

BOTH SIDES FIRM

Carmen Confident of Winning P. C. & O. Strike.

COMPANY RUNS ONE LESS CAR

Officials Will Attempt to Operate Only Mail Cars—Boats to Sellwood, Milwaukie, Oregon City Do Good Business.

The second day of the Portland City & Oregon strike was much like the first. The company operated one less car. The strikers' boats did a prosperous business. The men said they intended to hold to this plan of action until the company should find it expedient to yield. The company said it had offers from many men to go to work in places vacated by the strikers, but that for the present no more would be attempted than to keep the mail cars running. Each side expects to wear its opponent out by letting matters drift along as they now are. The officers of the company say they feel that public sentiment will support them in this course; and the men say they have the fullest assurance of the sympathy of the people, and that the attitude of the public will prove a very important factor in the solution of the problem they have tackled, the determining factor, they believe. Both sides agree that there is nothing to be gained by attempting to force matters just now.

Chairman Dimick, of the committee having the strike in charge, said last night that everything was working satisfactorily; that the men had succeeded in getting the road up tighter than they had supposed it could be done, and the public was supporting them to the greatest possible extent. The plan of the strikers, he said, would be to continue the present situation until the company should see the folly of keeping an obnoxious superintendent and an incompetent dispatcher. To this end it is the policy of the men to refrain from work and keep other men from operating the cars, so far as that can be done by peaceable means. Mr. Dimick says popular sympathy has developed so strongly in favor of the strikers that he has no doubt they will be able to prevent the operation of cars under Superintendent Tiffany.

"I wish to correct a statement given out by Mr. Morris and published in yesterday's Oregonian," said Mr. Dimick. "That deadhead car Monday night was dispatched from Portland for Milwaukie with instructions to meet two Sellwood and one Oregon City car before passing Baldwin's switch, which is on the north side of the double track. The cars had been running very irregularly on account of the trouble at the Madison-street bridge, and occasionally the crews would not have opportunity to get up the sign for the proper destination, and when the deadhead car reached Baldwin's there had been such confusion of signs on the cars passed that the crew of the deadhead felt confident they had reached the wrong place, and concluded to go ahead carefully. The dispatcher, J. F. Roach, expecting this, had notified the north-bound Oregon City car to proceed with caution, which it did, both cars running under such conditions that it was impossible to come together."

"Pretext for the Strike." Both President Hurlburt and Treasurer Morris say that Tiffany and Stuart are only made a pretext for the strike, and the real cause lies in the unwillingness of a number of the men to obey instructions as issued. "And every time we have tried to improve the service by getting rid of the worst men, they have said, 'We have found that attempts were made to create disturbance with our forces. They kicked against the very acts of ours that were in the direction of efficiency and security, which now they profess to greatly to desire.'"

"That Southern Pacific crossing at the east end of the Madison-street bridge I regarded as a place demanding the utmost caution on the part of the cars," said President Hurlburt. "And we gave explicit instructions and hung a prominent sign out to 'Stop and flag across.' But they wouldn't obey those very instructions. Finally we caught one of the men, Conductor Bilyeu, in the flagrant violation of the order, and we discharged him. He went to the labor unions and tried to get them to go with him. There is the case of Motorman Waddell, who let the freight car down the grade on Hawthorne avenue into a Southern Pacific passenger train. We did not want to discharge him for that, so put him to work where it was deemed practically impossible for him to do harm through his carelessness—out in the gravel pit. But it was not long before he piled the freight cars in a heap at the bottom of the incline by neglect to use the brakes. Then we had to let him go, and there was another protest. That is the kind of men we have been letting go—men whose attitude was a menace to everything they came in contact with. There are more of them that we were bound to get rid of, and they knew it, and they know it now. The chance in the hope of making a good cause of it."

"We shall keep our mail cars running. We don't expect to carry many passengers, in fact, we expect to carry no passengers at all. I am now having circulars printed advising the public to patronize the Oregon City boats until we are in position to resume regular service."

First Show of Violence. The first show of violence was reported from Sellwood yesterday morning. As the last car was returning to the Milwaukie shops the night before, in charge of Motorman B. M. ("Old Dad") Ashmore, one of the two carmen who remained at work, quite a crowd of citizens greeted it at Unatella avenue, Sellwood, where the car had occasion to stop to let off a passenger. A number of boys had firecrackers with them, and they were making a considerable demonstration. There were cries of "Scab! Scab!" some giant crackers were thrown toward the motorman, and it is said some one in the crowd threatened him. Thereupon the motorman drew a revolver, according to the statement of several people who say they saw it, and warned the crowd that he would tolerate no further threats or demonstrations. He may find lodgings at the company's shops and get his food in Portland. The strikers have hopes of winning him over to their ranks, as well as the other member of the "scab" car team, Richard Igle. Superintendent Tiffany ran one of the Oregon City cars yesterday forenoon, and in the afternoon Superintendent Fields took charge of the car. The so-

called "scab" crew ran the other mailcar, Oregon City. Auditor Grant ran the single Mount Scott car that was in operation. Passengers were few.

Tiffany Moved Lumber.

About 2:30 o'clock a carriage drove up to the curb at the corner of Hawthorne and Grand avenues, and Superintendent Tiffany sprang out and walked a few yards to the entrance to a grocery on that corner. A policeman had come up at the same time, and he spoke a few words to Tiffany and the two men got into the carriage and drove down Hawthorne avenue toward the river. A number of the men were standing about the corner and observed the incident, and they were curious to know what it meant. There was a suspicion that the presence of the officer was intended as notice to the strikers that the superintendent would be protected from harm, and this possible reflection was not rebuffed.

"What's the cop doing around here now? I'd like to know what he's putting in for?" were some of the questions that passed among the men.

The carriage passed down to the railroad crossing, where lumber was being delivered for rebuilding the roadway burned in the fire of Saturday night. So much material had been placed there that the passenger train was blocked, and the officer had notified the superintendent that the

carriage was to be removed. The officer, however, refused to do so, and the superintendent, after waiting a few minutes, drove away without the lumber. The officer, however, refused to do so, and the superintendent, after waiting a few minutes, drove away without the lumber.

opening must be made so vehicles could get through. Superintendent Tiffany called a crowbar and proceeded to lift and pry the heavy timbers out of the way, with the aid of the single workman who was there to help him. After 15 or 20 minutes the way was cleared, and the superintendent drove away without the policeman.

At the corner of Grand avenue the superintendent got out and walked about the situation at that point. He met Chairman Dimick, of the strikers' committee, in the middle of the street. "Hello, Dimick, how are they coming?" asked the superintendent, good-naturedly. "Oh, everything's bumpy-dory," responded Dimick. "Gimme a match."

The two men passed a few remarks in that vein and then went their way. The two launched run by the strikers between Portland and Milwaukie, stopping at Sellwood, were well patronized yesterday. Some of the men said they were going so well that they thought some of making their boat line permanent.

The Oregon City Transportation Company will add the steamer Gray Eagle to the service on the Portland-Oregon City run today, thus doubling the steamer service between these points. Captain Graham says he is not in affiliation with the strikers, but is doing this merely as a good business move at this time.

The people of Milwaukie showed their sympathy with the carmen by giving them a strawberry supper last night in the Woodmen's Hall.

From Oregon City End.

OREGON CITY, Or., June 25.—There were no important developments in the Portland City & Oregon Railway strike today. Only two cars were operated, as on yesterday. They left Oregon City and Portland on the mail schedule, but maintained no time schedule for the rest of the day, running along in a leisurely fashion and making slow stops. Assistant Superintendent Clarence Fields, who is in charge of one car, said this afternoon that he would not run with a scab conductor, and he runs alone on his car. The other car has as motorman Section Foreman Dick Hign, and the conductor is D. M. Ashmore, the only man on the whole system who did not join with the employees.

Chances of Death Three in One. NEW YORK, June 25.—According to Sir Frederick Treves, who performed the operation on King Edward, and is himself one of the greatest living surgeons and specialists on abdominal troubles, the chances of death in cases of peritonitis where abscesses form, as in that of King Edward, are about one in three. Sir Frederick Treves also declares that the period when death is most likely to occur is at all is from the fifth to the eighth day. Judging from the opinions of this distinguished physician, it may be assumed that either the King's condition has developed suddenly, or he has been very sick for several days, and the physicians have been attempting to "patch up" their patient for this week's ceremonies, says the Times.

What physicians regard as one of the exhaustive essays written on the subject of peritonitis is that of Sir Frederick Treves, published in a medical work known as the "System of Medicine." Every phase of the malady is treated in that essay, and many of the typical cases cited bear remarkable similarity to that of King Edward. The following are some extracts from that essay of interest to laymen: "Peritonitis represents the very commonest variety of peritonitis and the remarkable frequency of inflammation in this position is due to the fact that the appendix is one of the weakest points within the abdomen. Peritonitis may be met with in patients of all ages. Cases have been recorded in children respectively by seven and 13 months old. On the other hand, the greater proportion of cases occur in young adults, and the period of greatest frequency is between 19 and 20."

Sounds Like Fiction.

252,422 bottles marked the increase of Mott & Chandon Champagne in 1901 over the year 1900, equal to over 100 per cent of the combined increase of all the other Champagnes imported during the past year. Quality is responsible for this showing. Mott & Chandon White Seal, Sperry, France, is perfection in Champagne. Advers.

Shake Into Your Shoes.

Allen's Foot-Powder. It cures painful, smarting, service feet, and instantly relieves itching out of corns and bunions. It's the greatest remedy for foot troubles. Allen's Foot-Powder makes tight or new shoes feel easy. It is a certain cure for sweating, calluses and hot, itchy feet. It keeps the feet cool and dry. Druggists and shoe stores. Trial package FREE. Address, Allen S. Omsted, Le Roy, N.Y.

CLEARING AWAY DEBRIS

MANY MEN AT WORK ON SITE OF TUESDAY NIGHT'S FIRE.

Much Doubt About Origin of Conflagration—Plans for Rebuilding.

The ruins of Tuesday night's fire attracted a large number of curious persons yesterday, and the streets surrounding the smoldering embers were lined with people until a late hour last night. Early in the morning the City & Suburban Railway Company set a force of men at work clearing up the rubbish from Gilsan and Sixth streets, on which corner the old car barn stood. Quantities of wire and other power-conveying materials were in the black but escaped serious damage, and were removed from the premises yesterday. The Wakeman & Morse Transfer Company early removed from the wreckage the bodies of their valuable horses that were hurled to death. The charred remains of Thomas Condon's horses were

also removed. The owners of the two heavy trucks that were engaged throughout the day in collecting horse shoes and pieces of scrap iron that were not ruined by the flames. The old second-hand store on the corner of Park and Gilsan streets, one of the most dilapidated places in the whole block. After the fire had made havoc with the contents of this place it was flooded with water from above until the floor was one great sea of slushy debris. The whole block was ruined, the probable total loss being \$3,000, with \$10,000 insurance.

The origin of the fire is a matter of speculation, there being no definite information as to where the flames kindled. The incendiary theory has its quota of believers, but the general opinion is that the fire was purely accidental, and that it started in the rear of the Chinese laundry. It is said by some who saw the blaze first that it originated in the basement of the Wakeman & Morse stables, while others contend that the origin was in the rear of the bakery. Just how the fire did start will probably remain a mystery, for nobody seems to have any definite information.

It is quite likely that the wreckage and rubbish will be removed from the block within a few days, but plans for rebuilding are at present uncertain. The west half of the block, with its main front on Park street, belongs to the R. H. Esty estate, for which A. King Wilson is agent and attorney. Mr. Wilson is out of the city at present, so nothing is known as to what his plans are for the future use of the property. The east half of the block is owned by the City & Suburban Railway Company. Superintendent C. F. Swigert said yesterday that the company had formulated no plan as to the future use of the property. It was rumored on the streets that the company would construct a large car stable on the property, but official statements of the company neither affirmed nor denied the report.

Louitt & Malarky, the blacksmiths, who were burned out, spent yesterday fitting up a new shop on Sixth street, near Irving, where they will continue their business for the present. The Northwest Banking Company has just finished a new furnace at its store, corner of Twelfth and Gilsan streets, so the patrons of the establishment were put to no inconvenience. The Wakeman & Morse Transfer Company, the heaviest losers of the fire, were doing business yesterday, despite the fact that the union had their vehicles and six of their best horses destroyed by the flames. Rival transfer companies were on hand early to offer trucks and horses to their unfortunate competitors, who were able to handle their usual amount of business. When seen last evening M. B. Wakeman, manager of the Wakeman & Morse Transfer Company, said: "I wish to express the gratitude of our firm to those who assisted in saving our animals and property from the fire, and also to those competitors through whose kindness we have been enabled to carry on today's business. Several other transfer companies have kindly loaned us both trucks and horses to conduct our business until we can get on our feet again."

The Chinamen who owned the laundry on Park street had buried a considerable quantity of money under their shack. Most of it was recovered yesterday. The Celestial misers were on hand early and succeeded in digging up all of their coin except some pieces of silver which were carried away by small boys.

INSURANCE MEN LOSE.

Must Face Claims of Nearly a Million Pounds.

NEW YORK, June 25.—Postponement of the coronation means an enormous loss to the underwriters, says a London correspondent, whom it considers the highest medical authority in Great Britain, and who is in intimate touch with the London newspapers at the bedside of the King. "London, June 25, 12 M.—The King's disease is peritonitis, following cold contracted nine days previously. His symptoms became acute a week ago, but had subsided, and it was hoped that he would go through the coronation ceremonies. Owing to a sudden exacerbation early Tuesday morning, an operation was decided upon at 10 o'clock, and the operation was performed at noon on Tuesday by Sir Frederick Treves, the anesthetic being administered by Dr. Frederick Hewitt. The abdomen was opened around the caecum, the pus evacuated and the cavity drained. There was no resection of the bowel, the operation being a simple one. The patient is recovering rapidly, and it is expected that he will be able to get up on his feet in six weeks or two months."

Account of the Operation.

NEW YORK, June 25.—The following special cable was today received by the New York Medical Journal from the London correspondent, whom it considers the highest medical authority in Great Britain, and who is in intimate touch with the London newspapers at the bedside of the King:

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E. W. Grove. This name will appear on every box of the genuine Laxative Bromo-Quinine. It is a remedy that cures a cold in one day. 25 cents.

had gotten down to 5 guineas per cent (54 per cent).

During the recent smallpox excitement Lloyd's underwriters issued thousands of policies against catching the disease at a rate of 2s 6d per cent (14 of 1 per cent), and had only a few claims to meet.

The underwriters also came out exceedingly well on their speculation as to the Queen's Jubilee procession in 1897, and all who had won on that occasion went in for the coronation premiums as greedily as if there had been no risk to be feared, and the premium was all profit. Others who kept aloof from such commitments in connection with the jubilee plunged in hungrily on the coronation gamble. Many of the underwriters have policies on the life of the King for six months. The rate for the last week was 10 guineas per cent (304 per cent), but it rose on Tuesday to 50 guineas per cent (504 per cent).

In Event of King's Death.

NEW YORK, June 25.—In the event of the death of King Edward VII the life insurance companies of England will suffer the most staggering blow known in the history of that branch of financial investment. It will cause a loss of tens of millions of dollars to the regularly organized life insurance companies of

various other kinds which have taken heavy stakes in the King's life. The rate of interest. American life insurance companies, however, will suffer no loss, because in this country to obtain life insurance policies the applicant must carry personal insurance of \$4,000,000, as well as \$1,500,000 of the life of the Czarina and \$2,500,000 on that of Grand Duchess Olga. The Emperor of Germany carries \$5,000,000 personal insurance.

King Edward carries the enormous sum of \$3,000,000 placed with English companies. This on personal policies upon which he pays premiums out of his private purse. The total risks on his life on policies by business men is placed at \$2,000,000. The Car of Russia is said to carry \$1,500,000 of the life of the Czarina and \$2,500,000 on that of Grand Duchess Olga. The Emperor of Germany carries \$5,000,000 personal insurance.

Opinions of Physicians. Dr. Mann Says the Case Bears No Resemblance to McKinley's.

NEW YORK, June 25.—Dr. Matthew D. Mann, the surgeon who performed the operation on President McKinley, has, says a World special from Buffalo, made the following statement: "The operation on King Edward is one that is performed very frequently and is more frequent in this country than in England. The results are satisfactory in a very large percentage of cases. It is impossible, of course, to give an opinion on the outcome of King Edward's illness without more data. The case of King Edward bears no resemblance whatever to President McKinley's. The one is an inflammation, the other is a gunshot wound. All things being even, I should say the King's chances of recovery are a great deal better than were those of the President—that is, an ordinary case of appendicitis is much more likely to get well than a bullet wound in the stomach. Taking it all together, I suppose more than 50 per cent of the appendicitis cases get well, provided they are taken in time, while in cases of bullet wounds of the stomach, probably not more than 50 per cent get well."

What Dr. Park Says.

NEW HAVEN, Conn., June 25.—Dr. Roswell Park, director of the new state pathological laboratory of the University of Buffalo, and one of the physicians who attended President McKinley at Buffalo, in discussing the nature of King Edward's illness, made the following statement: "The only question in regard to the outcome of the disease was taken in time. From the fact that the King was out driving a few days ago, after the first trace of the disease had been discovered, it would appear that the disease had not got much headway and that the operation was performed in time to prevent serious results. Because of the age of the King, it will be three or four days before the crisis shall have been passed, and if the crisis is passed successfully it will take three or four weeks' convalescence. Under the most favorable condition, it will not be possible for the King to take part in the tedious coronation ceremonies within six weeks or two months."

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FUEL HAULERS OUT

Strike of 80 Teamsters of the Banfield-Veysey Company.

DEMAND THEIR WAGES WEEKLY

Discharge of Members of Committee Making the Demand Leads to Tie-Up of 75 Teams—What Both Sides Say.

Eighty teamsters and woodpillers, belonging to the Fuel and Sand Teamsters' Union, and in the employ of the Banfield-Veysey Fuel Company, went out on a

strike yesterday morning because M. C. Banfield, manager of the company, refused to pay them weekly, and discharged a grievance committee which went to the bank at which he does business to ask that an effort be made to make him keep an alleged agreement to that effect. The agreement, according to the strikers, was entered into by Mr. Banfield, and should have been lived up to. Mr. Banfield says that he entered into it on condition that other fuel companies take like action and that, finding that this was not being done, he felt privileged to abrogate it.

The trouble has been brewing for several weeks. The teamsters were paid weekly for some time, but lately they were notified by the company that as other fuel concerns had not seen fit to sign the agreement it could no longer be made binding, and a committee, consisting of Bert Schleigh, J. Hilton, Joseph Wells, E. Tooley and L. Whetstone, Monday called at the Merchants' National Bank, and asked R. L. Durham to endeavor to bring about an arrangement by which weekly payments might be resumed. Mr. Banfield learned of their action Tuesday, and notified them that they need not consider themselves longer in his employ. Yesterday morning all the men failed to take out their teams.

The Fuel and Sand Teamsters' Union, through a spokesman, made the following statement in regard to the grievances of the teamsters: "The chief and only grievance we have against the Banfield-Veysey Fuel Company is that Mr. Banfield has not kept his agreement with the union. This agreement went into force June 1 and was signed by Mr. Banfield as manager of his company. Clause 4 provides: 'Wages shall be paid weekly, and not more than two weeks' work shall be kept back.' Monday a grievance committee of five called to see Mr. Banfield and asked him why he had not been living up to this clause of the agreement. He answered that his company repudiated the whole agreement. 'To be frank with you,' he said, 'it will be money in our pockets if you strike. We are anxious for you to strike. It does not matter to us whether you tie us up today or not.' When asked why he signed the contract, to break it so soon, he stated that there was one word in the city that the union had not compelled to sign the same agreement. Now, we never promised to force his competitors to sign. We simply promised to do what we could to get them to make the same terms with us."

"After seeing Mr. Banfield, the grievance committee, which consisted of Jesse Hilton, Bert Schleigh, D. Whetstone, Al. Pickett and Joe Wells, decided to send two of its members to have a conference with Mr. R. L. Durham, one of the stockholders of the Banfield-Veysey Company. They met Mr. Durham at the Merchants' National Bank and urged him to use his influence with Mr. Banfield to avert a strike. Mr. Durham said he would see what he could do, and asked the committee to return in the evening. When Mr. Banfield learned of the visit of the committee to Mr. Durham, Tuesday noon he discharged the five members of the grievance committee, and the business agent of the union, E. Tooley, for interfering with his business."

This morning at 10 the teamsters met and sent a committee of three to Mr. Banfield, telling him that they were in session at their hall. They asked him to come up and address them, and informed him of the readiness of his men to go back to work if he lived up to the agreement he had signed as to weekly payments. He refused to come to

Showing our unbounded confidence in our ability, we have adopted the plan

Not to Ask for a Dollar Until a Cure Is Effected

MEN ONLY

Special attention given to Varicocele, Contagious Blood Diseases and Acute and Chronic Urethral and Prostatic Inflammation.

Consultations free, and no charge whatever for treatment of any case in which a cure is not effected.

May 13 Mr. Banfield sent a letter to Secretary C. V. Morris, of the Teamsters' Union, asking whether other fuel companies had signed a like agreement to that

he had signed as manager of the Banfield-Veysey Fuel Company. In this he stated that he had signed the agreement on the distinct understanding that all fuel companies hiring the same class of teamsters should sign the same agreement. He advised the union secretary that if such were not the case he would change his policy toward the union accordingly. To this the industrial Morris replied that the effort would be made to get the other fuel companies to sign up by June 1, and inviting Mr. Banfield to confer with the union leaders as to the situation.

He had signed as manager of the Banfield-Veysey Fuel Company. In this he stated that he had signed the agreement on the distinct understanding that all fuel companies hiring the same class of teamsters should sign the same agreement. He advised the union secretary that if such were not the case he would change his policy toward the union accordingly. To this the industrial Morris replied that the effort would be made to get the other fuel companies to sign up by June 1, and inviting Mr. Banfield to confer with the union leaders as to the situation.

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