STRIKERS ARE QUIET

Orderly Behavior of Idle Men in Anthracite Region.

MORE MINES ARE TIED UP

Markle's Employes Go Back to Work, Pending Arbitration of Their Grievances.

PHILADELPHIA, Sept. 26.—This was the 10th day of the miners' strike, and there is no indication of surrender or concession on either side. In fact, no overtures looking to a settlement of the differences have been made by either the strike leaders or the operators. Various propositions for a settlement by arbitration have been put forward by persons not directly connected with the mining business, but thus far practically no progress has been made in this direction.

A most noteworthy feature of the strike is the remarkably good behavior of the strikers up to this time, especially when it is considered that the claim is made that more than 100,000 mineworkers are idle in the anthracite region. There have, of course, been a few disturbances, but none of a character at all serious, with the exception of the one at Shenandoah Friday last, when a striker was killed in a clash between a number of strikers and a Sheriff's posse. Affairs were quiet today throughout the region. A shooting affray occurred near Scranton, in which three men were wounded, but the participants, who were Italians, were all strikers, and the affray had no direct connection with the present strike.

According to General Superintendent Luther, of the Philadelphia & Reading Coal & Iron Company, 14 of the company's collieries were in operation this morning. This is one more than yesterday, but, as the officials admit, it does not indicate that the company is making any headway. The colliery resuming today is the Wadesville, near Pottsville, which closed yesterday for repairs to the mine.

At a meeting of some of the 150 or more employes of Markle & Co., the proprietors of a coal colliery operated independently of the carrying railroads, it was decided to accept the firm's offer to arbitrate their differences, pending which they would return to work tomorrow morning. The strike leaders, however, declare that many of Markle's men will refuse to enter the mine tomorrow, and say a majority of the employes are dissatisfied with the firm's answer to their bill of grievances.

The Cambridge mine, at Shenandoah closed tonight, and the Schuylkill region is now pretty well tied up. Some few mines are working in the Lehigh region, but in the Wyoming and Lackawanna regions mining is almost at a standstill. State troops still remain in Schuylkill County, rendezvoused in and about Shenandoah, and their services have not yet been called on for the suppression of disorder. The Governor has not yet complied with the request of the Sheriff of Luzerne County for troops, and the Sheriff experienced no difficulty with the strikers today.

NO TROOPS AT HAZLETON.

Understanding Reached Between the Sheriff and the Governor.

HAZLETON, Pa., Sept. 26.—The request made yesterday by Sheriff Harvey for troops, although not refused, was not granted by Governor Stone. The Sheriff and the state officials at Harrisburg, however, have an understanding between them, and if the necessity arises soldiers will be thrown into this region in short order. If this is done, the first to arrive would probably be one of the commands now stationed at Shenandoah. The Sheriff had a long talk with Adjutant-General Stewart over the telephone, and they agreed that, in view of the calmness now prevailing throughout the Lehigh Valley, it would be inadvisable to send an armed force here at this time. The Sheriff today gave out the following for the information of the citizens of this region:

"The fact that I have called on the Governor for help is true. I have since been in communication with him, and also General Gobin, who assures me that upon the slightest overt act by the unlawful assembling of men he will have troops here within an hour, and assures me that they will stay until all the trouble is over."

Harvey was seen today by a representative of the Associated Press in regard to his request for state help. He said:

"I am a better friend of the strikers than they think. I know they are fighting for what they think is right. I have given positive orders to my deputies that they must not do any shooting; that they must be calm and try to reason with the strikers when they see them about to commit a violation of the law. When I faced the men of Derringer yesterday morning I kept my deputies split up into groups so as not to excite the strikers, and went myself to the mob of 300 men unarmed and pleaded with them to let workers go to the mines who so desired. They positively refused to do so, and I arrested all those who were not strictly within the law. If the men will not listen to reason, then force must be used, and that means shooting. The presence of troops will prevent these mobs, and that is why I asked the Governor to send me soldiers."

No disturbances were reported in this region today. Rumors of contemplated marches of strikers are constantly in circulation, but as far as can be learned there is no truth in any of them. The march early yesterday morning from Cranberry to Derringer was kept a secret until the starting time, and the strikers may again get away on a similar march. The Sheriff is kept well informed of every move these strikers make in the way of marching, and will try to be on hand in every instance to see that life and property is not placed in jeopardy. Three strikers were arrested by Coal & Iron police today, charged with unlawful assemblage and trespassing while walking along the railroad tracks on the Lehigh Coal Company's property in the eastern part of the city. They were released after a hearing this afternoon.

The crisis at the mines of G. B. Markle & Co. has been reached. There were many expressions among the men today of dissatisfaction with some of the firm's answers to their demands. The principal grievance of the men is the wage scale. They ask for only about half of what the United Mineworkers are demanding. Operations at the Markle collieries were suspended today, so that the employes could hold meetings to discuss the firm's answer. The meeting was held in the forenoon, and this afternoon the committee, composed of employes of the several Markle mines, with the exception of Ebervale, which is completely tied up, made known to the firm the decision of the employes. They accept the firm's proposition in regard to the hoisting of men from the slope; acquiesce in the refusal to pay the engineers by the hour, and want to arbitrate all the other grievances, excepting those relating to semi-monthly pay and the location of powder-houses, which have been adjusted by the answer of Markle & Co. The men also decided to remain at work pending the arbitration negotiations, and agreed to ask the firm to "deduct from the pay of each man that returns to work their quota for the payment of the arbitrator selected by the men."

Judging only by the talk of the men, it looks as if a considerable number of men will not go to work tomorrow morning. The force of men at each of the Markle slopes is now very short-handed. The firm for the time being refuses to discuss anything in connection with its future actions.

With regard to the general strike situation in the Lehigh Valley, it cannot be said that many great gains were made on either side today. The Lehigh Valley Coal Company reports more men working today than at any time since the strike began. The labor leaders claim accessions to their ranks from both the mines at Eckley and Lattimer. The daily production of coal in the district is steadily decreasing. This is shown from the shipments of coal from that region today, which indicate a falling off of more than 75 per cent.

TO BREAK THE STRIKE.

Plan Proposed by Operators of the Lackawanna District.

SCRANTON, Pa., Sept. 26.—The gains that the strikers have been making in the Schuylkill region have had the effect of rousing the operators in this (Lackawanna) district to activity, and steps are now being taken to drive the entering wedge in an effort to break up the strike. A prominent operator said today that the policy so far pursued of waiting for the strike to break up of itself will be abandoned early next month, unless something occurs this week to indicate that action on the part of the operators will be unnecessary. The plan of the operators is to have each of the big corporations start up a few mines and keep them going at all costs.

That this move is not far distant is attested by the fact that 200 deputies have been sworn in by Sheriff Price, at the instance of the coal companies, during the past few days, and that commissions for 400 coal and iron police, issued by Governor Stone, were received today by the Recorder of Deeds and distributed among the five big companies, the Delaware & Hudson, Delaware, Lackawanna & Western, Pennsylvania, Temple Iron Company, and Hillside Coal & Iron Company.

The first blood which may be laid to the strike of the miners in the Lackawanna region is reported this morning from Sibley, about six miles from Scranton. Three men were wounded in a row, in which about 20 revolver shots were fired. The participants were all Italians, mostly men who had been before the strike working in Jermyn No. 1 mine, near Rendham, as nonunionists, but who became members of the United Mineworkers two weeks ago. Previously there was bad blood between these men and others of their own nationality, who had been on strike at Jermyn's for six months, and several clashes occurred. Last night the men got into a fight on the roadway near Barbertown. Revolvers were drawn and when the battle was over three men were down in the road. Nick Gentlicore was so badly wounded that there is little hope for his recovery. No arrests have been made, as the men fled.

SITUATION AT SHENANDOAH.

Tie-Up of the Collieries Is Complete—Working Miners Threatened.

SHENANDOAH, Pa., Sept. 26.—The closing tonight of the Cambridge colliery, operated by the Cambridge Coal Company, completed the tie-up in the vicinity of this borough. This is a small operation, employing about 140 men, and was the only colliery working today between Hazleton and Ashland. D. R. James, a member of the firm, informed Provost Marshal Miller today that strikers had intimidated the men, and that the company decided to suspend operations to insure the safety of the employes. Mr. James told Major Miller that strikers had entered the homes of Cambridge employes at night, and threatened them with bodily harm if they continued to work. Brookwood colliery, east of Mahanoy City, was working with a full force when a number of strikers came and induced the men to return to their homes. The strikers did not resort to violence. At Ashland the East colliery resumed today with almost its entire force. The Potts colliery at Locustdale, and the Locust Spring colliery, at Locust Gap, are also in operation. There is no change in the situation at Mahanoy City, all the collieries there remaining idle. The men are quiet, but express determination to remain out. General Gobin remained at his headquarters all day. Tonight the General said there was no indication of an outbreak around Hazleton, although he was fully prepared in the event of a call for troops. The Girardville and Gilberton washeries were closed today, the strikers persuading the employes to quit.

IN THE WYOMING VALLEY.

Miners Want to Go to Soft Coal Districts.

WILKESBARRE, Pa., Sept. 26.—The 10th day of the strike closed without any change in the Wyoming Valley.

President Mitchell has replied to the communication sent him by the officers of the United Mineworkers' assemblies of Wilkesbarre and vicinity, in which they protested against permission being granted to hard coal miners to go into certain soft coal districts to work. Mr. Mitchell says the Devlin Coal Company, of Toluca, Ill., it paying union wages, and there should be no objection to men going there. It is said the officers of the local assemblies do not consider the reply very satisfactory, and that they are still opposed to miners here accepting positions in the soft coal mines.

John Gallagher, Michael Cullen and John Brennan, the three men who were arrested at Derring yesterday by Sheriff Harvey and deputies, were taken into court today for a habeas corpus hearing. They were discharged on a technicality, Judge Woodward saying the commitment was a very bungling affair. Counsel for the defense scored the prosecution for railroading the men to jail by bringing them to Wilkesbarre, a distance of 45 miles, to appear before a Justice of the Peace, when the men could have had a hearing at their homes. After the men were discharged an attempt was made to rearrest them, but Cullen and Brennan got away. Gallagher was taken into custody by a Deputy Sheriff, but was later allowed to depart.

May Mortgage the Church.

SHAMOKIN, Pa., Sept. 26.—Rev. John C. Konstankevich, pastor of the Russian-Greek Church here, Vicar-General of the United States, sprung a somewhat important and unexpected surprise this morning. He announced that, in the event of the strike continuing until suffering and destitution put in an appearance, he and his congregation had arranged to mortgage the whole of their church property, valued at about $25,000, and divide the proceeds among the sufferers, and in the event of the strike being continued for a long period, the entire congregation will leave the region.

All locomotives on the Shamokin division of the Philadelphia & Reading Railroad are burning bituminous coal. They have used hard coal almost exclusively heretofore.

No Secret Agreement.

NEW YORK, Sept. 26.—President Truesdale, of the Lackawanna & Western, said today concerning the published report that the mine operators had secretly agreed to make certain concessions to the miners' demands, that, so far as he knew, there was no basis for such reports. He added that the situation was unchanged from yesterday. Vice-President V. S. Thorne, of the Pennsylvania Coal Company, confirmed this view, but would say nothing more.

Break in a New Quarter.

HARRISBURG, Pa., Sept. 26.—Seventy-five miners were on strike today at the Tower City colliery, controlled by the Philadelphia & Reading Coal & Iron Company. There are 1200 men employed at the colliery, and this is the first break in their ranks. A branch of the Mineworkers' Union is being organized at Tower City, and the strike leaders predict that many of the men will go out tomorrow.

MAKES A GOOD SHOWING

INCREASED EARNINGS APPEAR IN GREAT NORTHERN REPORT.

More Money Was Paid in Dividends—Promising Oriental Business—Better Passenger Rates.

NEW YORK, Sept. 26.—The annual report of the Great Northern for the fiscal year, issued today, shows an increase of $3,388,885 in gross earnings on the main line, but a decrease of $392,403 in earnings of proprietary companies. Net earning increased $1,286,057, and the total increased $2,623,750. Fixed charges decreased $500,294, but dividends paid on Great Northern stock were $2,557,744 larger than in 1899, the final surplus being $5,029,160, against $4,502,860 in 1899.

President Hill says that the growing Oriental trade has already reached the point where traffic is practically limited to the ships which can be secured to carry the commodities seeking an outlet in China and Japan. Referring to the crop situation, he says that in Minnesota and the Dakotas not more than half a crop will be marketed: This will reduce the earnings, but increases from other traffic will so far offset this reduction that the company's income will not suffer materially.

Revenue freight tonnage hauled during the year increased 15¼ per cent. The number of bushels of wheat hauled eastbound decreased 1,032,643 bushels, or 30,980 tons. Earnings from passenger business increased 22 per cent and passenger mileage revenue 7 2-23 per cent. This increase is almost entirely due to higher rates on first and second-class business to the Pacific Coast, principally second-class. Upon a conservative basis, 25,000 persons settled along the company's lines during the year.

FREIGHT RATES RESTORED.

Cutting Stopped by Agreement of Executives at New York Meeting.

By the action of the executive officers in New York, all the railroads have restored freight rates (if cut) strictly to tariff. Of course, no company or agent in Portland will admit that it or he has been guilty of violating the interstate commerce law by cutting rates, but nearly every agent will admit that rates have been cut, and that there has been for some time a considerable degree of demoralization in transcontinental freights. It is said that the cut has been as much as 15 per cent in some instances. There is no question, however, but tariff rates have been strictly maintained this week, and they are likely to be for an indefinite period in the future.

"I think there is more hue and cry about cut rates than the facts will justify," said a freight man yesterday. "It is usually based on imagination. I make the mistake frequently myself, so I know how it is. Of course, neither the agent nor the merchant will admit that cut rates are used, for the law imposes a heavy penalty. If an agent makes a hard pull to land certain business and fails, he is likely to attribute his failure to a cutting of rates by his competitor. The agent may go to the shipper whose business is sought and ask him if a 10 per cent or 15 per cent reduction in the rate will get his business. The shipper says no, and the agent goes away convinced that his competitor is cutting rates unconscionably.

"The fact is that a good deal less cutting is done than is popularly supposed. Both shippers and transportation agents are inclined to stick to tariff. There is absolutely no safe way to make good the promises of cut rates. It is merely a personal arrangement between the agent and the shipper, and from the nature of the case it is more or less indefinite as to details. Testimony before the interstate commerce commission when it sat in Portland showed how seldom it was that agents made good any promise of special rates. And merchants would prefer that rates remain stable and equal to all than to have the freights cut up and business rendered uncertain by reason of it."

MANY COME VIA PORTLAND.

Soldiers Returning From Philippines—Southern Lines Object.

More than a year ago, when the soldiers returning from the Philippines became numerous enough to make it an object to get their business, the California railroad lines made an allotment of the traffic. In this division the O. R. & N. was not recognized as an initial line, though it ran a regular line of steamships out of San Francisco to connect with the Northern transcontinentals at Portland. The Southern Pacific and Santa Fe were to start all the soldier passenger traffic out of San Francisco, and there was to be no canvassing for the business. In the allotment the Northern lines—O. R. & N., Northern Pacific, Great Northern and Canadian Pacific—were awarded 7½ per cent of the business, of which the O. R. & N. was to have one-fourth, or less than 2 per cent. This was not satisfactory, and the O. R. & N. has been active in getting the trade, with the result that the other lines are now complaining of an unfair division, as the dispatches yesterday morning told.

"The report that the O. R. & N. Co. is carrying 40 per cent of the soldiers from San Francisco is a mistake," said General Passenger Agent Hurlburt. "We have only carried what we were justly entitled to under a proper division of the traffic. If at any time the O. R. & N. Co. gets more than the share allotted to it, it is probably due to the fact the soldiers, in moving West, traveled over the direct lines to San Francisco and in returning they prefer to go via Portland and the Pacific Northwest. This country has been well advertised, and its scenic beauties and industrial excellence appeal strongly to the returning soldiers. Probably this attraction influences considerable travel, and it is perfectly legitimate and commendable. The California lines have failed to recognize the strength of these Northern attractions, and they awaken with a start when they see how strong the desire is to come this way."

Western Passenger Agents.

CHICAGO, Sept. 26.—General passenger agents of the transcontinental railroads met here today and will meet again tomorrow to consider the proposed formation of a transcontinental passenger association. The military rate question proves a hard puzzle to solve, and before this is done no decisive action looking to the formation of an association can be taken. The work of the last two days has resulted in an agreement to refer the decision of military business westbound from Chicago to Commissioner MacLeod, of the Western Passenger Association, who will arbitrate all matters in dispute and fix percentages for the various roads. His decision is to be final.

Illinois Central Meeting.

CHICAGO, Sept. 26.—The annual meeting of the stockholders of the Illinois Central Railroad was held here today. The directors' report was approved, as was the proposition to buy the St. Louis, Peoria & Northern road's lines from Springfield to East St. Louis, now operated by the Illinois Central under lease. For the purchase of these lines and for improvements, an issue of $4,000,000 3 per cent gold bonds, payable in 1951 and secured by a mortgage on the new lines, was authorized. Charles A. Peabody, Jr., John A. Willing and W. Morton Grinnell, whose terms as directors have expired, were reelected.

MRS. SUSANNAH PELTON.

Only Oregon Lady Who Receives a Pension From War of 1812.

OREGON CITY, Sept. 26.—Mrs. Susannah Pelton, aged 92, who lives with her son-in-law and daughter, Mr. and Mrs. W. C. Williams, on Molalla avenue, is believed to be the only widow living in Oregon who is a pensioner of the War of 1812. Mrs. Pelton was born in Livingston, N. Y., in 1808, her maiden name being Gilman. In 1827 she was married to William Pelton, a veteran of the War of 1812, he being 15 or 20 years older than she. Mrs. Pelton's father was a veteran of the same war. At an early day Mr. and Mrs. Pelton moved to Michigan, where Mr. Pelton died of consumption, at the age of 63. In 1879 Mrs. Pelton came to Clackamas County with her daughter and family, and has since resided here. Her son-in-law, Mr. Williams, is a veteran of the Civil War. Mrs. Pelton is still in excellent health. Four or five years ago, when the family lived two miles out on the farm, she often walked to town to attend church on Sundays. She was the mother of six children, three of whom are living.

AT THE HOTELS.

THE PORTLAND.

A E Lanagar, Chgo
Mrs A Corbin, Spokn
Miss Swain, Spokane
P F Kelley, Seattle
H N Turrell, Boston
C B Hopkins, Spokn
Geo H Young & w, SF
M Neuberger, Chgo
D C Auer, N Y
Mr & Mrs McMahon, Montreal, Can
Alex Berger, Lincoln, Neb
G J Becker, San Fr
J J McNamara, S F
A M Armer, San Fr
W J Howatt, San Fr
F Fitch, Medford
H A Loxler, N Y
Elmer E Paxton, Honolulu
J S Levy, San Fran
Mrs H Wilkins, San Rafael
Miss Wilkins, do
Harry Wilkins, do
Miss Grace Nichols, San Rafael
W E Clark & wf, Chgo
Mrs G B Duncan, Manila, P I
S M Grant, San Fran
H S Hogan, San Fr
Thos Magee, Jr, S F
W S N Davis
G F Grant
M A Moody, Dalles
J H Danigela, Omaha
Wm M Chase & wife, Concord, N H
A Baillea, Tacoma
J T Bibb, Tacoma
C O Applehagen, Duluth
R A F Penrose, Jr, Phil
H C Allren, wf, 3 ch & maid, Pasadena, Cal
C Schoening & wife, Seattle
Geo F Whitworth, do
W H Copeland, Astoria
N A Morris & wf, do

Columbia River Scenery.

Regulator Line steamers, from Oak-street dock daily, except Sunday, 7 o'clock **A. M. The Dalles, Hood River, Cascade Locks** and return. Call on, or 'fone **Agent** for further information.

THE PERKINS.

Mrs C P Hogue, Oak Point
H H Wikoff, San Fran
T G Moody, Victoria
Mrs T G Moody, do
Henry H Benning, Quincy, Ill
A S Benloff, San Fr
Edw Dunn, Condon, Or
L N Roney, Eugene
Grace Campbell, do
Mrs P Holland, do
J C Kuok, Heppner
Louis A Redford, Seattl
O J Lafranchi, S F
Mrs J Jones, Dayton
E C Wagner, Dawson
H C Mahone, Junc Cy
C W May, Astoria
Mrs C W May, do
W J Snodgrass, Junction City
H C Roe, Dayville
F C Roe, Dayville
H E Mitchell, Portlnd
L W Ball, Dayton, Or
Mrs L W Ball, do
R G Bender, Holbrook
Mrs R C Bender, do
F H Watts, Dalles
Paul Driver, Dalles
Fannie Wilkins, Wasco
V A Davis, San Fran
H H Wagner, Indp, Or
Mrs H H Wagner, do
Mrs C E Denison, Grand Rapids, Mich
C L Beckley, Elkton, Or
C C Haynes, Forst Gr
Harry Haynes, do
Mrs H Haynes, do
C E Moulton, Tacoma
J W Anderson, Elma, Wash
H M Cauley, Spokane
Mrs H M Cauley, do
Edwin Thorpe, Tacoma
A A Nicol, South Bend
Seth R Jackson, Centralia, Wash
Edwin Sharp, Tacoma
Geo A Gornell, Hayward, Cal
Mrs G A Gornell, do
Miss Garner, Astoria
Miss Dickinson, do
W E Enyart, Astoria
Mrs W E Enyart, do
Alex Brennor, Astoria

THE IMPERIAL.

C. W. Knowles, Manager.

L N Anderson, Vancvr
A I Jenkins, Ky
J E Moore, city
J R Molera, San Fr
T C Cronan, Orange, Mass
M C Lee, Cal
Geo H Predday, Cal
Rev G H Jones & fy, Reno, Nev
Will T Smith, Milwk
S M Toran, Eugene
J F Robinson, do
T T Geer, Salem
Joseph R Ryland & family, San Jose
H Porter, San Fran
John Jones, Seattle
Mrs John Jones, do
H H Brunner, Seattle
J W Sorus, Hood Rivr
Mrs D B Huntley, De Lamar, Idaho
P H D'Arcy, Salem
David P Mason, Albany
P Roux, San Fran
W E Black, La Grand
K F Mackar, Dayville, Or
Mrs K F Mackar, do
J T Lee, Grafton, Va
Mrs J T Lee, do
Stephen N Lowell, Pendleton
J L Hornshelmer, Hood River
J P Second, Ohio
Mrs C B Wade, Pendleton
Miss E Louise Suasey, Redding, Cal
I G Day, city
Miss Donovan, Mandan, N D
Mrs Waters, do
M K Hall, Rainier
C W Fulton, Astoria
R P Wainwright, U S Army

THE ST. CHARLES.

G B Reeves, Brownsvl
J B Mowrey, Ashland
Mrs Mowrey, Ashland
A Nist, Monkard
Mrs M A McIntyre, Warrenton
Miss Margaret Parker, Warrenton
M S Deppold, Rainier
S K Hudson, Rainier
Mrs J O Powell, Moro
O B Michavel, Moro
G F Graham, Moro
F Buybee, Salem
D W Wilkie, Stone
H H Wicker, LongBch
W B Harlon, do
I Gray, Eugene
E Davis, Oregon City
Mrs Davis, do
A Studell, Eufaula
M D Clune, city
F J Kohn, city
B Bertrand, city
Chas Picon, Astoria
Chas Wickstrom, do
Thos Mattsen, Salem
H Higgins, do
Geo Pender, Scappoose
Jacob Irving, do
W Rider, do
W Knight, do
J B Yeon, Cathlamet
J M Clement, Salem
R L Clement, Salem
E Crawford, Lewiston
Wm Hall, Svenson
Jake Gold, do
Mrs McInery, Dalles
Miss McInery, Dalles
Merriman Merrill, Clatskanie
O S Laird, Garfield
J W Smith, Oregon
J L Dernback, Dallas
H C Hunter, Junction
J W Dernback, Kan
C H Baird, Carrollton
W R Davis, Gresham
S V C Blaracon, Kelso
T Callaran, Kelso
L M Croner, St Helens
G M Miller, Frisco
Mrs Miller, Frisco
Mrs M McCoy, do
B F West, Wheatland
Mrs West, Wheatland
Joe Wheeler, Cathlamt
E F Tittler, Ridgefield
Joseph Cade, do
Thos Downing, Pomeroy
H W Closner, Pendltn
J A Rundle, Toledo
Chas A White, Scott's Mills
A C Haggert, Kalama
Miss Lena Baker, Laurel
L C Mowrey, Spokane
B F Nathany, Oregon
P C Stewart, Corvallis
J R Wenn, do
W G Kennedy, do
T Goodchilds, do
Ola McLeod, Kalama
E Littlepage, Powell's Valley
F King, do
Mrs D F Sanborn, Deer Island
C L Simonson, Aurora
R Sanders, Aurora
Fred P Hurst, Aurora
C O Pitland & son, St Paul
Joa Chalkers, Gresham
C K Carlson, Boonevl
D Rodegeb, do
Oliver Stifer, do
D Snyder, do
Wm Grobbels, Fort Stevens
P F Linten, Los Angl
Cal Lewis, Los Angl
J C Lanhan, Los Angl
W T Mitty, Bickelton
E Clanter, do
J C Riggs, Carson
H Tillstrom, do
Mrs Martin, do
W T Stoddard, Lewistn
Fred Schener, Buttevl
J M Dixon, Seattle
Mrs B M Daniels, Goble
Mrs Dirch, Goble
E D Goodwin, Goble
Lewis Scott, Dilley
H W Scott, Dilley
J P Reynolds, Dilley
Mrs M Benson, Tongue Point
W E Kelly, Albany
M E Miller, Seaside
H R Wilcox, Clatskani
H Bremer, Clatskanie
Otto Breman, do
M L Mathers, Maygers
J Frank, Maygers
L W Barnes, Salem
Mrs Barnes, Salem
R J Taylor, Vancouver
Fred Mills, Dilley
Rev E D Lockhart, do
N Nickolas, Dilley
John Williams, Mayfield, Cal
W Blossom, do
P Boynton, do
W Barnes, Warrendale
Mrs Barnes, do
J J Doty, Whatcom
J H Osborn, Whatcom
J H Palm, Astoria
M Lyle, Sacramento
J L Davis, do
Mrs J Burbee, do
Slim Collins, Glen Frry
H T Bowman, Pringle, S D
Mrs Bowman, do
C W Blakesley, StHlns
F H Ritz, Latourell
Mrs Ritz, Latourell
D H Sears, Hood River
Jack Stanley, do
W M Gratty, Woodlnd
R Sanders, Woodland
Judge Jas McCain, McMinnville
J M Wills, Barnes, Ks
Mrs D Coffman, do
Mrs S McMurray, do
Mrs L P Small, do
D Rodgers, Bloomville
David Snyder, do
Mrs W A Beeson, Champoeg
Mrs G Hill, Champoeg
L P Swan, Champoeg
E S Craven, Champoeg
Mrs Craven, Champoeg
W R Murphy, do
W M Wiggins, do
Mrs L McLeod, Kalama
O E Hunter, Goble
E Clanton, Bickleton
M Mitty, do
L R Grant, do
J C Turner, Dilley
F E Hamilton, Dilley

Hotel Brunswick, Seattle.

European; first class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoma.

American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.

European plan. Rates, 50c and up.

The State Stove Foundry Board has decided to put new roofing on the six buildings of the penitentiary foundry works.

30 DAYS' TRIAL FREE

Marvelous Nerve Force Imparted by a New and Startling Discovery---Every Week, Nervous, or Enfeebled Man Should Give It a Test.

Will Be Sent Free on Thirty Days' Trial So All May Experience the Wonderful Sensation of Restored Vigor---Without Cost.

GIVES STRENGTH AND VIGOR

PROFESSOR A. CHRYSTAL.

A well-known professor has made the fortunate discovery that what has heretofore been known as impotency or lost manhood is due to paralysis of the nerves. As it requires a vigorous condition of the nerves to control the muscles, the professor has found a wonderful power that instantly awakens the nerves and thus restores complete muscular strength. He says: "The marvelous power exerted by recent additions and improvements to my electric belt and appliances induces me to send it on 30 days' free trial, so certain am I that it will cure, and that the wearer will gladly pay the small price asked after the 30 days' trial.

To men who have battered their stomachs with drugs, I want them to exercise their judgment and consider that electricity is the greatest power on earth. Its unseen current puts life and force into whatever it touches. The constant, steady life extended by my new Electric Appliances gives instant relief and never fails to cure Rheumatism, Backache, Kidney Troubles, Early Decay, Night Losses, Lack of Nerve Force, and Vigor, Nervous Debility, Undevelopment and Lost Vitality. You may not have faith in it now, but wear it for 30 days and you will then realize why I have such confidence in it as to send it to you on trial.

I receive the most wonderful testimonials day after day. Rev. S. H. Stephens, of Derry Station, Westmoreland County, Pa., says it cured him of a terrible disease, that had deprived him of happiness. His nerves were in a bad condition of weakness, but in three days after putting on the belt and suspensory he felt wonderfully improved, and now has the full strength and vigor of every member of the body.

George A. Johnson, box 112, Painted Post, N. Y., says that while he never practiced excess except when young, he found himself at 40 a prematurely old man, but the belt and suspensory have completely restored him.

J. V. Spencer, of Grafton, W. Va., says he spent hundreds of dollars in medicines and the old style of electric belts so widely advertised, but received no benefit. Although 56 years old, and for 12 years a sufferer of lost manhood, my belt cured him sound and well, and he is now strong and vigorous.

A. Zahlhaus, of Sharpsburg, Pa., wore my belt and suspensory for unhealthy organs, and emissions, and has regained perfect strength and health.

George R. Makley, of Oneonta, N. Y., states that after trying everything he could find without any benefit, he tried one of my belts and appliances, and was cured of varicocele, general debility, and lack of nerve force and vigor. He gained eight pounds in 25 days, and would not take $100 for belt, if he could not get another.

John B. Bardsley, of Gunnison, Colo., says the belt and suspensory have entirely cured him, and he will gladly explain what his trouble was to all who care to inquire, as he is very much enthused by his recovery.

S. L. Fry, of Redding, Ia., says the belt saved his life, and he will gladly tell other sufferers his experience.

Thousands of others write in the same grateful manner, and should the reader desire to write to any of these gentlemen, please send a stamp for reply.

Do not fail to write at once to Professor A. Chrystal, 1401 Post Office block, Marshall, Mich, as he is anxious to have every man wear his new and marvelous belt and suspensory for 30 days, and try it fully before spending a cent for it. Remember, after giving the belt a trial, if you are not perfectly satisfied, return it to us. It costs you nothing to try it.

Write today, before you forget it.

THE PORT OF TACOMA

(Continued from First Page.)

are high and ships are busy all over the world, as they are at the present time, this advantage is not in evidence, but when trade is dull, and ships are sent from port to port "seeking" business, owners show a preference for Royal Roads, which, of course, brings the ships on the market for Puget Sound business. The owners are certain of securing lumber or coal for their ships, if they cannot secure wheat, and in dull time they will continue sending them there in preference to the Columbia River, where it is wheat or nothing.

The same advantage extends to the matter of securing sailors, the supply on the Sound always being greater than on the Columbia River. And yet the advantages which we concede to the Sound are not enough to offset the disadvantages, so far as the wheat business is concerned. This is not an idle statement, but is proved by the records of the wheat business for the past 10 years. Ten years is a long time, and the shrewd traders who handle the wheat crop of the Pacific Northwest would have increased the percentage of wheat handled at Tacoma long ago if that port had any special advantage whereby wheat could be handled to more profit than at Portland. Ten years ago Tacoma and Seattle shipped 39 per cent of all the wheat set afloat in the Pacific Northwest. They beat that record in the big Palouse crop year of 1893-94, by shipping 44.5 per cent of the entire crop, but never since that time have they shipped so large a proportion of the crop.

Accurate figures on the wheat and flour shipments for the past 10 years show that for the five years ending with the season of 1894-95, Tacoma and Seattle shipped 40.4 per cent of the total amount exported from Oregon, Washington and Idaho; but for the five years ending with this season, the Sound cities shipped but 34.6 per cent of the amount exported. Portland, which could show average shipments of but 59.6 per cent for the first five years mentioned, has for the past five years pulled up to the average yearly shipments of 65.4 per cent of the entire Northwestern shipments.

The figures for the actual shipments for the past 10 seasons are herewith given. Flour shipments are included on the basis of 4½ bushels of wheat to the barrel.

	Total Northwest shipments, bushels.	From Portland, bushels.	Per cent.	From Puget Sound, bushels.	Per cent.
1890-91	10,560,624	6,444,675	61.0	4,115,949	39.0
1891-92	10,851,395	6,858,469	63.1	3,992,926	36.9
1892-93	11,673,577	6,692,593	57.4	4,980,694	42.6
1893-94	11,602,895	6,432,792	55.5	5,170,103	44.5
1894-95	17,029,037	12,075,666	61.0	4,953,371	38.9
1895-96	12,128,901	8,085,493	66.7	4,041,408	33.3
1896-97	14,807,546	10,275,087	69.0	4,532,495	31.0
1897-98	29,960,229	19,394,934	64.8	10,565,306	35.2
1898-99	25,838,240	15,984,282	61.9	9,853,958	38.1
1899-00	21,836,151	14,151,114	64.8	7,685,037	35.2

Average for 10 years—From Portland, 62.53 per cent; from Puget Sound, 37.47 per cent.

From these figures it will be seen that, in spite of all of the new territory brought in by the building of the Great Northern, and of the new feeders of the Northern Pacific, the Sound ports have been unable to make any headway toward securing Portland's wheat trade. During the current season, as previously stated, Tacoma and Seattle will ship a larger proportion of wheat than they shipped last year. This will be due to the record-breaking crop on what is usually the poorest land in the Nothern Pacific territory, and also to the new business from the Clearwater. The Portland exports will be cut down by the nearest approach to a crop failure that the Willamette Valley has ever experienced, and all that we have to offset this condition of affairs is increased acreage and a good crop along the Columbia Southern.

It will not do to figure on the Northern Pacific hauling wheat into Portland by way of Tacoma in quantities sufficient to have much bearing on statistics. Their new docks are leased to Portland and San Francisco exporters, at a rate which nets them 4 per cent on the investment, and while it may matter but little with them whether these docks are kept busy or not, from that standpoint, there is another point to be considered. It will require at least four or five days to get cars down to Portland, unloaded and back to Tacoma, and the same crew of men and engines employed in this work could meanwhile have made a trip to the wheat country and brought into Tacoma a trainload of wheat, on which they could have collected $1500 freight money. There is sufficient "leeway" in the cost of that extra 145-mile haul to enable the Northern Pacific to make the strongest kind of inducements to shippers to stop the wheat at Tacoma, and it will be shipped from Tacoma until the Northern Pacific has a more direct line to Portland or the O. R. & N. Co. invades the territory of its rival. E. W. W.

STATE UNIVERSITY AFFAIRS

Membership of Students' Association Extended—College Paper Staff.

EUGENE, Or., Sept. 26.—The Associated Students of the University of Oregon held an important business meeting this morning, and decided to admit the University of Oregon Athletic Club, the Oregon Weekly and the University of Oregon Glee Club as members of its body. The constitution of the association has undergone a much-needed change, and all affairs of general concern are now carried on under its provisions. The funds accruing from the payment of the Associated Students' fee will be apportioned at a meeting Friday, when nominations for the presidency and other important officers will be made. The general student elections will be held Wednesday, October 3.

At the meeting this morning the staff of the Oregon Weekly was elected as follows: Editor-in-chief, C. N. McArthur, '01; associate editors, Miss Susie Bannard, '01, and E. N. Blythe, '02; business manager, C. C. McCornack, '01, and Clyde Payne, '03.

Injuries Proved Fatal.

BAKER CITY, Or., Sept. 26.—The 2-year-old child of Charles Marcus, who was found hanging to a swing in her father's yard yesterday, died from its injuries this morning. The funeral took place this afternoon.

Washington Tax Levy Fixed.

OLYMPIA, Sept. 25.—The State Board of Equalization completed its labors and adjourned this morning. The tax levy for general purposes was fixed at 3.8 mills; for school purposes, 3.8 mills; for interest and military purposes, 3.2 mills.

Washington Political Notes.

A Republican club of 70 members was organized at Pullman last week. It is thought that by election time the number will have reached 150.

One indication of the weakness of Governor Rogers is the fact that nearly all the officials in the state building at Olympia, excepting Superintendent of Public Instruction Browne and Assistant Attorney-General Vance, will neither vote nor work for his re-election.

E. H. Letterman, a Democratic warhorse of Pullman, has declared himself in favor of the Republican state ticket. He considers Rogers dishonest and insincere. Mr. Letterman was a member of the constitutional convention, and of the first state Legislature.

The Democrats of Chehalis County have nominated their ticket, as follows: Legislature, O. G. Chase and J. J. Carney; Auditor, Harry B. Martin; Treasurer, M. M. Wakefield; Clerk, C. J. Coghlin; Sheriff, Ed Hoover; Assessor, W. F. Crawford; Attorney, J. C. Cross; Superintendent of Schools, D. W. Boeling; Surveyor, J. W. Musgrove; Coroner, J. W. Scammell, Commissioners, second district, S. L. Hays; third district, J. A. Acteson.

The county conventions of the Democratic, Populist and Silver Republican parties met in Olympia Saturday and nominated a complete county ticket, as follows: For Superior Judge, John R. Mitchell; State Senator, C. H. Clough; Representatives, Frank Kottick and John R. James; Sheriff, Robert Swan; Clerk, R. A. Graham; Treasurer, D