

THE WEATHER.
Tonight and Friday, occasional rain; brisk southerly winds.

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THE O. R. & N. BREAKS THE STRIKE OF THE MARINE ENGINEERS

The 'Frisco Liner George W. Elder Leaves Her Moorings to Load Grain for the South and the Columbia Is Expected to Follow About Saturday.

What the Engineers Will Do Remains to Be Seen--May Precipitate Big Strike Told Exclusively in the Journal--The O. R. & N. Officials Will Say Nothing as to Where They Got Non-Union Crew.

At precisely 10 o'clock this morning the O. R. & N. steamship George W. Elder was moved from her moorings, where she had been lying since October 7, and towed down to the Albin dock to load a cargo for San Francisco. She will take on grain and flour principally, and will load to her full capacity. She will probably sail Saturday, although no definite date has been decided upon, according to O. R. & N. officials.

This is the result of a conference which a representative of the company held with the longshoremen's Union No. 261 Monday afternoon, a full account of which appeared exclusively in the Journal of Tuesday. At that meeting a promise was exacted from the longshoremen to the effect that they would not refuse to handle freight in the event that the non-union men made an attempt to resume operations between here and San Francisco.

BRAVED BULLETS TO SAVE TRAIN

Engineer Prevented Hold-up by Nervy Work.

Opened the Throttle and Ran the Gauntlet in Indiana This Morning.

FRANKFORT, Ind., Nov. 13.—A brave engineer and defiant train crew this morning pulled the Monon passenger train through an attempted hold-up with broken glass rained down upon the inmates of the cars, who had dodged under seats for safety. The foiled robbers were left standing dejectedly by the side of the track with empty revolvers and equally empty pockets. They are now being searched for by a special posse, dogs and an extra train provided by the company.

GAME ENGINEER

The order was not obeyed. The engine driver ducked behind the boiler head, jerked open the throttle and kicked the coal scow into the channel of the engine so the robbers could not board her as she passed. The fireman lunged head first into the coal and took shelter. Slowly the train gained headway.

Had the outlaws thought to climb aboard the coaches they might have picked off the engineer from behind, brought the train to a stop and competed their nefarious designs. But they did not do this. Instead, they attempted to shoot the brave engineer from the ground, the bullets flattened themselves against the iron of the boiler and the train was dragged last in safety. A number of shots were fired through the windows of the coaches as they went by, but none of the passengers were hurt.

PORT OF PORTLAND.

There will be a regular meeting of the Port of Portland Commission late this afternoon in the office of the clerk in the Vocational Building. Nothing of any special importance will come up, except a report of the working of the new dredge by Supt. Kelly.

COMMENDABLE FORESIGHT.

By depositing a few dollars each year with the Equitable Life during the producing period of your life, the policy will help to take care of you when your producing ability has diminished or possibly ceased altogether.

POLICE COURT TRANSCRIPT.

The cases before Judge Hogue today: Drunks James Anderson, T. E. Conway, V. Ward, H. J. Fisher, John Sylvester, Langley Hall and Frank Carr. Begging, Air Reid.

NEXT RUSH WILL BE TO VALDEZ

Alaskan Miners Expect Another Excitement.

New Diggings Found --- Arrivals From Cook's Inlet Say Tales of Gold Are Justified.

Valdez will be the next Alaskan point to enjoy the varied joys of a rush of argonauts. S. W. White and W. G. Jacks two mining men who have been in the Northland since 1896, arrived in Portland this morning on their way south to spend the winter. Messrs. White and Jacks registered at the Perkins from Cook's Inlet, a mining district on the Kenai Peninsula, where they have been developing some hydraulic properties. They are well acquainted with the neighboring country and while the state that there are comparatively few openings for newcomers around Cook's Inlet, they prophesy a great future for the Valdez country, which embraces the recently discovered diggings on the Cheshinah and Nezima Rivers.

RAILROADS WILL BUILD.

"The Nezina country is undoubtedly a great mineral region," said Mr. White, "and there will surely be a great influx of people there next season. The many railroads, mushroom and otherwise, that sprang to build railways through the country and which have announced that Valdez will be used as a terminal point will also serve to attract persons who want to get in early on parasitic businesses, such as hotel and restaurant keepers, lawyers, the harem of all mining camps, saloonkeepers and freighters."

"The Nezina country lies inland from Valdez about 125 miles. The gold bearing gravel which has been uncovered there is known to be rich, but its extent is not fully ascertained as yet. Still there is no question about it being a new and genuine strike, and there will be room for many more men than are now on the ground."

FABULOUS TALES.

"For many years tales have come out of the interior country back of Valdez fabulously rich copper mines and enough deposits of this metal have been discovered to at least partly justify the tales. In fact, many of the proposed railroads assign the copper prospects of the Tanana as a principal reason for the construction of a line through the interior."

GERMANY TO RETALIATE.

BERLIN, Nov. 13.—The Reichstag today adopted a paragraph of the new tariff bill authorizing the government to retaliate on any country discriminating against German goods. The Agrarians openly affirmed this to be necessary to arm the government with means of reprisal against American customs.

CHURCH SPIRE IS TIPPED OVER

Neighbors Nervous --- Contractor Cook Pulls Steeple Down With Donkey Engine.

Several hundred people gathered at the corner of Oak and Sixth streets at noon today to see what effect would be produced by dropping a 40-ton weight on the roof of Trinity Episcopal Church. The 40-ton weight was represented by the spire of the sacred edifice, which is being torn down by Contractor C. J. Cook.

The razing of the church building itself was a easy matter, but the question of how to tear down the towering spire which stood some 150 feet above the ground occasioned Mr. Cook considerable worry. He finally decided to saw the spire nearly through about 50 feet down from the top and then pull it over by means of a cable and a donkey engine. The spire was accordingly almost cut through at the point indicated, a 6-8-inch cable, which could pull a 150-ton weight, was attached to the inside framework, and a strong donkey engine was placed in position to do the pulling. The cable was so arranged by means of pulleys that the steeple would fall upon the roof of the church, the idea being that this would aid the wrecking crew in their work of demolition. Before the engine gave the first preliminary tug, however, Mr. Cook was an anxious time.

SOME WERE NERVOUS.

Nervous residents from neighboring blocks besieged the contractor with inquiries as to whether the falling steeple would not reach their residences, and crash in the roof of their happy homes. It was calmly explained to one old gentleman that even if the steeple were to fall the wrong way, it would miss his house by over 25 feet.

"That may be all right," answered the old man as he returned to his house and began moving a marble clock into a place of safety. "It may be alright, but it's a long time since anybody measured that steeple and I'll take no chances."

The landlady of a neighboring house approached the engineer of the donkey engine with a tremulous inquiry as to whether the steeple might not bounce off the roof of the church when it struck it, and so slip her household goods and goods off the face of the earth.

DOWN SHE CAME.

After much delay the spool of the engine began to wind up the cable. Slowly the steeple came down into a pile of rubble, the guiding pulleys anchored to the roof buckled and sprang off. Then the towering steeple rocked and swayed, but the great timbers of the framework began to give and the cable slipped 15 feet further down the spire. This left but one thing for the contractor to do: pull the entire steeple over instead of tipping the upper 50 feet off first. The bolts which held the base of the framework were uncrewed and the whole structure was then rocked off its foundation on to the ground.

A CLOSE CALL.

In falling the steeple missed the church almost entirely, merely catching the eaves with some projecting corners. The iron cross, weighing 30 pounds, which crowned the spire, swung in a great arc.

TIMES ARE CHANGED IN THE KLONDIKE

STEAM SHOVELS AND BIG DUMPS

Take the Place of the Husky Miner.

Budget of News on People, Creeks and Events of All Sorts.

George Whitcomb is in the city from Dawson. He is one of the operators on Gold Run, and has been identified with the mining industry of the Klondike since the first discovery. He came up the Yukon on the last boat, the light draft steamer La Prairie. Owing to the unusually low stage of the water and the running ice, it was with great difficulty that the powerful little boat reached Whitehorse. He stated that Skagway is as dead in a business sense as it can well be, without closing up altogether.

CONDITIONS IN KLONDIKE.

He stated: "The past season has been very satisfactory. The small operators have been gradually giving way to the age of machinery and capital. On the old rich creeks, where formerly the gold was taken from the gravel by the crude method of pick and shovel and thawing with wood fires, the system is now different. The decrease in the price of labor and supplies has made it possible to work at advantage ground that under the conditions a few years ago could not be touched with a pick."

ON BONANZA AND ELDORADO.

"These creeks, which will go down in history among the richest in the world have been worked out, according to the pioneer process. Where once fortunes were taken out, and every claim owner was a placer king, spending his dust with a lavish hand, and every claim owner and woman and son a millionaire, has been brought about, and makes the heart of one operator stand still for the good old days of liberality and flushness. The lower grade gravels near the mouth of Bonanza are being worked with powerful dredges. The fabulous claims which no longer thrill the miner. Now it is a stiffer business proposition where it is figured that by the investment of a certain sum of capital a certain profit can be realized. The spirit of the old days is dead. The claims are no longer purchased on the basis that they may be rich. Before a sale can be made in any advantage the goods must be in sight."

STEAM SHOVELS AND PUMPS.

"On the once famous Eldorado Creek, which made fortunes for Lippy, Berry, Hall, Anderson, Stander, Butler, Warden, Plectote and a dozen others, operations of great magnitude are conducted. Steam shovels and pumps are being used, and the entire creek bed is being worked over. The miners have delved down into the earth in the search for gold until they have in some places reached a depth of 150 feet. A remarkable thing is a large section of the gravel, consisting of rich gravel beneath successive layers of false bedrock. At first the original bedrock was struck at seven to 40 feet. Some of the more curious miners started to sink into the broken schist and were rewarded by striking other layers of pay beneath."

CHEYACCO HILL PLANT.

"The greatest pumping plant in the world ever used for mining is in operation on Cheyacco Hill. Alex McDonald secured all the property in that section and formed a French company, with plenty of capital, and the work of washing away the hill is in progress. Gold Hill is also being treated in the same manner by an English company. The Carmack claim, Bonanza, Eldorado, and the claims of Skookum Jim and Tagish Charlie, which add to it, are all being worked over with good results."

SELENER CREEK GOOD.

"Selener Creek, which was the cause of many financial failures than any creek in the country, has now come to the front and is the most uniform producer in the country. The large supply houses state that this is the only creek in the country from which they have not lost a single dollar on the delivery of supplies. The dumps here are turned out well. Donald Morrison is the principal operator on this creek. He worked for a number of years at a loss, making the profits from a Dominion claim to keep up the work on Selener. His faith and perseverance will net him a large fortune. The feature of success on this creek is the taking up of the bedrock by 12 and 15 feet, where before it had been altogether overlooked."

DOMINION A DISAPPOINTMENT.

"Dominion Creek, while having a reputation as a good producer, is uncertain. But few men have made any large money there. It has gold-bearing gravel scattered along its benches for miles and encouraging prospects can be found everywhere. The pay is very scattering and spotted. Last spring some good prospects were found on the lower part of the creek and a stampede resulted, in which over 50 claims were staked. During the summer considerable prospecting was done, but the ground did not pan out as anticipated."

GOOD SMALL CREEKS.

"Last Chance is the best small creek in the country. During the first rush it was staked from one end to the other and well prospectured. Nothing encouraging was found and the first bunch of stakers deserted it. On Discovery claim 22 holes were put to bedrock without a sign of pay. Some Frenchmen bought the claim, and the first hole they sunk found rich pay and in the last two seasons have taken out nearly \$2,000,000.

THIEVES TAKEN.

PENDELTON, Nov. 13.—Calvin Jordan, William Bennett and J. Morris are in jail here charged with having cracked the safe in the store of D. B. Richardson, at Helix. The robbery was committed last Monday night and \$75 in money and jewelry secured. The men were captured last night by Sheriff Taylor and a portion of the stolen property recovered.

GENERAL YOUNG SUCCEEDS MILES.



MAJ. GEN. SAMUEL B. M. YOUNG.

WASHINGTON, Nov. 13.—When Lieutenant General Nelson A. Miles is retired from the office of commander in chief of the United States army on August 8, of next year, Gen. S. B. M. Young, next in rank below Miles, will be advanced to fill the vacancy. This information, which has been given out at the war department, is very pleasing to the great number of army friends of Hughes, who is a general favorite. Among the brigadiers to be advanced to the rank of major-generals is Leonard Wood, the hero of Santiago.

USE DYNAMITE

The French Strikers Attempted Bloody Work Today.

PARIS, Nov. 13.—The strikers today are holding an immense parade and jollification. At an early hour this morning the celebration was opened by dynamiting the residence of a mine overseer. No one was killed because there did not happen to be anyone at home when the bomb exploded. Red flags are everywhere displayed and serious trouble seems likely to result. Several clashes with the police have already occurred. All efforts to discover who exploded the dynamite have proven futile.

ST. LOUIS GAMES

Chicago Gives Up Olympian Contest to O. her City.

WARSHIPS GO.

British Vessels Will Trounce Rebellious Kabyles.

WHEAT MARKET.

CHICAGO, Nov. 13.—Wheat—72 1/2 @ 72 1/2. SAN FRANCISCO, Nov. 13.—Wheat—1.35 @ 1.34.

STATE CASES.

John Lumely, forgery. Ben Hobbs and Lena Johnson, adultery. Mrs. O. A. Pender, larceny. T. L. Jones, assault and battery. Charles Larson, desecrating a building.

FRENCH SHIPS MAKE A BREAK

Wheat Cargoes Touch a Ruinous Figure.

British and German Vessels Are Forced Out of Competition.

Bolton, de Buxter & Co. received the following private wire from San Francisco this morning: "SAN FRANCISCO, Nov. 13.—A French bark was taken here today at 12 50 to load wheat for the United Kingdom, and a ship to load wheat for Australia at 10 shillings. These are the lowest freights on record."

The measure did not state, but the second vessel is also evidently a Frenchman. Charter rates have been demoralized at San Francisco for several weeks, but the best informed never dreamed that the bottom would fall so completely out of the market. A few days ago a ship was ordered there to load for Australia at 12 50, and many believed that that rate would never go lower.

DETAILS OF COMPETITION.

Evidently the French vessels intend to run the government routes, if they make nothing else. The British and German owners are in no position to compete with them, as their respective governments do not lend them a fostering hand.

STRIKE HAS BEEN SETTLED

Retail Butchers Come to Terms With the Meatcutters.

The members of the Retail Butchers' Association met last night and unanimously decided to sign the new agreement which the Amalgamated Meatcutters presented them November 1 for their signature. There were a few immaterial changes made, and the agreement stands practically the same as when presented. The union meets tonight.

YELLOW FEVER

It Has Broken Out Among Marines on Isthmus.

WASHINGTON, Nov. 13.—Yellow fever has broken out among the marines on the Isthmus of Panama. It is probable there will be orders issued at once to concentrate the marines at some point on the Isthmus and to use every effort to prevent spread of the disease. Although Commodore Casey announced in a dispatch to the navy department that he did not think the maintenance of an armed force on the Isthmus was any longer necessary, Secretary Hay is unwilling to have the ships withdrawn at the present time.

LABOR LEADERS WILL SPEAK

A joint meeting of the Young People's Culture Union and the Portland Lodge No. 42, I. O. B. B., will be held next Tuesday evening in the Selling-Hirsch Building. The principal feature of the evening will be a symposium on the subject of labor organization strikes and arbitration, in which G. Y. Harty, T. N. Strong and T. E. Morgan will participate. This will be followed by a general discussion of the symposium. Miss Rose Kowben and Don J. Zan will furnish the music for the occasion.

ROOSEVELT PASSES.

MEMPHIS, Nov. 13.—Roosevelt arrived in this city on a special train at 10 o'clock this morning and left after but a momentary pause for Mississippi. He has not yet announced the location of his hunting camp. While traveling at a high rate of speed this morning the presidential train struck and instantly killed a negro track waker. The accident occurred about 4 o'clock.