TO DECIDE TODAY

Miners Are Still Considering Peace Plan.

ITS ADOPTION IS ALMOST SURE

Steamworkers Offer the Only Opposition—Mitchell Is in the Chair—He Strongly Urges Arbitration.

(Continued from First Page.)

called upon to consider today demands and must receive your most careful thought. Personally, I should have preferred an adjustment of the difficulties existing in the anthracite field by conference with the anthracite mineowners and without the intervention of agencies not directly involved, but I recognize the fact that relations between ourselves and the operators have become so strained as to render direct negotiations at this time impossible. If the consequences of this strike affected only the interests of the operators and mineworkers, there would be less reason for the intervention of a third party, but the fact that the coal famine was upon the people of Eastern and seaboard states, and threatened to become a national calamity, justifies the action of the Chief Executive of our Nation in his earnest effort to bring about an early resumption of mining.

"The proposition submitted for your consideration may have objectionable features, and in its detail may not meet with the unanimous approval of our people, but it is immeasurably better as now presented than when originally offered by the representatives of the coal corporations. I am firm in my conviction that the prompt acceptance of this proposal will secure to the anthracite mineworkers and those dependent upon them a greater measure of justice than they could attain by continuing the conflict; I believe the prompt acceptance of this proposition will secure to the mineworkers a greater degree of justice than they have enjoyed in the past.

Advises Acceptance of Offer.

"The people of our country await with anxious expectancy the result of your action today; the eyes of the Nation are centered upon you, and friends and foes alike demand the submission of issues involved in this strike to the tribunal named by the President of the United States. That there are discordant elements in this convention, that there are dissatisfied ones at home, I am fully aware; but, gentlemen, with all the earnestness of which I am possessed, I urge that you give your approval to the action of your executive officers, who have recommended acceptance of the proposition that the strike be declared off, and all men are then to return to work in the positions and working places occupied by them prior to the inauguration of the strike and that all questions at issue be submitted for adjustment to the tribunal selected by the President of the United States."

The address was followed with the closest attention by the delegates. Those who expected him to tell all he knew of the situation with reference to the arbitration question, and the question of having all the men obtain their former positions were disappointed, as he reserved these for his later remarks, when the question of employment was actually brought before the delegates. At various stages of the reading of the address Mr. Mitchell was applauded, but when he urged the delegates to adopt the recommendations of the executive boards to call off the strike and all the men then to return to work in the positions they occupied before the strike was inaugurated, tremendous aplause greeted the remark.

Motion for Pence.

The moment he finished a Wilkesbarre delegate was on his feet and moved that the recommendations contained in President Mitchell's address be adopted. If this had been acted upon at once, the strike would have been off, and the convention's work done, but those in opposition would not have it that way. They wanted and did debate the matter until the adjournment after 5 o'clock.

A Panther Creek engineer was the first to take the floor in opposition to accepting the plan until he and his colleagues had some assurance that they would be reinstated in their old positions. The companies have said, he declared, that they will not dismiss the men now employed by them, and place strikers in their positions. A number of other delegates spoke along the same lines, and then more confusion resulted over the presence of persons who were not delegates. One delegate took the ground that many of those in the hall were strangers.

"We do not know whether Baer, Oliphant or John Markle is in the hall, ready to vote on the proposition to come before the men," he said.

After some speechmaking President Mitchell again straightened out matters by requesting all those, except newspaper men, who did not have credentials, to leave the hall. About half of those present retired.

In the course of the debate a motion was made to adjourn. A hot debate occurred on this until President Mitchell said:

"If you want those not delegates to get out, ask them to go, and not leave yourselves. If you want to consider the prospect of getting all your old positions back, you can best do it here. This proposition will not be crammed down your throats. You are the men who voted to go on this strike, and your votes will end it, if it is ended."

Original Motion Again Taken Up.

The motion to adjourn was killed. The question then reverted to the convention to adopt the recommendations of officers to call off the strike, and refer all questions at issue to President Roosevelt's commission. The debate was resumed, but before the discussion had proceeded many minutes a delegate demanded that the credentials of all those in the building be examined, to see that no one was in the place not entitled to admittance. This was done, and then a motion was made to reconsider the vote by which the newspaper men were permitted to remain in the hall. The motion was defeated. President Mitchell then requested the correspondents not to mention the name of any delegate in his report, on the ground that it might injure him in obtaining work. This ended the debate on the correspondents.

The question again reverted to that of reinstatement of the men. A dozen speeches were made for and against the question of some specific action for assurance that the men would get back their places if they returned to work. It was argued by one delegate that the calling out of the engineers, firemen and pumpmen was a mistake, but as good union men they obeyed. He wanted the union to stand by those men now, and not turn its back on them.

Mitchell States His Views.

A delegate arose and asked President Mitchell to express his views on the subject. He immediately responded, and made one of the most important addresses he has been called on to make during the past five months. He spoke slowly and clearly, and every word was listened to with great interest, because it was looked upon by the delegates as the real speech of the day. The strike leader spoke as follows:

"Gentlemen of the Convention: I desire to inform you that the president of your organization has done all he can to learn the attitude of the companies toward the men who are now on strike. As you know, the companies refuse direct negotiations with us. Through intermediaries we have received assurance that the companies are going to meet the issues squarely; that they are not disposed to blacklist the men; that they do not purpose to be vindictive; that, as far as possible, men are to be returned to their old places. It may take some time before that can be brought about, and it may be that some few men will not be restored to their former positions at all. When you vote on this proposition you must do it with as full knowledge of the situation as I can give you.

Special Favors to None.

"Now, let me emphasize this point: The poorest boy that worked in a breaker is as dear to us as the man who ran the best engine; that while we shall try with all the power we have to get every man that struck back to his old job, we will make special efforts for none and show special favors to none. We want the engineers and the firemen and the pumpmen and the inspectors and the bosses to go back, but we do not want them to go back one bit more than we want the little breaker boys to go back. There was no single class of workmen who went out on a sympathetic strike. Every man who struck struck for wages; he struck for exactly the same thing as the miners and the mine laborers struck for. As far as it is within the power of the union we shall afford protection to every man, union and nonunion, who went on strike with us. But, gentlemen, it may be true that some will be sacrificed, and, much as we shall regret that, I desire to say that no battle was ever fought, no victory was ever won, that did not carry with it some victims. Lives have been lost to gain the most brilliant victories that were ever won in the world.

Union Will Protect All.

"If it appeals to your judgment to accept the recommendations of your officers, if you decide to defer to the judgment of the President of your country, if you wish to be guided by the advice of your friends all over the land and decide to return to work, the United Mineworkers of America will protect the man who happens to be left out of his job. In our pledge to the President of the United States, in which we notified him that we would recommend to you a resumption, we said to him that we should recommend a return of our people to their old positions, and if the coal companies fail to give our men their old places, if they fail to treat them honorably, we shall carry the question to the tribunal named by the President and ask that tribunal to decide that we are entitled to the work we left when we went on strike.

"Now, gentlemen, those are my views. I have no assurance that if you return to work on Wednesday all of you will be given back your old places. I do believe, however, that the coal operators will gradually displace the men who have your jobs and give you your old places again. I dare say that hundreds of men who are brought here from the cities and from the farms to take your places will return to the cities and farms when you go back. I have no doubt at all that before two or three weeks have rolled by there will be no question about the reinstatement of the men.

Strike-Breakers Incompetent.

"However, remember this, that when your votes are cast, I want you to cast them with the full knowledge that some of you may not get your old places back. I dare say the companies are as anxious to have competent engineers, firemen, pumpmen and inspectors as you are to fill those places, and you know that the men they brought here to take your places are not competent. You all know that the men they brought here to take your places are not competent to run the hoisting engines; that the firemen they have brought here have not been successful, and while the companies will not go out before the public and say they will 'sacrifice the men who stood by them,' as they call it, they will, in most cases, be glad to have their old and competent workmen back."

Status of Arbitration Plan.

His remarks were greeted with applause. Another delegate made a speech against ending the strike without definite assurance of reinstatement, and Mr. Mitchell was again called upon for an explanation of the status of the arbitration plan as it now stands. In response to this request he said:

"We have not adopted their proposition as they made it, and the proposition would never, with my consent, have been adopted as they made it. When the coal companies sought practically to name the arbitrators, we objected and secured a modification of their proposal. That modification enabled the President to select men outside of the classes suggested by the operators. Organized labor is represented on the commission. I do not, however, assume that either the capitalists or the trade unionists who are on the commission will permit their special interests to influence their judgment in making their decisions; but organized labor is on that commission, and it is there because the President of the United States wanted it there, and because we would not agree to the proposition unless it was there."

"Give People Coal" the Sentiment.

Then the delegates again took up the debate. Many of the delegates spoke with great earnestness. Three of them were willing to return to work and trust to the union to do justice to them. Another was willing to leave the whole matter in the hands of President Roosevelt's commission, and another said: "If I cannot get my job, I can look for another one. Therefore let us go to work and give the American people some coal."

The sentiment of the last speaker was loudly applauded. After further debate on both sides of the question it was decided to let the question go over until tomorrow morning. A committee on resolutions was then appointed, and at 5:18 the convention adjourned until 10 o'clock tomorrow morning. The committee includes President Mitchell, Secretary Wilson and District Presidents Nicholls, Duffy and Fahey.

The committee met tonight and outlined a set of resolutions to be presented to the convention tomorrow. Nothing official was given out as to what they will contain. It is probable that they will recommend the acceptance of the arbitration plan; that all grievances be submitted to the commission appointed by President Roosevelt; that all men who shall not find immediate employment shall be taken care of by the union until they get positions, and that organized labor throughout the world and other organizations and individuals be thanked for the assistance given the mineworkers during their struggle.

Strikers Agree to Arbitration.

SCHENECTADY, N. Y., Oct. 20.—The strikers on the Hudson Valley road, at a meeting tonight at Glens Falls, decided to accept the proposition of the company to arbitrate the question in dispute.

Fined for Wheeling on Sidewalk.

A dapper little Jap named R. Meida, who wore gold-rimmed spectacles, was before Municipal Judge Hogue yesterday, charged with riding his bicycle on the sidewalk along Fourth street. Policeman Welch testified: "A great many of those Japs ride their wheels on the sidewalk. This one dismounted when he saw me." On being asked what he had to say, Meida explained: "I did not understand that it is against the law to ride a wheel on a sidewalk." "What made you dismount then, when you came up to the policeman?" asked the Judge. Meida did not have any answer this time, and he was fined $1. A hint was given that the next time he offended the fine would be increased.

NO CONCERTED ACTION

MR. HILL DID NOT URGE EXCHANGE OF STOCK.

He Swears It Was Matter of Purely Personal Preference on Part of Individual Stockholders.

ST. PAUL, Oct. 20.—The adjourned hearing of the Government suit against the so-called railway merger was called today and the entire day was given to the direct testimony of President J. J. Hill for the defendants, the cross-examination having just begun when the court adjourned for the day. Mr. Hill went over much of the ground previously covered by him in his testimony before the Interstate Commerce Commission in other suits similar to this, but today he brought out more fully that the exchange of Great Northern stock for that of the Northern Securities Company was the individual act of the individual shareholders, and dwelt at length on his statement that the whole purpose of the organization of the Nothern Securities was for the protection of a great commerce with the Orient, which the Northern lines had sought to develop in competition with the transportation companies of the whole world. The circular of the Northern Securities Company to shareholders offering to exchange stock had heretofore, been placed in evidence, but today the attorneys through Mr. Hill brought in a personal circular letter sent by him to numerous Great Northern shareholders, in answer to inquiries telling them that any action of theirs in exchanging stocks must be through individual action and not be influenced by him.

Mr. Hill will be on the stand again tomorrow morning and will be followed by Colonel W. H. Clough, Frederick Weyerhauser and other defendants or directors of the defendant companies.

The first hearing was adjourned from New York to this city. Solicitors J. K. Richards and W. A. Day appeared as attorneys for the Interstate Commerce Commission; J. M. Peck represented the United States Government, while ex-Attorney-General Craigs, David Wilcox, of New York, G. B. Young, C. W. Bunn and M. D. Grover, of St. Paul appeared for the defense. The New York hearing substantially completed the Government's presentation of the case, and the testimony to be given here is on behalf of the defendants—the Northern Securities Company, the Northern Pacific Railway Company, the Great Northern Railway Company, and the principal officials of these companies.

The testimony at first covered Mr. Hill's official connection with the Great Northern railway and the previous companies of which it was the outgrowth. Mr. Hill told of the traffic that could be depended on along the Great Northern, especially the lumber from the Pacific Coast, the rate of which had previously been prohibitory, but was reduced from 90 to 40 cents a hundred after his line was completed. He also told in detail of the development of the Oriental trade.

In answer to questions, Mr. Hill said that on the west end of his line the local supply of coal was sufficient for business, but within the past two years the difficulty of getting coal from Pennsylvania to Lake Erie was very great, his company being unable to secure a sufficient supply in 1900 for its own use at either Lake Erie or Lake Superior ports. Coal for domestic use was also unobtainable, the terminals being unable to handle all the cars. The case was even worse this year, less than half the proper supply being now on hand for the season. It was even worse in the case of coal for domestic use, and the situation, he said, will constantly grow worse this year. He referred particularly to bituminous coal, and spoke of the use of the Burlington line as a means of supplying Northwestern needs for fuel; its connection with the soft-coal fields; its low grades, and the consequent possibility of large loads making lower rates possible. By the use of the Burlington for coal business over that, and the Northern lines in unbroken trainloads, he held lower coal prices would result. The Puget Sound coal fields would furnish a supply east of Spokane; the British Columbia coal is nearly as far away and cannot be brought profitably this far East. Recent developments have taken the coal shipments north from St. Louis to Northern Minnesota, and the return load will be iron ore from Minnesota. The direct connection with the Burlington makes possible a lower and more certain rate on this class of business. They must take all business possible to the Coast, or else it will be necessary to raise the rate on the East-bound lumber. A trunk line to Chicago, St. Louis and other centers makes it possible to control the return shipments and take down the rates. Mr. Hill stated that all conditions affecting the Great Northern would naturally affect the Northern Pacific similarly, especially so in the matter of coal supplies. Both roads must handle business both ways in order to compete with everything that floats, and to compete with the Suez Canal route, but they were doing it successfully.

Manufacturers from Ohio and even some parts of Pennsylvania must have a rail haul in either direction, he said. Railroad competitors to the Pacific Coast, said Mr. Hill, are the Canadian Pacific, Union Pacific, Southern Pacific and a new line under construction. His chief competition, however, was with the conditions all over the world, and not alone with these Western railways. Speaking of the line of steamships, he said the first ship would be launched in December with tonnage of 28,000, or 10,000 more tons than the Celtic, which is the largest ship now afloat. Cotton and machinery showed remarkable increases in Oriental traffic within the last year, while oil and some other commodities decreased. The year ending June, 1902, showed about double the Oriental shipments of the previous year.

The hearing was adjourned until 2 o'clock.

COMPLAINT IN MERGER SUIT.

Why Kentucky Commission Holds Southern Combination Illegal.

WASHINGTON, Oct. 20.—The Interstate Commerce Commission today made public the complaint of the Railroad Commission of Kentucky against the Atlantic Coast Line Railway Company, the Louisville & Nashville, the Southern railway, the Southern railway in Kentucky, the Southern railway in Indiana, the Cincinnati & New Orleans and Texas & Pacific railway, the Cincinnati Southern Railway Company and the Chicago, Indianapolis & Louisville Company, involving allegations of unlawful combination. The complaint asks for an investigation as to whether contracts, etc., constitute an unlawful combination. The complaint says these roads cover all important railroad points and all railroad lines in a territory aggregating 25,000 miles, with an operating income of over $30,000,000 annually, and charges that J. P. Morgan & Co. have secured practical control and management of affairs of all of these lines. The transportation facilities of this territory, the complaint charges, practically will become one system, operated by a few individuals, and will control the commerce of Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, North Carolina, South Carolina, Virginia and Maryland. The Interstate Commerce Commission will immediately notify all concerned of the complaint, and probably will arrange for a hearing not earlier than December.

RAILROAD MEN MAY STRIKE.

Notice of 48 Hours Given in St. Paul and Minneapolis.

ST. PAUL, Oct. 20.—The railroads of the Twin Cities have been given 48 hours in which to consider the demands of the switchmen for additional pay and shorter hours, and it is promised that unless concessions are made a strike will be ordered.

The grievance committee of the switchmen employed by the Great Northern met twice yesterday with the officials in an endeavor to have an increase of 18 per cent in wages and other reforms adopted. The officials declined to make a definite statement to the committee.

GREAT CENTRAL IS ALL RIGHT.

So Says Chief Engineer Kinney—Progress Along the Line.

Major L. D. Kinney, chief engineer of the Great Central Railroad, came in from Roseburg yesterday to attend to some business matters at the head office. He will return to Roseburg today to keep in touch with field operations. He was full of news regarding the progress of the railroad and kindred enterprises. He said Contractor Small was getting ahead satisfactorily on the grade between Marshfield and Empire, and the contract for the long trestle between those two towns has just been awarded to Roseburg and Marshfield men. That stretch of road is now under contract to be completed by June 1. No other railroad construction is contemplated until next Spring on any part of the line, but everything will be in readiness for rapid work then.

Roseburg pleases Major Kinney greatly. He announced the decision to make a railroad junction there before securing land for any purpose. This, he says, was done in order that the railroad project might not suffer from real estate speculation or other incidental operations. Then an opinion was taken on 1000 acres of land that has been in litigation so long that the city has grown around two sides of it, 100 acres were donated to the Great Central Railroad for depot and yards, a local corporation was organized, with capital of $50,000, to handle the real estate, and Major Kinney has just bought the stock of the corporation at par. Four Roseburg citizens, he says, have cleared up $8000 each by the transaction in four days.

Work has been begun on a depot and office building, but lack of lumber delays progress. Major Kinney says Roseburg is the best town he knows of for a good lumber-yard. And the town is growing so fast that there is hardly shelter for the people.

Two passes across the Cascades have been examined for a railroad easterly from Roseburg, and Major Kinney says he will soon examine a third. The first two are pronounced feasible, but it is hoped a better one will be found.

At Bangor, the new Coos Bay town site, Major Kinney says a commissary building to cost $5000 is about half completed, the townsite is largely cleared and preparations for other structures are going forward. "We are getting everything in shape for construction work on a large scale in the Spring," said he. "I am absolutely sure of the Great Central Railroad now, and am planning the work for next season, which is certain to be a busy one. Roseburg people are manifesting deep interest in the railroad, and are doing what they can to help it along. They take hold of the construction, and will secure some of the benefits from that end of it. I must say, however, that Portland's people don't seem to care whether construction benefits come here or not. San Francisco is taking a great deal more interest, and I am afraid it will take the profit that Portland and Oregon ought to have. Enterprise along this line pays."

Looking for Mountain Pass.

ROSEBURG, Oct. 20.—(Special.)—Engineers Lindsley and Moody, of the Great Central Railroad, have just returned from a reconnoissance of the route over the Cascade Mountains east of here. They went over the summit of the mountains near Diamond Lake, and report that the route is entirely feasible, the elevation of that pass being but 5400 feet.

Owing to the near approach of Winter, when snows would interfere with work on the higher levels, the matter of definite location of the line there will probably be postponed until Spring. The survey, however, will be pushed on the line between here and Myrtle Point, and also for perhaps 20 miles east of here. Work has begun on the headquarters building here.

Clark's Road in Pomona.

POMONA, Cal., Oct. 20.—The Salt Lake Railway had a crew of 75 men working here all day Sunday, laying track from the western city limits up First to Rebecca street, and will soon be running trains into Pomona. The road has been built to the city limits and ready to continue in here for a number of weeks, but has been delayed by some matters affecting rights of way, which have been satisfactorily settled. The rails are being laid on First stret parallel to the Southern Pacific track. The people are anxious for the Salt Lake to enter the city, as it is stated that the trip to Los Angeles will then be made in 40 minutes.

To Adjust Indian Claims.

NORTH YAKIMA, Oct. 20.—(Special.)—Agent Jay Lynch, of the Yakima Indian reservation, with headquarters at Fort Simcoe, has just received orders from the Secretary of the Interior to proceed to Portland and appraise damages resulting to Indians who have allotments through which it is proposed to run the projected Columbia River & Northern Railway. The road is expected to tap the country of the Big Klickitat, in the Mount Adams country, and a question has arisen between the Indians and the promoters of the road. Mr. Lynch left North Yakima tonight on his mission.

New Railroad for Spain.

BURGOS, Spain, Oct. 20.—The first sod of the Vasco-Castellane Railroad, which is to give direct communication between Madrid and Bilboa, was turned today, with much ceremony. General Polavieja represented the King, and many notabilities were in attendance. The new railway will shorten the journey between Bilboa and Madrid from 18 to seven hours, and will tend toward the development of the iron and coal districts.

Yerkes-Morgan Fight to Be Resumed

NEW YORK, Oct. 20.—The London tube war will be resumed tomorrow, when J. P. Morgan's scheme will be considered by the House of Commons committee, cables the London correspondent of the Tribune. It is very strongly opposed by Charles T. Yerkes on behalf of the district railway.

Relics of Early Portland.

Now that the old building at the corner of Third and Salmon has been torn down and cleared away, it can be seen how badly the poor old buildings remaining on the west side of the block need to be treated in the same manner. The one at the south end of the block is one of the oldest in the city. Several persons were yesterday wondering how such old buildings came to remain so long on such valuable property, as they were of opinion that property opposite a plaza, or park, would be valuable for business purposes. Another said this was not so, and that property so situated was not desirable for business. "If you will look," said he, "you can see that there is not a business building of much importance anywhere around the plaza blocks." The block west of the plaza, between the Court-House and the City Hall, remains practically unimproved. Property facing the plaza would be a good site for a hotel or an apartment-house, but no one has thought it worth while to erect either there so far, and the valuable property lies vacant, except for an old-time building or two."

Travels With His Drinking Water.

Kansas City Journal.

Theodore C. Bates, the promoter, besides being a master of finance and some other things, has particular notions about living which differentiate him from other men. He always has the best rooms in the hotel in whatever city he may be. He always has his meals served in his room, and he always knows what he wants in the way of wines and cigars. And, furthermore, he is exceedingly particular about the water he drinks—so much so, in fact, that he brings all he uses with him from Massachusetts, where he lives.

Mr. Bates owns the famous farm in Massachusetts on which one of the worst Indian massacres in history took place. This was in the King Philip War in the early history of Massachusetts. On this farm is a very fine, clear spring, known as King Philip spring, the water of which is remarkable all over the country for its excellence. Tradition says that the cause of the massacre was that the whites had taken up their camp at this spring, and Philip felt that its waters were polluted by their contamination. The water of this spring is Mr. Bates' only drink, and he has it shipped all over the country to whatever points his business may take him. While traveling he carries bottles of it with him. He has it sent here in cases, and it is kept on tap for him in the Coates wine cellar all the time.

HIS DEAD FRIEND.

The Mayor of Atlanta Speaks at the Funeral of a Negro.

Atlanta News.

The funeral of Richard J. Henry, colored, for so long a time the porter and private servant of his Honor, Mayor Livingston Mims, embodied in its programme an episode that is too notable and too altogether pleasing to be omitted from a special comment.

His fidelity, his courtesy, his intelligence and his effective service had endeared him not only to his master and employers, but to all the numerous company of white men of all degrees who came in contact with him. Large sums of money were intrusted daily to his care for transmission to the bank, and it is estimated that in this position he had carried upon his person millions of dollars. At his funeral the respect and regard of the white friends of this admirable negro were everywhere in evidence. They made a large representation in the large audience.

The funeral, conducted by high officials of Henry's own church and race, was most impressive and full of high tributes to the character and record of the deceased. The Mayor of the city and his accomplished wife occupied front seats in the church during the services, and when the ministerial offices had progressed to a certain point the Mayor of the city, who was also the employer of the deceased, was called upon to speak.

Without any special time for preparation, and mainly upon the impulse and suggestion of the moment, Mayor Mims, who has long been held one of the most accomplished and aristocratic gentlemen of the South, a cavalier and a Bourbon of the most pronounced type, arose and said:

"Your call on me to speak on this occasion was certainly unexpected—and yet while so heartily commending all that has been so feelingly and eloquently said in reference to my dear dead friend—my friend of more than a third of a century—I cannot refrain from expressing the genuine grief and sorrow that his death has occasioned me. Indeed, a sorrow that my entire family shares; and I know, too, it will be felt by the large number of his friends and mine who knew him so well in the connection he had with the business in which I have been engaged for so many years, and I might add his many white friends in this city who respected and admired him for the splendid qualities that he possessed. He was ever doing charity and kindness to all sorts of people. He was, indeed, a model husband and father, a good citizen, and a loyal and devoted friend, and a Christian gentleman.

"To me his offices of concern and thoughtfulness were constant and grateful. In the course of nature he should have survived me, and I always felt that if he did there was no living man on whom I could better rely for kindness and care for my family.

"I can point to no one whose daily life and character afford a better and more commendable example to all men to emulate than this.

"He well deserves all the comforts, blessings and promises of the holy religion he professed, and which the distinguished reverend clergy has, on this solemn occasion, so ably administered.

"I care not, though, for creeds in that unknown country 'from whose bourn no traveler returns'—and to which his pure spirit tends—for I feel that the good man who sleeps in all the awful majesty of death in yonder coffin carries with him acceptable credentials to all the happiness that pertains to mortals after death. His memory will be treasured."

A COAST NEWSPAPER MAN

Death of Matthew H. Money, Formerly of Washington.

OAKLAND, Cal., Oct. 21.—Matthew Henry Money, a pioneer newspaper man of the Pacific Coast, died in this city today, aged 70 years. He and his wife formerly conducted the Beacon, at Kalama, Wash., and the North Pacific Coast and News, both published in Tacoma.

Whaling Catch of the North.

SAN FRANCISCO, Oct. 21.—Word has been received from the north that the whaling catch of local vessels up to September 2 was as follows: Alexander, eight whales; Beluga, clean; Bowhead, Narwhal, Thrasher and Belvedere, two each; Jeanette, Penelope and William Baylies, four each, and the Kariuk and Altair, three each.

Cable Is Appreciated.

SAN FRANCISCO, Oct. 21.—A message received in this city from J. R. Greig, popularly known as the King of Fanning Island, conveys congratulations on the opening of cable communication with that hitherto isolated community.

Held Up by Masked Men.

Two masked men, one armed with a revolver, the other with a slungshot, held up Charles Gorkins at Park and Oak streets early yesterday morning and relieved him of $7 in cash and a $300 check on the United States National Bank. The payment of the check was stopped in time. Gorkins is a stranger in the city, he says, and, after seeing the sights in Whitechapel until the time the saloons closed yesterday morning, he was on his way to his boarding-house, when he met the outlaws, who sprang at him from behind a tree. He was compelled to empty his pockets, and when the robbers left him to his own thoughts he was warned not to look behind.

There are 25,000 pores in the hand of a man. In Japan 93 per cent of silk spinners are women.

Miss Agnes Miller, of Chicago, speaks to young women about dangers of the Menstrual Period—how to avoid pain and suffering and remove the cause by using Lydia E. Pinkham's Vegetable Compound.

"To Young Women:—I suffered for six years with dysmenorrhea (painful periods), so much so that I dreaded every month, as I knew it meant three or four days of intense pain. The doctor said this was due to an inflamed condition of the uterine appendages caused by repeated and neglected colds.

"If young girls only realized how dangerous it is to take cold at this critical time, much suffering would be spared them. Thank God for **Lydia E. Pinkham's Vegetable Compound,** that was the only medicine which helped me any. Within three weeks after I started to take it, I noticed a marked improvement in my general health, and at the time of my next monthly period the pain had diminished considerably. I kept up the treatment, and was cured a month later. I am like another person since. I am in perfect health, my eyes are brighter, I have added 12 pounds to my weight, my color is good, and I feel light and happy."—Miss Agnes Miller, 25 Potomac Ave., Chicago, Ill.

The monthly sickness reflects the condition of a woman's health. Anything unusual at that time should have prompt and proper attention. Fifty thousand letters from women prove that Lydia E. Pinkham's Vegetable Compound regulates menstruation and makes those periods painless.

READ WHAT MISS LINDBECK SAYS:

"Dear Mrs. Pinkham:—**Lydia E. Pinkham's Vegetable Compound** has greatly benefitted me. I will tell you how I suffered. My trouble was painful menstruation. I felt as each month went by that I was getting worse. I had severe bearing-down pains in my back and abdomen.

"A friend advised me to try Mrs. Pinkham's medicine. I did so and am now free from all pain during my periods."—Jessie C. Lindbeck, 1201 6th Street, Rockford, Ill.

FREE ADVICE TO WOMEN.

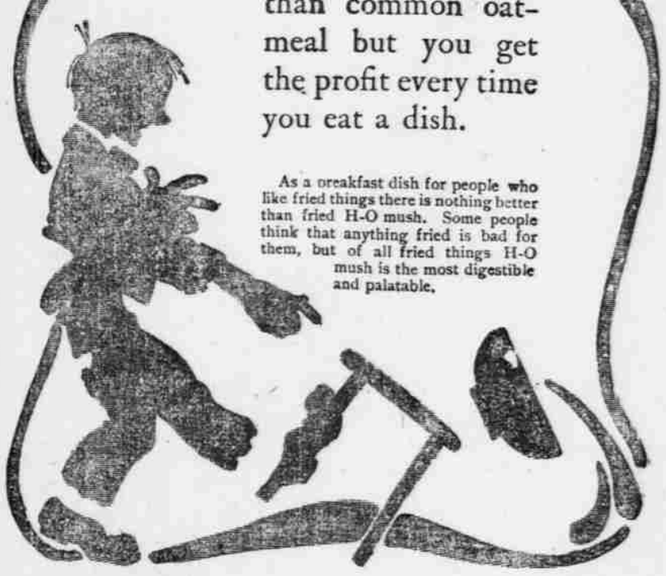
Remember, every woman is cordially invited to write to Mrs. Pinkham if there is anything about her symptoms she does not understand. Mrs. Pinkham's address is Lynn, Mass., her advice is free and cheerfully given to every ailing woman who asks for it. Her advice has restored to health more than one hundred thousand women. Why don't you try it, my sick sisters?

$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness. Lydia E. Pinkham Medicine Co., Lynn, Mass.

H-O

"That ain't H-O."—Oliver Twist.

H-O does cost more than common oatmeal but you get the profit every time you eat a dish.



As a breakfast dish for people who like fried things there is nothing better than fried H-O mush. Some people think that anything fried is bad for them, but of all fried things H-O mush is the most digestible and palatable.

Ayer's Cherry Pectoral

quiets tickling throats, hacking coughs, pain in the lungs. Your doctor will explain this. He knows. Trust him. We send doctors our formula. Doctors have tested it for 60 years.

J. C. Ayer Co., Lowell, Mass.

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