

FEWER MINERS WORKING.

Fear of Injury Keeps Those Who Want Work Idle and Strengthens the Strikers.

SHENANDOAH, Pa., Sept. 25.—Sixteen thousand more mine operatives are idle in what is known as the Mahanoy Valley, which extends 14 miles along Broad Mountain. The action of the men is a surprise to the military and the mine owners. It was entirely unlooked for and has given renewed courage to the strike leaders. They declare that the mine workers around Shenandoah have gone out on a sympathetic strike.

The presence of the militia is believed to have caused the present condition of affairs. The rioting foreigners have struck and will not work. The American, English, Welsh and Irish employes are not thoroughly organized and were at work last week until intimidated by the foreigners, composed of Hungarians, Poles, Lithuanians and a half a dozen other nationalities. A chance to work guarded by the troops was given them, but they would not accept it. They fear bloodshed and do not want to be drawn into any affray. Remaining away as they do they have added to the strength of the strikers.

The situation is extremely critical. One overt act may precipitate a crisis. The strike leaders are taking every opportunity to add to their numbers. Apparently the men who had determined to continue work are now thoroughly frightened, and it is doubtful whether the Reading or any other company in this valley will succeed in starting up its mines with anything like a complement of men for many days.

The authorities have received warning of impending trouble around Hazleton and desire to move some of the troops in that direction. It is now admitted that the number of soldiers called out was not too many and the Ninth and Thirteenth Regiments have been ordered to be ready to march at a moment's notice.

In Shenandoah, Mahanoy City and other places the foreign element are out in the streets in full force, most of them wearing their Sunday clothes. They are said to be better off than any other class, because most of them have money and can live. They do not care how long the strike lasts and may quit the regions entirely.

Speaking of the collision between union miners and the Sheriff's posse, the Spokane Spokesman-Review thus voices a common opinion:

The affair has the appearance of a conspiracy concocted by the mineowners to get the military into the disturbed district. It is not sufficient for them to put up the plea that the crowd was made up of Poles, Slavs and Hungarians. The people of the United States are not responsible for the employment of that element in the collieries of Pennsylvania. That responsibility rests directly on the great coal companies, who have been importing this contract labor for more than a quarter of a century, with a deliberate purpose of forcing down wages and maintaining odious conditions which would not be tolerated by American-born wage earners. The mineowners are responsible for this distressing conflict. They have become responsible for the first bloodshed. In large measure they will be to blame for any subsequent bloody conflicts which this lamentable affair may precipitate.

Death of ex-Senator Palmer.

SPRINGFIELD, Ill., Sept. 25.—General John M. Palmer, ex-United States Senator from Illinois, died at his residence in this city at 8 a. m., from heart failure. He was about 83 years of age.

General Palmer was an honorary pallbearer at General McClelland's funeral last Saturday. Last night he was in the street viewing the state fair illuminations until a late hour, apparently in good health. He had complained yesterday, however, of a pain in his chest. He slept

uneasily last night. About 3 o'clock this morning Mrs. Palmer called a physician, who did not think the General's condition alarming. The general's wife awoke about 7, still complaining. He talked to his wife for a short time, then fell asleep and expired soon after.

Desperate Battle with Outlaws.

SPOKANE, Wash., Sept. 25.—A special to the Chronicle from Addy, 50 miles north of Spokane, says: A desperate battle between officers and two highwaymen took place near here last night. At the end of the fusillade one robber was dead, the other so badly wounded he will probably die. The robbers held up two citizens of Addy last night. Deputy Sheriffs Dudvey and Salvade pursued and overtook them. The officers ordered them to hold up their hands. The robbers pretended to comply, then opened fire. The officers replied, killing one and crippling and capturing the other.

Neither has been identified, but it is suspected one may be the highwayman who held up the Northern Pacific train, near Rathdrum, last Friday night.

Boxers Were Surprised.

LONDON, Sept. 22.—The Secretary of State for India has received the following dispatch from General Gaslee, commander of the British troops at Pekin:

"Pekin, Wednesday, Sept. 19.—A joint Anglo-American expedition of 1500 men and four guns, about half British, proceeded to Liu Ko Chau September 16, and thence by a night march got in the rear of the boxer headquarters at Pei Ta Chu, the well-known eight temples, 12 miles west of Pekin. The Boxers were completely surprised, and lost 50 men. Our casualties were nil.

"In the evening a squadron of the First Bengal Lancers went to San Ken Ten and destroyed the new arsenal there September 18, the Americans and the bulk of the British returning to their quarters. Two hundred remained at Pei Ta Chu with MacDonald for a few days."

Attack on Pei Tang.

TAKU, Sept. 20.—Four thousand Russians, 3000 Germans and 1000 French troops, with a detachment of Austrian marines, began the attack upon the Pei Tang forts at daylight. The attack was answered by the forts, the bombardment continuing until noon, but it was noticed that the forts did not reply after 10 o'clock.

The allies sent forward at noon to discover the reason of the cessation of the firing from the forts, but found them deserted, there being only four dead Chinamen within the walls. The allies were much chagrined, as they had the place completely surrounded, making escape impossible, yet over 3000 men got away in broad daylight. The Russian artillery fire proved effective, and the forts were badly damaged. The British and Italian commanders had decided to join in the attack, but their troops did not arrive in time.

The entire line between Tien Tsin and Taku shows that reinforcements were heading for forts. Three members of the allied forces were killed and 50 wounded through the explosion of mines laid along their line of march.

Raving Maniac Captured.

ASHLAND, Or., Sept. 22.—Philip Costa, aged about 26, a raving maniac, who has been wandering about the summit of the Siskiyou Mountains since last Tuesday, was found this afternoon near the old Dollarhide tollhouse. He was brought to this city and lodged in jail for keeping. Tuesday, he was a passenger on the south-bound overland train, going from Portland to San Francisco. His peculiar actions and threats to jump from the train when crossing one of the high trestles caused the train crew to keep a watch on him. Suddenly, when nearing Steinman Station, in the Siskiyou Mountains, he made a wild dash for the door and jumped off the platform of the running train and, waving his hat in the air, with a yell made for the timber. Since then he has been wandering in the mountains, and when found today by parties who have been on the lookout for him, he was considerably weakened and exhausted through lack of food. It is not sure from what can be gathered from his incoherent mutterings whether his home is in Portland or San Francisco but it is known that he was traveling from the former to the latter city when he made his leap from the overland train.

The Pacific Coast Company's coal bunkers were completely destroyed by the fire reported early Monday morning. The bunkers contained about 1200 tons of coal, and the loss is estimated at about \$30,000, fully covered by insurance. The origin of the fire is supposed to have been spontaneous combustion.

Burglars broke into the hardware store of Mays & Crowe at The Dalles on Sunday, and got away with stock to the amount of \$250. The burglars were evidently well acquainted with the premises and the town in general. A small back window was opened at a time when the night policemen were in other parts of the city.

Daylight Through Hill's Tunnel.

TACOMA, Wash., Sept. 25.—Daylight is shining through Jim Hill's big tunnel that burrows through the heart of the Cascade Mountains. Within 45 days tracks will be laid and trains soon thereafter will be running through this, the second longest tunnel in the United States. The work of excavating the tunnel began in January, 1897, so that its construction will have occupied three full years. It is 13,153 feet long and its cost will not be far from \$4,000,000. Since the Great Northern road made connections with the Pacific Coast, its trains have laboriously ascended and descended the Cascade Mountains by a "Switchback" system, which is slow, extremely expensive and hard on rolling stock. There are probably not more than two or three tunnels in the world longer than the one just finished.

In the construction of the tunnel, which is just 53 feet over 2½ miles in length, there was much ingenuity exercised. There were approximately 800 men employed for nearly three whole years. They cut the tunnel from both ends at once, and the progress through the solid rock averaged about eight feet for every working day for each gang of workmen. It therefore required 50 men one working day to cut one foot of tunnel. It is 16 feet high and 10 feet wide, and the entire interior is lined with cement, some of which was brought from Germany to use in the construction. The rocks that were blown from the big hole were ground into powder and mixed with the cement.

Something new in the way of rail-roading in the West will be brought into requisition when trains get to running through the tunnel. The steam locomotives will not pass through the bore, but an electric engine will pull the trains from one end to the other. This is made necessary on account of the coal smoke from the locomotive. The absence of a sufficient current of air would leave the tunnel perpetually filled with smoke, that would be suffocating to trainmen and passengers alike. The tunnel was designed and built under the supervision of Chief Engineer John F. Stevens. The perfection of his design was shown by the accuracy of the work. After two gangs of laborers had been drilling and blasting toward each other from two sides of the mountain range for nearly three years, there is a natural curiosity as to how they would come together. So well was the work planned that the difference in alignment was only about one-fourth of an inch, while the error in the grade was about 2½ inches.

Killed by Officer.

ARLINGTON, Or., Sept. 22.—This morning, at about 3 o'clock, a negro supposed to have been named Jones was shot and killed by Deputy City Marshal Frank Farrier. Late last night, City Marshal J. A. Pound received a message from The Dalles, Or., asking him to be on the lookout for some tough characters who had robbed a store in that place. The Marshal deputized several persons to assist him and repaired to the railroad station to await the train from The Dalles. The posse separated, some keeping toward the front and some to the rear of the train. Frank Farrier first discovered the deceased, William Jones, a negro, and ordered him to hold up his hands. The negro refused to obey the repeated commands of Farrier to do so, and finally made a motion, as if to draw a weapon, whereupon Farrier fired two shots, both of which took effect, resulting in the death of the negro. Coroner A. H. Ruedy was called, and this morning held an inquest, at which quite a number of witnesses were examined, eliciting the facts above stated. The jury returned a verdict in accordance with the above facts, but expressed no opinion as to whether or not the shooting was excusable. Letters were found in the pockets of deceased which indicated that he had previously worked at Walla Walla, Wash., one being from S. Simon, proprietor of the Simon Hotel, and that he was on his way to that place when his career was so suddenly terminated. A shipping receipt dated September 20, 1900, at Oregon City, was also found on his body. A knife, purse and a little money constituted his effects.

O. M. Fringle, after consulting a spiritualistic medium, says the Prineville Journal, started to hunt for the body of Elias Davis who, he was told by the medium, was murdered by two men and buried near his home. Something must have been wrong, since up to date he has failed to find the corpse.

How greatly the British government profits by death can be judged by the returns of the estate duties for 1899-1900 just issued. They show that nearly 14,000,000 pounds were added to the exchequer from this cause. The total sum bequeathed by 65,431 persons amounted to over £292,000,000, or half the national debt. Twelve million accounts paid toll to the amount of £2,000,000.

Notice.

Elder B. F. Durfee will preach at the Adventist Church at 11 o'clock a. m., Sunday, Sept. 30th, 1900.

SUBJECT: "The fulfillment of Prophecy." Seats are free. No collection. The public are cordially invited to attend.

DON'T!

DON'T dispute with a woman when she says our goods are the only ones to buy. Because she knows what she's talking about.

DON'T argue with her when she says our prices are money-savers. She talks like a sensible woman who knows what's what.

DON'T try to excuse yourself for going to some other store instead of ours. You know that you can offer no reason that can be sufficient for passing the store where the best and cheapest go together.

Yours truly,
KING & KERREMANS,

WHAT ROILED THE ENGINEER.

Man Was on the Track and Did Not Heed the Whistle.

The old engineer had finished grooming his engine for the night's run and was whiling away the half hour before train time in swapping yarns with his fireman. It was his turn at a story, relates the New York Mail and Express. After puffing reflectively on his pipe for a moment or two, he said, half questioningly: "I don't believe we've ever run over anybody, Bill, since you've been in the cab. "But it isn't the running over that scares you," he continued, "though that is bad enough. It's the coming so all fired close to it and missing that takes the tuck out of a man. After you once hit anything the worst you can do is to plow right along, but when you see a man on the track and blow your whistle and shut off steam and put on brakes and then the man turns out to be deaf or drunk or something of the kind and you know you can't help striking him, then's the time you wish you were running a steamboat or a fire engine.

"The closest shave I ever had was when I was pulling the president's special up to Albany. We were trying to make a record run. We had passed the Poughkeepsie bridge and were doing better than a mile a minute, when I saw a man walking down the track toward us. The fireman blew the whistle, but the man never budged from between the rails. As we got closer I saw he was walking with his head down and paying no attention to what was going on. I shut off steam, jammed on the brakes and reversed her, but we slid along at a pretty fair gait. He never stirred until just as the engine was going to hit him. Then he jumped out of the way, grinning up at me and put his fingers to his nose. "Get after him," I yelled, but before the fireman could climb down from the cab the man was running down the track for all he was worth—and that wasn't more than 30 cents. We didn't have any time to spare, so we hustled on again and I've been trying ever since to decide whether our friend was drunk or crazy, or had a darned peculiar idea of humor. Anyway, I wish I'd had a little more time. I'd like to have taken a chance at him with a coal shovel."

Single handed, a masked robber held up the west-bound passenger train on the Northern Pacific at 1 o'clock Sunday morning, and succeeded in getting away with between \$400 and \$500 in cash, several watches and a quantity of jewelry. The robbery occurred after the train left Athol, Ida., and the lone robber left the train at Rathdrum. The holdup was evidently carefully planned, and was executed with a cool deliberation which showed the robber thoroughly understood his business. Until he left the train, few of the passengers realized that only one man was in the plot. The Northern Pacific officers offer \$2000 reward for the capture of the lone highwayman. Sheriff Bradbury and a large posse are in pursuit. The robber has been traced to a point three miles south of Athol, where he held up a rancher and stole his horse. He told the rancher that he had just killed the conductor and brakeman and had to get out. It is believed he secured about \$500 and jewelry from Pullman passengers. Nobody was hurt.

Two expert coal men from New Mexico were in Forest Grove Saturday, examining the coal at the Forest Grove Stone Company's quarry, and pronounced it of an excellent quality. J. G. Boos will endeavor to raise means and thoroughly develop the prospect.

Scraps.

"How did the forecast man explain this unprecedented torridness?" "He says those sun spots are melting off the sun and are dropping on to the earth."

Mrs. Subbub—There now! There's three sandwiches. I don't expect to see you here again.

Hungry Higgins—What's de matter lady. Goin' tor move?

"Oh, no! everybody ain't laughin' at Reuben fer buyin' the green goods. He wishes everybody was."

Uncle Hiram—"How's that?" Uncle Jabez—"Well, his wife ain't."

"What kind of a climate have you here?" "It's fine" answered the resident.

"The only trouble is that the weather gets discouraged and quits too soon. The summers are too short to produce bananas and pine apples and the winters aren't long enough to raise polar bears."

Jones—"So you have been abroad?" Brown—"Yes."

Jones—"I suppose you did the Paris exposition, of course?"

Brown (hesitating)—"Well, no, not exactly. It did me."

She—"At least you will credit me, Mr. Sixcap, with having an eye for beauty." He (desirous of saying something highly complimentary)—"Indeed I do, Miss Claire. I don't wonder you spend so much of your time in front of the looking glass."

"Your Honor," said the lawyer, "my client acknowledges that she struck the bookagent with a piece of gaspise, but she pleads that it was a case of mistaken identity."

"How's that?" asked the judge.

"Well, she thought it was her husband."

"What would the world do without doctors?"

"Well, there are our great-aunts and grandmothers."

"Why do some women so strongly oppose the shirt waist for men?"

"They look upon men as such a bitter pill that they can't take him without a coating."

"I notice that a bear took possession of a Canadian backwoods brewery the other day."

"What did the employes do—quit the brain?"

"No, they rallied and rushed the growler."

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Next to Wade & Briggs' Store.
Stylish Hair Cutting, A Clean Shave, Shampooing, etc.
I. SIMLER, Prop., The Fashionable Barber.

TO PREVENT DECAY.
Wood Preserver Used by Uncle Sam on Yamhill River Work.
Merits of Avenarius Carbolineum Recognized by National, State and Municipal Governments.

The fame of Avenarius Carbolineum has steadily extended, as the only bona fide preserver of wood, since its discovery in Germany thirty years ago. It has stood all tests of climate, soil and water and steadily lived down all pretended rivals. Today it is not only employed in all countries for the preservation of wood used for household articles such as houses, barns, fences, etc., but the national governments, both of Europe and America, have recognized its value in saving public constructions from decay. Following their example cities and counties have also adopted Avenarius carbolineum for bridges, pavements, etc., and the leading ship builders and railroad companies have shown their faith in its merits by treating ship timbers, cars, telegraph poles and ties with the same never failing preventative against climatic decay and rapacious wood boring vermin, both of land and water.

Great bodies move slowly, and only act after mature deliberation. It may therefore be safely stated that governments and corporations did not employ Avenarius carbolineum until fully convinced of its money saving as well as wood preserving qualities. Private individuals desirous of lengthening the life of wood work and at the same time curtailing expenses, need not fear to follow the precedents established.

Recent local examples proving the truth of the above statements are not wanting. The reconstructed Madison street bridge in Portland has been treated with Avenarius carbolineum, as has also the pavement at the intersection of four streets in that city where the heaviest street car and wagon traffic converge. The latter use of the compound was made at the earnest solicitation of street car managers who confidently look for gratifying results.

The gentlemen in charge of the United States engineer department for Oregon are now applying Avenarius carbolineum to the dams and lock work on the Yamhill river, a flattering tribute to its merits which was certainly not extended until searching investigation satisfied the authorities that it was a measure of practical economy.

With such examples before them it would appear that the individual is foolish and the official almost culpable who does not protect his own, or the taxpayer's pockets by using this compound, thus saving from decay, and lengthening the life of all frame structures for which thus saving from decay, and lengthening the life of all frame structures for which he is individually or officially responsible.

Fisher, Thorsen & Co., of Portland, Or., are sole Pacific coast agents for Avenarius carbolineum, and it can be found at WADE & BRIGGS, Tillamook, Or., who will gladly supply information regarding its accomplishments.

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