TRY TO AGREE ON WAGE SCALE

Grainhandlers and Exporters Hold a Conference This Afternoon.

STRIKE CONTINUES ON WHEAT DOCKS

Union Refuses Proposition for 35 Cents an Hour Straight Time and 50 Cents Overtime — Secretary Foley Makes Statement.

A meeting is being held this afternoon by committees representing the Grainhandlers' union and the wheat exporters for the purpose of agreeing upon a new wage scale for the year. The strike declared yesterday is still on and not a truck is being moved on the big grain warehouses along the front.

The grainhandlers at a meeting of the union this morning in Davis hall, Russell and Goldsmith streets, voted not to accept the proposed scale of 35 cents an hour straight time and 50 cents overtime. It is not stated what rate was agreed upon. Secretary James Foley stating that it was deemed proper to submit the matter to the exporters before giving it to the press. This will be done at the meeting this afternoon.

"We will remain out under a truce as suggested by W. J. Burns of Balfour, Guthrie & Co., who acts as spokesman for the exporters in this matter," said Secretary Foley this afternoon. "There seems to have been some sort of a misunderstanding between Mr. Burns, other exporters and our committee. The conversation we had with Mr. Burns Saturday afternoon did not imply a proposition to accept 35 cents an hour, we simply stated that as a committee we could come to an agreement on no other terms than the rate in vogue when the contract expired, and that it would be no use for us to make any other proposition.

"We finally proposed, however, to submit the question of accepting 35 cents an hour straight time and 52½ cents for overtime to the union. Nothing was said about it being a proposition from the union. There the matter rested until Monday morning when Mr. Burns posted notices at Oceanic dock saying from date the scale would be 35 cents an hour straight time and 45 cents an hour for overtime. The men refused to go to work under those conditions and the strike followed. Those are the circumstances. Last night the exporters agreed to pay 35 cents an hour straight time and 50 cents for overtime but that was refused at the meeting of the union this morning. A direct proposition will be put to the exporters this afternoon."

The men working on Columbia dock No. 2 are laying off today by permission from the Northwestern Warehouse company's dock foreman. They were getting the old 40-cent rate and did not go out yesterday but they asked off this morning in order to attend the meeting.

As a result of the strike none of the wheat vessels are working today.

DELAYED IN QUARANTINE.

San Francisco Liner Senator Will Be in 12 Hours Late.

The Harriman liner Senator, had to wait 12 hours last night at Astoria to pass quarantine. This prevented her reaching her dock this morning and it will be 8 o'clock tonight before her passengers get ashore. The delay is attributed to the fact that the quarantine doctor at Astoria refuses to inspect vessels arriving in after sundown.

It was 8 o'clock when the Senator crossed in over the bar, according to reports from Astoria. Had the quarantine doctor gone aboard last night the liner would have reached Portland this morning in time for the longshoremen to begin discharging freight at 7 o'clock, and it would have saved the steamship company a couple hundred meals that are being served coming up the river today.

The North Pacific Steamship company's steamer Geo. W. Elder, crossed in over the bar at the same time as the Senator, but having touched at Eureka on her way from San Francisco escapes passing through quarantine. Hence the Elder was at her Portland dock this morning long before the Senator left up for Portland.

Captain Jessen of the Elder reports having had a pleasant voyage from San Francisco.

NOTICE TO MARINERS.

Hydrographic Office Reports Dangers to Navigation.

John McNulty, nautical expert in charge of the local branch hydrographic office, sends out the following notices to mariners:

Lat. 51 27' N. long. 162 W. passed spar projecting vertically, 6 feet above the water, apparently attached to wreckage, and 10 in. thick.

March 19, 1908—Lat. 41 50' N. passed a dressed timber 30 feet long and 18 in. square.

March 19, 1908—42 26' N. long. 146 50' E., encountered heavy and very closely packed field of ice.

March 19, 1908—41 50' N. long. 146 30' E., encountered field of ice dangerous to navigation.

CONCERT AT INSTITUTE.

Miss Kathleen Lawler's Pupils Will Entertain.

The weekly concert at the Seamen's Institute, Front and Flanders streets, will be given tomorrow evening at 8 o'clock, by Miss Kathleen Lawler's pupils and women's chorus, assisted by the Mandolin club, under the direction of Professor Carlos Rebagliati.

The following will take part in the program: Miss Hazel Hardie, Miss Esther Olson, Miss Nona Lawler, Miss Latta Hampton, Miss Kathleen Lawler, Harry McDuffee, Lyra club, vocal chorus and Mandolin club.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Eureka, Eureka and Coos	April 15
Arabia, oriest	April 15
Alliance, Coos Bay	April 16
Breakwater, Coos Bay	April 19
Sue H. Elmore, Tillamook	April 19
Rose City, San Francisco	April 21
Roanoke, San Pedro and way	April 21
Senator, San Francisco	April 28
G. W. Elder, San Pedro, way	April 28
Nicomedia, orient	May 1
Alesia, orient	June 1
Numantia, orient	July 1

Regular Liners to Depart.

Breakwater, San Francisco	April 15
Eureka, Eureka and Coos	April 16
Geo. W. Elder, San Pedro	April 16
Senator, San Francisco	April 18
Alliance, Coos Bay	April 18
Sue H. Elmore, Tillamook	April 21
Rose City, San Francisco	April 25
Arabia, orient	April 25
Roanoke, San Pedro and way	April 27
Nicomedia, orient	May 6
Alesia, orient	June 6
Numantia, orient	July 5

Vessels in Port.

St. Nicholas, Am. sh.	Astoria
Berlin, Am. sh.	Astoria
Henry Villard, Am. sh.	Astoria
Acme, Am. sh.	Portland Lbr. Co.
Jordanhill, Br. sh.	Linnton
Alice Marie, Fr. bk.	Columbia No. 2
Broderick Castle, Br. ship	Stream
Largiemore, Br. sh.	O. W. P. dock
Edward Detaille, Fr. bk.	Greenwich No. 2
Moller, Fr. bk.	Montgomery No. 2
Crown of India, Br. bk.	Drydock
Leyland Bros., Br. sh.	Astoria
Albyn, Rus. bk.	N. P. Lumber Co.
Ernest Legouye, Fr. bk.	Oceanic
Eugene Pergaline, Fr. bk	Centennial
Cornil Bart, Br. bk	Irving
Celticburn, Br. bk.	Oceanic
Nomia, Ger. bk.	Astoria
Donna Francesca, Br. bk.	Astoria
Strathtay, Br. ss.	E. & W. Mills
Needles, Br. ss.	N. P. Lbr Co.
Elsa, Nor. ss.	Portland Lbr. Co.
Urania, Nor. bk.	Oceanic
Alsterkamp, Ger. bk.	Astoria
Breakwater, Am. ss.	Oak street
Svea, Am. ss.	Astoria
Alvena, Am. sch.	Goble
Geo. W. Elder, Am. ss.	Martins
Senator, Am. ss.	Ainsworth

En Route to Load Lumber.

Echo, Am. bktn.	Callao
Melville Dollar, Am. ss.	San Francisco
Ravalli, Am. ss.	San Francisco
Churchill, Am. sch.	Keelung
Kelburn, Br. bk.	Mojillones
Virginia, Am. sch.	San Francisco
Johan Poulsen, Am. ss.	San Francisco
F. S. Loop, Am. ss.	San Francisco
Chehalis, Am. bktn.	Makawell
W. F. Jewett, Am. ss.	Redondo
W. R. Hume, Am. sch.	San Francisco
Westerner, Am. ss.	San Francisco
Yosemite, Am. ss.	San Francisco
Washington, Am. ss.	San Francisco
Northland, Am. ss.	San Francisco
Homer, Am. ss.	San Francisco

En Route With Cement and General.

Aberfoyle, Br. sh.	Antwerp
Edmund Rostad, Fr. bk.	London
Emanuele Accame, It. bk.	Hamburg
Asgard, Nor. ship	Antwerp
Bidart, Fr. bk.	Antwerp
Albert Rickmers, Ger. bk.	Antwerp
Clan Graham, Br. sh.	Cardiff
Eugenie Fautrel, Fr. bk.	Antwerp
Vincennes, Br. sh.	Antwerp
Gael, Fr. bk.	London
Neatsfields, Br. ship	Hamburg
David de Anjers, Fr. sh.	Antwerp
Brabloch, Br. bk	Antwerp

Coal Ships En Route.

Ancaios, Br. sh.	Newcastle, A.
Mindoro, Am. sch.	Newcastle, N. S. W.
La Roche Jacquelin, Fr. bk.	Newcastle, A.

Tramp Steamers En Route.

Strathgyle, British ss.	San Francisco
Inverskip, Br. ss.	San Francisco
Boveric, Br. ss.	San Francisco
Taunton, Br. ss.	Guaymas
Foeric, Br. ss.	San Francisco
Madura, Br. ss.	San Francisco

En Route in Ballast to Load Grain.

Manx King, Br. sh.	Taltral
Port Crawford, Br. sh.	Callao
Agnes Oswald, Br. sh.	Callao
River Fallioch, Br. bk	Callao
Nordsee, Ger. sh.	Callao
Oregon, Ger. sh.	Yokohama
Gen. Faidherbe, Fr. bk.	Yokohama
Henrietta, Ger. sh.	West coast
Bretagne, Fr. sh.	San Francisco
Aster, Ger. bk.	Valparaiso
Marechael de Noailles, Fr. bk.	West coast
Helena Blunn, Fr. bk.	Bristol

Oil Steamers En Route.

Geo. Loomis, Am. ss.	San Francisco

ALONG THE WATERFRONT.

The French bark Cornil Bart is discharging cement today at Irving dock.

The oil tank steamer Asuncion arrived at Astoria this morning and will be at the Portsmouth tanks this afternoon.

The steamer Sue H. Elmore leaves this afternoon for Tillamook. She goes out with a full cargo, consisting principally of feed.

The oriental liner Arabia failed to show up today off the mouth of the Columbia, and it is supposed that she must have ran into strong headwinds on her way from Yokohama. She should have reached the river yesterday.

Advices received late yesterday afternoon from Robert Barclay, of the J. & R. Wilson company, announce the safe arrival at Newcastle, New South Wales, of the British barkentine Everett G. Griggs. The craft had been on the overdue list for some time.

MARINE NOTES.

Astoria, April 14.—Sailed at 10 a. m., American ship Berlin, for Nushagak. Arrived at 12 noon, American steamer Yosemite, from San Francisco.

Astoria, April 14.—Arrived at 8:50 a. m., steamer Asuncion, from San Francisco, and left up at 11:15 a. m., steamers Senator and Asuncion.

Liverpool, April 14.—Arrived yesterday, American bark Homeward Bound, from Portland.

Astoria, April 13.—Arrived 8 p. m., steamer Senator, from San Francisco. Arrived at 9:30, and left up at 10:30 p. m., steamer Geo. W. Elder, from San Pedro and way points.

Ilo Ilo, April 13.—Arrived April 1, British steamer St. Egbert, from Portland.

San Francisco, April 14.—Spoken April 1, 57 south 80 west, German bark Marie Hackfield, from Portland, for Queenstown.

Astoria, April 14.—Condition of the bar at 8 a. m., smooth; wind north, 7 miles; weather, cloudy.

Tides at Astoria today—High water, 11:40 a. m., 7.6 feet. Low water, 5:50 p. m., 1.6 feet; 5:50 p. m., 1.5 feet.

PUT TO THE TEST

Portland People Appreciate a Good Thing.

Everybody has their hour of trouble.

But people having any itchiness of the skin

Have many hours of trouble.

Nothing so annoying. Nothing so irritating.

Scratch it, it becomes worse.

Leave it alone and you can hardly stand the misery.

Itchiness comes in many forms.

Eczema and horrid itching piles.

Relief and cure are here at last.

Portland has put it to the test.

Doan's Ointment cures every form of itchiness of the skin.

People at home are learning that this is so.

Here is a proof in a citizen's statement:

Jacob Heasong, farmer, living at the corner of East Twenty-eighth street and Kelly avenue, Portland, Oregon, says: "In recommending Doan's Ointment to those who suffer from hemorrhoids I can only repeat the statement I made some three years ago. I had suffered from this trouble for some years, and in hot weather it was a great worry to me. I could not sleep at night. Other preparations having given me little or no relief, I finally began using Doan's Ointment, and it required only a few applications to bring soothing and healing relief. The facts above stated are as I told them just after my first trial of the remedy. I think just as much of the preparation today."

For sale by all dealers. Price 50c. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

NEW STEEL CAR COLLISION PROOF

First Coach to Be Completed, Tried Out on Run to Philadelphia.

(Special Dispatch to The Journal.)

New York, April 14.—One of the 200 all-steel passenger cars ordered by the Pennsylvania last year and the first to be completed, is now in service between New York and Philadelphia.

It is 70 feet long and the heaviest car of its kind which has been built. Aside from the mahogany window sash and seat frames, no wood whatever has been employed in its construction. It is as nearly fire and collision proof as it can be made in the present state of the art.

This car is numbered 1652 and seats 88 persons. Its total weight is 116,000 pounds—52 tons—and it is hoped to reduce this figure in later designs. The standard modern coach weighs only 84,900 pounds. For every passenger carried, the new coach has 1,300 pounds of open hearth steel. Each truck weighs 12,500 pounds.

The feature of construction, the factor which secures the car against the dangers of collision, is the central box girder 24 inches wide by 19 inches deep, extending throughout the length of the car. As a further insurance against collapsing, its frame structure has been built upon the principle of the cantilever bridge, suspended on the trucks at piers. It is equipped with a new type of coupler, stronger than anything used before, and specially designed to avoid any possibility of breakage and the resulting parting of trains. The floor is of magnesium cement, laid on corrugated iron. The coach is lighted by electricity, derived from train generators or storage batteries. The heating and ventilating are upon the most improved principles.

This coach was built by the Pennsylvania shops at Altoona. Of the 200 all-steel passenger cars ordered, 2 are to be built at Altoona, 90 by the American Car & Foundry company, and 85 by the Pressed Steel Car company. It is the declared policy of the Pennsylvania to have future passenger equipmen of all-steel construction.

14 X Congressman W. R. Ellis.

Don't change congressman. Seven years' experience counts in helping get results for Portland.

WOMEN MAY GET OFF CARS BACKWARD

Substance of Decision Handed Down by the Supreme Court of Nebraska.

Lincoln, Neb., April 14.—A woman may get off a streetcar backward, sideways, or any other way she may choose and yet not lose her right to recover damages from the traction company if she is injured.

This was the substance of a decision handed down by the supreme court in a damage case from Omaha, in which the company pleaded that the woman was injured getting off a car backward, in direct violation of the plainly printed rules posted in the car.

The court says it cannot take cognisance of what is the right way to alight from a car, and overrules the company's defense.

The plaintiff was Mrs. Emma Hoelcove and the Omaha Street Railway company was the defendant.

DUSTY ROADS PROVE MENACE TO HEALTH

Government Officer Points Out Their Dangers as Disease Conveyors.

Washington, April 14.—"I have noticed that wherever I see bad roads I invariably see neglected, unkempt, unwashed children. If I travel along a good road, I see children well cared for. I do not say that one thing directly follows the other, but they undoubtedly go together.

"A community that is negligent of its roads will be negligent of its children, and a community that is negligent of its children will not produce good citizens, nor above all things will it have a high standard of public health."

That seemingly long-distance observation on cause and effect was recently voiced by Dr. Allerton S. Cushman, assistant director of the office of public roads of the United States department of agriculture, at a meeting of the American Public Health association.

Dr. Cushman was asked yesterday to justify the statement. He said:

"Nobody will deny that the 2,150,000 miles of public roads of America constitute the national dust factory and furnish fully 90 per cent of the dust we inhale. The delicate breathing apparatus of the human body was never meant to harbor such substances as every passing breeze blows from the thoroughfares, and the percentage of people dying from disease carried by dust is higher than is generally believed.

"When the public will concede this to be a fact the director of public roads and the state and county road builders and overseers will be given greater degree of popular support than they now receive.

"Appeals on the score of cleanliness and good health never stirred Californians, but a slump in the price of oranges brought about a wonderful era of activity. The outcome was gratifying, and California soon had dustless oiled roads. In that state the oils possess a higher asphaltum base than the oils of any other section of the world, and when they are spread on the roads the volatile portion of the oil evaporates and the asphaltum remains as a binder.

"The almost immediate success of this plan attracted the attention of highway engineers throughout the world. In France and some of our eastern states it was at once assumed that oiling was the best road treatment, and that the longed-for solution of the dust nuisance problem had been found. It will be more generally adopted in the future."

Simplicity

There's just as much difference in talking machines as there is in pianos. The

Columbia Graphophone

is the only instrument of its kind. It has reached its perfection as a musical instrument largely because of its ideal simplicity.

Best kind of evidence in the "BN" model, which costs you complete with six records and 200 needles just $28.60—and on easy terms at the cash price if you like. Other outfits from $12 to $200.

Sold by Your Dealer, or by Columbia Phonograph Co.

371 Washington Street

U. S. PARIS ENVOY BARS PLAIN DRESS

Surprises Diplomatic Corps by Calling for Uniform Display at His Reception.

Paris, April 14.—According to Le Cri de Paris, which is usually well-informed in such matters, something like a commotion was caused in the diplomatic corps by the fact that the invitations recently issued by the American ambassador, Henry White, for the first official reception bore the legend "En Uniforme."

Official costumes have rather gone out of fashion in Paris these last few years. Even at the Elysee, when the president entertains, one hardly ever sees these gorgeous costumes, heavy with gold and silver braid, which were the chief attractions at such entertainments years ago.

"Ambassador White, the representative of what is admitted to be the most democratic country in the world, has brought about a revival of official etiquette," Le Cri de Paris remarks, "and no such picturesque, bizarre assembly has been seen for a long time. It was strongly suggestive of comic opera, and from all the costumes present—costumes which had been carefully put away months ago—there emanated peculiar perfumes and the odor of moth balls, which permeated the vast drawing room of the embassy, so as quite to smother the aroma of the lavish floral decorations."

14 X Congressman W. R. Ellis.

Has steadily lined up with Roosevelt's anti-trust policies, at Washington. Vote to keep him there.

WOMAN HELPS REVISE NEW YORK CHARTER

Miss Helen K. Hoy, Vassar Graduate, Achieves More Fame as Legal Light.

New York, April 14.—Actively engaged in legal practice, Miss Helen K. Hoy is congratulated by her friends for the part which she has taken as assistant counsel to the commission for the revision of the city charter, now finishing its work.

As director of the Woman's Municipal league, as well as of the Collegiate Suffrage league, contributor to legal periodicals, historian and pioneer in several enterprises for woman in New York, Miss Hoy is becoming widely known among professional folk.

A graduate of Vassar college and member of Phi Beta Kappa, Miss Hoy won a first prize of $100 in 1903, entering a New York law school. There she more than lived up to her record in scholarship by graduating at the head of a class of 91 men and 11 women. She was admitted to practice in New York and at once took up work at her present Fifth avenue office.

The appointment of Miss Hoy as assistant to Charles Mellen, counsel for the commission on charter revision, was heralded by her many friends as her highest achievement. Miss Hoy herself, however, is quite as proud of her contributions to the work, "Great American Lawyers," compiled by Dr. William Draper Lewis, dean of the University of Pennsylvania law school, and of her own "Legal Life and Influence of David Dudley Field." The latter work will form a part of a historical record of great American lawyers, and in its preparation Miss Hoy spent the greater part of two years.

14 X Congressman W. R. Ellis.

Can obtain better results than a new man.

SAYS HUSBAND THREW HER OUT OF WINDOW

Woman, Found Unconscious on Ground, Says She Was Hurled Three Stories.

Pittsburg, April 14.—Accused of having thrown his wife from the third story of their home, on the North Side, Charles Donley, 45 years old, was arrested this morning after Mrs. Donley had been found lying unconscious on the pavement in front of the house early today. Donley denies the charge, and insists that his wife jumped from the window.

According to Mrs. Donley, she and her husband had a quarrel, and he struck her and tried to choke her. A pitched battle ensued, and, finally forcing her to the window, he picked her up and deliberately threw her out.

Donley, on the other hand, declares his wife was trying to escape from him, and that she jumped out of the window, not realizing at the time just what she was doing.

Mrs. Donley is seriously injured.

BURGLAR COWED BY YOUNG WOMAN; FLEES

She Routs Him Out of His Hiding Place and Tells Him to Go.

Honesdale, Pa., April 14.—Demanding to know his business and then ordering him from the house, Miss Louise Fowler, deputy treasurer of Wayne county, put a burglar to flight.

She and her mother were alone in their home, when at midnight they heard a noise in the hall below. Miss Fowler didn't faint or even become frightened. Instead she lighted a lamp and walked downstairs to investigate. Hiding in the corner of the hall was a man.

"What do you want here?" she asked, sharply.

There was no reply.

"Get out or I'll turn him loose!" cried the mother, who was holding the dog at the top of the stairs.

Then the daughter calmly opened the door and more quickly did the intruder leave.

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Can obtain better results than a new man.

Our Display of Alfred Benjamin & Co.'s Stylish Easter Suits

We submit to you as the most elegant ready-to-wear clothing procurable in America, made of the very highest-grade materials, and shown in a wide variety of exclusive patterns. Prices:

SUITS . . . . $20 to $40

TOPCOATS $20 to $35

Buffum-Pendleton

311 MORRISON ST. OPP. POSTOFFICE

For Men

Tan Russian, low button, heavy single soles, edges moderately extended, military heels.

Price $4.00

You cannot match "Crawford" values at any other shoe store. The enormous quantities in which they are made, and the economical methods by which they are handled and sold, make possible their very low price.

FOR MEN and WOMEN

Crawford Shoe Store

270 WASHINGTON STREET.

TO-NIGHT

AT

THE ARMORY

Ninth Street, Bet. Couch and Davis

EIGHT P. M.

The Honorable

CHARLES W. FULTON

Will address the citizens of Portland and pay his respects to

FRANCIS J. HENEY

Mrs. Walter Reed, The Alstock Quartet and DeCaprio's Band will be in attendance

DON'T FAIL TO ATTEND

EILERS PIANO HOUSE

Requests the Honor of Your Presence at a

PIANOLA RECITAL

To Be Given at the

EILERS RECITAL HALL

Friday Evening, April Seventeenth, 1908

EIGHT-THIRTY

SOLOISTS

MISS SUZA JONES, Soprano

MR. LOUIS P. BRUCE, at the Pianola

To avoid overcrowding, admission will be by ticket only. Tickets are good only to the persons issued, and are not transferable. Complimentary reserved seat tickets may be secured upon request at the House of Eilers, 353 Washington street, any time before 6 o'clock on the evening of the concert.

MINISTER GETS $7,000 FROM MAN HE HELPED

Oxford, Pa., April 14.—"Bread cast upon the waters" has returned even unto a hundred fold to the Rev. Richard B. Dilworth, minister and teacher, of this place, who received word this week that a man whom he had helped in his studies years ago had died in New Jersey, leaving him $7,000.

The testator had lost all track of his benefactor, but left the money to R. B. Dilworth, and detectives have been tracing him ever since. They reached Oxford Monday and inquired for the minister. Mr. Dilworth has been staying in New Jersey for some months and the men went there to confer with him.

Having devoted his life to the ministry and charitable work, Mr. Dilworth is without fortune. The bequest will be a welcome one.

Mr. Dilworth is the man who was attacked by three negroes at Oxford about a year ago. He was struck on the head and walked in a daze all the way to Johnstown, Pennsylvania, where he regained his senses by seeing his photograph in the North American.