

Morning Oregonian.

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Streets

CORONATION WEEK

First-Day Fair, Much to Joy
of the British.

KING EDWARD'S HEALTH GOOD

Both American and British Flags
Flying—Count Von Waldersee and
Lord Roberts Exchange Com-
pliments at Dinner.

LONDON, June 22.—The reappearance today of brilliant sunshine, after weeks of rain and murky weather, gave to the first day of coronation week an air of unusual gaiety and gladdened the hearts of thousands of British subjects from all parts of the empire, and the thousands of foreigners, who are pouring into London to witness as much of the events as possible.

The announcement that King Edward, Queen Alexandra and the court would return to London from Windsor tomorrow served to quiet the flood of extraordinary rumors concerning the King's physical condition, varied in some quarters with weird tales of plots to assassinate His Majesty, and other fictions, all of which have been promptly denied by the officials most intimately connected with the King.

King Edward's health was announced to be good at Windsor Castle today, and this morning His Majesty attended divine service, accompanied by other members of the royal family. He enjoyed a drive through the royal gardens of Windsor Castle in a closed carriage. The court will arrive at Buckingham Palace tomorrow before luncheon time.

At the command of the King many thousands of persons were admitted to the east terrace of Windsor Castle this afternoon for the Sunday band performance. The terrace was crowded. The King and Queen listened to the music from the windows of their private apartments. King Edward's appearance does not justify the sensational rumors of his illness. The congested condition of the streets of London throughout today furnished an omen at the conditions of travel through these streets the latter days of this week.

The barriers across the streets which interrupted those through which the coronation processions will pass, and which now have been completed, are proving an impediment to ordinary traffic. Today it was almost impossible to proceed faster than a snail's pace through the thoroughfares between Hyde Park and the Mansion House. The omnibus companies have increased fares two and three times, and further increases in these rates are probable.

The obtaining of a seat on an omnibus was today more a question of physical than financial ability. The crowds out today were singularly good-natured, and accidents were few and of a minor character. The police are distinguishing themselves even more than usual by their courtesy and alertness in the interests of pedestrians. Kensington Gardens and the beautiful groves about the Crystal and Alexandra Palaces are filled with white and native troops clad in scarlet, white, khaki and blue uniforms.

The throngs in the street at night find much to engage the eye. The fronts of many buildings are hung with lighted decorations, and the Venetian masts are covered with garlands and connected by strands of roses. The streets are filled with many-colored lights, and the various stations of the royal coronation procession are marked with arches representing Great Britain's colonies.

American flags were in evidence at a great number of windows. Some hotels are flying both American and British flags from their staffs in honor of the great number of American visitors domiciled within.

Count von Waldersee, one of the German representatives to the coronation; the Duke and Duchess of Aosta, from Italy, and many other distinguished representatives of foreign royal personages arrived in London today. Count von Waldersee and the German officers with him were entertained at dinner tonight by Field Marshal Lord Roberts. In toasting King Edward and the British Army Count von Waldersee paid a high compliment to Earl Roberts. His Majesty said:

"We German soldiers know how difficult

was the task the British Army had to accomplish in South Africa, and that this task was accomplished with bravery, humanity and the utmost devotion to the country."

Replying, Lord Roberts complimented Count von Waldersee upon his distinguished services in China, and thanked him in behalf of the British Army for his allusions to its work in South Africa. Lord Roberts said also:

"I can assure your excellency that we soldiers are deeply sensible of the kindly feeling which prompted you to speak of the army in such appreciative terms."

Earl Roberts concluded by calling for a toast to Emperor William and the German Army.

Lord Lansdowne, the Foreign Secretary, intended to be present at the dinner, but was prevented because of a slight indisposition.

Many of the privileged persons who will occupy seats in Westminster Abbey next Thursday will see little, if anything, of the actual coronation ceremonies. Quite a number of the peeresses and others who were admitted to the abbey to witness the recent coronation rehearsals were charged to find how little could be seen from the seats allotted to them, and in consequence they have decided not to occupy these seats, but to accept in preference invitations to view the procession from points along the route of march, where they will not have to wait so long and where there will be less restraint.

Queen Alexandra was seen in Windsor Park yesterday riding horseback, for the first time in many years.

Such an enormous crowd gathered at Alexandra Park last Saturday night to witness the military tattoo of the colonial troops that the people invaded the reserved space and became uncontrollable. Another unruly crowd that gathered today to witness the military church parade had to be scattered by a stream of water from a fire hose before the parade was possible.

Pleased the English Press.

LONDON, June 22.—The tribute of Count von Waldersee to the British Army in his speech at the dinner given by Earl Roberts has been received with the greatest satisfaction by the British press, and his remarks are commented on this morning as an official repudiation of the insinuations recently published in the Anglophobe German press.

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Domestic.

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Congress will probably adjourn due to the Fourth of July. Page 2.

In view of failure of Cuban reciprocity legislation, there may be an extra session of the Senate to consider a Cuban treaty. Page 2.

Pacific Coast.

Ex-convicts appear at La Center, Washington, to aid Tracy and Merrill. Page 3.

Chief danger from fire in Green River valley, Washington, has passed. Page 3.

Oregon's hop yield is estimated at 85,000 tons. A price above 15 cents is looked for. Page 3.

Three persons were killed by train at railroad crossing near Seattle. Page 3.

Commercial.

American trade in Great Britain increasing despite prejudice. Page 10.

London stock exchanges will be dull until after the coronation. Page 10.

Business on German bourse is so light that shorter hours are demanded. Page 10.

Sports.

Helm defeated Portland, 6-5; Seattle beat Butte, 6-3; Spokane won from Tacoma, 19-4. Page 5.

Oregon City beat Ephraim, 8-6; Cornelius won from Pidelity, 1-0. Page 5.

Tennis season opens in Portland. Page 12.

Programme of Northwest trap shoot to be held in Portland this week. Page 7.

Big regatta will be held on the Fourth. Page 7.

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Loss in East Side fire will reach \$372,000. Page 10.

Local politicians discuss Governor Geer's special session idea. Page 12.

Anson H. Buckman dies from injuries in runaway accident. Page 7.

Thieves rob seven houses in northwestern part of city. Page 8.

Fourth of July committee announces prizes for parade. Page 12.

LIGHT WHEAT TRADE

Seattle Less Favored by Railroads Than Tacoma.

FLOUR BUSINESS INCREASING

Alaska Mining Boom Is on the Wane, and Puget Sound Metropolis Is Nervous Accordingly—Advantages of Cheap Coal.

(Staff Correspondence.)

SEATTLE, Wash., June 22.—Having no such extensive property interests in Seattle as it possesses in Tacoma, the Northern Pacific Railroad has failed to provide the Elliott Bay metropolis with the same facilities for shipping wheat that are offered exporters at Tacoma. The Great Northern, traversing a much more limited wheat territory than the Northern Pacific, has not been called on for any more dock room than it offered a year ago, and until the Northern Pacific begins hauling wheat into Seattle this port will be some distance from the front as a wheat shipper. Up to date, however, the Seattleites have been so diligently engaged in separating the Eastern underfeet from their money by various methods, ranging from strictly legitimate to the lock trick and the gold brick, that they have not paid much attention to wheat and the trade which follows it to port. Seattle is a typical boom town, or rather has been the fortunate victim of a number of booms, attended with the usual relapses. These booms have had an effect similar to that produced on a "dope fiend" by the injection of morphine or cocaine, and when the sensation was at its height the effect was a hilariously prosperous condition of trade.

The natural wealth of the woods and the waters tributary to the Elliott Bay metropolis gave the place its first good hard push on the road to prominence along in the '90s. The big fire of 1889 got around just far enough ahead of the hard times to enable the citizens to spend all the money they had, and as much more as they could borrow, in rebuilding on a larger scale than ever. Then came the prolonged agony which ground the financial life out of many a man who was regarded as wealthy at the time of the fire. The town had been rebuilt largely with borrowed capital, and in the 'seven lean years' that followed, the profits of the butchers, the baker, the landlady and everyone else were shipped East to pay the interest on borrowed money.

The comparatively small number of Seattleites who were not swept off their feet by this abb, which seemed to meet no flood, by living on seaweed and hot air and practicing economy in other directions, regained a foothold and were again moving slowly up the grade when gold was discovered in the Klondike. The effect was electrical, and the shock lasted for two years, in which the city enjoyed greater prosperity than has ever fallen to the lot of any other city on the Pacific Coast. Just as this excitement began to wane and business in every line was overdone, Cape Nome turned loose a few millionaires and a large number of men who were past masters in the art of lying.

This second injection of the gold cure was for a time fully as effective as the first, but the system of the patient had been strained in the first attempt, and the effect soon wore off. Seattle is now on the verge of an awakening from the Cape Nome pipe dream, and while she will never fall back to the straits she was in during the early '90s, the boom is over for the present, and until other Klondikes or other Cape Nomies are discovered she must fall back on business that is less exhilarating but more reliable. The first steamer of the 1902 fleet from Nome reached Seattle Friday, with a very

small amount of treasure, a fairly good crowd of passengers, and some hard-luck stories, which were large enough to make up for the dimensions of the treasure. There is still some gold coming out of the Klondike, but even this famous district is on the wane, and one of the famous Lippy claims that yielded millions and was the most prominent in attracting attention to the Klondike, was sold a short time ago for a few thousand dollars to parties who will work it over to get what they can out of the "tailings."

It need not for a moment be inferred from these references to the uncertainties of placer mining, which has been a factor of such prominence in Seattle's growth, that more substantial business is missing. The lumber and coal industries centering here are alone sufficient to make a great city. There is a wheat territory which in time can be developed, so that it will produce upwards of 10,000,000 bushels, which will be tributary to this port, and the fishing and farming industries in the immediate vicinity are of great and growing importance.

Seattle has never figured very prominently in the wheat business, but her record for the past season showed quite an improvement, and in the flour trade she is right up in close company with Tacoma, and with the assistance of Everett and some of the interior milling points, will next season give the Commencement Bay port a hard tussle for first place among the Puget Sound ports. A feature of the flour trade, which is of material help to both Seattle and Tacoma, is the numerous steamers which are attracted to Puget Sound on account of the cheap fuel. An instance of this advantage is shown in the case of the Kosmos Line of steamers, from Hamburg. These vessels bring considerable freight from Europe to San Francisco, but do only a small amount of business with Puget Sound cities, and yet nearly every one of them steams north and takes from 1000 to 200 tons of coal, the saving on this item alone being sufficient to pay the expense of the trip up the Coast. This provides the Puget Sound mills with facilities for shipping small lots of flour to Central America and South America, a business which otherwise would be obliged to pay tribute to San Francisco, as in the past.

This feature of advantage is also noticeable in the Oriental and Siberian flour trade. The discovery and development of the California oil business has tended to equalize the matter of fuel to a certain extent, but coal is very plentiful here, and the Puget Sound people state that if necessary it can be mined much cheaper than at present.

Cheap coal has also attracted the attention of the American Line steamers, which run between New York and Pacific Coast ports, and has accordingly enabled Puget Sound shippers to reach the Hawaiian Islands' trade on a very low freight rate, and by direct shipment. Seattle flour shippers this week shipped flour to the Orient by the steamers Empress and Athenian from Vancouver, Duke of Erie from Tacoma, and Tosa Maru from Seattle, and to Honolulu by the steamship American. They also have another line of steamers running to Honolulu. These facilities, which are attracted in a measure by cheap fuel, explain why the flour shipments of Seattle are relatively so much greater than her wheat shipments, practically all of the wheat going out by sailing vessels, on which the fuel question has no bearing.

Excluding the precarious Alaska traffic from consideration, and Seattle has a large and rapidly growing shipping trade, which will be of permanent advantage to the port. This business, together with the milling and manufacturing industries which have centered here, will not build up the city as rapidly as it has been built up by Alaska gold, but it will insure a permanent healthy growth after the collapse of the present bubble, which is about due to burst unless, as previously stated, the city receives another injection of the "gold cure."

Rents have climbed to fabulous prices, and real estate has soared to heights that would have looked dizzy in the early '80s before the first collapse. There are hundreds of idle men in the city and labor is cheap, the dock labor, which receives 35 and

(Concluded on Fourth Page.)

WHY MINERS STRIKE

President Mitchell Replies to Coal Presidents.

CONDITIONS ARE INTOLERABLE

Coalminer Receives Less Than \$300 a Year, Though Work is Hazardous and Cost of Living Great—Price of Coal.

WILKESBARRE, Pa., June 22.—John Mitchell, president of the United Mine-workers of America, today issued the following statement. It is a reply to the letters of the coal presidents declining to accede to the demands of the miners which were issued about 10 days ago:

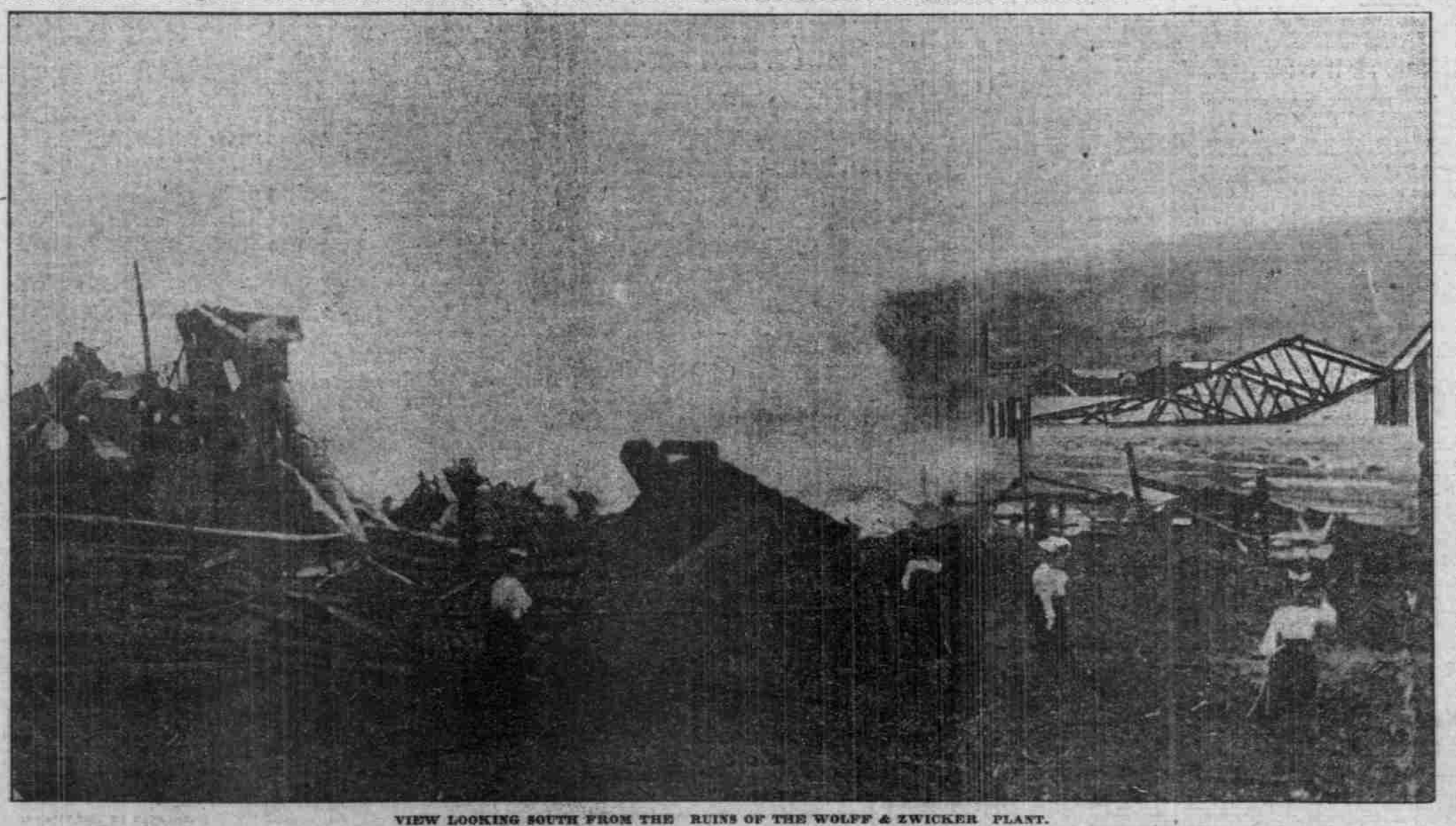
"To the Public: If the contest now in progress in the anthracite coal regions of Pennsylvania affected only the welfare of the railroad and mining corporations on one hand and the coal miners on the other, the public would have no vital interests at stake and would consequently be less concerned than it now is in the continuance, the extension or the termination of the conflict; but inasmuch as there is a third and important interest involved, which, although in no wise responsible for the present strike, is nevertheless an innocent victim thereof, it is but fair and proper that the general public should be fully and accurately informed upon the merits of the question now in controversy. If it shall be asked why we have waited until the close of the sixth week of the strike to issue a statement of this nature, sufficient answer may be found in the fact that we have hesitated to utter one word or to take any position that would impede or embarrass easy reconciliation with the coal operators. Every delay and precaution, every conceivable conciliatory effort that honorable and conservative men could take to avert a rupture, and every means that thought could suggest to bring the matter in dispute to arbitration was resorted to by the union both before the strike order was issued and since it went into effect, but without avail; the coal magnates replying to all our overtures with the declaration that there was nothing to arbitrate. This statement on their part is equivalent to saying that the coal miners have made unreasonable demands and have struck without real or sufficient cause. To this, let plain, unvarnished facts and figures reply.

Chafed and Groomed 25 Years.

"For more than 25 years the anthracite coal miners of Pennsylvania have chafed and groined under the most intolerable and inhuman conditions of employment imaginable. Their average annual earnings have been less than those of any other class of workmen in the United States, notwithstanding the fact that their work is more hazardous and the cost of living greater than in any other important American industry. The total number of persons employed in and around the anthracite coal mines is 147,000. They are employed never to exceed 30 days in any one year, and they receive as compensation for their services an average of \$1.42 for a 10-hour work day. It will thus be noted that they earn annually less than \$300. Such pay may supply a living on a par with some classes of European laborers, but who will say that it is sufficient to support American citizens or enable parents to educate and properly maintain their families? True it is that a 10 per cent increase in wages was granted by the coal operators as a strike concession two years ago, but it is also true that a large portion of this 10 per cent was paid back to the companies to buy the suppression of an old powder grievance. Moreover, according to reliable commercial agencies, the cost of living has increased, particularly in the purchase of foodstuffs, from 30 to 40 per cent, so that the purchasing power of a miner's earnings is less now than before the strike of 1901.

"The presidents of the various coal-carrying roads have given publicity to a statement that during the year 1901 the

(Concluded on Second Page.)



VIEW LOOKING SOUTH FROM THE RUINS OF THE WOLFF & ZWICKER PLANT.