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Will wake things up for you. Shakes up
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First-Class Check Restaurant Connected With Hotel.

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American and European Plan.

American Plan \$1.25, \$1.50, \$1.75
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Complete line Men's, Boys' and Youths',
Women's, Misses' and Children's.
When in the city call and see immense stock.

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Correct in Design, Workmanship, Material.
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WIRE AND IRON FENCING
Of all kinds.
Poultry Netting
BANK AND OFFICE RAILINGS
AND ALL KINDS OF USEFUL AND ORNAMENTAL WORK
Portland Wire & Iron Works
MANUFACTURERS. 147 FRONT STREET

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of our \$20.00, \$25.00 and \$30.00
Unclaimed Suits for this month.
Examine them before buying.

FARNSWORTH-HERALD TAILORING CO.
248 WASHINGTON—NEAR THIRD.

**PADEREWSKI
AND THE
PIANOLA**

SEND FOR HIS TWO LETTERS

THE AEOLIAN COMPANY,

M. B. Wells, Sole Northwest Agt. 353-355 Washington St., cor. Park.

Automobile Record Broken.
NEW YORK, May 19.—A party of four
New Yorkers made an automobile trip
between New York and Philadelphia, 103
miles, in four hours and eight minutes
Saturday afternoon, breaking all pre-
vious records. The four in the party
were: Dr. S. T. Barnes, F. F. Georges,
C. Andrade and W. T. Halsey. They used
a large 24-horse power gasoline machine
and started from the Waldorf-Astoria.
The trip ended at the Bellevue Hotel,
Philadelphia. The average speed was 25
miles an hour.

Will Move Headquarters.
PHILADELPHIA, May 19.—The execu-
tive committee of the National Associa-
tion of Manufacturers, at a meeting to-
day, decided to move the general offices
of the organization from this city to New
York.

Final Fifth Convention.
KANSAS CITY, Mo., May 19.—The 50th
annual convention of the District
Grand Lodge No. 2, Final Fifth, began
today with about 100 delegates present
from Ohio, Indiana, Kentucky, Missouri,
Kansas, Colorado and New Mexico. Al-
fred Muller, of Denver, president of the
district, presided. The report of Jacob
Purth, of Cleveland, president of the
board of trustees of the endowment fund,
for 1901, showed a total of \$20,000 paid in
endowments. The total resources of the
department were shown to be \$255,928,
of which amount \$225,560 is in real estate
loans.

Pauncetote's Condition.
WASHINGTON, May 19.—Lord Pauncetote
remains about the same. He suffered
somewhat today from the heat, but his
condition is reported to be fairly
satisfactory.

MAINE BLOWS UP

Two Hundred Men and
Boys Are Killed.

GAS BECOMES IGNITED

Roadman Blown Out of the
Entrance Only One Saved.

DISASTER WAS IN TENNESSEE

Rescue Work Begun Promptly Re-
veals the Fact That Not a Single
Miner Working Underground
Made His Escape.

In a Tennessee coal mine, three miles
from the entrance of the workings, an
explosion of gas resulted in instant
death to about 200 men. Ten hours
after the disaster a rescue party
reached the scene, only to find that
not one of the men working under-
ground had escaped. As the rescuers
proceeded, they walked along one con-
tinuous tomb of death. Crowds of wom-
en went wild with grief, crowded about
the mouth of the pit, hoping that in
the innermost recesses of the mine some
had escaped.

COAL CREEK, Tenn., May 19.—Between
175 and 225 men and boys met instant
death at the Fraterville coal mine, lo-
cated two miles west of this town, at
7:30 o'clock this morning because of a
gas explosion.

Of the large number of men and boys
who went to work this morning only one
is alive, and he is so badly injured that
he cannot live. This man is William Mor-
gan, an aged Englishman, who was a
roadman in the mine. He was blown out
of the entrance by the force of the ex-
plosion. One hundred and seventy-five
miners were checked in for work this
morning by the mine boss. In addition
to these there were boys who acted as
helpers and drivers, and roadmen and others
to the number of perhaps 50.

The Fraterville mine is the oldest mine
in the Coal Creek district, having been
opened in 1850. It is fully three miles from
the opening of the mine to the point
where the men were at work. They had
been at work long before the terrible
explosion occurred. There was a fearful
roar, and then flames shot from the en-
trance and the air shafts.

As soon as possible two rescuing par-
ties were started in, one at the main en-
trance, the other through the Thistle
mine, which adjoins, and in which no
men were at work. The Thistle party
was unable to make any headway, as the
gas stifled the workers. The Fraterville
party went fully two miles under the
earth until a heavy fall of slate was en-
countered. At this barrier the men
worked desperately, hoping against hope
that those beyond might be safe.

Work of Rescuers.
The news of the disaster spread quickly,
and the scenes at the mouth of the mine
while the workers were within were be-
yond description. Work was suspended in
Coal Creek and all its mines as soon as
the news became known, and men, women
and children gathered around the Frater-
ville entrance. Women whose husbands
and sons were within were wild with grief.
All day long the rescuers toiled at the
slate obstruction, and not until 5 o'clock
did they force an entrance through it. Up
to that hour only five dead bodies had been
recovered, and hope was still high that
many miners within were safe. The hopes
of the living were doomed, however, for
when once the rescuers had entered and
proceeded they walked along one contin-
uous tomb of death. There was not a sign
of life. Every man had perished, they be-
lieved, although it will be early in the
morning before all the rooms can be en-
tered.

Eight dead bodies were first recovered,
and these were sent to Coal Creek.
Twenty-six were soon found. They were
not disfigured beyond identification, and
each corpse as it was borne from the
mouth of the great tomb was surrounded
by eager crowds of relatives of the men
who had been stricken down. The mine
was not on fire, except in remote por-
tions, and all the bodies will perhaps be
reached before daylight.

Partial List of Victims.
A partial list of the victims, scarcely
one-third, follows:
GEORGE AIKENS, mine foreman; head
blown off.
JAMES HIGHTOWER.
ROBERT SMITH.
ROBERT PRICE.
JAMES SLOVER.
WILLIAM PRICE.
ROSCOE BRADLEY.
WILLIAM BRADLEY.
THORNTON MOORE.
CHARLES UNDERGRIT.
W. J. EVANS.
CHARLES EVANS.
CHARLES BROOKS.
OSCAR MURRAY.
WILLIAM MURRAY.
MARION WILSON.
RAILEY WILSON.
MANNY WEBSTER.
CARL DICERN.
SAMUEL DICERN.
JAMES WHITE.
JOHN WHITE, JR.
WALTER WHITE.
HANNY YOWELL AND TWO BOYS.
RICHARD MARSHINGILL.
SCOTT HUDSON.
GEORGE ATKINS.
JAMES WHITTEN and 10-year-old son.
ED. BORRELL and 15-year-old son.
JOHN AIKINS and two sons.
JAMES STRICKLAND.
PETER CHILDRESS.
WILLIAM CHILDRESS.
JOHN CHILDRESS.
JAMES CHILDRESS.
JOE SMITTY.
EDWARD SMITTY.
CHARLES ADKINS.
BOYD ADKINS.

The Fraterville mine is owned by the
Coal Creek Company, of which F. C.
Camp is president. He was in Cincin-
nati, and is now hurrying to the scene of
the disaster.



WHERE THE WEIGHT OF
THE ARGUMENT LIES.

GO BACK TO WORK

Strikers at Oregon City Are
Satisfied.

THE RESULT OF A COMPROMISE

Employees Do Not Obtain Their Full
Demands as to Wages, but Wool-
en Mill Agrees to Maintain
New Scale One Year.

OREGON CITY, May 19.—The woolen
mill strike is over and the wistfuls will
blow for resumption of work tomorrow
morning. After a 12-minute conference
this afternoon, between President A. R.
Jacobs and Fred Jacobs, of the Oregon
City Manufacturing Company, Mayor
Grant B. Dimick, S. J. Burford, of local
union No. 337, United Textile Workers of
America, comprising most of the employ-
ees of the mill, President F. D. Olds, Sec-
retary J. H. Howard and A. J. Mayville,
of Federal Labor Union, No. 5788, a satis-
factory settlement was made and the fol-
lowing agreement was drawn up, which
will be signed by President Jacobs, of the
company; Mayor Dimick, of the city, and
two employees, one of whom, E. L. Eaton,
will be a member of the union and the
other a non-union man. The agreement
reads:
Oregon City, Or., May 19, 1902.—To Our Em-
ployees: We, the Oregon City Manufacturing
Company, agree with you, and each of you,
that the scale of wages mutually agreed upon
shall be in force during the period of one year
from May 1, 1902, to May 1, 1903.
Further, we will not discriminate for or
against members of Local Union, No. 337,
United Textile Workers of America, at Oregon
City, Or., and no discrimination will be made
against any of our employees on account of par-
ticipating in the strike commencing April 11,
1902.
It is also agreed that members of Local
Union, No. 337, United Textile Workers of
America, will not in any manner molest or
interfere with the employees of said Oregon
City Manufacturing Company who are not
now or do not care to associate themselves
hereafter with said Textile Union.

The manner in which the strike has ter-
minated cannot be construed as an entire
recognition of the union, and the terms
of the settlement denote a compromise.
Both sides have conceded much since ne-
gotiations first commenced. The strikers
first made a demand for higher wages and
afterward modified it. Had they been
granted the scale asked for in their mod-
ified demand, the annual payroll of the
company would have been increased \$20,000.
But a compromise was effected about one
week ago and as a consequence the em-
ployees will receive about \$12,000 a year
over the former scale said. After the
scale of wages had been agreed upon, the
conference committee of the union pre-
sented an agreement to the officers of the
Oregon City Manufacturing Company for
their signatures, but they refused to ac-
cede to its terms, and at that time re-
fused to sign any agreement of whatever
nature. This agreement was a virtual
recognition of the union, and the refusal
of President Jacobs caused a breach in
the negotiations, which resulted in the
strikers taking a determined stand. They
insisted that the union should be recog-
nized before they would return to work.
At this juncture the officers of the Fed-

YIELDS TO UNIONS

House Votes to Have Ships
Built at Navy Yards.

EIGHT-HOUR DAY THE ISSUE

Many Petitions Have Asked That
One Vessel of Each Kind in Gov-
ernment Service Be So
Constructed—Very Important.

Columbian Reinforcements.
COLON, Colombia, May 19.—Fifteen hun-
dred government soldiers arrived here to-
day from Savannah to reinforce the troops
already on the isthmus. The reinforce-
ments constitute a division and are under
the command of General Henao. The
government gunboat General Pineda also
arrived here today from Savannah.

CONTENTS OF TODAY'S PAPER.

Congress.
The House passed the naval appropriation bill.
Page 2.
The eight-hour bill was passed by the House.
Page 2.
Deliverer spoke in the Senate in favor of the
Philippine bill. Page 2.
Serious charges against military officers were
made by an ex-Corpsal. Page 2.
Foreign.
Letters written at St. Pierre before the dis-
aster. Page 4.
A plot against the life of Francis Joseph was
frustrated. Page 5.
Great Britain was swept by a severe storm.
Page 5.
Domestic.
Two hundred men were killed by a mine dis-
aster in Tennessee. Page 1.
In the Goliad, Tex., tornado 28 persons were
killed and 105 injured. Page 3.
The Presbyterian Assembly began the cele-
bration of the centennial of home missions.
Page 7.
Commercial and Marine.
Heavy slump in local potato market, due to
large receipts at San Francisco.
Portland shippers sending large consignments
of flour to Orient by way of San Francisco
and Puget Sound.
Many vessels seek American registry through
association of Danish West India.
Pacific Coast.
Accounts of Marion County officers are con-
demned. Page 4.
Furnish gets brilliant reception at Astoria.
Page 4.
Oregon-Washington track meet at Seattle to-
morrow morning. Page 5.
Strike at Oregon City woolen mills is ended.
Page 4.
Portland and Vicinity.
E. H. Harriman promises long-delayed ex-
tension of O. R. & N. Page 1.
Eugene L. Scheffer, head master at Bishop
Scott Academy, kills himself. Page 8.
President Harrison of Southern Pacific, ar-
rives. Page 10.
Board of Trade considers drydock question.
Page 14.
Unless the planing mill strike is settled to-
morrow morning, the Building Trades will
order a strike, which will involve 2500 men.
Page 12.
Murderer Williams walks voluntarily into jail.
Page 14.

ROAD TO LEWISTON

Will Be Built Along the
Snake River.

ANNOUNCED BY MR. HARRIMAN

New Line Will Be Used Jointly by
O. R. & N. and Northern Pacific—
Significant Speeches at Arling-
ton Club Banquet.

The Riparia-Lewiston railroad is to
be built as soon as materials can be as-
sembled, and it will be used jointly by
the O. R. & N. and Northern Pacific.
This announcement was made by Mr.
Harriman at the Arlington Club ban-
quet last night. President Mellen, of
the Northern Pacific, advocated the re-
cognition of Astoria as a common point
with Portland for rail routes.

At the Arlington Club banquet last
night, where President Harriman was the
guest of honor, two significant speeches
were made. Mr. Harriman announced
that the Lewiston-Riparia road would
be constructed and used jointly by the
O. R. & N. and the Northern Pacific.
President Mellen talked for the rail route
to Astoria as preferable to the water
route.

Chairman Mears briefly introduced Mr.
Harriman, who immediately began to talk
railroads. He spoke of the O. R. & N.
betterments, and said that while two or
three dividends on the preferred stock of
the company had been paid, nothing had
been paid on the common stock, because
the earnings had gone into heavy ex-
penditures for improving the property.
The railroads, he said, must combine or
they can't make money, because greater
economies are needed. The producer and
the transporter must get together. Mr.
Harriman deplored the hostility of the
newspapers and politicians to the rail-
roads, and predicted that if a man should
start out boldly to champion a railroad
cause and to make conditions that would
enable the transportation lines better to
serve the public he would be indorsed by
the people. Then he took up the Clear-
water situation in this manner:

"The papers have been demanding the
Clearwater line. I suppose the Oregonian
knows what you gentlemen want, and it
says you want a railroad that shall give
the Clearwater Valley an outlet this way.
So Mr. Mellen and I have concluded to
give it to you. We will build the Lewis-
ton-Riparia road and use it jointly. Con-
struction work will be taken up as soon
as the materials can be assembled for it."
This statement was received with ap-
probation.

Judge Bellinger and Mr. Wheelwright
made energetic and complimentary sur-
veys of welcome to Mr. Harriman and ex-
pressing approval of his efforts to improve
the transportation of the country. Then Mr.
Mellen was introduced.
Mr. Mellen expressed regret that the
Northern Pacific represented what might
be termed the back door route to Port-
land. He said he had preferred the front
door, but couldn't have it. The Northern
Pacific, he said, once had its main line to
Portland (down the Columbia over the
O. R. & N.) and its branch route to Puget
Sound, but necessity had forced the com-
pany to make its main line to Puget
Sound and to come into Portland by the
back door. Yet Portland had ever been
loyal to the Northern Pacific, and when
the Northern Pacific thought of running
through trains to the Puget Sound ter-
minal, it had always been restrained by
recollection of the generous support Port-
land was giving it.
"One thing that has stood in Portland's
way," Mr. Mellen said, "is its refusal to
recognize the best route to the sea (Astoria
& Columbia River Railroad), and its
tendency of clinging to the inferior
(river) route."

There were murmurs of dissent at this
statement, but the speaker was generously
applauded. Mr. Harriman was blithely
happy. He was chaffed good-naturedly
by many as the company adjourned to the
parlors of the club for an opportunity to
become better acquainted.
The banquet was a very pleasant
and successful affair. A few informal
addresses were made. President S. M.
Mears, of the Portland Chamber of Com-
merce and also of the Arlington Club
board, presided, and at his right were
Mr. Harriman and Hon. H. W. Cor-
bett, and on his left President Mellen
and T. B. Wilcox. At the opposite end
of the table sat A. A. Lewis, vice-pres-
ident of the Chamber of Commerce, with
Mr. Huntington on his right and Mr.
Kruttschnitt on his left. The list of
those at the table is follows:
Edward H. Harriman. T. B. Wilcox.
S. M. Mears. Thomas Cooper.
H. W. Corbett. C. C. Clark.
W. M. Ladd. A. B. Hammond.
Sol Hirsch. Captain Langitt.
General Beebe. R. Koehler.
Lewis Russell. Ernest Dross.
W. E. Ayres. Terrance Blair, Brown.
W. W. Cotton. J. Kruttschnitt.
L. A. Lewis. H. E. Huntington.
W. D. Fenton. C. L. Livingston.
J. P. Batchelder. R. L. Pitcock.
Adolph Wolfe. Judge Bellinger.
Wm. D. Wheelwright. W. J. Burns.
F. M. Warren. Mr. Cross.
A. L. Mohler. Walter Trimble.
A. L. Mills. C. S. Mellen.

The dining-room of the club was beau-
tifully decorated for the party, the pre-
vailing color being red. Carnations and
roses blushed among the cutglass and
silver, the red table cover showed
through a white net, wild currents
swayed from the chandeliers and the
lights were adjusted so as to heighten
the effect of this arrangement. The table
ran in a single piece through the
middle of the dining-room.

Steward Sargent served the following
menu:
Toke Points, half shell.
Loudon Dock sherry (1820).
Terragene clear, Brown.
Hors d'oeuvres Roquet de Coq.
Berneseater Doctor (1870).
Boiled Royal Chinook salmon, a la Hollandaise.
Cucumbers. Potato, Chateau.
Nectar cigarettes.
Punch, a la Arlington.
Spring lamb chop, a la Pompadour, Oregon peas.
Montebello But (1852).
Roast young capon au cresson.
Lettuce salad.
Strawberries and cream.
Assorted cake. Meringue aux Marroons.
Sautéed peaches. Sautéed almonds.
Apricot brandy. Benedictine.
Cannibetti and Roquette.
Toasted biscuit.
Villar y W. Clar cigars.
Cafe.