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WARNING

Our attention has been called to a circular wherein a certain firm claims to have the agency for the "Original Boynton" furnace. The original "Boynton" furnace, which has been made by Richardson-Boydton Co. since 1846 to this day, is sold to the entire Pacific Coast trade only by me, and there are over 3000 in use in this city, where they have been sold for the past 27 years. While the counterfeit "Boynton" there are not 100 in the entire city, which fact I challenge any person to dispute. To prove the truth of the statement as to who has the genuine Boynton, I invite the public to call and see a genuine "Boynton's Salamander" furnace, patented 1876, made by Richardson-Boydton Co., while the first imitation Boynton was not made until 1888. All furnace manufacturers know these facts, as do the publishers of the circular mentioned.

W. G. McPHERSON

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Monday, August 4th

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NO PLATES REQUIRED
Full Set Teeth.....\$5.00
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Our offices are not managed by ethical dentists, but by Eastern graduate specialists.
NEW YORK DENTISTS Fourth and Morrison Streets**Failed to Pass, Committed Suicide.**
NEW YORK, Aug. 3.—Given E. Brocker, aged 33, a landsman of the United States cruiser Montgomery, lying at the Brooklyn navy yard, committed suicide today on board the vessel by taking poison. Failure to pass an examination for naval women because of defective eyesight was the probable cause.**Prominent Iowa Democrat.**
DES MOINES, Aug. 3.—John Francis Crombe, a pioneer, who was for years prominent in legal and political circles of Iowa, is dead of apoplexy, at his home here today. For 20 years he was leader in the Iowa Democracy, and had been chairman of the Democratic convention to the National convention.**"Mother" Uzzell Dead.**
DENVER, Aug. 3.—Mrs. Margaret Uzzell, mother of "Faron" T. A. Uzzell, is dead at the age of 75 years. She was born in Kentucky, and came to Colorado in 1877. "Mother" Uzzell, as she was lovingly called, had been a widow since 1856, and for 18 years she had been associated with her sons in conducting the People's Tabernacle, in this city, of which Rev. T. A. Uzzell is now pastor. She was one of the most noted charity workers in the West.**Brother-in-Law of General Schofield.**
FREEPORT, Ill., Aug. 3.—Alfred H. Wiles, aged 71, a pioneer banker, died here today. He was a brother-in-law of General John M. Schofield and widely known in the West.**WILL MEET TODAY****Big Bend Farmers to Confer With Railroad Presidents.****LOWER FREIGHTS EXPECTED**

Great Interest Throughout the Inland Empire—Reduction Would Cut Down Railroad Earnings \$500,000 Per Year.

The meeting of the Big Bend farmers, appointed for Davenport today, has awakened more interest in the upper country than any similar event in the history of the country. The meeting will be attended by President Hill, of the Great Northern; President Mellem, of the Northern Pacific, and President Mohler, of the O. R. & N., and a number of other prominent officials of those lines. The reduction asked by the farmers would affect the earnings of the roads to the extent of from \$500,000 to \$750,000 per year.

DAVENPORT, Wash., Aug. 3.—(Staff correspondence.)—This city, the metropolis of the Big Bend, will be a great point of interest throughout the Inland Empire tomorrow. The interest will not be confined to the Big Bend and the Palouse, but will extend over into Idaho and down south of Snake River—in fact, wherever wheat is grown for the wide water markets of the North Pacific. The wheat-growers of this vast empire are demanding a reduction in freight rates to the seaboard, and tomorrow they are to discuss the matter with President Hill, of the Great Northern; President Mellem, of the Northern Pacific, and President Mohler, of the O. R. & N. Company. The reduction asked is from \$4.25 per ton, the existing rate, to \$3.50 or \$3.75 per ton. A 50-cent per ton reduction would reduce the revenues of the roads interested \$500,000 this year, and probably more next year. The 75-cent reduction would set the earnings back \$750,000. This is a tidy little sum, even for big railroad corporations, and the amount involved is sufficient to bring the heads of these big companies across the continent in special trains to meet the representatives of the farmers who are asking the reduction.

Opinion is divided as to whether the requests of the farmers will be granted or not. Outsiders who have but little or no interest either way are inclined to be skeptical about any reduction following the visit of the "top liners" of the railroad world. They argue that if it was the intention of the companies to reduce rates, it could be done in a much simpler manner, with a telegram from headquarters. Others who are in an excellent position to receive inside tips state that the reduction was practically assured before the movement was permitted to gain the importance it has now reached. Whatever the result may be, it is almost a certainty that Washington politics in the matter will be a prominent feature in the coming week.

The Washington politician, scrupulous or unscrupulous, has never been without a war-cry that rallied voters to his standard. All that is necessary is for him to announce that lower freight rates must be had. This appeal has always proven irresistible, and it has caused the election to the State Legislature of some pretty bad men, whose ultimate aim and end at the Legislature was to get in the closest possible proximity to the corruption fund of the railroad companies. The tactics of the railroad lobby, which are in evidence at every session of the Legislature, are not admirable, but a close observation of Olympia political methods at two very warm sessions of the Legislature leads me to believe that the railroad men were more generally defensive than offensive. This does not reflect in the slightest on the honest, incorruptible Washingtonians who in the past have succeeded in securing rate reductions, and may again succeed in so doing. It is mentioned merely as a possible reason for the apparent desire of the big railroad men to come in closer contact with the men who make the business for the roads.

To further their own ends the cheap politicians of the Evergreen State have frequently placed the railroad companies in a false light with the people, and stirred up an antagonism which it is hardly necessary to extend between them. Strong efforts are being made to amalgamate the Senatorial and rate reduction questions, and there is a possibility that Messrs. Mellem, Hill and Mohler do not care to have their business dragged into local political fights, and are coming into direct touch with the people to make a protest against such work. That the anti-railroad workers have become pretty firmly entrenched in the state is shown by the comparative ease with which they crumpled the Railroad Commission bill down the neck of that eminent friend of the railroads, John L. Wilson. There is a strong sentiment throughout the upper country that rates are too high and that they should be reduced, but this sentiment has been in evidence for the past 30 years, and it may have struck the heads of the big railroad systems as a little strange that the situation should become so critical after five years of big crops and good prices, instead of before that period, when the farmers were, some of them, in dire straits.

While politics may have had considerable to do with getting the present movement under way, it has fallen into the hands of a large number of good, solid men who have not much use for politicians and are regarding this solely in the light of a business proposition, and not as something which may prove a stepping-stone to political success for a few ambitious patriots. The meeting at Davenport tomorrow will be followed by a similar meeting at Colfax on Tuesday, and

as an illustration of the desire on the part of the farmers to keep the matter out of politics, the original date, which was set for the same date as that of the Democratic County Convention, was changed by mutual agreement between the committee which made up the respective political fights. The committee at Colfax, as well as that at Davenport, is made up of representative farmers, and they have rallied to their support all of the principal business men of the upper country. Spokane, while not profiting directly by the reduction, is indirectly concerned to a large extent, as she practically controls the trade of a large portion of the Big Bend country, and tomorrow a large delegation of prominent farmers and members of the Chamber of Commerce will come down to Davenport to lend what aid they can. The committees at both Davenport and Colfax have sent out hundreds of circulars to the farmers urging them to attend the meeting, even if it is necessary to leave their harvest work. They are very anxious to make as imposing a demonstration as is possible, in order to impress the railroad magnates with the unanimity of feeling in the matter at stake. As one of the committee puts it:

The direct interest of Portland in the Big Bend country at the present time is not large, although Portland firms handle considerable of the wheat of this district through their Puget Sound connections, but the effect of a reduction of freight up here will have equal force throughout the territory in which Portland is directly concerned. If there is a reduction promised in the Big Bend country tomorrow, a similar promised reduction must follow at Colfax a day later, and so on down the line. Colfax is in Portland territory, and the O. R. & N. Co. hauls more wheat out of that portion of the Palouse country than is taken out by the other roads. The Oregon road has heretofore taken the initiative in freight reductions, having cut the rate three times since 1891. On August 30, 1891, the rate was reduced from 3 1/2 cents to 2 1/2 cents per hundred pounds. On June 7, 1893, a further cut was made to 2 1/4 cents, and on June 3, 1897, the rate was dropped to 2 1/4 cents per hundred.

The programme for tomorrow's proceedings at Davenport, as near as it can be outlined now, is for a large mass meeting to be held at 10 o'clock, at which addresses will be made by the railroad presidents. At the conclusion of this meeting another meeting will be held with the railroad men by a committee of about a dozen men selected by the people attending the mass meeting. At this meeting an effort will be made to secure promise of immediate action on the freight question from the railroad men. E. W. W.

KING DINES WITH FAMILYInvited Boers to Witness the Coronation Ceremony.
LONDON, Aug. 3.—Up to yesterday King Edward had taken all his meals out here today, for the first time since his illness, he lunched and dined with the members of the royal family. His Majesty now receives numerous visitors daily and Cowes is becoming crowded with fashionable motorists.

General Lucas Meyer, recently in command of the Orange Free State forces, and Mrs. Meyer lunched with Colonel Sir Chamberlain and Mrs. Chamberlain yesterday. King Edward has invited General and Mrs. Meyer to witness the coronation ceremony at Westminster Abbey next Saturday, but as General Meyer goes to Dresden upon medical advice, to take the waters, they were unable to accept.

Ex-President Steyn, of the Orange Free State, who is in London, arrived at Southampton yesterday, and who sailed the same day for Holland, has arrived at Scheveningen. Mr. Kruger has sent him a message, in which he prays for his early recovery.

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Desperate battle is in progress in Province of Panama. Page 1.
Russia gives notice that she will regard cancellation of duties as violation of treaties. Page 6.
Domestic.
Republican campaign text-book has been issued by Congressional committee. Page 1.
Archbishop Ireland reprints Catholics for complaints against insular policy of the United States. Page 2.
Order is given troops at Shenandoah to "shoot first, investigate afterward," when assaulting rebels. Page 2.
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Granting reduction asked for by farmers who will meet Presidents Hill, Mellem and Mohler today would mean loss of \$500,000 yearly to railroads of Columbia Basin. Page 1.
President Gompers, of American Federation of Labor, addressed meeting in Salem. Page 1.
Ingram says he can locate a hero, who shot Merrill at penitentiary purely through accident. Page 3.
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Sport.
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Seattle defeated Tacoma; score, 5-1. Page 8.
Liberal pursued draw racers to Northwest horseracing circuit. Page 6.
Coach Herbold discusses football prospects at Corvallis. Page 5.
Portland and Vicinity.
Work of immigration agents in bringing new settlers to state. Page 10.
Union men plan welcome for President Gompers today. Page 1.
Elks will complete carnival plans today. Page 10.
Eastern ministers preach in Portland pulpits. Page 1.
Dean Sanderson defends Eugene Divinity School. Page 8.**COMPERS IN SALEM****The Labor Leader Addresses a Large Gathering.****GOVERNOR OPENED MEETING**

Other Workers in Field of Trade Unionism Were Present and Some Made Speeches—Growth of Labor Movement.

Salem, Or., Aug. 3.—(Special.)—Samuel Gompers, president, and Max Morris, vice-president of the American Federation of Labor, addressed a mass meeting of

SAMUEL GOMPERS, WHO ARRIVES TODAY

Salem, Or., Aug. 3.—(Special.)—Samuel Gompers, president of the American Federation of Labor, who will deliver the main address at the labor mass meeting tonight, was born in England, January 27, 1850. He has been connected with the efforts to organize the working people since his 15th year, and is one of the Nation's strongest advocates of the rights of labor. He is one of the founders of the American Federation of Labor, and, with an intermission of one year, has been its president since 1892. He is the editor of the official magazine of the federation, and has written a number of pamphlets on the labor movement and the labor question. He is a strong speaker, and the labor leaders here are very anxious that as many as possible be present and hear his address.

citizens in Marion Square this evening. A large crowd gathered to greet the labor leaders and their addresses were listened to with close attention. Governor Geer called the meeting to order and after a few remarks upon the importance of the labor problem and the need of careful consideration of questions that arise between employes and employers, he introduced G. Y. Harry, president of the State Federation of Labor, who presided over the meeting. In the course of a short introductory address, Mr. Harry congratulated the labor unions of Salem upon the results of their organization. Last April, he said, he came to Salem and organized the labor unions. On a visit four months later he finds many new buildings are going up, all union men are employed, hours of labor have been reduced and wages increased, for which improved conditions the labor movement can justly claim the credit.

Vice-President Max Morris was then introduced. He explained that other engagements made it necessary to hold the meeting at Salem on Sunday evening, but the time he considered not improper, for it is due to efforts of organized labor that the working people are permitted to spend their Sundays at their homes, and at places of recreation or in meetings of this kind. He said, among other things, that the labor union movement is growing as never before, but that although the progress on many cities and towns not yet organized. He appealed to every friend of union labor to aid and encourage organization of working people in every town. As methods of aiding unions he urged that only articles bearing union labels be purchased and that no goods be purchased after 6 P. M.

President Gompers, who has held his present position in the Federation of Labor for 20 years, was greeted with applause as he arose in response to Mr. Harry's introduction. Among other things he said that upon the shoulders of the laboring class rests the whole superstructure of society, and that as the condition of the laboring class is elevated or debased, so also is the condition of the whole human family bettered or made worse. Where wages are low and hours of labor long, the working people are degraded, but where wages are high and hours of labor short, the people are intelligent and progressive. He contends that working people should have more of the product of their labor. He said: "We want more of it today and we shall want more of it tomorrow. We shall want more and more continually and shall never quit demanding more."

He said that laboring people are not alone in the demand for more wages, for the same desire is manifested by all classes of people from the laborer at \$1 per day to the millionaire. Mr. Gompers urged the need of greater unity of effort, for the tendency of the capitalist is to create dissension among the unions and cause

their dissolution. He called attention to the progress the union movement has made. Whereas, a few years ago, a man could not be identified with the labor movement without being socially ostracized, the conditions have changed so that now a Governor of the state may sit upon the platform in a labor meeting and be honored thereby, as well as confer honor upon the unions. He argued against the employment of children in factories, and said that in the Southern States the white children are being kept at work while the negro children are educated. He predicted that unless laws are passed in Southern States prohibiting child labor, in a few years the negroes will be no superior in intelligence than the whites will be disfranchised under an educational test for the right to use the ballot. He expressed the hope that a proper child labor law will be passed by the Oregon Legislature at its next session.

Besides the gentlemen named, there were President H. A. Duke, State Organizer of the American Federation of Labor; Charles Mickle, president of the Federated Trades Council; H. G. Kundret, editor Portland Labor Press; A. W. Jones, president Cigar-Makers' Union, and

TAKES ALL CREDIT**Republican Campaign Text-Book Just Issued.****QUOTES M'KINLEY, ROOSEVELT**

Not in Favor of Going After Trusts in Such Way as Might Disturb Business—Diplomacy in the Orient—Philippines.

WASHINGTON, Aug. 3.—The Republican text book for the campaign of 1904 has been issued by the Republican Congressional Committee. The book, which is in pamphlet form, containing 280 pages, makes liberal quotations from the speeches of both McKinley and Roosevelt and also extracts from their messages to Congress in support of the Republican doctrine. The book reviews the record of the Republican party from its beginning to the present time. Under the heading, "Protection and Prosperity," 81 pages are devoted to advocacy of protection. Twenty pages are devoted to the trusts, and in these pages the book discusses the attitude of the two parties thus:

The attitude of the two great parties on the trust question is clearly defined—That of the Democratic party looks to constant agitation from its beginning to legislation; that of the Republican party, to such restriction as will prevent arbitrary advance in prices or reduction in wages through exclusive control, but not the destruction by legislation or injury by fictitious agitation of legitimate enterprise, through the great manufacturing systems by which production is cheapened, prices of manufacture reduced and permanency of employment assured.

Following this is the record of the Republican party on the trust question, mention of the Sherman anti-trust law, McKinley's recommendation, proposed legislation by the Republicans which includes that from President Roosevelt's message to the Fifty-seventh Congress, which is described as "conservative and fearless." The assertion is made that the share of trusts in business is comparatively small. The book says:

The trusts have not occupied as significant a place in the manufacturing industries as they have in public discussion. Further along it is asserted: "The Republican Administrations of President McKinley and President Roosevelt have made a good record in their efforts to execute the anti-trust laws. There has been no shrinking of duty because of the powerful financial influence behind the trusts. These two Republican Presidents have recognized no man or corporation as above the law." The assertion also is made that "free trade England is the home of trusts."

Ninety-five pages of the publication are devoted to the Philippines and the Republican insular policy which includes the early stages of the acquisition, the conduct of the army, declarations from prominent people that the Philippines are not ready for independence and a large portion of Admiral Dewey's financial questions. A chapter is given to diplomacy in the Orient and a declaration is made that "McKinley's policy saved China from dismemberment." The declaration by the late Amos J. Cummings, "when I refuse to protect the lives of American soldiers, I hope I shall be paralyzed," heads a chapter which declares that the Democrats oppose Army appropriations.

Reference is made to the repeal of the war taxes. Credit is given the Republican party for the isthmian canal. Considerable space is given to Cuba, and it is asserted "that the policy of the Republican form of government was laid by the United States under a Republican policy."

Liberal quotations are made from President McKinley's speech at Buffalo; Reference is made to Republican efforts to revive the American merchant marine. The Fifty-seventh Congress is referred to "as a distinctly business Congress," as mentioned, special reference being made to the new policy in aid of reclaiming the arid lands of the West. The Republican party is asserted to be the friend of the old soldier, and the pension law which has enacted are enumerated. The claim is made that rural free delivery is due to Republican legislation and administration. In the closing pages of the book is a chapter entitled "Democratic Harmony." Reference is made to the Tilden Club dinner, there being a quotation from ex-President Cleveland's speech and the comments of William Bryan and Henry Watterson upon it and the efforts toward Democratic harmony. The book is intended for the use of campaign orators and is designed as an exposition of Republican policies generally.

FIGHT IN PANAMA.
Governor Says It Is Still in Progress and Desperate.
WASHINGTON, Aug. 3.—"Battle still being fought desperately." These were the words contained in a dispatch received at the Colombian legation tonight from General Salazar, the Governor of the Department of Panama, and were in answer to a message asking that official for information regarding the contest which has been in progress since Tuesday at Agua Dulce, when the Colombian revolutionists began to attack that place. The officials here are anxiously awaiting additional news of this battle.

The understanding here is that the government's force of about 7000 men is engaged with a large proportion of the revolutionists who have in the Department of Panama, about 200 men in all. Agua Dulce, about 70 miles from Panama, is an inaccessible part of the country for ready communication. It requires eight days to make the overland journey, while water communication is very irregular, and is carried on mainly by small boats.

Three Drowned; Boy Hero.
PITTSBURGH, Aug. 3.—William J. Carroll, aged 14; Ariel Kolgenak, aged 12, and an unknown boy aged about 12, were drowned today in the Allegheny River at the foot of Thirty-sixth street. The Carroll boy lost his life in trying to save the other two, who had got beyond their depth while bathing.

(Continued on Second Page.)