this will not be done until the Northern and Southern combinations of railroads become involved in the gigantic struggle that is impending. That the Hill and Hayman systems are preparing to fight for supremacy in the Oriental traffic is the belief of well-posted men, but the crisis has not yet been reached. When it comes, Astoria harbor will doubtless be used in the North, because it is the cheapest of the four Northern ports.

Active Mr. Cowgill.

GRANTS PASS, Or., May 14.—There are a lot of people down here who do not seem to appreciate the spasmodic efforts of one W. G. Cowgill in behalf of

Is Your Money Working? Is It Working For You?

Is it earning you a profit over and above its cost to you? The cost of a week's work and years of struggling against mighty odds—of arduous, anxious toil of hand and fog of brain. If not—

WHOSE FAULT IS IT? YOURS!

A bold assertion, perhaps, but true—we'll prove it. No matter whether you're wage-earner or millionaire, unless you are a shareholder in

The Mexican Rubber Culture Company

Your savings may be made to earn you larger income. ON SHARE. MONTANA INVESTMENT you may buy valuable shares which actually represent real estate and a paying investment in the rubber growing industry—a safe and profitable investment stripped of all chance. COLLEGE F. B. BOWEN said: "If I had my life to live over I would go into the tropics of Mexico and grow rubber." You need not go to Mexico in order to share in the great profits of this industry—simply call on us and look into the matter. It will stand the glare of the brightest limelight and

YOU KNOW THESE MEN—Aren't their names alone enough to give this promotion the strength of Gibraltar?

THE MEXICAN RUBBER CULTURE COMPANY

Chamber of Com. Bldg., Portland, Or. Coronado Bldg., Denver, Col. PLANTATION: POLENQUE, STATE OF CHIAPA, MEXICO.

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DIRECTORS: FRANK C. BARNES, Capitalist, Portland, Or. DAVID M. DUNNE, United States Internal Revenue Collector and of the firm of David M. Dunne & Co., Portland, Or. RALPH W. SMITH, Vice-Pres. American Bonding Co., Baltimore, Md., Denver, Col. J. J. BOWEN, of Tatum & Bowen, Machinery Merchants, Portland, Or. and S. F. Cal. H. C. WORMLEY, of Olds, Wetmore & King, leading Dry Goods Merchant of Portland, Or. ROY JOHN H. MITCHELL, United States Senator from Oregon.

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