THE SEATTLE POST-INTELLIGENCER.

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Trouble With Milk?

During the extreme hot weather many housekeepers find it troublesome to keep fresh milk from souring. Condensed milk comes in just right. We call particular attention to the "Rose Brand." It is without question among the very best milks. Every can warranted. Special price for today and tomorrow—

95c Per Dozen or Three Cans for 25c.

COOPER & LEVY

NOS. 104 AND 106 FIRST AVENUE SOUTH.

Our Soda Water Is the Best We Can Make.
We Give You Big Chunks of Ice Cream,
Lots of Crushed Fruits,
Best of Fruit Juices,
Serve It to Suit You, or No Pay.

We have Lowney's Chocolate Bonbons, too. Get a box and watch the smiles come as the chocolates go.

Clover Cream Makes the Skin Elastic.

STEWART & HOLMES DRUG CO., 703 First Avenue.

M. Seller & Co.'s Annual Clearance Sale.

EVERY LINE REDUCED.

Specials for Monday and Tuesday.

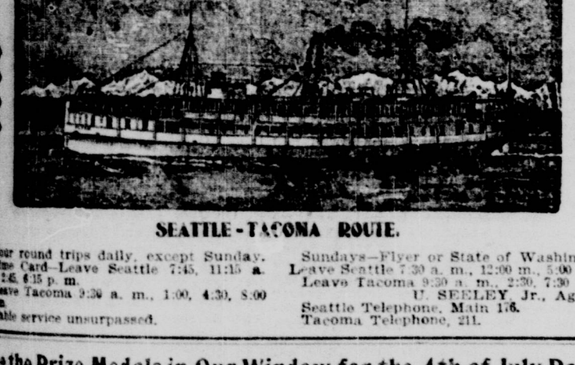
Jardinieres.
Decorated, 6-inch, 15c.
Decorated, 8-inch, 25c.
Glazed, assorted colors, 6-inch, 60c.
Glazed, assorted colors, 6-inch, 50c.

Cups and Saucers.
Our complete line of After-Dinner Coffees and Afternoon Teas are reduced 33 1-3 per cent.
A. D. Coffees at 10c, 15c, 22c, 30c, 50c, 60c, and $1.00.

All these goods are exceptionally choice.

M. SELLER & CO.

FLY ON THE FLYER!



SEATTLE-TACOMA ROUTE.

Four round trips daily, except Sunday. Time Card—Leave Seattle 7:45, 11:15 a. m., 2:45, 6:15 p. m. Leave Tacoma 9:30 a. m., 1:00, 4:30, 8:00 p. m. Table service unsurpassed.

Sundays—Flyer or State of Washington: Leave Seattle 7:30 a. m., 12:00 m., 5:00 p. m. Leave Tacoma 9:30 a. m., 2:30, 7:30 p. m. U. SEELEY, Jr., Agent. Seattle Telephone, Main 156. Tacoma Telephone, 211.

See the Prize Medals in Our Window for the 4th of July Races.

JOS. MAYER & BROS., Retail and Wholesale Manufacturing Jewelers.
RETAIL—705 Second Ave. WHOLESALE AND FACTORY—116 Cherry St.
"A GUARANTEE WITH EVERY WATCH WE SELL."
Miss F. Wilzinski, Graduate Optician Has Her Office in Our Store.

M. LEVY & CO. 111 FIRST AVENUE SOUTH, Terry-Denny Building.
Importers and Jobbers of Telephone Main 57
Cigars and Tobacco, Smokers' Articles, Etc.

GARDEN HOSE ..
Sprinklers, Nozzles, Hose Reels.
WHOLESALE AND RETAIL.
The Washington Rubber Co. (Inc.) 714 First Av., Seattle, Wash.

FRISCH BROTHERS,
Diamonds, Watches and Jewelry.
720 FIRST AVENUE.

Moran Bros. Company,
MANUFACTURE ALL KINDS
Mining Machinery.

DIAMONDS.
Watches, Jewelry, Etc.
ALBERT HANSEN, 706 First Avenue.

"IF AT FIRST YOU DON'T SUCCEED," TRY
SAPOLIO

M. FURUYA CO., 303 Yesler Way, 802 Second Av.
Fireworks and Flags at lowest prices. Fans given away to customers.

RUSHING THE TARIFF.

Sunday Session Held By the Conferees on the Bill.

AGREEMENT EXPECTED SOON.

Minor Amendments Receive Attention, While the Most Important Problems Are Yet Under Consideration—Conferees Show a Spirit of Conciliation, and Compromises May Be Expected in Respect to Lumber, Hides and Wool—Reciprocity Clause Is Not Satisfactory—Stamp Tax on Bonds Probably Will Stand—The Senate Will Try to Prevent Any Currency Legislation.

WASHINGTON, July 11.—The conferees on the tariff bill held a four-hour session today. The anxiety to reach a complete agreement as early as possible induced them to meet on the Sabbath, and tonight both the house and senate conferees appear satisfied with the progress that has been made. Several hundred of the minor amendments have been agreed upon, many of them mere changes of phraseology, and on a large majority of them the conferees naturally have yielded.

None of the real important problems in the bill, however, have as yet been solved. All of them have received more or less consideration, and there has been a free exchange of opinions. The temper and disposition of the senate and house conferees on these important matters have in this way been ascertained. In several cases the conferees are very close to an agreement. Both sides show a commendable spirit of conciliation, and while in each instance, each side seems to hold out strongly for its contention as to rates, there has not yet appeared on the horizon anything which portends such difficulty as will not in time surmounted.

There is the best of reasons for believing that several of the main points of contention will be compromised. This is especially to be believed of lumber, hides and wool, and probably of sugar, though on the last the house conferees are standing particularly firm for their schedule.

On the subject of reciprocity the opinion seems to be in the direction of a substitute, but certain of the house propositions, that is, the list of articles which can be used as a basis for reciprocity treaties, will be broadened, while the senate provisions requiring the equalization of treaties will be discarded. Several of the eminent lawyers in both branches of congress question the constitutionality of the power conferred on the president by the senate in the reciprocity provision.

The stamp tax on bonds and stocks provided for in one of the senate amendments has not yet been considered. The revenue furnished by it furnishes a strong argument for its acceptance, in view of the heavy anticipatory importations, and there is talk of widening its scope, so as not only to include a tax on actual transfers, but on all recorded sales.

This necessity of revenue also furnishes a strong argument for the restoration of the house rates on imported tobacco.

It is impossible to estimate when a final agreement will be reached. One of the most influential of the conferees says that all arrangements are pure guess work. He said the decisions on matters of great importance in the bill were so interdependent that an ultimate decision on one might involve a complete agreement on others, and that the final agreement might come at any time after the matters of secondary importance were out of the way.

When the report is completed it will at once go to the house, where it is not likely that more than one day will be allowed for debate. The anxiety to get the bill on the statute books, it is argued, justifies the Republican managers in declining to give more than a single day for discussion.

CONGRESSIONAL FORECAST.

Senate Will Attempt to Prevent Currency Legislation—Tariff Bill to Be Reported.

WASHINGTON, July 11.—Beyond the fact that the general deficiency appropriation bill will be passed, and that the senate will stand ready to take up the tariff bill at any time that a report may be brought in by the conference committee, little can be predicted of the course of events in the senate during the present week.

The disposition is to do little in the way of general legislation, and there is a proposition under consideration by the leaders of the two sides of the chamber to adopt the plan now in vogue in the house for sitting only every third day after the deficiency bill is disposed of. This suggestion has been made in view of the possibility of pressure to take up the matter of the appointment of a currency commission. The impression about the senate is that the house will pass such a bill on the subject as the president may recommend, but there is no probability that the senate will take the matter up seriously. They desire to make this intention clear by infrequent meetings.

There are, however, some matters on the executive calendar demanding attention, and there may be an effort to clear this calendar off during the week. If such should prove to be the case, there would be more or less discussion in the executive session over the McCord, Warner and Goodnow nominations.

The friends of the Hawaiian annexation treaty on the foreign relations committee also hope to be authorized to report a ratification resolution at their meeting next Wednesday, but it is by no means certain that the committee will be able to reach an agreement so soon.

Monday will be devoted to the general deficiency bill, particular attention being given to the provision for the purchase of armor plate at $425 per ton. This portion of the bill will be seriously antagonized and quite fiercely debated. Senator Harris of Kansas will endeavor to get up his resolution regarding the organization of the Union Pacific railroad during the week, but in this he will be opposed, and is not likely to succeed.

The Democrats and other opponents of the tariff bill make no secret of their intention to oppose the adoption of the report of the conferees, if it appears that the amounts which they were instrumental in securing, putting cotton bagging, cotton ties, burlaps, paris green, etc., on the free list, have been receded from.

The senate will insist upon final adjournment as soon as the tariff is disposed of.

The house will adjourn from tomorrow until Thursday. Its course thereafter will depend on the condition of the tariff bill.

INDIAN DANCES OBJECTIONABLE.

Government Asked to Protect the Teachers in New Mexico.

WASHINGTON, July 11.—The army officer in charge of the Pueblo and Jicarilla Indian agency in New Mexico has submitted a very vigorous report on the dances carried on by the tribe, and has asked for instructions looking to giving the teachers on the reservation security from insults by the Indians in future. He says he has just finished an inspection of the day schools about the agency and found that many teachers complained that on account of the dance in the Pueblo agency they were either locked in the rooms and compelled to remain there until the festivities were over or were driven from the village entirely and not allowed to come back until the expiration of a given time. The agent says:

"The whole question in all its damnable ramifications will have to be settled sooner or later. The government cannot go on paying millions of dollars annually for the civilization of Indians when these plague spots exist and they live on its bounty."

CONDITION OF WINTER WHEAT.

Washington Stands at 105 and Oregon at 92.

WASHINGTON, July 11.—The following are the percentages of condition of winter wheat on July 1, in the principal winter wheat producing states, as shown by the monthly report of the statistician of the department of agriculture:

Pennsylvania	101
Tennessee	101
Kentucky	101
Ohio	88
Michigan	78
Indiana	86
Missouri	92
Kansas	89
California	78
Illinois	56
Virginia	110
Washington	105
Oregon	92

Presidential Pardons.

WASHINGTON, July 11.—The president has granted pardons in the following cases: Jonn Redmond, sentenced in Kentucky to eighteen months for purchasing counterfeit coin; G. W. Tilley, sentenced in Georgia to three year and fine for pension frauds.

FIRST TO SAN FRANCISCO.

The Oregon Will Await Orders There Before Going to Honolulu.

Special Dispatch to the Post-Intelligencer.

PORT ANGELES, July 11.—The future movements of the Oregon are still shrouded in mystery. One of the officers stated Saturday that he thought San Francisco would be her next port, and that the battleship would wait for further orders there before going to Honolulu.

The Adams came into port on her way to Esquimalt, and transferred fifteen men to the Oregon.

The gunboat Concord has passed through a satisfactory official inspection, and yesterday her guns were booming in the straits.

Japan Will Not Fight.

LONDON, July 12.—The Berlin correspondent of the Daily Mail says: "The Japanese minister here assures me that the idea of adoption by Japan of offensive measures against the American annexation of Hawaii is absurd."

ACRES OF BURNING OIL.

Lightning Strikes a Tank Near Olean, N. Y.—Stream of Fire May Reach the River.

OLEAN, N. Y., July 11.—Lightning struck a 4,000 barrel oil tank two miles north of here at 4 o'clock this afternoon. A cannon was procured and a shot fired at the surrounding tanks to allow the oil to escape and prevent the tanks from exploding.

The escaping oil became ignited, and now twenty acres of oil is burning. Booms are being built to prevent the spread of the burning oil and keep it out of the river.

The loss will be large.

FUNERAL OF SENATOR HARRIS.

Governor and Staff Escort the Remains to the Capitol.

NASHVILLE, July 11.—Tomorrow morning Gov. Taylor, his staff and state officers will meet the funeral train carrying the body of Senator Harris to Memphis, and will convey the body to the senate chamber of the state capitol, where it will lie in state during the day. The United States troops encamped at the Centennial and the local companies of state guards will act as an escort when the body is removed from the capitol tomorrow afternoon. A detachment of the state guard will act as guards at the capitol during the day. Gov. Taylor and a large committee of citizens will accompany the remains to Memphis and attend the funeral.

A committee of ladies has decorated the senate chamber with plants and flowers. A large number of men from all parts of the state will be present tomorrow.

SUIT AGAINST ROCKEFELLER.

A Debtor Asks for Accounting on Standard Oil Stock.

CLEVELAND, O., July 11.—John D. Rockefeller has been sued in the common pleas court here by James Corrigan for an accounting. Corrigan, who was in Rockefeller's debt, gave the latter as collateral security, it is asserted, 2,500 shares of Standard Oil stock. Later that stock was credited to Corrigan on his indebtedness. He now insists that he was not allowed what the stock was worth. The petition is not on file, but it is said the stock was credited at the rate of $138 a share. It sold yesterday for $318. Corrigan declined today to discuss the matter.

CADETS WILL NOT OWN UP.

Entire Class Imprisoned for Refusing to "Peach" on a Comrade.

ANNAPOLIS, Md., July 11.—The entire fourth class of naval cadets, thirty-six in number, is still restricted to the Santee for firing explosives contrary to orders and refusing to name the guilty party. The prisoners were allowed to attend church today. It is said that only two cadets were concerned in firing the explosives on July 5, and that one has voluntarily owned up. The authorities of the class are only awaiting the acknowledgment of the other.

DEATHS.

Miss Alice Albion.

Special Dispatch to the Post-Intelligencer.

WENATCHEE, July 11.—Miss Alice Albion died yesterday morning at the home of her parents, who live near Southside, Badger mountain, of brain fever. She was 18 years of age, and one of the most highly respected and talented young ladies of the community.

John E. Davidson.

PITTSBURG, July 11.—John E. Davidson, third vice president of the Pennsylvania company, controlling and operating the Pennsylvania lines west of Pittsburg, died at the Hotel Lincoln in this city at noon today from the effects of an operation performed last Thursday for appendicitis. The funeral arrangements have not yet been made.

Sir Patrick Alfred Jennings.

SYDNEY, N. S. W., July 11.—Hon. Sir Patrick Alfred Jennings, K. C. M., LL. D., member of the legislature of New South Wales, is dead, aged 66 years.

Col. W. C. Fraser.

MEMPHIS, Tenn., July 11.—Col. W. C. Fraser, father of Virginia Fraser Boyle, the poetess, died today. Col. Fraser was a member of the Fifth Confederate regiment, and was one of the leading lawyers in Memphis.

Kid Baldwin.

CINCINNATI, July 11.—Word has been received from Longview of the death at that place of Kid Baldwin, the once famous catcher of the Cincinnatis. He leaves a widow in Quincy, Ill., who recently applied for a divorce. About three weeks ago he was sent from the hospital here to the asylum.

Nordica Improves Slightly.

LONDON, July 11.—The condition of Mme. Lillian Nordica, the prima donna, shows a slight improvement.

BIG WHEEL RUNS AWAY

Much Damage Done in Tacoma Railway Power House.

BUILDING BADLY WRECKED.

Governor Rod Breaks, the Engineer is Unable to Shut off Steam, and the Great Fly Wheel Spins to Destruction—Twenty-Three Tons of Iron Hurled Through the Roof, and Debris Scattered for Three Hundred Feet—Power House Looks as if It Had Been Struck by a Cyclone—Only One Dynamo Remains Uninjured—All Employes Miraculously Escape.

Special Dispatch to the Post-Intelligencer.

TACOMA, July 11.—Had a cyclone swooped down on the big brick power house of the Tacoma Railway Company today it could not have done more damage than was accomplished by the running away and breaking of one of the large wheels used in the generation of power for the street railway system.

Bricks were hurled through the air for a distance of 300 feet, and pieces of iron from the big wheel, weighing from 500 to 1,000 pounds, were thrown a distance of half a block, furrowing their way along the board pavements with as much ease as a knife would have in severing a cheese. The ground adjacent to the power house was strewn with bricks, mortar, pieces of iron and belting, while the power house proper presented a scene of devastation that can only be compared to the visitation of a cyclone. A space ten feet wide extending from the sidewalk to the roof was blown out, while the roof over the engine and wheel was blown into atoms.

Inside the building a scene of complete destruction was presented. Piles of lumber and broken machinery were jumbled together in a most confusing mass, making it difficult for the employes and extra laborers to decide just where to begin the work of clearing up.

Superintendent Dame, although ill, was everywhere giving instructions, his cool head being just what was needed in such a case. S. Z. Mitchell, superintendent of the General Electric Company, was also present, his suggestions proving valuable to the workers.

The accident paralyzed the traffic throughout the city, as the company furnished power for nearly every street car line in the city, consequently the news that there had been a serious accident was received with considerable consternation among the many people who took advantage of the delightful weather and hied themselves to Point Defiance or other spots which met with favor from picnickers. Their fears were allayed by a promise from the management that enough power would be generated from a dynamo that was uninjured to run the cars and bring them to the city during the afternoon.

Fortunately no one was seriously hurt. Three men were struck by flying bricks, receiving slight injuries about the body. One wheelman riding along Pacific avenue was struck on the hand by a small piece of iron, receiving a slight gash on that member. Other than this no one was injured, a fact which is regarded as miraculous, considering the enormous quantity of brick and iron that went flying through the air.

The accident occurred at 1 o'clock, and was caused by the breaking of the governor rod in the big engine. This caused the immense wheel to run away. Thomas McPherson, the engineer on watch, when he saw what had happened, made a rush for the throttle and endeavored to shut off the steam. The throttle is a large one, and it took some time to turn off the steam, which had rushed into the cylinders with all its might when once the governor had full sway. McPherson nearly succeeded in accomplishing his purpose, when he became aware of the great danger of the wheel breaking and sending him to eternity. He concluded that discretion was the better part of valor and left his post, after doing all that human hands could.

There was one more avenue open to save the property of the company and prevent a serious and perhaps fatal accident. If he could reach the valve leading from the boiler room to the basement below the engine in time to shut off the steam his purpose might be accomplished. It was one chance in ten thousand but it was worth trying for. So making a bound, he flew down the stairs to the basement, but ere his feet left the last step there was a terrific noise, not unlike the bombardment of a fort, and he knew the worst had come. He kept right on, however, and soon had the steam supply cut off, but too late to avert the crash.

The noise of the crash was terrific, and continued for several seconds. Clouds of dust from mortar and brick added to the blackness of the scene, and by the time McPherson and the fireman reached the engine room everything was in the wildest confusion.

Superintendent Mitchell, who was in the office at the time the wheel ran away, made an effort to reach the throttle after McPherson left it, but he, too, saw the imminent danger in which he was placed and hurriedly retraced his steps.

The noise caused by the explosion was heard blocks away, a large crowd gathering within a few minutes. To add to the excitement the fire department was called out, so as to be on hand should fire communicate to the building. The services of the department were not needed, however, as McPherson's precaution obviated any fear of flames or escaping steam.

As soon as an examination could be made it was found that the wheel was a complete wreck. The engine was also badly wrecked, but not to such an extent that it cannot be repaired. Pieces of iron damaged four dynamos, two of them quite badly. The loss is estimated at figures ranging from $10,000 to $20,000.

No blame is attached to Engineer McPherson, as the breaking of a governor rod is liable to occur at almost any time. There may be some people who might think that McPherson should have remained at his post and gone down to death as a hero, but as he has a family dependent upon him, he did the proper thing in seeking another and safer avenue to avert the accident. Such is the belief of nine-tenths of the citizens. There is a fire insurance on the plant, but no insurance for such an accident as occurred.

The wheel that broke weighed twenty-tons. It was of the belt transmission type and was fifty-six inches across the face and twenty-four feet in diameter. The engine is of the compound type, its measurements being 30x44x48. It was a magnificent piece of machinery; in fact, one of the finest in use in the Northwest.

Along towards evening the uninjured dynamo was started and sufficient power generated to run the cars from outlying points to the city, thus bringing back the people who had journeyed out during the forenoon.

City Electrician Joslin was on hand shortly after the explosion and offered his services to the company. To the Post-Intelligencer correspondent he stated that the city would furnish the power for the incandescent lights of the Commercial, which got its power from the Tacoma Railway Company, and, if possible, the arc lights. In this way the city can pay off its obligation to the company for assisting the city when it was in need.

Engineer McPherson was seen and asked for a statement regarding the accident. He is a man of possibly 50 years of age, and has grown gray in the engineering service. He said:

"I have been an engineer most of my life and never once during that time have I ever shirked my duty. When the governor rod broke today I was attending to my duties about the engine. By the time I reached the throttle the big wheel had gained great headway. I attempted to shut off the steam, but in so doing I found that I was in imminent danger of being killed, when I knew I could do no good. The thought of my babies and my wife came to me. So I thought of another avenue in which to shut off the steam, the valve in the basement; so leaving the engine I turned to the boiler room, but had scarcely left the steps when I heard the worst noise I have ever listened to. It sounded as if the whole building was being blown to pieces. I kept right on, however, and soon had the steam shut off. I did all that I could to save the company's property and in doing that I think I performed my duty."

Work will be prosecuted with all possible haste to repair the plant and the building, so that the public will not be discommoded by poor street car service and the patrons of the Commercial Lighting Company inconvenienced by poor lighting.

TYNDALL IN A TRANCE.

Mind Reader Essays Bishop's Test—Is Still in a Hypnotic Condition.

Special Dispatch to the Post-Intelligencer.

SPOKANE, Wash., July 11.—Alexander J. McIvor Tyndall, the well known mind-reader, while repeating the same test this evening at Auditorium hall that resulted in the death of Washington Irving Bishop at San Francisco several years ago, went into a cataleptic trance. Later he passed into a hypnotic condition, in which he still remains.

While passing from the cataleptic trance he labored under the impression that we was driving carriages and performing other of his well known feats. It took eight men to hold him during this period.

As soon as this condition passed, he was taken to his rooms at the hotel, where he is at present.

BAD JAM IN THE NOOKSACK.

Farmers Petition Capt. Taylor for the Government Snagboat.

Special Dispatch to the Post-Intelligencer.

WHATCOM, Wash., July 11.—The Reveille states that the farmers along the Nooksack river are circulating a petition to forward to Capt. Harry Taylor, United States engineer, to have the snagboat go to the mouth of the river and make a channel through the jam to allow the water to run through and not back up and flood their farms.

They are also complaining about parties living above them dumping old roots and rubbish of all kinds in the river, which also helps to make the jam more solid. M. J. Clark, of Marietta, says he will have to abandon his farm entirely, as he now has to go from his barn to the house in a boat, owing to the backwater flooding his land.

Bryan at Albany, Or.

ALBANY, Or., July 11.—A large crowd gathered at the depot at 6 o'clock this morning to welcome Hon. W. J. Bryan. No demonstration was made when the train arrived, but Mr. Bryan, who was met by a committee of prominent Democrats, was driven to the St. Charles hotel, where breakfast was served. During the night Mr. Bryan answered calls from the crowds gathered at Roseburg, Cottage Grove, Eugene and other places, and in consequence secured but little sleep. He will spend the night at Lebanon, where he speaks tomorrow morning.

Tin Plate Mills for Port Angeles.

Special Dispatch to the Post-Intelligencer.

PORT ANGELES, July 11.—An important proposition was submitted to the business men of this city last evening by parties from Pittsburg, Pa. They propose erecting a machine shop, foundry and tin plate rolling mills here, employing from 400 to 600 men. A bonus of $50,000 in real estate and a building site are asked for, the company putting up a certified check of $2,000 to insure good faith.

Steamer Echo Nearly Completed.

Special Dispatch to the Post-Intelligencer.

WENATCHEE, July 11.—The steamer Echo, now under construction here, will be finished and ready to be taken up river the present week. The boat will be under the management of Capt. McMillian, of Snohomish, who has superintended her construction. The Echo will be run on the Okanogan river to connect with the steamer City of Ellensburg at Bruster City.

Shortage in the Fruit Crop.

Special Dispatch to the Post-Intelligencer.

WENATCHEE, July 11.—Peaches and apricots, home grown, are now on the market in abundant quantities. The crop, however, in general of the fruits mentioned will be short here, and the prices are expected to be high.

Married at Rossland.

Special Dispatch to the Post-Intelligencer.

NELSON, B. C., July 11.—Leroy F. Morrison, of Rossland, and Mrs. Elizabeth Gerome, of Seattle, were married by Rev. G. H. Morden.

PANGBORN WILL DECLINE.

Does Not Want Appointment as Minister to Bolivia.

DENVER, July 11.—Maj. Z. K. Pangborn, the veteran newspaper editor of Jersey City, N. J., who is in Denver en route home after a visit of several months on the Pacific coast, has received a telegram from the administration at Washington, proffering him the position of minister to Bolivia.

Although the major will not discuss his intentions, it is understood he will decline the appointment. His friends say he might accept a position of equal importance in one of the European countries, but at the age of 65 he is not contemplating long journeys to any country in South America.

WITH NON-UNION MEN.

Tin Plate Works to Resume—Trouble May Ensue.

CLEVELAND, July 11.—Work will be resumed tomorrow at the Crescent tin plate works with non-union men. The company says it is willing to pay the wages fixed by the scale, but will not sign it. Something like a dozen non-union men have been imported, and it is expected that many of the old men will accept work at the company's terms.

It is believed there may be trouble at the works in the morning.

Longshoremen Delegates Arrive.

CLEVELAND, O., July 11.—Delegates are beginning to arrive here to attend the annual convention of the International Longshoremen's Union, which begins on Tuesday. One hundred delegates will be present. The principal business will be an attempt to change the constitution so that the union can affiliate more closely with the Canadian longshoremen.

Hail Ruins Ohio Corn.

MASSILLON, O., July 11.—A severe storm visited this section Saturday evening. Hail as large as walnuts fell, and in some places the ground was covered to a depth of eight inches. Corn and vegetables were almost ruined. After the storm farmers brought buckets full of hail to town for exhibition.

The blanching of the hair, and its tendency to fall off can be prevented, and the natural color restored by Hall's Vegetable Sicilian Hair Renewer.

Elegant offices for rent low. Sullivan building.

ONLY A FEW MINES OPEN

Union Men Hope to Make the Tie-Up Complete.

ANOTHER WEEK IS NEEDED.

Employes and Operators Are Both Prepared for a Siege—A Compromise May Be Reached, Resulting in Advantage to All Concerned—Labor Leaders to Carry the Campaign Into West Virginia, Where Coal Is Still Taken Out—Pittsburg Operators Offer to Pay the 69-Cent Rate, but the National Officers Refuse It Until a Majority Yields to the Demand.

PITTSBURG, July 11.—Today marks the beginning of the second week of the coal strike, and already it gives promise of being one of the greatest wage struggles of this country. Eight days ago the coal operators in this district, and the miners themselves, little dreamed that within one short week such an era of general suspension could be wrought as now exists in the bituminous mining industry. Then the mouths of the many coal tipplers that dot the Monongahela, Youghiogheny, Allegheny and Peters' creek valleys and the valleys of Tom's and Miller's run were open and turning out thousands on thousands of tons of coal for the competitive markets of the world.

Now all is changed. The vast caverns are like so many graveyards. On nearly every railroad track leading to the mines there stand empty cars, apparently anxious to be loaded that their burdens may be carried to the ports along the lakes.

The success that has attended the movement has greatly elated the miners, and during the next few days every effort will be made to bring out the men in the few mines that are still working. This will be a difficult task, but they express confidence in their ability to make the suspension complete before the week is over.

From the best information obtainable the Pittsburg operators are in no hurry to have the difficulty adjusted, as many of them had stocks on railroad sidings which they held for an advance. Much of this was disposed of Saturday at a good profit. A prominent operator said today that it would take another week to determine the status of the market, and by that time a general closing will have taken place. All interested will be ready to begin business on a new basis, and probably a much higher price. Another operator said:

"This whole thing will result in a compromise. These operators are in a position to stand it for some time, and I believe the miners are in about the same condition. It looks as if both will be righted up, and in that event the operators will be able to get prices, and the condition of business and the condition of miners will be simultaneously improved."

Just now the greatest obstacle in the way of success of the miners is the activity of the diggers in the West Virginia fields. They are working night and day, and are ready to supply all the coal that is needed.

This is the condition of affairs, which the organizers who will go into the contest this week will have to encounter. It is argued by the miners that there are more men out than there were three years ago, and they express confidence in bringing them all out if they can get their ears. This failing, the railroad organizations will be appealed to. This plan of campaign has been outlined by the national officers, and the developments of the week will be watched with interest.

There are a number of operators in the Pittsburg district who have expressed a willingness to pay the price demanded. But the miners have said no. They will insist that a majority of the operators in the district pay the 69-cent rate or none. This is the ultimatum of the national officers.

The new features in the situation today were the arrival of the Ohio and Indiana state boards of arbitration, the meeting tonight of the United Labor League of Western Pennsylvania, and the report that a movement was on foot to import new men to take the places of the strikers at the Pittsburg & Chicago Company's mines.

The strikers at the mines of the Pittsburg & Chicago Gas Coal Company were greatly excited today over a report that Owen Crouse was in that region, and that an attempt would be made to resume work with imported men. Secretary Warner, of the United Mine Workers, said that if this was done there would likely be trouble, and he feared there would be a lynching.

The only news from the West Virginia fields received here was that the Beechwood mines, twelve miles south of Morgantown, had started up, and were advertising for 100 more men.

TENNESSEE MINERS DESTITUTE.

Relief Committee Empty Handed—No Work for Two Years.

CHATTANOOGA, Tenn., July 11.—A special to the Times from Bellico, Tenn., says that there is great destitution among the miners in that region, many of them having large families, and not knowing where the next meal is coming from. Some of the miners have gardens, and they have been able to make the track raised on these to do them for absolute necessities. A relief committee, sent abroad to get help, has returned and reported poor success. A committee is to be sent to the East Tennessee districts in the hopes that aid may be had.

The miners and operators have had no meeting since May, and there does not seem to be the slightest prospect for an amicable adjustment of the wage question. The men at these mines have had little work for nearly two years, and as a consequence, they have nothing laid up for a rainy day.

Dillonvale Miners Stay Out.

MASSILLON, O., July 11.—The mass meeting of miners held at Dillonvale, for the purpose of inducing the Wheeling & Lake Erie miners to join the union there, failed. The men refused to join. They will not, however, resume work, because of fear of the union men, it is said. Several prominent officers of the union were present at the meeting.

Will Not Return to Work.

SPRINGFIELD, Ill., July 11.—Tomorrow morning 1,900 miners, who have been working in the Springfield district, will refuse to return to work. This action was decided on today at a delegate meeting held three miles from the city, which was attended by over 100 delegates and 500 other mine workers. Only three mines in the district were represented.

Drawing on Cincinnati Coal.

CINCINNATI, July 11.—There are 10,000,000 bushels of coal in Cincinnati harbor. Other cities are drawing on it heavily. Four hundred car loads daily go to Chicago. The elevators were worked all day Sunday and are loading coal day and night.

CASTORIA.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.