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WANTS NEW GROUND .. Purity ..

The Northern Pacific to Spend \$300,000 in Portland.

COMMERCIAL STRENGTH OF TOWN

President Mellen Puts in a Good Word for Astoria, but Chides the 0. B. & N.-Some Advice.

President Mellen says he has been authorised to expend in the neighborhood of \$300,000 for terminals in Portland; that but at prices he deems prohibitory. He is now negotiating for terminal property, not, however, terminals of the character furnished by the Terminal Company, but export terminals similar to those owned by the O. R. & N. Co. at Albina. He says he is not purposing to pay an un-reasonable price, nor does he purpose to condenm; that should property of sultable character be brought to his attention, ac-cessible to tracks owned by the Northern Pacific Railway Company, he would be disposed favorably to consider its acquidisposed favorably to consider its acquisition. Property has been offered him in Albina, but, he says, it is not of value because the bridge reaching the East Side is controlled by the O. R. & N. Co., and its use could be had only on terms that would be prohibitory.

The desirability of acquiring export terminals are the same as a constitution.

minals here is more or less a question, in Mr. Mellen's estimation. He says that if it should develop that Astoria is to do the exporting, an investment in terminals for this purpose in Portland might be ill-

"I well know," said Mr. Mellen, "that it is not a popular thing for me to express a doubt regarding the possibility of the diversion of the export trade from Portland to Astoria, but it is, nevertheless, in my mind, a question of grave doubt whether or no the business can be held here; and, from my standpoint, it would appear as if Portland was standing in its own light in trying, at such enormous expense, to keep all the exporting business here. The investment Portland has already made in deepening the channel of the river, had it been made in a railroad reaching the mouth of the river, would have made that investment productive, and Portland would always have had, by that means, a grip upon the export trade, that may be slipping away. I see no reason why Astoria might not be as successfully used as a backdoor to Portland as the east side of the river, Albina, now is. The ships could load and discharge there, stayedores and long-shoremen would live there, but the business would necessarily be directed by the exporters and financial men, who would live in Portland and handle the business by telephone between their offices in Port-land and the wharves at Astoria.

"Portland's strength as a commercialcity would, in such event, still remain;
everything would have to go through
Portland to reach Astoria; and it is nardly a supposable case that the merchants
of the interior would go through Portland, with all its immense stocks of goods stocks of everything they need-to trade in Astoria, simply because ships were

Portland's Commercial Strength. "It takes capital, age, prestige, to make commercial city strong, and not mereeverything of this nature, and it is nonsense to suppose all this can be transferred to Astoria, or any other place, simply because there is deeper water there, and its wharves are a little more

"Geographically, the situation of Portland is favorable; it has had long-estab-lished relations with the interior business communities and these communities are nd to come here; and the start it. now has, the prestige it has obtained through years of successful commercial relations with the interior country to the east, places it far in advance of Astoria. It seems to me it is a hopeless and foolish thing to consider the possibility of the transfer of its supremacy to any, other place. Interior merchants do not, today, trade on Puget Sound simply because a large amount of grain is ex-ported there. The Sound cities have a trade more accessible to them than to Portland; but the wheat country, the inerior, doés not transact its commercia business at the Sound cities, but does at Portland. The course of our own traffic shows that the wheat cuts very little figure in where the country merchant buys goods, or the farmer comes to trade, "The cancellation of our wheat tariffs with the O. R. & N. Co. via Wallula was

simple business proposition. a simple business proposition.

"In years gone by, the control of the Northern Pacific and the O. R. & N. were one and the same, and, through that control, the main line of the Northern Pacific, which was chartered to go erh Pacinc, which was chartered to Sort to Portland, was stopped at Wallula, and the line became a feeder to the O. R. & N., instead of an independent line to Portland, as was intended. The line across the Cascades to Puget Sound was projected as a branch. It was not thought among the possibilities that it could become the main line. But later the control of the O. R. & N. having changed, and it having, from a connec tion, become a competitor and the ally of a strong rival transcontinental sys-tem, the Northern Pacific was forced to make its main line of what was originally intended to be only a branch, our necessities have forced the building up of ferminals at other places, which the original promoters of the road contemplated building at Portland, or the mouth of the Columbia River. In confining our business to our own line we are simply purusing the policy of other companies; and in this particular year of crop failure upon the east end of our road, it was desirable that our own line

should earn as much as possible. "It is not impossible that merchandise tariffs may later be treated in the same way, and the territory traversed by the Northern Pacific be served by its own line, instead of partially by its own and partially by that of its competitor. From a strong ally of the Northern Pacific, the O. R. & N. has come to be a strong com and in these days of close figuring it is not a good rule to give to your competitor what you can so easily

All Cold-Blooded Business.

"What we do for Portland, or the Puget Sound cities, is purely a matter of business, and not of sentiment. We are after money, and a dollar earned in one place is just as dear to us as one earned in another. We are not trying to force business to one city or away from another; we allow it to go as it will, and assess ourselves for the extra expense for a long haul with the same cheerfulness as when we drop the business at the end of a short one.

"To my mind, the growth of Astoria of Portland than has been the growth of the cities on Puget Sound. Portland still the great center of capital and

trade and a great market; and it controls vastly more of the tride of the eastern part of Washington and of Idaho than the Sound cities have any hope of securing for many years to come.

"From such investigation as I have been able to make, it appears to me there is a vast deal more of sentiment than sense in the feeling regarding the rivalry of Astoria for the export trade and the efforts of the Astoria road to secure the same; and this sentiment is fostered and promoted for the reason that the main agency interested makes more money by doing that business at Portland than by paying a small tribute to a connection, that it may go to a point land than by paying a small tribute to a connection, that it may go to a point where it may be handled to greater advantage; and it may not be impossible that this is with an effort so to impoverish that road and discourage its promoters that what is now a crime against Portland may later blossom into a benefit, should the control of the Assortia road be changed and it become toria road be changed and it become what it should have been from the beginning a part of the line down the Columbia River. Should such an event come to pass, the efforts that Portland come to pass, the enorts that Portland is now making, and its patron saint is encouraging her to make, will, I think, largely cease, and Portland will expxort its business through its natural backdoor gateway, at a less assessment of expense

an ever heretofore. "As I have before stated, unless all my experience in the business goes for naught, the handling of the export busi-ness of Portland at Astoria, in other words the establishment of Portland's wharves at that point instead of at Albins, would have no influence whatever, so far as transferring the mercantile and financial center of the Northwest, with the stevedores and ships."

Mutual Trackage Arrangements. "What is the prospect for the Union Pacific getting to Puget Sound over the Northern Pacific tracks?"

"Good, so far as the Northern Pacific is concerned. We have been willing for

several years to make an arrangement of this nature, but there are many things that enter into a matter of this kind; we want something of the Union Pacific, and our wishes must be considered. While we might not be willing to make such an arrangement, if it was to be considered by itself, as a part of some general trade or exchange of facilities, we have ex-pressed our willingness that the Union Pacific should use our tracks between Portland and Seattle to handle its business in its own way.

"Regarding Paul F. Mohr's transporta-tion enterprise I can only say I am not in a position to discuss the matter. The Northern Pacific has no interest in it. Whether any one connected with the Northern Pacific has, is something I do not care to discuss.

"My trip over the Astoria road ye day was purely one of pleasure, and not of business, except as the acquisition of information regarding connecting railroads, feeders to the Northern Pacific, is always business. There is nothing in any report that the Northern Pacific has any interest in the property, or contem-plates having any. Mr. Hammond invit-ed me to go over the road to see what a fine property it is, and, so far as its physical condition is concerned, it is all that could be desired; but it lacks business, and must, to my mind, lead a pre-carlous existence, unless it becomes a part of a transcontinental line, and the line that can use it to the best adva-tage, it seems to me, is the O. R. & N.

"Years ago that company contemplated line to the mouth of the Columbia River. It would have been, in my judg-ment, greatly in the interest of the City of Portland had the line been built by would have saved the amount it has expended in keeping the rivers open for deep-draft vessels, and be wealthier to for this purpose.

"There is no sort of foundation for any report that the Northern Pacific is negotlating for the control of the Southern Pacific's lines in Oregon. Possibly the story originated from the fact that, years ago, Mr. Villard was in control of the Oregon & California property, as well as the O. R. & N. and Northern Pacific Companies. It might have been a good thing at that time if the roads had all been consolidated: I am inclined to think it would have been better for the whole Northwestern country, and for Portland in particular; but that time is long gone

(Concluded on Tenth Page.)

SUMMARY OF IMPORTANT NEWS.

Political. Roosevelt's trip through New York State was an ovation. Page 2. Bryan spoke in Maryland yesterday, clos-ing the day in Baltimore. Page 2. Chairman Jones wants the instructions given to the peace commission. Page 2.

The United States is in no hurry to adhere to the Anglo-German agreement. Page 10. rance is worried over the health of its Minister in China. Page 10.

China.

Foreign. Boer guerrilla attacks give the British much trouble. Page 3. The new Spanish Cabinet took the oath of office. Page 3. Baron von Richthefen is Count von Bu-low's successor. Page 3.

Domestic. President Mitchell thinks this is the last week of the miners' strike. Page 1. The Pacific Coast Company in three years has risen from bankrupty to \$1,000,000 surplus. Page 10.

New York bank teller stole \$700,000 and escaped. Page 3. Pacific Coast.

hirteen-year-old school girl. Lulu Jones, victim of murderous assault at Jeffer-son. Page 4. Baker City Chamber of Commerce pro-poses way to make state taxes equal.

Twenty-five carloads of Oregon fruit trees will be shipped to other states. Page 4. Linn County's vote in November will be in favor of Bryan. Page 5. Mines in the Sumpter district are laying in supplies for Winter's run. Page 4.

British steamship Royalist will enter the transport service of the United States. Page 4. Commercial and Marine. Sharp declines in the world's wheat mar-kets. Page 11. Northern Pacific stock the feature in Wall street yesterday. Page 11.

Discrimination against Portland in the transport business. Page 1. Heavy arrivals of wheat at Queenstown from Portland. Page 8. China Mutual liner coming to Portland for wheat. Page 8. Captain George Harvey drowned at sea. Page 8. Local.

President Mellen says the Northern Pa-cific will spend \$300,000 for Portland terminals. Page 1.

President Mitchell Believes This Week Will End It.

BE CALLED OFF MONDAY

Executive Board of United Mine workers Will Meet Today to Canvass the Situation.

HAZLETON, Pa., Oct. 23.—President Mitchell's statement, in his speech at Pottsville today that he believed the strike would be ended by next Monday, if all the operators posted notices guaranteeing the 10 per cent advance until that would result from figuring the April 1, was received here tonight with amounts due each miner on the notices

which was closed yesterday following an attack on the men by a crowd of women and boys. Shots were fired this morning from the windows of houses near by at the coal and iron policemen who wer guarding the coal bank. The company, rather than see any loss of life, withdrew the policemen from the bank and sta-tioned them at the coal-breaker. As soon as the policemen took their departure a crowd of men, presumably strikers, marched on the company's property, torus up 200 feet of railroad track and set fire to a toolhouse.

MET MINERS' DEMANDS. Lackwanna - Wyoming Valley Com

panies Give Notice. SCRANTON, Pa., Oct. 23.—A meeting of superintendents, representing most of the larger companies of the Lackawanna-Wyoming Valley region, was held here today in the offices of the Temple Iron Company, and an agreement was made to post the following notice: "In order to avoid the complications

W. J. FURNISH.



REPUBLICAR CANDIDATE FOR PRESIDENTIAL ELECTOR.

PENDLETON, Or., Oct. 28.—William J. Furnish, Republican candidate for Presiden ector, is a man of affairs in this part of the state. He came here from Missouri when a , and has been identified with the business interests of Umatilia County for 20 years or more. He began as a wool commission merchant in Portland, in copartnership with John L. Sperry. He was appointed Deputy United States Marshal while in the wool business. In 1890 he was elected Sheriff of Umatilia County, and served four years. On his retirement from that office he was chosen cashier of the Pendleton Savings Bank, and upon the death of the president, the late John F. Adams, succeeded to the management of the institution. Indomitable energy and keen business judgment have marked him in every undertaking. No man in Eastern Oregon has to so great an extent the confidence of those with whom he does business. He is but 38 years old, and his success portends a great future for him.

the mine officials. It is believed that nothing will now intervene to delay the ending of the contest, which has run more than five weeks.

arrival from Pottsville tonight on what he based his belief that the strike would end this week, but he declined to say anything other than that the proposition of the miners was so fair that he could see no vand reason why the operators should not accept. President Mitchell declines to say what course would be pur-sued if one or more companies refused to guarantee the payment of the increase until April. A meeting of the National Executive Board of the United Mineworkers of America and the officers of the three anthracite districts will be held here tomorrow for the purpose, Mr. Mitchell says, of thoroughly canvassing the situation. He would not say whether the conference would take any positive action looking toward the calling off of the strike. If any action will be taken, he said, it will depend entirely upon what the canvass shows. In answer to another question, the labor leader said he would not take the responsibility upon himself of calling off the strike, but would rather have the National board vote upon the question.

THE POTTSVILLE MEETING. President Mitchell's Encouraging

Words to the Miners. POTTSVILLE, Pa., Oct. 23.—Rain fell heavily during the miners' meeting today, but the large crowd, estimated at nearly 6000 persons, did not seem to mind the downpour. John Fahey, president of the district, presided. President Mitchell's speech was listened to with great interest. His most important utterance bearing

"I believe it will be but a few days longer until the operators in the Hazle ton, Lackawanna and Wyoming Valleys will consent to post notices agreeing to pay the 10 per cent increase in wages until April 1 I believe that if you stand together the rest of this week, by Monday, at least, you can return to work with everything won you struck for."

President Mitchell then made a plea that all remain loyal to the organization

ADDITIONAL NOTICES. Posted by Two Big Companies at

after the contest is over, just as they are

Wilkesbarre. WILKESBARRE, Pa., Oct. 23.-At o'clock this afternoon the Lehigh Wilkesbarre Coal Company posted the following notice:
"Referring to the notice posted October

1, in addition to the reduction of \$1.50 per keg for powder, 2½ per cent will be added to the price of the car to make the ad-At 6 o'clock men starten on their rounds to post the same notice at the collieries of the Delaware & Hudson Company. It is believed that the Lehigh Valley Company and the individual operators make the same announcement. The notices do not mention how long the advance is to stand. Empty coal cars were placed today at all the Delaware, Lacka. wanna & Western Company's mines, and it is apparent that the company is preparing to mine and ship coal. No attempt was made this morning to resume work at the Stanton washery,

that have been posted, the companies have concluded, after a careful compilation of statistics for the past year, to miners powder at \$1 50 per keg and add the balance, 2% per cent, to the price of

the car or ton. The meeting was attended by General Superintendent C. C. Rose, of the Deta-ware & Hudson Company; General Superintendent E. E. Loomis, of the Delaware, Lackawanna & Western Company, General Manager W. A. May, of the Hillside Coal & Iron Company; General Su-perintendent W. J. Richards, of the Lehigh & Wilkesbarre Coal Company, and President T. H. Wilkins, of the Temple Iron Company. These companies still refuse to make any specific guarantee as to how long the 10 per cent offer is to run. and from conversations held with a number of them, it can be said with every assurance that they will not make any such specific guarantee. Superintendent Loomis, of the Lackawanna, said: We do not feel called upon to make affidavit, for our offer was given in good

The Forest Mining Company also post-

A SUDDEN RECOVERY.

Youtsey Was Taken to Frankfort, and Seems in His Usual Health.

FRANKFORT, Ky., Oct. 23.-Henry H. Youtsey was placed in jail here today, being brought over on his cot. Sheriff Shuff says that Youtsey talked perfectly rational on the trip over, and seemed to be in good spirits. Youtsey walked in the street to the jail unassisted.

Youtsey was the last of the suspects who were confined in the Georgetown jail. Caleb Powers, who was given life imprisent, has been removed to Louisville, and Davis, Coombs and Whittaker have been released on ball. Youtsey occupied a cell in the third floor of the jail. Jim Howard, who is under death sentence, is on the second floor, and a strict watch will be kept to prevent them from communicating with each other.

WANT SINGLE STATEHOOD.

Campaign Begun by the People of Oklahoma and Indian Territory.

FORT WORTH, Tex., Oct. 28 .- The citizens of Oklahoma and Indian Territory want single statehood for the two terri-tories. The formation of leagues to promote this end has commenced. The first league was organized at Wagoner, I. T. Determined efforts in this direction are being made by the leading people of those

Colombia Buys the Atalanta.

NEW YORK, Oct. 23.—General Charles I. Serra, of the Colombian Republic's army, arrived here today on the steamship Advance from Panama, and tonight announced that his government had pur-chased George Gould's yacht, Atalanta,

Russin Denies Loan Story. ST. PETERSBURG, Oct. 28.-The Mindenial of the story that Russia began negotiations in New York in the middle of October for a \$60,000,000 loan.

Discrimination Against Portland in Transport Business.

SAN FRANCISCO GETS LION'S SMARE

Traffic Which Originates in This City and Vicinity Diverted to Other Ports.

The steamship Mogul, which has carried so many record-breaking cargoes out of Portland, has been chartered by the Government for Army transport service, and is now en route to Puget Sound from the Orient. Fully two-thirds of the steamers which have been chartered by the Government for this service have, during the past three years, londed at Portland in the merchant service. The men who charter ships on business principles load them where they can secure the cargo to the best advantage, but the Government seldom conducts its business on such principles, hence we find Portland has caded but five transports since January 1, 1900, while a dozen or two of the steamers which were loaded here in the merchant service have been diverted to other ports on Government account,

While the Government gave Portland the privilege of dispatching five transports in 10 months, San Francisco was given 51 transports, and Seattle nearly 30, although thousands of tons of freight and hundreds of horses and mules were shipped through Portland to Seuttle and San Francisco, in order that those ports might handle the business. Many thousand tons of cargo for these transports was also brought by rall from the East to San Francisco and Seattle, while Portland, so far as getting any of this business was concerned, might as well have been a water-tank station in the bunchgrass district. The extent to which this discrimination has been carried is shown in the following list of vessels, which have cleared from the three ports in the Army transport service since January 1,

From San Francisco Meade April April April April Grant . Aztec Strathgyle Algon. Oct. 17, Carlisle City Lawton Duke of Fife 30, Lawton Wilhelmina ... Carlisle City Argyll

During the same period Tacoma loaded five transports and supplied a portion of the carroes for several of the vessels which loaded at Scattle. The freight which was brought from the East for these transports could have been landed at Portland and placed on board the transports just as cheaply as it could have been landed at Seattle or San Francisco. The expenses of the steamer are no greater in this port than at San Francisco or Seattle, as the vessels were nearly all chartered on a per diem basis, which permitted the Government to send them to any port desired. Farm products made up the cargoes of all of the above steamers, and as Portland ships by sea more farm products than any other port on the coast except San Francisco, the Government should have accorded this city the same recognition that is given it by men who handle the traffic on a commercial

Cramps Launch Russian Warship PHILADELPHIA, Oct. 21.-The Russian Cramps' shipyards this afternoon. wine was used at the christening, the Russian ceremony being observed. The new battle-ship is the largest ever built in this country. Her total cost will be \$3,000,000. The ship is 376 feet in length, has a breadth of 72 feet 3% inches, a dis-placement of 12,700 tons, and a draught of % feet. She will have a speed of 18 knots,

Kentucky Miners' Strike Ended. MIDDLESBORO, Ky., Oct. 22.-The local miners' strike was today declared off. Eight hundred men will return to work