

ADMIT THE MERGER

Testimony of Director of Northern Securities.

JUST WHAT MINNESOTA SAYS

Company Organized for Express Purpose of Combining Parallel Railroads to Prevent Competition, Which Law Says is Wrong.

NEW YORK, Nov. 20.—John S. Kennedy, a director of the Northern Securities Company, gave testimony at the hearing of the case of Minnesota against the company today.

"Mr. Kennedy practically admitted that the Northern Securities Company was organized for the express purpose of combining the parallel railroads to prevent competition. That is all we charge the company with and that is what the laws of Minnesota say is illegal."

Mr. Kennedy began his testimony today by saying he assumed he and J. J. Hill spoke of the Northern Securities Company in a talk they had when Mr. Hill returned from Europe in July, 1901.

"You decided to turn all of your interests to the holding company?" asked Mr. Munn.

"Something was said to that effect at a meeting that was held."

Mr. Kennedy said he and most of the other stockholders gave their proxies to Mr. Hill.

"Wasn't it understood that the holding company was to get enough stock of each of the railway companies to make sure that there would never be any combination against the Great Northern?" asked Mr. Munn.

"That's what I understood."

"Did you understand that the stockholders of the holding company would obtain enough to control the policies of both companies?" asked Mr. Munn.

"I understood," Mr. Kennedy replied, "that the Northern Securities stockholders would own enough stock in the railway companies to elect officers and directors of both railroads."

"That is all we wanted, Mr. Kennedy," said Mr. Munn, "much obliged to you."

W. P. Clough, general counsel for the Northern Securities Company, testified that at the meeting of the Great Northern directors in October 1901 shares of Great Northern was recorded as voted. Of that number 192,734 stood in the name of the various holders and 48,607 as holdings of trustees for the Northern Securities Company. None was voted in the name of the Securities Company.

Adjournment was taken until tomorrow.

INCREASE OF FREIGHT RATES.

Advance Between Chicago and New York—To Meet Wages.

NEW YORK, Nov. 20.—At a meeting of executive officials of central freight lines, the trunk line rates on grain and grain products in this city, rates in the territory controlled by the association have been generally advanced, says the Journal of Commerce.

The board organized by electing the following: President, L. F. Forre; vice-president, E. R. Bacon; vice-president and general manager, William M. Green; secretary, F. G. May; treasurer, J. V. McNeal.

President Lorie announced that the Baltimore & Ohio was not yet ready to make any increase in wages.

B. B. & C. Not for Sale. SAN FRANCISCO, Nov. 20.—J. J. Donovan, general superintendent of the Bellingham Bay & British Columbia Railroad, with headquarters at Whittier, Wash., is in the city. He denies the recently published report that the road is for sale and that President J. J. Hill, of the Great Northern, is attempting to force the stockholders to sell out their holdings to him.

"That we have been short of cars has been true," he added, "but ours is a terminal road, and when we could not get Great Northern cars we took Canadian Pacific or Northern Pacific freight cars. We are already having some box cars made of our own."

Same for Colorado & Southern. DENVER, Nov. 20.—The annual meeting of the stockholders of the Colorado & Southern Railway Company, which was held today in President Trumbull's office, resulted in the election of the old board of directors, as follows:

Granville M. Dodge, Henry Bugde, J. Kennedy, Tod, Edwin Hawley, Frederick P. O'Neil, John J. Emery, Edward J. Benson, Edwin C. Henderson, Norman E. Ream, Harry Bonner, Adolph Lewishohn, all of New York City; Harry Walters, of Baltimore; and Frank Trumbull, of Denver.

Officials Confer With Engineers. TOPEKA, Kan., Nov. 20.—A conference which will likely consume several days commenced this afternoon between the operating officials of the Santa Fe and the grievance committee of the engineers and firemen. Each division of the road is represented by the latter and the company is represented by J. W. Hendrick, of Chicago, third vice-president; General Manager Mudge; D. E. Cain, superintendent of the western division; and J. E. Hurley, superintendent of the Eastern division. There are a number of matters to come up before the conference.

International & Great Northern. FORT WORTH, Tex., Nov. 20.—The International & Great Northern Railway yesterday laid the last rail on its 189-mile extension from Waco, Tex., to this city. The first train entered the city over the new line last night. The extension is considered the most important piece of railroad completed in Texas during the present year.

Presidency of Lehigh Valley. PHILADELPHIA, Nov. 20.—At the offices of the Lehigh Valley Railroad Company it was stated today that a successor to President Walter would not be elected until the annual meeting of the company on January 20. President Thomas, of the Erie Company, who is chairman of the executive committee of the Lehigh Valley, will act in the capacity of president until the new head of the Lehigh is chosen.

Better Pay for Alton Men. BLOOMINGTON, Ill., Nov. 20.—The Chicago & Alton Railway today announced an increase in wages on December 1 of all engineers, switchmen and trainmen. The increase will average 30 per cent. Men who have been handling big locomotives and heavy trains will receive a greater proportionate increase than others.

Volcano Refugee Killed by Car. SAN FRANCISCO, Nov. 20.—Albert Bertwell, 6 years old, one of the five Guatemala volcano refugees, who arrived here yesterday, was run over and killed by an electric car today.

Olds, Wortman & King

GREAT SPECIALS ON DESIRABLE THANKSGIVING GOODS THROUGHOUT OUR ENTIRE STORE

Today's Extra Specials

Blankets: One of the season's necessities, the need of which is felt these sharp nights. Made right here in Oregon of our finest wool, they are the kind that keep the cold out, and this is a price which should lead you right here to supply yourself amply with all you need. Style, gray tiger mottled, value \$4.00, special for today \$2.95 only.

Pillow Cases: Of good, strong, smooth muslin, neatly hemstitched and all ready for use. Special today only, each 14c.

Last Days—Great Special Sale Black Taffetas: This week closes one of the rarest black taffeta opportunities we have ever offered. Two of our finest lines are going at following special reductions:

Our Popular Grades: 21-inch, 85c grade, now, per yard 71c; 27-inch, \$1.25 grade, now, per yard 92c; 36-inch, \$1.25 grade, now, per yard 98c; 36-inch, \$1.50 grade, now, per yd. \$1.23.

Last Days: Today and tomorrow are the last days we will GIVE RUBBERS AWAY FREE with every pair of ladies' or children's shoes purchased costing \$2.50 or over. These are the best rubbers in our house and will go a long way toward preserving the shapeliness of your shoe, and also your health during these damp days.

Tomorrow, Saturday, Great Coat Special

\$15.00 and \$20.00 Coats for \$9.85: This is our season's banner offering in Ladies' Coats. Come in, if only to see the style, the quality and the finish of them. They are all this season's choicest styles of our own special selection in all colors and all sizes. Values \$15.00 to \$20.00. Special tomorrow only. \$9.85.

Cut Glass Specials

The "Libbey" deepest, finest cut, most brilliant glass in the world. Pretty shaped Sugars and Creamers, Finger Bowls, Decanters, Tumblers, Wine Glasses, Fruit Dishes, Dessert Saucers, Vases and other handsome table furnishings in this glass, all at great reductions now.

Special Sale Men's Underwear

Shirts and drawers of fine quality camel's hair, smooth finished with covered seams and ribbed bottoms. Value per garment \$1.50, special this week \$1.07.

TALKS OF NEW MISSION

M. JUSSERAND, THE NEW FRENCH AMBASSADOR.

Speaks of Our Failure to Get Danish Islands, Trade With France, Panama Canal, Literature.

PARIS, Nov. 20.—Ambassador Jusserand arrived here yesterday evening from Copenhagen on his first visit to Paris since his appointment to the Washington post. He comes now to confer with Foreign Minister Delcasse, in order to receive instructions and to arrange for his departure for Washington, where he expects to arrive early in the new year. At his apartments in the Avenue Marceau he received the representative of the Associated Press and talked interestingly on American men and American affairs.

Although he never lived in the "United States," said the Ambassador, "I feel fairly well acquainted with the country, as my diplomatic life has brought me into contact with many Americans, and I have formed many lasting American friendships."

He recalled that while secretary of the French Embassy in London he formed the acquaintance of former American Ministers to London Lowell, Phelps and Robert T. Lincoln. He expressed his admiration for Lowell's literary genius, and related an incident showing Lowell's hold on foreign affections.

When word was received in London, he said, that Lowell was dying, Sir Leslie Stephen, the celebrated author, who was himself in a feeble condition, sailed for America to see his friend for the last time, and the same sentiment prevailed throughout the literary world.

M. Jusserand also spoke of the brilliant oratory of Mr. Phelps, and said that he had kept up his interest in American affairs more recently by reading American books, studying the American system and by a constant correspondence with a number of well-known Americans, two of whom belong to the faculty of Columbia University.

The ambassador referred to the growing importance of America in the world's affairs, and said it was noticeable that throughout Europe the position of America as a new world power was everywhere recognized. He thought that intellectual progress was keeping pace with its material advancement. In this connection, the Ambassador cited the growth of American universities and related a personal incident.

He had recently received, he said, from a comparatively obscure college in the interior of the United States a most scholarly criticism on his theory regarding the origin of the manuscripts of "The Vision of Piers Plowman."

Danish West Indies Case. The correspondent asked M. Jusserand, who was at Copenhagen during the discussion of the proposed sale of the Danish West Indies to the United States, the cause of the failure to effect a sale. He said that the sentiment against any further reduction of the Danish dominion operated strongly against the project, although it was at first supposed that a universal desire for the sale existed. The failure brought its compensations, as the discussion disclosed clearly that the Danish West Indies would not go to any other power than the United States, which, with the Island of Porto Rico, now possesses harbors superior to those in the islands of the Danish West Indies. The failure was also to some extent an evidence of personal devotion to the King, who shared in the sentiment against parting with the country's ancient possessions.

The Ambassador paid a high tribute to the noble qualities of the King, and said that, although he was an old man, he rode out on horseback daily unattended, and could leap hurdles with President Roosevelt.

Concerning the Panama Canal, the Ambassador said the question had no official status, but that he would continue the friendly efforts of M. Cambon on behalf of the company. He added that the most powerful advocates for the Panama route were the volcanoes of Guatemala and Nicaragua, which kept speaking in tones of thunder in favor of Panama.

Knows American Literature. As M. Jusserand has written several books in English, the correspondent asked for his opinion of American literature. He said he had been brought up with American authors, as his father's library contained the works of Cooper and Hawthorne, along with the French classics, and his later meetings with American writers gave him a personal interest in the subject. He related that on one occasion, when dining with Bret Harte, at the Rubels Club, in London, the American author expressed regret that he was unrecognized in France. M. Jusserand assured him that Frenchmen were familiar with the peculiar cadence of Western stories, and proved by reciting the closing lines of "The Story of Karamazov," his personal acquaintance with Bret Harte's work. Bret Harte repaid the compliment by saying that when he, a struggling clerk in California, was impressed by the climatic descriptive power of the elder Dumas, and thereafter moulded his style after that of the great French author.

The Ambassador spoke of the pleasure with which he had read President Roosevelt's strenuous philosophy and his ranch talks. These works were brought to his attention during a sojourn at the royal palace in Copenhagen, where Princess Marie was found perusing the Roosevelt books and declared them to be most delightful.

M. Jusserand desired to see the new French Embassy erected in Washington by the time of the St. Louis exposition, and he has already conferred with the officials in charge of the construction of the buildings. It was first believed that no appropriation would be made, owing to the complications regarding the new French Embassy in Vienna, but the Chamber is now so cordial in its feelings toward America that there is little doubt that the appropriation will be granted. It is expected that the sum to be appropriated will be \$600,000, which the Ambassador thinks will be sufficient to erect a magnificent structure typical of French art and taste.

Grief Drives Woman to Suicide. GRANT'S PASS, Nov. 20.—(Special.)—Mrs. Triplett, a woman some 40 years of age, who resided with her husband on a farm near Hugo, 10 miles north of this city, committed suicide by drowning a few days ago in a pool of water near the house. Insanity and worry caused by her daughter having been committed to the insane asylum a few weeks ago is thought to have been the cause of the woman taking her own life.

Further Fruit Rate Hearing. WASHINGTON, Nov. 20.—The Interstate Commerce Commission has assigned the cases of the Consolidated Forwarding Company and the Southern California Fruit Exchange against the Southern Pacific and the Santa Fe and other railroads for a further hearing in Los Angeles December 15.

Portland-St. Louis. Do you know about the new tourist service between Portland and St. Louis and Memphis? Call on O. R. & N. ticket office, Third and Washington.

FIRE AT ALAMEDA MOLE

FERRY BUILDING DESTROYED WITH LOSS OF \$500,000.

Nine Men in Bunkhouse Have Narrow Escape—Origin of the Blaze Is Unknown.

OAKLAND, Cal., Nov. 20.—Fire destroyed the ferry building at the Alameda Mole early this morning, and nine men who were asleep in the bunkhouse narrowly escaped with their lives. The fire started on the north side of the building, and two hours later it had burned to the water. A portion of the floor held up, evidently by the network of track, still remains, but on these tracks are the twisted and warped ironwork of the passenger coaches which were destroyed. Of the 47 coaches that were lost, 16 were broad-gauge and 31 narrow-gauge.

The building was erected by the late James G. Fair in 1888, and cost originally \$500,000. Three years later it passed into the hands of the Southern Pacific Company with the entire road, and since then many improvements have been made. Within the last six months the company has built another slip and added improvements to the extent of \$50,000.

The origin of the blaze is a mystery. Superintendent Worthington says he has not the slightest idea how it started, but said the matter would be thoroughly investigated. When asked for an opinion as to the origin, he said he had no opinion to offer. He admitted that a coal oil lamp was left burning on the north side of the building, near where the flames were first seen. It is the theory of the employees of the road that this lamp exploded, thereby causing the disastrous conflagration.

Other theories, however, are that a lighted cigarette or cigar stump thrown by a passenger on the last train may have smoldered until the oily woodwork burst into flames. A theory that the blaze was of incendiary origin is not considered seriously by the railroad officials.

Later Charles Simons, reported missing, turned up safe.

Fire Loss May Reach \$500,000. SAN FRANCISCO, Nov. 20.—In the big fire at Alameda Mole, Train Dispatcher Walker, of the Southern Pacific, estimates the loss at from \$250,000 to \$500,000. Besides the slip and buildings, 18 broad-gauge passenger coaches and 25 narrow-gauge coaches were burned. The ferry steamer Encinal, which was moored to the mole, was towed a place of safety.

SAILORS ARE IN IRONS.

Mutinous on Isla de Luzon Because Machinery Shifted.

WASHINGTON, Nov. 20.—The Isla de Luzon, one of the Spanish gunboats captured at Manila by Admiral Dewey, is en route to New York, with 48 of her men in irons. The vessel, which has been doing guard duty in the Philippine Islands for about three years, started recently for New York, proceeding from Manila, via Singapore. Advice received at the War Department indicates that on the trip to Singapore some of the machinery on the boat shifted badly, creating a panic among the crew and causing a substantial mutiny. The result was the placing of 48 of her crew in irons. After her capture, the Luzon was repaired at Hong Kong, and it is said that the repairs were not properly made.

PHILIPPINE BUSINESS BETTER.

Imports and Exports Larger Than for Last Year.

WASHINGTON, Nov. 20.—The import and export figures of the Philippine Archipelago, ending June 30, 1902, show a continuation of the improvement in trade that has prevailed since the inception of United States control. During the fiscal year 1902 there was imported merchandise, exclusive of gold and silver, to the value of \$23,141,842, an increase of nearly \$2,000,000 over the same period of 1901.

The export figures of the archipelago in the fiscal year 1902 were larger with but two exceptions, 1899 and 1898, than in any year of its history. The last fiscal year shows an increase over 1901, \$22,927,679 worth of merchandise being exported, of which the United Kingdom and the United States received nearly \$16,000,000 in practically equal proportions.

Cholera in the Philippines. WASHINGTON, Nov. 20.—Mail advices received at the War Department indicate that during the closing days of September the cholera epidemic in the Philippines reached its lowest stage for many months. Only seven new cases and seven deaths occurred in Manila on Saturday and Sunday, September 27 and 28. By officials of the islands it is believed that the practical end of the epidemic is near at hand. While it is continued to be the plague center, the number of cases there and in that vicinity was not great, and only 53 cases were reported in the whole island of Luzon.

Very Exclusive Summer Resort. NEW YORK, Nov. 20.—George J. Gould, Henry C. Frick and other capitalists in this city, Philadelphia and Pittsburgh are believed to contemplate the establishment of a new and exclusive Summer resort on Two Mile Beach Island, three miles north of Cape May City, on the New Jersey coast. Application will be made at once to the State Riparian Board of New Jersey for rights on 7 1/2 miles of water front. Work will be begun as soon as the necessary rights can be secured.

Street-Car Row. JOHN ARZEN, an Italian bootblack, and C. M. Robbins, a car conductor, got into a dispute early this morning at Fifth and Hall streets about car fare, while Robbins insisted that he had paid his car fare, and in the process of ejection he fell and his revolver exploded, but the bullet did not hit anybody. Arzen was arrested by Policeman Branch, charged with having a concealed deadly weapon in his possession.

Northwesterners in New York. NEW YORK, Nov. 20.—The following are registered at New York hotels: From Seattle—T. G. Mitchell, at the Grand Union. From Baker City—A. Callahan, at the Ashland.

Time and Trains Don't Wait. WASHINGTON, Nov. 20.—Monaghan Falco, the new papal delegate to the United States, who was expected to arrive today, probably will not reach here until tomorrow. He telegraphed that he missed his train in Buffalo last night.

Lipman, Wolfe & Co.

Artistic Picture Framing at lowest prices.

CLOAK DEPT. SALE

LAST TWO DAYS: Not only is there a most decided reduction on every article and garment in the cloak department, but there are also scores of bargains similar to these:

Velours Blouses, All satin lined, Large storm collar, Trimmed with satin ribbons. Regular \$15.00, \$8.25. All-wool Kersey Coats, Strapped and trimmed with Cloth and panne velvet. Regular \$27.50, \$15.85. French Flannel Waists, Fancy embroidered front and Stock collar. Regular \$5.50, \$1.98. All-wool Dressing Jacques, Red, blue, pink, gray. Two pockets—Fancy frogs. Special 97c. JACKETS at Special \$3.98, \$4.37, \$5.19 up. SEPARATE DRESS SKIRTS. Special \$5.97, \$4.98, \$5.98 up. TAILOR-MADE SUITS. Special \$11.88, \$13.22, \$14.75 up. Bargains in Misses' and Children's Garments. Additional bargains in Monte Carlo Coats. Every garment and article in the cloak department at stirring price reductions.

SALE OF BLANKETS

Fine all-wool white OREGON BLANKETS. Greatest blanket val. \$5.00. Sizes for double beds.

RIBBONS

SPECIAL SALE TODAY: Best Quality All-Silk Satin Ribbons. Regular prices 22c, 28c, 35c yard. Your choice at 15c.

Sale of Handkerchiefs

6000 boxes of Handkerchiefs at far below prevailing prices. Children's hemstitched Handkerchiefs, white printed borders in fancy box. Special price per box. 9c, 19c, 33c. Children's plain white hemstitched Handkerchiefs in fancy boxes. Special price per box. 25c, 35c, 45c, 65c.

Ladies' plain white hemstitched all-linen Handkerchiefs. Special price per box. 1/2 dozen in fancy box. 78c, 98c, \$1.23, \$1.98, \$2.95. Ladies' Handkerchiefs, corded lace and embroidery trimmed. Special price per box. 1/2 dozen in fancy box. Only 2 boxes to each person. 78c, 98c, \$1.23, \$1.49, \$2.49.

283-285 Morrison Street Portland, Or. Silverfield's 1316 Second Avenue Seattle, Wash.

Fur Weather

Now is the time to purchase your furs. Now is the time to wear them. Our showing embraces every known popular style as well as many of our own exclusive creations. GENUINE ALASKA SEALSKINS. Our Specialty. Send for Catalogue.



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