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# STRIKE IS OFF

## Pennsylvania Miners Will Go to Work Monday

## AT NEARLY ALL POINTS

## Official Settlement of the Trouble by Union Officials.

## FEW OPERATORS FAILED TO COMPLY

At Such Mines, the Strike Will Continue Until the Employers Are Granted Their Demands.

HAZLETON, Pa., Oct. 25.—The following statement was given out for publication tonight by President Mitchell, of the United Mineworkers:

"Temporary Headquarters, United Mineworkers of America, Hazleton, Pa., October 25, 1900.—To the miners and mine-owners of the anthracite region: Gentlemen—After carefully canvassing the entire strike situation, your officers, district and national, have concluded that your victory is so nearly complete that no good end can be served by continuing the strike longer. The contest has been in progress for 23 days, and the companies employing you have, with few exceptions, signified their willingness to pay the scale of wages formulated by the Scranton convention of October 13 and 14.

"We are aware that some disappointment and dissatisfaction has been caused by the failure of the operators in districts 1 and 2 to separate the reduction in wages, but after careful inquiry we are satisfied that each mine employe will actually receive an advance of 10 per cent on the wages formerly paid. In the Schuylkill and Lehigh regions the largest companies have agreed that the sliding scale should be suspended and that wages should remain stationary at 10 per cent until April 1, 1901, thus removing one of the inequities of which you have complained for many years.

"While it is true that you have not secured redress for all your wrongs; while it is true that the increase in your earnings will not fully compensate you for the arduous labor you are compelled to perform, you have established a perfect organization, which, if maintained, and conducted on business principles, is able to regulate many of your local grievances, and make your employment less hazardous and more profitable than before the strike.

"The companies agree in their notices to take up with their mine employes all grievances complained of. We would, therefore, advise that when your committee, to be selected by the mine employes and that they wait upon the superintendents of the companies and present their grievances in an orderly, business-like manner, and ask that they be corrected.

"Your attention is respectfully called to the fact that the laws of the State of Pennsylvania provide that wages shall be paid semi-monthly upon demand. We should, therefore, advise that each mine employe serve notice on the companies that he expects to receive his wages twice each month, as provided by law.

"The practical benefits to the miners which accrue from thorough organization have been so clearly demonstrated during this strike that it should be needless for us to urge upon you the necessity of maintaining your union intact. We trust, however, that those who are now members of any other union will be induced by their efforts to induce all mineworkers to ally themselves with the United Mineworkers of America at once, as it will be impossible for you to secure wages in the future or even to maintain the present rate of wages unless you are prepared to offer a united resistance if any attempt is made to reduce your earnings upon the expiration of the present offer.

"As there are some few companies who have neither posted, notified nor signified any other manner of notice, and their efforts to induce all mineworkers to ally themselves with the United Mineworkers of America at once, as it will be impossible for you to secure wages in the future or even to maintain the present rate of wages unless you are prepared to offer a united resistance if any attempt is made to reduce your earnings upon the expiration of the present offer.

"The address is signed by the national and district officers of the United Mineworkers of America.

Dodson & Co., operating the Beaver Brook colliery, posted a notice today complying with the demands of the Scranton convention. The company also operates the Morea and William collieries, in Schuylkill County.

A Conference in Philadelphia. PHILADELPHIA, Oct. 25.—A conference between the officials of the big coal-carrying companies and several individual coal operators was held today at the office of President Harris, of the Philadelphia & Reading Railway Company. The conference was in session about one hour, and although all information as to what took place was refused, it was stated that the question of an early adjustment of the coal strike difficulties were considered. The question of a reduction of freight charges on the part of the coal-carrying companies was under consideration. After the conference adjourned President Treadwell, of the Delaware, Lackawanna & Western Railroad, held a short consultation with Mr. Baer, a director of the Reading Company.

Depotmen Shoveled Coal. SHAMOKIN, Pa., Oct. 25.—Fifty depotmen with revolvers in their pockets were shoveling "buckheat" coal from the Cameron colliery culm bank into the separator today, while 20 guards and iron policemen patrolled the grounds encircling the separator to keep strikers at a distance. The latter at intervals

passed the public road west of the colliery and cursed the depotmen. No persons other than men wanting to go to work were permitted to approach the breaker.

## PEACE IN PHILIPPINES.

Dean Worcester Says It Will Come With Bryan's Defeat.

DETROIT, Mich., Oct. 25.—A special to the Tribune from Ann Arbor says: Regent Dean, of the University of Michigan, has received a letter from Dean C. Worcester, a member of the United States Commission in the Philippines, which is in part as follows: "Conditions were improving here rapidly up to the time Bryan was nominated and began to talk in public. The result of the announcement of his policy in regard to the Philippines was to put a stop to the important surrenders which were steadily being made under the terms of the amnesty and to bring about renewed hostilities through the worst districts here in Luzon.

"We know absolutely from captured correspondence that this desperate effort to keep up a show of resistance is being made only in the hope of influencing the election at home and important insurgent leaders. Mr. Standley says that unless Bryan is elected of the war in China draws troops from these islands, they will give up their useless efforts in November, 1, therefore, do not look for any general improvement in the situation until after the Presidential election, but with that out of the way, I expect to see a speedy change for the better. At present, the insurgents are resorting to the last resort of a failing cause, wholesale assassination.

MR. Worcester recites atrocities recently committed by hostile Filipinos upon friendly natives and concludes: "I am glad to report that there are now a very considerable number of provinces where pacification is present and civil government will be established in the near future."

## VANDERBILTS CONTROL IT.

New Interests in Possession of the Southern Pacific.

NEW YORK, Oct. 25.—The Times says: "The Vanderbilts have obtained control of the Southern Pacific system. Negotiations aiming at this accomplishment were begun two years ago, but were summarily disposed of by C. P. Huntington. The property was his, he said, and, owing to it, he proposed to keep it. He wanted no releases which could only in extent make him dependent upon others for which he himself stood. This important deal, to which New York, London and Berlin houses had committed themselves, was disposed of.

"The death of Mr. Huntington brought about a complete change in the situation. The personal equation disappeared. A German syndicate bidding for a large block of the stock in September was not without encouragement that its bid would be accepted for 100,000 shares on bloc at an average of 24 per share. For reasons which, on a business basis, were considered satisfactory both here and at London, the bid for this 100,000 shares was accepted for 100,000 shares on bloc at an average of 24 per share. For reasons which, on a business basis, were considered satisfactory both here and at London, the bid for this 100,000 shares was accepted for 100,000 shares on bloc at an average of 24 per share.

## NEW CUP DEFENDER.

Will Be Built and Handled by a New Yacht Club Syndicate.

NEW YORK, Oct. 25.—The New York Yacht Club met tonight, and Commodore Leidy announced that a new cup defender will be built to meet Thomas Lipton's Shamrock II, and he said they could rest on his assurance. The new boat will be built and handled by a syndicate.

## President Returns to Canton.

CANTON, O., Oct. 25.—President McKinley and Secretary of War Root returned from Manila this evening. They stopped over in Canton, where they were joined by Mrs. McKinley and Mrs. Root, to attend the wedding of Irvine C. Wales and Edna Elizabeth McClymonts, children of old-time friends of the McKinleys.

## SUMMARY OF IMPORTANT NEWS.

Political.  
Roosevelt closed a hard day's campaigning in Syracuse. Page 2.  
Bliger Hermann says there are no doubtful states on this ticket. Page 2.  
Bryan spoke in New Jersey cities. Page 2.  
Secretary Gage discussed financial questions at Brooklyn. Page 3.  
China.  
Secretary Hay is preparing his replies to England and Germany. Page 3.  
Congress was authorized to begin negotiations with the Chinese envoys. Page 3.  
Sir Robert Hart says the Boxer trouble will continue. Page 3.  
Federal Government.  
The Census Bureau furnishes statistics regarding the growth of cities. Page 5.  
Admiral O'Neill, Chief of Ordnance, files his annual report. Page 5.  
Domestic.  
The Pennsylvania miners' strike was called off. Page 1.  
John Sherman's funeral occurred at Mansfield. O. Page 3.  
The explosion at Indian Head caused a loss of \$10,000 or \$15,000. Page 6.  
The First National Bank of New York offers a reward for Alford's capture. Page 2.  
Pacific Coast.  
Pierce County, Washington, is safe for the moment. Page 1.  
Hopes are entertained for the recovery of Lulu Jones, victim of the Jefferson tragedy. Page 1.  
Present high prices for Oregon cattle caused by the narrow margin of 1900. Page 4.  
Portland has advanced from 10th to 4th place in rank of cities. Page 10.  
Robbers held up inmates of saloon at Baker. Page 10.  
Work is to be resumed in the Sanger mine in Baker County. Page 10.  
Commercial and Marine.  
New York stock market suffers a slight setback. Page 10.  
Steamer State of California departs on farewells trip. Page 10.  
New French liner is fast. Page 10.  
Local.  
Negotiations for transfer of Southern Pacific in Oregon to Northern Pacific. Page 1.  
Police Commissioners decide to make no reduction of force. Page 11.  
Photographers' Association of Oregon in session. Page 11.

# PIERCE COUNTY SAFE

## McKinley Will Carry It by 500 to 1000 Votes.

## SOME DEMOCRATS FIGHT ROGERS

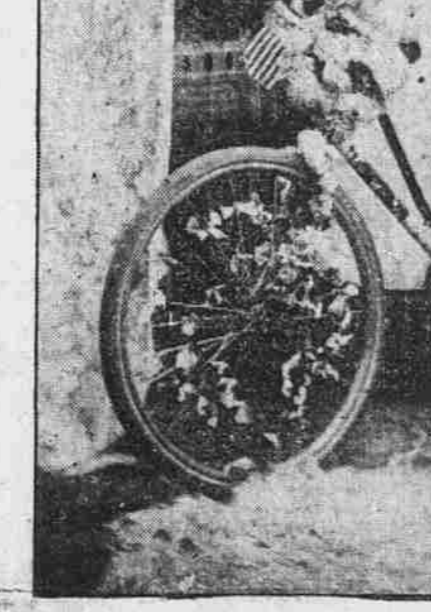
But He Will Make a Strong Run Against Frink—Mixed Results in County.

TACOMA, Wash., Oct. 24.—(Staff Correspondence.)—No one seriously contends that Pierce County will fall to give a majority for McKinley. Republican estimates vary from 500 to 1000, and some enthusiasts go so far as to declare that it

office. The habits of a lifetime were too strong to be broken, and Mr. Judson again offered himself for the suffrage of his fellow Democrats. Truth is Mr. Judson is a very strong man, and has been more uniformly successful in office-hunting than any Democrat in any Republican county in the whole Northwest. But now it is probable that he is, to express it in the vernacular, up against it.

Democrats say that Rogers is going to carry the county by somewhere in the neighborhood of 1000 to 1500. This startling claim is made in face of the notorious fact that the Governor was the choice of a minority faction of the fusionists in this county. A. V. Fawcett was very anxious to be Governor. He had the necessary shrewdness of war—in other words, a barrel, not comparable in size with some other barrels, but most accessible to his admiring and discerning followers. He had, too, the ardent support of a majority of the fusionists in his county, and he put the Rogers forces

## VICTIM OF THE TRAGEDY AT JEFFERSON.



MISS LULU JONES.  
JEFFERSON, Or., Oct. 25.—The condition of Lulu Jones, the 13-year-old school girl, who was almost murdered by Louis Vaughn, a young lad, in the basement of the public school building here Tuesday, is somewhat improved today, and hopes are now entertained for her recovery. The sufferer is conscious the greater part of the time, but her physical condition will not permit of conversation regarding the terrible assault to which she was subjected. In a few days more physicians expect that the critical point will be passed.

may reach 1500. The local Republican organization, too, is making particular effort to impress upon the party its duty to give a full vote for Frink. The party managers feel that they are under a strong obligation to give the Seattle candidate the heartiest and most complete kind of support. That is not all. They fear that, if slashing of Mr. Frink becomes general, Seattle will resort to "throwing the harpoon" into Mr. Cushman. Tacoma wants very much to elect Mr. Cushman. It is not obvious to anyone that he has been of any great service to the local interests of that city. Indeed, Cushman himself humorously says he has done, or has seriously endeavored to do, much more for Seattle in Congress than he ever has undertaken to do for his own home place. He says he has much more trouble explaining things to the people of Tacoma than to Seattle. What Tacoma fears is "the greed of the Seattle box," as its people politely put it. It has a United States Senator and a Representative, and it has its own large schemes in which it is without much present success endeavoring to interest the Federal Government. But the main reliance of Tacoma for these great projects—a United States Mint, a Government building, opening the Puwllup River, etc.—is its Senator, who is at least certain of four years more. The chief value of having a Representative from Tacoma lies in the fact that he is not from Seattle. Various reports come over from Seattle as to the unhappy frame of mind in which that bustling city finds itself over its conspicuous want of Congressional representation; and a haunting fear is always present that there will be a great slump for Ronald. Thus it happens that Republicans are making an impressive display of party fealty in their noisy declarations that Frink will run very little, if any, behind McKinley, despite the fact that he is a King County man and Rogers is from Pierce County.

## DO NOT LOSE YOUR VOTE.

Because you have failed to register you need not lose your vote for President. The advocates of six freeholders will swear that you are a qualified elector under the laws of Oregon will entitle you to the ballot. At 108 Third Street, Notary John F. Logan will furnish free of charge the necessary blanks, and will take the affidavits of freeholders without cost. If you are entitled to vote for President you should do so. It will cost you but little trouble. The affidavits you secure must be taken with you to the polls and left with the election judges.

campaign. Despite this, however, one hears no anti-Rogers Democratic talk on the streets. It seems to have been factually suppressed even among his most zealous opponents in this hotbed of anti-Rogersism. In Seattle it is the same. There is in that city a clique of single-taxers who are secretly fighting the Governor, and will vote for Frink; but in the aggregate they do not apparently amount to much. Eugene Way, their leader, is ostensibly for the Governor. And even the redoubtable Bob Bridges, who despises Rogers with a deep and implacable hatred, has taken the stump for Bryan and the Democratic ticket. It is said that Bridges has stipulated that he shall not be expected to say anything for Rogers. But, all the same, the effect of his example will undoubtedly be beneficial to the man he so warmly abominates.

Despite the orthodox attitude of the Northern leaders; despite the Fawcett defection; and despite the adverse normal Republican majority in this county (Concluded on Second Page.)

# BIG RAILROAD DEAL

## Northern Pacific Wants Southern Pacific Oregon Lines.

## DELAYED BY HUNTINGTON'S DEATH

Property Included in the Oregon & California Railroad Corporation—The Situation of Affairs.

Negotiations for the transfer of the Southern Pacific lines in Oregon to the Northern Pacific Company have been on for some time. They were interrupted by the death of P. Huntington, and his affairs are now in such condition that no immediate results are looked for. As one well-informed railroad man put it, the present situation of the Southern Pacific is such that no transfer of the Oregon lines could be made, no matter how much the company might want to sell or how much other companies might want to buy.

President Huntington occupied an unusual position among railroad officials in that he practically owned the property that he managed. He could buy or sell a railroad in a minute. His word closed the bargain; there was no one to say him nay. There can be no real successor of Mr. Huntington in the Southern Pacific. The new president will be the usual head of a railroad system, selected by the directors to attend to the administration of the company's affairs and being under the direction and control of the board of directors. Before so important a transaction as the transfer of the Oregon lines could take place there must be a deal of consultation. Many conflicting interests must be considered and harmonized. Thus the death of such a man as Mr. Huntington at such a time must be a serious setback to such negotiations.

It is even said by some that the deal has practically been abandoned as impossible of consummation under present circumstances. There is reason, however, to believe that the hope still lives that the transaction will eventually be carried through.

## Object of the Deal.

Wherever the report of these negotiations has been carried it has awakened much interest in the Southern Pacific. The motive and object of the transfer. Some see in it a large scheme of the Northern Pacific to get to San Francisco, forgetting that the Southern Pacific would hardly consider for a moment the question of introducing so lusty a competitor to the very heart of its net business field. Moreover, the Southern Pacific lines in Oregon do not extend into California at all, but stop at the state line. These lines cover only the property of the Oregon & California Railroad Company, of which the Southern Pacific Company is lessee. For convenience of operation the lessee carries the southern end of its Oregon lines to Dunsmuir, Cal., though in its traffic department the Oregon lines end at Ashland, Or. But the negotiations for the transfer of the property known as the Oregon & California were considered, and that goes only to the southern end of the line, connecting with the California & Oregon, which runs down the Sacramento Valley. So acquisition of this property would not extend the Oregon line into Northern Pacific territory to San Francisco.

Another reason for the desire of the Northern Pacific to get the Oregon & California is said to be that it would thus virtually surround the O. R. & N., with which it is not on the friendliest of terms, and would then be in better position to attack the O. R. & N. Whether such result would be attained by that deal is certainly open to argument, for the O. R. & N. is far from being unable to protect its own lines. Whether the Northern Pacific now wants the O. R. & N. is trackage rights down the Columbia to Trask. Such motive would not be worthy of a great business corporation like the Northern Pacific. It is a governing factor in large investments generally, and is probably no factor at all in the negotiations for the Oregon lines.

The Northern Pacific is credited with large ambitions under its present aggressive and successful management. Its desire for the Oregon lines of the Southern Pacific is believed to be based on the fact that it has great faith in the Pacific Northwest, and wishes to get as much as possible of the business of this country. The progress that has come to this country since the advent of railroads is not greater than the advancement yet to come, and it is deemed only good business sense for transportation companies to attempt to get the best of the Northern Pacific is undoubtedly desirous of handling the commerce of so rich a region as the Willamette Valley. Perhaps it is a great business mistake to have the great of the Pacific Northwest, and wishes to get as much as possible of the business of this country. The progress that has come to this country since the advent of railroads is not greater than the advancement yet to come, and it is deemed only good business sense for transportation companies to attempt to get the best of the Northern Pacific is undoubtedly desirous of handling the commerce of so rich a region as the Willamette Valley. Perhaps it is a great business mistake to have the great of the Pacific Northwest, and wishes to get as much as possible of the business of this country.

## Southern Pacific's Leasehold.

The Southern Pacific Company has no proprietary interest in the property of the Oregon & California Railroad. It has a lease of the property running 34 years from August 1, 1863, at an annual rental of \$5000. This leaves the remaining term of the lease 27 years from last August. The lease may be modified or changed by agreement of both parties. The bonded indebtedness upon which interest is guaranteed by the lease, is \$35,000,000, and the capital stock is \$3,000,000, \$3,000,000 preferred and \$7,000,000 common. Besides these there is a large sum of outstanding current liabilities. Until the past year or two these lines have lacked about \$500,000 annually of paying expenses.

What are known as the Southern Pacific lines in Oregon (Oregon & California) comprise six lines of railway, all of which is now standard gauge. These are the main line from Portland to the California state line, 363.5 miles; the West Side line, from Portland to Corvallis, 9.5 miles; the Woodburn-Natona branch, 21.7 miles; the Albany-Lebanon branch, 11.5 miles; the Yamhill division (old narrow gauge), from Portland to Astoria, 73 miles; the Sheridan branch, 7 miles—a total of 535.5 miles. The Woodburn-Natona branch was formerly the Oregonian Railway, and the Yamhill division was formerly the Portland & Willamette Valley Railway, but they were purchased by the Oregon & California prior to the lease to the Southern Pacific.

The Oregon & California Railroad Company is not now actively engaged in the (Concluded on Eighth Page.)