32 PAGES

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VOTED TO STRIKE

Steel Workers at Bayview Will Obey Shaffer's Order.

DECISION WAS UNANIMOUS

The Plant of the Illinois Company Will Be Shut Down Indefinitely and 1400 Men Will Be Rendered Idle by the Step Taken.

MILWAUKEE, Aug. 17.—The Bayview men will strike. The vote on President Shaffer's order is said to have been unanimous, after a session of the lodge lasting five hours. The plant of the Illinois Steel Company at Bayview will be shut down indefinitely and about 1400 men will be rendered idle.

When the meeting was called to order this afternoon it is said that 157 members of the lodge out of a total of 219 were present. Assistant Secretary Michael J. Tighe made a long appeal to the men to obey the mandate of President Shaffer. Mr. Tighe was followed by W. C. Davis, of South Chicago, vice-president of the fourth district, who spoke on the same lines. President Joseph Redfern, of the Bayview Lodge, took the negative side and was followed by others who were not in favor of going out. The speechmaking occupied five hours and it was close upon 9 o'clock tonight when a secret ballot was taken, the result showing a majority in favor of a strike. When the result was announced a motion to make the vote unanimous in favor of obeying the famous order was carried without a dissenting voice. The tension throughout the meeting was great.

Leaders of the Amalgamated Association now in this city declare that the action of the Bayview men will have important bearing upon the situation. They claim that South Chicago will likely be influenced in the same direction. Taking this view, association leaders gain encouragement in the war with the United States Steel Corporation.

W. C. Davis, of Chicago, after the meeting spoke in strong terms of praise of the action of the lodge. Davis looks for an immediate change in the situation at South Chicago when the news from Bayview comes to the men in his city. Of the 1400 employed at Bayview, 219 belong to the Amalgamated Association. They are the tonnage men. Besides the union men there were 200 other skilled men employed, including roll turners, engineers, machinists, carpenters, blacksmiths, pipe fitters and men straightening plates and working on hot beds. The engineers and roll turners formerly belonged to the Amalgamated Association and are in sympathy with it. Employment was given to 1000 unskilled men, 200 of whom worked in the blast furnaces.

M. F. Tighe expressed himself as being highly pleased at the outcome of the meeting, adding:

"I always knew the men of Bayview to be loyal to the Amalgamated Association. I look upon the action of the Bayview Lodge as a great gain in the fight with the steel corporation."

Superintendent Reis, of the Bayview plant of the Illinois Steel Company, said after the meeting that he was very much disappointed at the outcome. "I fully expected that the men would stand by their contracts with the Illinois Steel Company and refuse to strike," said Mr. Reis. "The amount of wages to be lost by the men is going to foot up $90,000 per month. The Bayview plant will be closed down indefinitely."

STRIKERS ARE ENTHUSIASTIC.

Believe the Action at Bayview Will Influence Chicago Men to Go Out.

PITTSBURG, Pa., Aug. 18.—News that the Milwaukee men had decided to cast their fortune with the strikers, supplemented by the wired announcement that the steel men in the Riverside plant at Wheeling had voted to strike, awakened new enthusiasm in the ranks of the Amalgamated Association and its followers. There had been some doubt as to the final decision of the Milwaukee lodges, and it was feared that if the vote were adverse, Joliet might reconsider its last previous vote and the chances of winning Chicago would be greatly reduced. The Milwaukee vote inspired them with the hope that Chicago can be prevailed upon to reconsider its vote and come over to the strikers.

When the news from Milwaukee reached here tonight, it was quickly spread among the strikers. They were highly enthusiastic over it, and renewed their assurances of their complete confidence in their contest against the Steel Corporation. The leading Steel officials had gone to their homes when the news was received, and no expression on the subject was obtainable from them. An officer of one of the subsidiary companies said that it would merely make the Steel Corporation more determined to win.

The information from Milwaukee and Wheeling came after a day of exceeding quietness throughout the strike districts. The forces at the nonunion mills in operation were not increased during the day, and neither side had made an important move. The employes of the Pennsylvania Tube Works, a plant in this city controlled by the National Tube Company, completed their organization as a lodge of the American Federation of Labor today, and made a demand on the management for a general advance in wages. There are about 1000 employes in the works, and it is claimed that 875 of them have been organized. They threaten to join the strikers unless their demand is granted. The management agreed to meet a committee Monday, and it is believed an advance in wages will be agreed to. These are the first men outside of the Amalgamated Association to couple a demand in their own behalf with their threat to strike.

The strikers are making a determined effort to extend their organization among the men employed by the group of Carnegie mills. It is understood they have secured a foothold in the Duquesne property, and that the men who have joined them will be called out, probably tomorrow or Monday. The officials of the company admit that they may lose some men, but that the boast of the Amalgamated Association to close the plant down will never be fulfilled.

The strikers show a spirit of restlessness, and irritation at the points where the union and nonunion men come in contact is increasing. A party of strikebreakers from the South is expected at Monessen, and the strikers are patrolling the town in anticipation of their arrival. Trouble is feared when the two forces meet. It is also believed that some trouble will result from the effort to tie up the Carnegie property. The strike leaders continue to warn against acts of violence, and claim there will be no trouble unless the strikers are denied rights which the law gives them.

President Shaffer said today that if the Republic Iron & Steel Company was purchased by or came under the United States Steel Corporation, the men would be called out at once. He said the men were thoroughly organized, and he had no doubt that they would promptly respond to a call.

The independent mills continue to take unskilled men from among the strikers, and in one instance the mill has allowed the men to make arrangement with the strikers under which the strikers do substitute work for a few days each week.

A Change of Sentiment.

There is a strong possibility that there will be an early break in the ranks of the strikers at McKeesport. Many of the organized men have become dissatisfied and make no secret of their threat to go boldly back to the National Tube Company and ask for their places just as soon as they gain sufficient following to withstand the pressure from the strikers or are given a guarantee of personal protection. Several of them, in stating their position, say that they have everything to lose and nothing to gain by staying out. They have made no demands in their own behalf on their employers, but are merely out in an effort to strengthen the hand of the Amalgamated Association. Whenever and however the contest ends, they say, they see nothing in it for them but loss of wages and possibly loss of places. It is also claimed that sentiment is shifting around in a reaction from the wave of unionism that swept over the city, and that conservative opinion among business and professional classes favors the resumption of work by all men not directly concerned in the strike.

The strike leaders scout the suggestion that their position in McKeesport is in any danger. They say they have the town tied up and that they will keep it so until the strike is won.

Good order has been preserved throughout all the strike districts, but the tension at points of contact between the strikers and strike-breakers is increasing and it is believed here that there will be violence before another week elapses. Monessen is picked out as one of the places where trouble is expected. It is stirred to the fighting point by the plan to start the steel mill with nonunion men. There is also danger of trouble at the Carnegie plants. They are all heavily guarded and a demonstration against them by the strikers would, it is feared, provoke a serious clash. The strike leaders continue to warn the strikers to keep within the law, but say that if there is any aggression against them or any attempt at the curtailment of their legal rights they cannot be held responsible for their conduct.

President Shaffer made a statement today with respect to the threat of the United States Steel Corporation to remove certain of their plants from cities where strong union sentiment prevails to communities that were inclined to be more friendly. He said:

"Ever since the United States Steel Corporation was formed the plan for concentrating plants in towns where economical operation was the strongest feature has been discussed and practically decided upon. The only matter left to be settled was a favorable opportunity for carrying out this plan. While business was so rushed it was decided to keep all mills in operation. Now that the mills are idle and the trust believes that they will be for some time, owing to the determined attitude of the men, this plan of removal will be carried out at once. The only feature of this removal worthy of note is the fact that all possible weight is being given to its significance, in order to influence the people in the towns that will be affected by the loss of the plants. The fact, however, that there will not be enough men to operate the mills, even after they are removed, without our people, precludes the idea that the trust will gain anything by this threat, which is utterly void of significance when sifted down to the bottom facts."

At a meeting at Benwood City Hall tonight the workers of the Riverside National Tube Works voted to join the strike. This leaves but 150 men of the 8000 in the Wheeling district mills of the United States Steel Corporation still at work. These 150 are the Riverside furnacemen and it is expected they will be organized next week and strike.

The mass meeting at White's Opera-House at McKeesport tonight was attended by 800 tubeworkers and was very enthusiastic. Secretary John Williams and Ben I. Davis made the principal speeches. Both reviewed the situation and urged the men to remain firm in their position. The meeting broke up with cheers for Mayor Black.

SITUATION AT JOLIET.

Lack of Rods Will Force the Wire Mills to Close Down.

JOLIET, Ill., Aug. 17.—It is expected that the lack of rods at the American

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FRIENDLY TO CHINA

Japan's Policy to Maintain Integrity of Empire.

AMERICA THE COMING POWER

Another Anti-Foreign Rising Inevitable in Pekin—Russia Trying to Get a Foothold in Chinese Turkestan.

Japan's position in Oriental affairs is definitely outlined, according to advices received by the Indrapura, which arrived yesterday from Asia. In an interview given to the Kobe Herald, ex-Premier Ito said Japan's policy will be to maintain the integrity of China. He thinks this is agreeable to all the powers, with the possible exception of Russia. America, in the opinion of the ex-Premier, will in a few years be the formidable power of the world. Disquieting news comes from Pekin. In the judgment of the best-informed another outbreak of the anti-foreign element is inevitable. To what lengths it will go time alone will determine.

Interview With Marquis Ito.

A representative of the Kobe Herald met Marquis Ito by appointment in his hotel, with the view of eliciting the ex-Premier's views on various matters of current concern in Japan and abroad. The ex-Premier, although he has not been in the best of health lately, intimated in answer to inquiries that he was as well as possible, and this intimation was, in fact, borne out by his appearance.

The Marquis was offered condolences on the death of Mr. Hoshi Toru, his right-hand man in the organization and conduct of the Constitutional party. Marquis Ito said that while, of course, the death of Mr. Hoshi had caused him the deepest regret, it would make little or no difference to the party—the Seiyu Kai. Mr. Hoshi was a very excellent organizer and an exceedingly able parliamentarian while the Diet was in session,b ut he (Marquis Ito) did not anticipate any change in the order of affairs in the party through Mr. Hoshi's death. Marquis Ito said he was satisfied with the progress his party was making throughout the country. His present visit to Kobe was undertaken in its interest. He was also proceeding to Okayama, but although he had requests from many other centers for similar visits, it was impossible for him to undertake these.

A question was put to the Marquis as to the position of the Katsura Ministry, which had succeeded his own. It was a fact, he said, that it was in a minority in the House of Representatives, but he thought its prospects at the moment were good on the whole, although this question was not one on which much could be said just now.

The conversation then turned on the question of the progress of representative institutions in Japan. Marquis Ito said he regarded the progress made as satisfactory. Necessarily the responsibilities and privileges of representative government were not so fully realized by the people of Japan as, for instance, by the people of England, but the minds of the people were moving in the right direction. The Marquis, with a laugh, admitted that not a few of the politicians of Japan went into politics from motives of self-interest only. "Of necessity this is so," he said, but again there was reason to think that improvement was going on. It depends upon the leaders, the Marquis said, with some emphasis. "Honest and disinterested leaders will lead the body of the people in the right way."

With regard to the China situation, Marquis Ito indicated that affairs were now by way of being satisfactorily settled. Japan, he admitted, had every reason to be satisfied with the issue of recent events. Japan's policy was, of course, directed to the maintenance of the integrity of China, and this, the Marquis thought, was the aim of all the powers. They were all agreed that this was the only possible policy at present, with the exception, the Marquis added, of Russia perhaps. They could not be fully informed at present of the ultimate intentions of the St. Petersburg Government. Then, as to Manchuria, Marquis Ito seemed to think that the Russian authorities would require some sort of understanding or agreement with regard to that territory. He had observed the reports of another secret agreement between Russia and China, but so far as he knew these reports had no foundation in fact. They had Russia's declaration that she was to withdraw from Manchuria when order was restored in China. As to the carrying out of that declaration, Marquis Ito could not say much. It might depend on the question as to when "order" was restored, and it was the case that troubles were again occurring in China. The Marquis was unable to say what Japan might do in the event of an attempt to negotiate another Russo-Chinese agreement, or as to the fulfillment of the Russian declaration about the evacuation of Manchuria. He did not think that Russia could expect anything more than some agreement or arrangement with regard to her withdrawal from the province.

The talk came around to England and her international position as affected by recent events. Marquis Ito thought Great Britain retained her supremacy upon the seas, but other powers are now building up their sea strength, and factors were thereby coming into being which were bound to affect England's position. The Marquis was asked to state his view on the South African question. He did not doubt that the Boer territories were to come under British rule. As to the causes of the war, he thought England, through Mr. Chamberlain, might have acted a little hastily. Why was not the franchise accepted as offered by Mr. Kruger? He thought if England had waited a few years she would have stood better before the world. She had acted a little too precipitately in some respects. In any event he thought the Boers would never make a great nation. As to England's relations with France and other European powers, there were no present signs of trouble. At another point Marquis Ito commented on the manner in which the colonies of England had come to her assistance. When he (the Marquis) was in England at the time of the jubilee, he had spoken with several of the British colonial Premiers, and he thought that the action of the colonies in connection with the Boer War was to a large extent attributable to the jubilee celebrations in England.

Returning to Japan a question was asked as to the future of the religious question in this country. Marquis Ito said it was out of the question to suppose that the Japanese Government was ever likely to deviate from an entirely impartial attitude vis-a-vis the various religions in the country. The government had no thought of acting in any way to the religious prejudice of one against another form of religion. They were all on equal terms and would remain so. A broader aspect of the question was suggested by the interviewer. It might be said that almost every nation that in history had risen to considerable power or prestige in the world had been animated in a certain degree by the impulse or the inspiration of some form of religion—were it even paganism or superstition. The question was, did Japan propose to ignore that impulse throughout her career or was there any substitute which might serve the ends or meet the needs which elsewhere were satisfied in the religious impulse? Marquis Ito appeared to appreciate the point of the question and said they in Japan looked to the function of religion being fulfilled by culture and science and the inspiration of knowledge. Japan would continue to follow out the paths of West-

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REV. JOHN PARSONS.

WHO IS EN ROUTE TO LONDON TO REPRESENT OREGON AT THE ECUMENICAL METHODIST CONFERENCE.

SALEM, Or., Aug. 17.—Rev. John Parsons, pastor of the First Methodist Episcopal Church in this city, left yesterday for London, England, where he will represent Oregon at the Ecumenical Methodist Conference. He is the only representative from Oregon. The conference is not a gathering for the purpose of transacting church business, but is purely for the purpose of exchange of ideas and discussing religious topics. The sessions will continue from September 4 to 17. Dr. Parsons is a native of England, and this will be his first visit to his native country since he came to America, 26 years ago. He will not return until late in November.

SUMMARY OF IMPORTANT NEWS.

South American War.

A force of Colombians invaded Venezuela, but were driven back. Page 17.

The United States may send more warships to Colon. Page 17.

Venezuelan officials blame the Colombian Government for the trouble. Page 17.

Foreign.

The British Parliament was prorogued. Page 2.

Kurds butchered a large number of Armenians. Page 2.

Von Waldersee hopes to become Chancellor of Germany. Page 9.

Domestic.

Steelworkers at Bayview, Wis., voted to strike. Page 1.

Chicago trolley car collided with a passenger train, killing four and injuring 11 people. Page 2.

The results of the Gulf storm were not so bad as first reported. Page 13.

Sport.

Portland won from Seattle, 3 to 2. Page 3.

Tacoma defeated Spokane, 7 to 1. Page 3.

Constitution won yesterday's race from Columbia at Larchmont. Page 3.

Pacific Coast.

Explosion of two cars of powder in a tunnel wrecked Southern Pacific train near Glendale, Or. Page 1.

Stipulation will be corrected so as to show ex-School Land Clerk short in his accounts, instead of Oregon being in his debt. Page 9.

Course of study to be followed in Oregon when new text-books go into use. Page 17.

Government official concludes investigation as to salmon-destroying qualities of sea lions on the Columbia River. Page 4.

Governor Hunt gives his reason for signing the pardon of Paul Corcoran. Page 4.

Serious trouble is imminent between the cattlemen and sheepmen of Pine Creek, Eastern Oregon. Page 4.

Army of strikers at San Francisco may be reinforced by 2000 sailors. Page 4.

Commercial.

The New York stock market gains strength toward close of week. Page 23.

New York loans decrease and discounts are restricted to current requirements. Page 23.

Chicago grains are dull, and close lower. Page 23.

Marine.

British ship Leyland Brothers ordered here from Peuco for wheat. Page 6.

New river towboat C. R. Spencer successfully launched. Page 6.

The Albatross is quarantined at Port Townsend with smallpox. Page 6.

Portland and Vicinity.

Japan's policy in Chinese questions outlined by ex-Premier Ito. Page 1.

Multnomah County's expenses for the first half of 1901 less by over $85,000 than in the corresponding period of 1900. Page 9.

Director F. E. Beach, of the Board of Trade, urges that the 1905 fair be pushed along. Page 24.

Project to irrigate 60,000 acres in Walker Basin, Crook County. Page 24.

Sellwood district will need 50 new cottages when the woolen mill starts up. Page 24.

Oregon orchardists neglecting the fruit exhibit at Buffalo. Page 17.

Cricket game between the married men and the bachelors declared a draw. Page 24.

Free swimming bath fund now amounts to $3402 09. Page 8.

Features and Departments.

Social. Pages 18 and 19.

Books. Page 20.

Drama. Page 21.

Illustrated article, "Houseboat and Its Manifold Delights"; article, "Old Sites of Scowtown, and Benny, the Waif." Page 25.

Sports. Page 26.

Humor and Poetry. Page 27.

Children. Page 28.

Fashions and Women. Page 29.

Carpenter writes of German New Guinea and its people and resources. Page 30.

Sixth installment of S. R. Crockett's serial, "The Firebrand." Page 31.

Illustrated article, "Snake Dance of Hopi Indians of Northern Arizona"; article showing that American research preceded Professor Koch's experiments on tuberculosis bacilli. Page 32.

HAYS' RESIGNATION

Report of Its Confirmation From New York.

OFFICE MAY BE LEFT VACANT

One President May Serve for the Entire Harriman Group of Roads—Local Speculation Concerning Important Railroad Changes.

SAN FRANCISCO, Aug. 17.—The Call this morning says that a local railroad man has received a dispatch from New York containing absolute confirmation of the report that C. M. Hays has resigned the presidency of the Southern Pacific Company. The telegram, it is said, comes from a source whose reliability cannot be doubted, and it states positively and unequivocally that the resignation of Mr. Hays is now in the hands of his superiors. Moreover, there seems to be every likelihood that the man who will succeed Hays will be the president of both the Union and Southern Pacific systems, and that the two roads will be consolidated under one management that will eventually give the traveling public a 2½-day service between this city and Chicago, and will place one executive officer at the head of the syndicate line.

CHARLES M. HAYS.

REPORTED TO HAVE RESIGNED PRESIDENCY OF THE SOUTHERN PACIFIC.

WHY HAYS WAS DISPLACED.

Shorn of Power to Make a Showing—New Secretive Policy.

The present close-mouthed policy of railroad officials makes it difficult to verify news of appointments or other changes in railroad management. Though the positive announcement comes from Salt Lake that Wilbur E. Coman is to be assistant general freight agent of the O. R. & N. Co., and it is practically certain that Richard B. Miller will be moved up to the office of general freight agent, there is still an absence of official knowledge and an air of mystery about it that is inexplicable. Miller is too good a man to be dropped, and two men are not likely to be assistant general freight agents while the office of general freight agent remains vacant. This strange reticence is said to be in pursuance of an order from a very high source, prescribing a heavy penalty for unauthorized leakage of railroad information. It is said that the policy of the railroad trust will be to conceal a great deal that has heretofore been accessible to the public as legitimate news.

In the case of President Hays, of the Southern Pacific, the same difficulty to get a definite statement is experienced. There is little doubt in well-informed railroad circles that there is some foundation for the report of his resignation. A Portland man who has unusual facilities for learning Western railroad news expresses the conviction that Hays has submitted a protest or ultimatum to his superiors that may amount to virtual resignation and may result in actual resignation, if that action has not already been taken. This story runs thus:

"Hays was chosen president of the Southern Pacific when that property was in the same shape Huntington left it. Besides the vast stretch from Portland to New Orleans there was the immensely profitable Central Pacific, belonging to the system. Two months after Hays came to the presidency the Southern Pacific was "harmonized" into the Harriman syndicate. Immediately steps were taken to detach the Central Pacific from the Southern Pacific system and attach it to the Union Pacific, and for a considerable time that was supposed to have been the only object of the Harriman syndicate in acquiring control of the Southern Pacific. At a meeting in Salt Lake last Spring authority was given for making that change in the affiliation of the Central Pacific, the arrangement contemplating a sub-lease of the Central from the Southern to the Union Pacific. It was not practicable to abrogate the Southern Pacific's lease, but it was practicable, under the circumstances, to compel the authorization of a sub-lease. This would give the Union Pacific control of the line from Ogden to Sacramento. From there to Oakland is another property originally constructed as the Western Pacific, which, it was presumed, would eventually fall into control of the Union Pacific also. The arrangement authorized at the Salt Lake meeting has not yet been fully carried out, but the work is proceeding.

"Hays protested at the time that the switching of the Central Pacific from his control to that of the Union Pacific would be a hardship on him because it would deprive him of an important means of making a showing for the Southern Pacific stockholders. But that protest went unheeded. Then Mr. Harriman proposed another change that was also distasteful to Mr. Hays—the yoking of the Oregon & California with the O. R. & N., with President Mohler at the head of this combination. This proposal is said to have drawn from Mr. Hays a formal and pointed protest, which is the basis of the present report that he has resigned. I understand that it set forth that these segregations from the Southern Pacific system would so change the conditions under which the property would need to be operated that he could not make a creditable showing to his company, and that if the arrangement were persisted in he should feel impelled to withdraw. Of course, Mr. Harriman might not be willing to deviate from the plans formed for such segregations, and he might construe Mr. Hays' protest as equivalent to a resignation. I am convinced that this is about the situation.

"One thing that tends to confirm this view of the matter was the visit of President Burt to Portland last Tuesday. His business was exclusively with President Mohler, and from my advices I gather that it related to Hays' withdrawal, the idea being to make Mohler his successor. Mohler would take the Southern Pacific with the understanding that the Central should go to the Union Pacific. That would do away with the executive office at Portland, and under that arrangement probably the O. R. & N. would fall completely under the executive management of President Burt, of the Union Pacific, and the Oregon & California would remain under Southern Pacific control. You will notice that the report of Hays' resignation came out about the time Burt came to confer with Mohler.

"Another thing to be observed in this connection is that President Mohler is supposed to lean toward the Great Northern and against the Northern Pacific in transcontinental affairs, and that his removal to San Francisco would do away with any suspicion of partiality in the conduct of the harmonized railroad interests in the Pacific Northwest. His talents would receive recognition and the whole transaction would be in the line of economy."

Market-Street Line Not Sold.

NEW YORK, Aug. 17.—H. E. Huntington, in an interview at Oneonta, N. Y., last night, said:

"There is no truth in the report that the Market-Street Railway, in San Francisco, has been sold. I know nothing of President Hays' resignation from the Southern Pacific. I shall not return to the management of the Southern Pacific."

Charles H. Tween, of the road's directorate, and an executor of the Huntington estate, declined to say anything about the matter. By other persons conversant with the Huntington affairs, it was said that an offer had been made for the Market-Street Railway by some members of the Pacific Improvement Company, but thus far no agreement has been reached.

Mr. Croker is in Newport, and Mr. Hubbard is out of the city.

Mr. Huntington's declaration that he would not return to the management of the Southern Pacific was echoed by these informants. One of them said:

"The presidency has not been offered to him, and I am positive that he would not accept it if it were."

Clark County Railroad Building.

VANCOUVER, Wash., Aug. 17.—Good progress is being made, according to the reports of officials in railroad building, on both the Portland, Vancouver & Yakima, and the Washington & Oregon lines in Clark County. The contractors of the Portland, Vancouver & Yakima have about 250 men and teams at work on the 15 miles extension of that line from Brush Prairie to Yacolet Prairie. A good part of the clearing of the first five miles has been done and grading will be commenced in a short time.

The Washington & Oregon Company, building from Kalama to Vancouver, has a large part of the grading in Cowlitz County completed and a number of men are at work on the grade this side of the Lewis River.

Road to the Black Hills.

MINNEAPOLIS, Aug. 17.—It is announced that final arrangements have recently been concluded in New York whereby Minneapolis and St. Paul are to be given direct railroad connection with the Black Hills. The company is to be called the Twin City, Pierre & Black Hills, and is to be built from Aberdeen to Rapid City, in the Hills, crossing the Missouri River at Pierre. The road will be 295 miles long, and will eventually become part of one of the great systems and be a part of a short line from the Northwest to Denver, the Gulf and California. The plan is to extend the road from Rapid City to a connection with the Union Pacific at Orin Junction, Wyo.

Right of Way for State Sewer.

SALEM, Aug. 17.—A. O. Condit, the attorney employed to secure a right of way for the new state sewer, today filed a report showing that the entire right of way has been secured at a cost of $325.

TRAIN BLOWN TO BITS

Two Cars of Powder Exploded in Tunnel.

SET FIRE TO THE FOREST

Broke Windows in a Mining Settlement Half a Mile Away—No One Was Seriously Injured—Traffic Blockaded.

ASHLAND, Aug. 17.—What is regarded as one of the worst wrecks in the history of the Southern Pacific Company's lines in Oregon took place at tunnel No. 7, six and one-half miles north of Glendale, this afternoon about 4:30 o'clock. Extra freight No. 2192, east, which left here at 9:30 this morning, composed of 26 cars, with three engines, was just emerging from tunnel No. 7, which is a short one on a sharp curve in the track, and about 100 feet long, when the train parted, the air hose breaking. The sudden jar caused two rear cars loaded with dynamite to explode. The entire train was demolished, except the engine, and it was injured somewhat. There were 10 cars of melons, two of powder, two of fruit and the remainder miscellaneous freight. All but three cars of the melons were totally demolished by the force of the explosion, which was felt for miles around the surrounding country. A car filled with acid took fire, and the flames spread to the dry brush and timber, causing a fierce conflagration. Cow Creek, which runs along the side of the track at this point, was filled with debris and burning wreckage.

The buildings of the Victory mine, one-half mile distant, were badly shattered, and in a house one mile distant from the scene, a sick woman was thrown from her bed by the force of the shock, her arm and shoulder being badly dislocated in the fall. The train crew miraculously escaped with only a few bruises and scratches.

A number of tramps who were riding in a half-closed car, escaped, as far as is known at the present time, but until the debris is cleared the loss of life and limb cannot be known, and from the nature of the disaster there may be nothing left of the remains of the unfortunates to tell the tale.

At least 11 cars were blown to atoms and cannot be accounted for, while even their trucks are missing. Wrecking crews have been sent to the scene of the disaster from Portland, Roseburg and Ashland, and at midnight about 200 men are busily at work clearing the track. The tunnel appears to be uninjured, although the track and roadbed are torn up for a great distance, and the telegraph wires, except one, although they are quite a distance up the hill from the wreck, are demolished. The upper portion of the tunnel appears to be practically uninjured, the force of the shock having gone downward. It is not expected that the three wrecking crews that have been sent to the scene of the disaster will be able to have the track cleared and repaired before tomorrow afternoon.

(The cause of the explosion was the accidental parting of the train, the sections then coming together with such force as to explode the powder. Wrecking outfits left Portland and Roseburg for the scene last night. It was expected that passenger trains would effect transfers last night and today, so as to cause but slight interruption to business. The track will be in condition for service tomorrow.)

COFFEE ON FREE LIST.

No Protection for the Porto Rican Industry.

WASHINGTON, Aug. 17.—Felix A. Reeve, acting solicitor of the Treasury, has rendered an opinion on the question raised by Federico DeGetau, resident Commissioner to Porto Rico, as to whether a customs duty of 5 cents a pound should not be imposed on all coffees imported into Porto Rico from the United States, under the terms of the Foraker act. The solicitor holds adversely to Mr. DeGetau's contention, and in the course of his opinion says:

"It is evident from the care with which coffee was excluded in the Foraker act from the free list in respect to importations from the United States during the existence of the 15 per cent duty system, that it was the intention of Congress to recognize and protect the coffee industry in Porto Rico. But I regret to say that I see no escape from the conclusion that the broad and unrestricted provision of section 3, abolishing 'all tariff duties on merchandise and articles going into Porto Rico from the United States, upon the enactment of a local system of taxation,' etc., embraces the duty on coffee as well as the duty on any other article of merchandise. The case seems to me to be one of inadvertence on the part of Congress."

President's Official Yacht.

NEW YORK, Aug. 17.—The rumor is current in the navy-yard that the converted yacht Mayflower is to be repaired and refitted for use as President McKinley's official yacht. Last year the Mayflower was used by Governor Allen, of Porto Rico. It is understood now that the dispatch-boat Dolphin will be assigned to Porto Rico.

New Inspector of Clothing.

WASHINGTON, Aug. 17.—Charles E. T. Neal, of Brooklyn, has been appointed inspector of clothing for the Indian Warehouse at New York, succeeding the present incumbent, whose resignation was requested on account of recent discoveries that clothing not up to the standard was being furnished by the contractors.

McKinley at His Farm.

CANTON, O., Aug. 17.—President McKinley spent the day at his farm near Minerva, 19 miles southeast of here. Secretary Cortelyou and Colonel Myron T. Herrick accompanied him.

Morgan's Profit-Sharing Scheme.

NEW YORK, Aug. 17.—While no announcement of J. P. Morgan's plan for bringing the workmen of the Steel Corporation in closer touch with the capital behind the corporation, by giving stock to the workmen and thus taking them into partnership, has yet been made, it is expected that in view of the situation in the strike, some definite information will be given out. Mr. Morgan has not been seen at his office for some days, and E. H. Gary, chairman of the executive committee of the United States Steel Corporation, would not talk. He said that at this time an official announcement might compromise the corporation's plans or might cause undue delay.