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Reserve Troops Demand Pay. LONDON, Oct. 10.—There was a demonstration in Hyde Park today by several thousand reservists from South Africa, who demanded prompt payment of their arrears in pay and assistance to obtain work.

Bridge Over Golden Horn Collapsed. CONSTANTINOPLE, Oct. 10.—Fifteen persons were immersed and five of them died as the result of a collapse yesterday of a bridge over the Golden Horn, connecting Constantinople with the suburb of Galata.

Mason Flinging With Democrats. Billy Mason is to go through the form of reading himself out of the Republican party and has advertised the event for the coming week. The Republican organization long ago put Mason outside the lines. Mason hopes to be re-elected to the Senate with Democratic votes.

Proctor Can Stand the Tariff. Senator Proctor, of Vermont, says that possibly there should be some changes in the tariff in the distant future but not for a long time. Proctor is the owner of highly protected marble quarries and wants to "keep on letting well enough alone."

BRYAN IN THE FIGHT. Wants His Ideas to Prevail in Democratic Platform. OREGONIAN NEWS BUREAU, Washington, Oct. 10.—Word comes from Lincoln that Bryan has determined to attend the

NO MONEY BARGAIN

Settlement of Coal Strike Free of Taint.

HELPS REPUBLICAN PROSPECTS

Reasonable Certainty That the Control of Congress Will Not Be Changed—Bryan in Fight of His Life.

OREGONIAN NEWS BUREAU, Washington, Oct. 10.—It appears that some rumors have been afloat to the effect that a corrupt bargain was made with Morgan—that Shaw agreed to buy bonds and relieve the money stringency if Morgan would call off the strike. No one who knows President Roosevelt will entertain for a moment the suspicion that he would be a party to any such transaction. Every Secretary of the Treasury has bought bonds when there has been a large and constantly accumulating surplus, and under precisely the same circumstances as the recent purchases. The rumors of the alleged corrupt deal with Morgan have been given no credence where Roosevelt is known, or where the financial transactions are understood.

While President Roosevelt is entitled to all possible credit for settling the coal strike, there should be due credit given to the astute manner in which one of his Cabinet officers handled the situation when it was entrusted to him. The President could not go to Morgan, nor could he ask the operators to consider further propositions after the insolent manner in which they received his first suggestion. It was at that time that Secretary Root took upon himself the responsibility of bringing the capitalists to terms. Probably more was done to settle the coal strike during the conference a week ago on board Mr. Morgan's yacht between this great financier and President Roosevelt's War Secretary than all other negotiations that had gone before. Root was armed with some definite ideas that he had learned from the President, among them being that the people should not freeze this winter. He might not have conveyed to Morgan in definite terms the fact that the President would have the coal mined, so that the people could be supplied, but Morgan evidently became aware that President did not exhaust his last resources when he bid the operators and miners get together, although stating that he had no legal means of intervention. It was Root that pointed out the way for the operators to come down from the high and lofty position which they assumed, and they took from him, through Morgan, the advice that the sooner they came to an agreement the better it would be for them and the interests they represented.

Looks Good to Republicans. The Republicans are sure of victory now. There has been a hearty commendation of the action of President Roosevelt in his interference and settlement of the coal strike. Praise is given him by all the press in every section of the country, save a few mugwumpish papers and a few whose Bourbon Democracy prevented them from commending anything that a Republican President could do, and the New York Sun, which stands firmly for capitalistic combination ahead of everything else. From every where congratulations have been pouring in, and the one thing that made Republican success impossible seems to have been removed.

It is an important thing in many ways that the Republicans should carry the next House of Representatives. If they do, the President will no doubt call an extra session of Congress immediately after the 4th of March, and the tariff will be revised. If the Democrats should carry the House there can be no tariff revision at once, and the present tariff would last until the Democratic gain control of the Senate, House and Presidency. That would mean for the highly protected interests a long period of extraordinary profits. It may be that the Republicans will not be successful, but the probabilities are that the next House will have a small but safe working Republican majority. Chairman Hancock and Representative Sherman, of the campaign committee, have been going over the situation carefully, and, while some "bad spots" are reported, they are not so numerous as a week ago, and the managers have increased confidence as the time for election approaches. As usual in off years, the apathy of voters is a source of solicitude, but even this feature is expected to be changed during the next two weeks.

POPE WANTS AN ENVOY.

Hopes to Establish Diplomatic Relations With United States.

LONDON, Oct. 10.—In a dispatch from Rome the correspondent of the Daily Telegraph says that the Vatican hopes that the negotiations in Manila between Governor Taft and Archbishop Gaudil will lead to the establishment of diplomatic relations between the United States and the Vatican. If this hope of the correspondent is true, the pope is believed to entertain the hope that when the Gaudil negotiations are concluded the United States will send an envoy extraordinary to Rome to ratify the arrangements.

Talked With the President.

WASHINGTON, Oct. 10.—Carroll D. Wright, who is the recorder of the arbitration commission appointed by the President to consider the differences between the mine operators and the miners, spent a half hour at the White House tonight. He discussed in a general way with President Roosevelt the work of the commission, and the existing condition of affairs as reflected in newspaper reports.

Appropriation for St. Louis.

MANILA, Oct. 10.—The Civil Commission will probably increase the Philippine appropriation for the St. Louis Exposition by \$100,000, making the total \$50,000. Fair Commissioner Barrett had addressed a meeting of Filipinos, which was arranged by Governor Taft, on the subject, and the sentiment of the meeting was in favor of the increase.

Europeans Expelled From Fes.

MADRID, Oct. 10.—A dispatch to the El Liberal, from Tangier, Morocco, declares that all Europeans have been expelled from Fes.

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Foreign. British forces suffer reverses in Somaliland and are being repulsed. Page 1. Pope hopes Philippine negotiations may lead to diplomatic relations between the Vatican and the United States. Page 1. Bulgarian cheer Macedonian revolutionary movement. Page 1. The czar and Czarina will visit Italy in December. Page 1. Domestic. James Younger, formerly of the notorious Jesse James gang, committed suicide in St. Paul. Page 2. Delegates gathering for the vote on ending coal strike express no doubt of favorable action. Page 4. Lady Somerset, in a speech at Portland, Me., arraigned the State Land Board. Page 3. Settlement of coal miners' strike involved no corrupt bargain with Morgan. Page 1.

Pacific Coast. Status of irrigation contracts passed and pending before the State Land Board. Page 3. State School Superintendent Ackerman receives suggestions for bettering common school conditions. Page 3. Fire at Aberdeen, Wash., does damage in large plant. Page 2. Commercial and Marine. Exports for September are the largest ever reported for that month, with one exception. Page 2. English and German stock markets take divergent views of American strike settlement. Page 2. Over 23,000 tons of European merchandise is due at Portland within 30 days. Page 10. Steamship Line Branch will discharge her regular cargo at Naples, Italy. Page 10. New San Francisco, the Melville Dollar was a lake freighter. Page 10. Clipper ships G. W. Wolf and Muskoka making slow passages. Page 10. Increasing number of pirate craft off China coast. Page 2. Tug Escort, No. 2 running opposition on Puget Sound. Page 10.

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A CRUEL ISOLATION

Its Effects Upon the Klamath Country.

SOME RAILROAD POSSIBILITIES

Probability That the Country Will Be Bound Permanently to California—Two Lines of Railroad "Looking" Toward Klamath.

By a Staff Writer—Fifth Letter.

KLAMATH FALLS, Or., Oct. 10.—The isolation of this country is something so out of line with the conditions of the world in general as to be scarcely comprehensible except under direct personal observation. Klamath Falls (formerly Lakeview), the seat of Klamath County, is some 850 miles south from Portland and 71 miles east from Ashland as the roads go, with a high mountain range intervening. By the easiest route over the easiest road it is 57 miles from the railroad, the nearest railroad point being Ager's Station, four miles south of the Klamath River crossing in California. Lakeview, the seat of Lake County, and, all things considered, rather the most important town in the country, is 110 miles still further to the east, as the roads go 130 miles distant from the nearest railroad point in Oregon. Lakeview has a nearer railroad connection, however, in the Nevada, California & Oregon road, which runs from Medicine, in Lassen County, Cal., to Reno, Nev., connecting at the last-named point with the Central Pacific main line. Madeline is 100 miles south of Lakeview, and there is daily connection between the two points by stage, and the greater part of the general traffic between Lakeview and the outside world goes by the Madeline-Reno route.

I thought when visiting Tillamook a month back that the very climax of isolation had been reached there, but the Klamath region can give Tillamook cards and spades and still carry the palm upon comparison of conditions. Tillamook has the open highway of the sea, and while it is not always available, and while the ocean connection is neither as frequent nor as regular as might be wished, still it serves fairly well. On the other hand, every pound of merchandise which comes in or goes out here must be hauled partly over mountain roads, and practically the distance between Tillamook and Portland by the overland route. Freight from the railroad to Klamath Falls costs from three-quarters of a cent to one and a half cents per pound, according to the season and the condition of the roads; and there are considerable additions to this price to points like Bly and Bonanza, still further inland. The common charge for freight between the railroad terminus at Madeline and Lakeview is one cent per pound, with occasional and seasonal variations both slightly above and slightly below this figure. It follows naturally that the cost of the "store goods" is high in this whole region, for in addition to the high freight charge there is a score to pay on losses from time and deterioration in transit under such adverse conditions of transport. Broadly speaking, there is, I think, an average addition of 25 per cent here to general prices quotable in the markets of Western Oregon. Furniture and such-like bulky goods stand, of course, at a high premium in the local stores—at fully 50 per cent advance upon ordinary prices. All this naturally puts a serious tax upon living here. Money does not go so far as in regions where the market is supplied by the ordinary methods and subject to the ordinary competitions.

Of course, under these conditions there is no such thing as marketing anything of home production—alone save wool—which has not the capacity of carrying itself out to market, for there is no product possible to a country like this that can afford to pay the charges of transportation. What the country might do under other conditions cannot practically be determined, for there is no incentive to general and diversified productive effort.

It is a tribute to the native resources of the country, and to the energy as well as the hardihood of the local population, that under such desperate conditions of separation from the world the country is what it is. And its present material status is by no means contemptible. The population of Klamath County, as reported by the last National census, was 270, exclusive of some 1200 reservation Indians, and of Lake County 284. There are two considerable towns, Klamath Falls and Lakeview, the former having probably 500 population and the latter about 300 or 400. And there are numerous neighborhood trading places like Merrill, Bonanza and Bly, where a very considerable business is done. The merchantable productions of the country are wholly in the form of livestock and wool, but I have not found it possible to get figures which mean anything. The annual "turn-off" of beef steers from the two counties is very large—probably 20,000 head—but drives of local stock are so complicated with operations in stock not properly belonging in the county that it is not possible to get accurate figures. But the general business of the country is large for its population. Klamath County alone freights in over the wretched mountain roads upward of 15,000,000 pounds of merchandise annually. Its outgoing traffic, being in the form of livestock, goes out on its own legs, and no record is kept of its volume. Lakeview, and through Lakeview the whole of Lake County, get its supplies, and sends out its shipments of livestock by way of the California-Nevada route, whose northern terminus is at Madeline, in Lassen County, California.

There is not, I believe, in the whole of the United States, a parallel instance of an equal area and of similar resources combined with such positive isolation from modern means of transportation. Here is a country larger than the State of

Texas, and with an established business as great as that of the Willamette Valley when the East Side road was built—a country of many resources and of almost unlimited capacity for expansion—which has not a single pound of railroad iron in it. Railroad enterprise, upon which its development depends, has fallen short and failed it at every avenue of approach. It would have seemed a natural, indeed, an inevitable thing, that the Oregon Short Line road would have penetrated this region in its advance toward Portland nearly 20 years ago, but, through some chance, it took the northern route, which connected it with the O. R. & N. road at the state line at Huntington. Again, there was promise of a railroad turning south from the Corvallis & Eastern line; and this would have come inevitably if the Hogg enterprise had not failed. Then there was the old Pengra route, which came to nothing, and the Portland, Dalles & Salt Lake scheme, which died before it was born. The effect of each of these abortive projects in its relation to the Klamath country was to rivet the chains of isolation upon it by keeping out other enterprises which might have given it relief.

As matters stand today, the country is scarcely more connected with the great commercial world than it was when Lindsay Applegate found his way through its pathless wastes by the guidance of the neighboring mountain peaks. There are passable wagon roads through the country itself, and there is access to the distant railway lines over mountain summits, but the conditions are all but prohibitory—in truth, they are prohibitory as related to the general give-and-take of active commercial life.

The country belongs politically to Oregon, and it entertains a sentimentally friendly feeling toward Oregon, but its business relations are almost exclusively with California. Its nearest and easiest points are Madeline, 100 miles south from Lakeview, and Ager, 57 miles southwest from Klamath Falls. Both points are in California, and in closer relations with San Francisco than with Portland. All things being equal, the merchants, especially those of Klamath County, which is traditional Oregonian country, would prefer to maintain trade relations with Oregon, but the conditions do not permit it. There is quicker connection with San Francisco, and a distinct advantage in freight rates, and these conditions, of course, absolutely control the business connection. "I have been in business here for 20 years," said a merchant to me yesterday, "and I have never met a single Portland wholesale merchant. Naturally, I would rather do business with my home state, but I don't care enough about it to make a business sacrifice to do it."

But, while the trade of this country now goes to California, there is no reason why it should always do so. In miles, the distance is no greater—in truth, it is a little less to Portland than to San Francisco. A railroad north and south through Central Oregon, through the region of the Upper Deschutes and through Crook County, connecting with the Columbia River line at or near the Dalles, or a road connecting with the Corvallis & Eastern line at its terminus near the summit of the Cascade Mountains, in the Santiam region, would bind this country of Southeastern Oregon to Portland for all time. By either route, the construction would be simple and relatively cheap, for there are neither mountains nor streams in the way—no engineering difficulties of any kind—and everywhere the line would pass through virgin but highly potential country. I cannot speak as one of special knowledge in such matters, but viewed unprofessionally, it would appear a certain thing that a railroad through these great regions would pay, and pay handsomely.

But, most important of all from the Portland point of view, a railroad would re-establish trade lines in conformity with political lines. It would make Portland the natural and inevitable market of the Southeastern Oregon country.

The chance to gain this country for Portland is not one likely to remain open indefinitely. There are other who have eyes turned this way. The Nevada, California & Oregon road, dominated by California capital and, of course, related closely to the Central Pacific Railroad interest, is in a position to come north into Southeastern Oregon at relatively small cost. Within a year its lines, now at Madeline, could be at Lakeview, and in two years it could spread branches in a way as to command the whole of this country. Nobody doubts that this will be done—in time; that is, unless before the Nevada company is ready to move the other road shall gain possession of the country.

There is, too, another railroad movement which appears to me even more of a menace to Portland's interest than the Nevada line. At the point where the Southern Pacific crosses the Klamath River a timber company, which owns many thousands of acres of pine lands on the eastern slope of the Cascade Mountains in Klamath County, is operating in the lumber business in a large way. Up to this time it has used the Klamath River as a driveway for its timber supply, but as logging operations move back into the forests this has been found inexpedient, and with a view to more extensive operations the company is now putting in a railroad, following in a general way the upward course of the Klamath River. As the guest of Mr. Hervey Lindsey, manager of this lumbering company, I went a few days back over the line of the new railroad to its present terminus some 12 miles from where it leaves the Southern Pacific line, two miles south from Klamath. It is no mere logging road. Its construction is in every way equal to that of the Southern Pacific. Only 12 miles have been completed, but working crews are busy ahead of the finished track and there is piled up at the point of junction materials of every kind—timbers, rails, bolts, ties, etc.—for the first 30 miles, which it is planned to finish some time during the coming winter.

There can be no question as to the purpose of this road. It is striking for the interior for the Klamath country—and its course lies by an easy route between that country and a connection with the Southern Pacific line south of the Siskiyou Mountains. This railroad, when it shall get into the Klamath region and

MAD MULLAH FIGHT

Hot After British Force in Somaliland.

NATIVE TROOPS MUCH SHAKEN

Must Retreat 150 or More Miles Across Trackless Desert or Perish—15,000 Assaults, 3000 Deaths—Fanatics Excited.

LONDON, Oct. 10.—An undated dispatch from Colonel Cobb, commanding one of the columns of British forces operating against the Mad Mullah in Somaliland, has been received by the government, having been forwarded through the British Vice-Consul at Berbera, Somaliland. The British forces engaged were composed of native troops and levies. Colonel Cobb says:

"My force reached Eregu this morning. When about one day's march north of Eregu it was attacked in the thick bush. Two advances were made, and the enemy was beaten back in the morning. Their losses were heavy, and we captured 100 rifles. Our forces then proceeded to collect animals for transportation purposes and to join the detachment at the stockade camp. In the afternoon a reconnaissance was made, and after sharp fighting the enemy was again driven off. "I deeply regret to report the following casualties:

"Colonel Phillips and Captain Angus and 50 men killed, and about 100 men wounded. The latter include Captain Howard and Lieutenant Everett, but both are doing well. There were severe losses among the transport and riding camels. The force will reach the stockade camp tomorrow and will advance to attack the enemy."

The Vice-Consul also sends the substance of a later dispatch from Colonel Swayne, who says that as a result of the fighting at Eregu October 6, which was very severe, the Somali levies are considerably shaken. The Mullah, who is said to be in communication with Kall and Inger in the direction of the Webbe River, is bringing up reinforcements from all sides. Colonel Swayne is much hampered, owing to the necessity for the transporting of the wounded. He is retiring to Eregu, and has dispatched 500 further reliable troops to be dispatched from Berbera forthwith.

The severe reverses in Somaliland place the small British force there, of about 3000 men of doubtful reliability, in an exceedingly perilous situation.

Since the beginning of Colonel Swayne's recent campaign against the Mullah last May, little has been heard of the expedition. The present dispatches seem to show that he was retreating from the Italian frontier northward, when the Mullah attacked him at Eregu. Last December the Mullah was reported to have about 12,000 men, mostly mounted, a large percentage of whom were armed with rifles. It is possible that he now commands about 15,000 men. With this large force harassing him, Colonel Swayne has retreated to Eregu, 120 miles, and probably still 100 miles farther to Berbera, the principal British frontier post. This march must be made under a scorching sun and over an arid and roadless desert, even if the retreat is successful. The gravest anxiety will be felt until further news is received. The entire expedition will have to be repeated on a much larger scale.

Colonel Swayne is accompanied by over 20 white officers, and has with him some Maxim guns and some seven-pounders. The Mullah's success will set the whole Ogaden and Dolbahanta country aflame. Trade returns at Berbera and Bulhar have shown an enormous decrease since the operations of the Mullah cut off access to the rich markets of Ogaden and Dolbahanta.

It was announced by Lord Lansdowne, Foreign Secretary, in Parliament last Summer, that the Italians were co-operating with Colonel Swayne, but the dispatch made public today does not mention Italian help. It is supposed that some local difficulty was found in arranging for the co-operation.

Newspapers Call for Vigorous Action.

LONDON, Oct. 10.—The Times and other newspapers this morning publish editorial articles on the Somaliland situation, and warn the government against any further half-measures, which they say have already cost so dear, in either breaking the back of the present rising or the future pacification of the country.

Another Case of Outlander.

LONDON, Oct. 10.—The Daily Mail recently sent a correspondent to Roumania to investigate the Jewish question there, and this morning the paper publishes a letter from its representative, in which he says that in Roumania the laws are fair, but there is crying injustice in their application, or, rather, their nonapplication, to the Jews. These Jews, he writes, are persecuted not on account of their religion, but because if they were naturalized and treated justly they would own half of the land, and, in short, "run" the country.

The correspondent declares that a large number of Roumanian Deputies derive large portions of their incomes from heavy bribes, on the condition that they will help Jews to obtain naturalization papers.

Austrian Temperance Measure.

VIENNA, Oct. 10.—The bill for the purpose of combating drunkenness, which is being prepared by the Austrian government, is the first measure of its kind in the history of Austria. It is an outcome of the strong pressure of public opinion and the efforts of the temperance party. It provides for the imprisonment of persons found intoxicated in a public place over a certain number of times within six months, and restricts the sale of bottled spirits, which, it is declared, leads to home drinking, to holders of special licenses. Only one such license is to be granted for every 500 inhabitants.

More Russian Schools.

ODESSA, Russia, Oct. 10.—A newspaper published at Kronstadt says that the Emperor has issued an edict permitting the establishing of schools where the Russian language will be taught in the provinces contiguous to Asiatic Russia.

Czar to Visit Italy.

ROME, Oct. 10.—The Giornale Italia announces that the Emperor and Empress of Russia will come to Italy next December, escorted by a Russian squadron.

Chappelle Reaches Genoa.

GENOA, Oct. 10.—Archbishop Chappelle reached here today from the United States and proceeded for Rome.