ONE SHIP ALL RIGHT

Takes Away the Same Crew She Brought to Port.

NO DESERTIONS, NO-BLOOD MONEY"

Bailors for Orealls and Genista-Hou the Statutes Stand Touching Abuses of Seamen.

The Danish ship Juniter completed her cargo yesterday and will get away today with the same crew she brought into port. This has not happened here before for many a day-"so long that we can't remember," as one of the exporters put The Jupiter had a crew of 25 seamen when she came into port August 29. It is said of her that there were no deseriers or attempts to desert, and the same men leave with her; and that no question of advance money, no "blood money," no "shanghaing" of sallors, no delay of the ship, no dickering between captain and sallor boarding-house keep-ers marked the presence of this vessel in the port. This serves to point a moral in several directions. Some say it shows that the law can be enforced, though it does not appear that the authorities were invoked to preserve the crew of this ship. Some say the present agitation over the abuses attending the shipping of sailors in this port has made the boarding-house runners timid and inactive for the time Many say that it shows how an honest and humane captain may avoid trouble over his crew-by doing his part to make the ship a habitable place for human beings, showing consideration for his mon, and a desire to keep his agree ment with them, and in every way dis-couraging rather than inviting the interberence of the sailor boarding-house per ple. The men were contented on the ship. In such cases, they say, the boardinghouse keepers have no chance to get in the work that is so much complained of. Another incident of yesterday was the dipping of several seamen for the ships now waiting for crews at the mouth of the river, the Orealia and the Genista These men were obtained without the service of the boarding-house masters, and, of course, without the payment of "blood money."

On Guard in San Francisco. Balfour, Guthrie & Co. yesterday re-ceived a letter from San Francisco, in

which this statement was made: "We find that the Portland runners have a man in each boarding-house, and ing can be done without them becoming cognizant of it. Either through intimidation or a cash consideration they are so far able to prevent any men being

sent up from here."

British Consul Laidlaw also received advices of similar import from San Fran-

Mr. Laidlaw says that the Oregon statute, which is for the most part a copy of the English law, can be enforced in Portland. "It was enforced for about a year when it was first enacted, when John Byrnes was Harbormaster," said he, "which is the best evidence that it can be enforced. I was familiar with the cirstances of the enactment of this statute, and gave the author of the bill the English law from which it was copied. The law is enforced in British ports, and there is no trouble in those ports over ship's crews. It is nonsense say that the law cannot be enforced. Too much is made of the ships' incen-

tive to encourage desertions. Suppose a vessel is out eight or nine months from her home port, the probabilities are that part of her crew has been shipped at some way port, and these sallors have but a small amount of wages due them. They promptly desert again, having fittle to sacrifice and having contracted the habit of deserting. While the articles do not require payment of sailors until the expiration of their service period, it is further, the location being determined customary for masters to pay their men constonance of their service period, it is for as Council. The road is h money of their own to spend when they go ashore, and are by no means de-pendent on the boarding-house keepers." "I am free to say that one class of sallors' abuses has almost ceased in Port-land since the enactment of the law of 1889; this port is remarkably free of phys-

leal violence to sailors, which was so frequent before that time. But the blood money' exactions have increased to fig-ures away beyond those demanded when this law was passed."

How the Statutes Stand. At the time the Oregon statute was en-acted, in 180, the United States law authorized an allotment to each satior not of an ordinary voyage, which was countad four months, and forbade any person lemanding, or any master, agent or consignee paying, "blood money." This made vallable for the boarding-house master 40, which came out of the sailor. This statute was applicable to foreign vessels n American ports. While the Federal law was in effect forbidding the payment of a Eee, commission or "blood money," the Dregon law was passed authorizing the mittee in payment of a "fee of \$10 per man" for Federal statute did not apply to enticing eral law was changed so as to permit one ling the week's festivities. month's pay to go to creditors of the shipping saller, and the section relating to od money" was dropped from the statute. This left no conflict with the bragon law on this point, and since then in Oregon it has been lawfu! for creditors (who are the sailor boarding-house mas-ters) to exact the advance of a month's pay, which is charged against the sailor, \$10 fee, which the shipowner must stand. This allows at the present high tate of £6 (\$30), in Portland, the \$30 advance and the \$10 fee as a legal rate for sailor boarding-houses to charge for sup-

The Law Stood the Test. The Oregon statute has been to the Supreme Court, and was upheld by a desision rendered January 15 last in the case ax parte Young, reported in the 59th Patific Reporter, at page 707. Judge Moore

"Do you think the conflict between the United States statute and the Oregon law relative to the \$10 fee in any way vitlates the Oregon law under the present condi-

"In my opinion," said he, "the Oregon aw is now of the same force as if the Federal law did not exist."

GRAPES GROWN AT HOME,

Eagnificent Specimens of "California" Fruit From Eastern Oregon.

Some of the finest grapes ever seen in this state are on exhibition at the office of the State Board of Horticulture, 246 Washington street. The usual question following this statement is. What part of Dalifornia were they grown in? They are Dregon grapes, grown on the sandhills eack of Grants without irrigation. They larger, better developed, thicker on he bunch and more attractive than any grapes sent to Oregon from California this ear. P. Fleck contributed them to the roe exhibit of Oregon fruits and yesterlay Colonel Dosch was getting them ar-anged in glass jars. The monster bunches, the smallest of which weighed four and me-half pounds, almost filled the jars

or five ordinary bunches. There was hard-y a small grape in the large bunches. Each grape was nearly a mouthful. People have begun to expect a fair qual-ty of Concord grapes from certain sec-tions of the state, but few know such at 4,000,000 francs.

unces, and might easily be taken for four

splendid Musest Flame Tokay Worden and Hamburgs are grown at home. Both the Tokay and Muscat have a much finer skin than is found on the California grape. It is thinner, not so tough, and more agreeable in every respect. The flavor is especially good as that of grapes grown South. A slight lack of sweetness was attributed to early plucking rather than climatic conditions in which the fruit matured. In handling such large bunches they had to be plucked rather green, else some of the finer fruit would be lost. This splendid exhibit cannot fail

to attract attention. Colonel Dosch states that Mr. Fleck has Colonel Dosch states that Mr. Fleck has within the past year or two demonstrated that these excellent grapes can be grown profitably for the market. No water is used to irrigate them. The soil would not be regarded fertile at sight. The location is immediately behind Grants, in Sherman Country.

man County.

The new exhibit of fruit, made up from The new exhibit of fruit, made up from that produced this year, is now growing rapidly. Great red apples is inches in circumference, weighing 23½ ounces, and completely filling she jar; pears weighing one and one-half pounds and other fruit accordingly, have been carefully preserved. These speciments are free of pests and quickly suggest, "Oregon against the world." When orchardists begin to raise such fruit for the market gin to raise such fruit for the market it is predicted that Oregon will be there as she has been in the exhibitions and fairs-leading all.

TERRITORY IS DIVIDED.

Southern Pacific Uses Corvallis & Eastern for Part of Its Business.

Attention has recently been drawn to the fact that the Southern Pacific was using its West Side lines for the shipment of freight to San Francisco, the inference being that such shipments ordinarily would go over the line on the East Side of the Willamette. Indeed, the statement has been made that freight passing be-tween Portland and San Francisco has been carried over the West Side line because it was cheaper to transfer between Corvallis and Albany over the Corvallis & Eastern than to stand the expense of crossing the bridge in Portland and other terminal charges here.

General Freight and Passenger Agent

Markham says this statement is wrong. The West Side line is not used for freight that would ordinarily go over the East Side to or from Portland. The West Side territory of the Southern Pacific is divi ed at McMinnville. Freight moving to from San Francisco or other points sout of Albany goes via the Corvallis & East ern from McMinnville and points sout

From and to points north of McMinnvill the route via Portland is taken. From McMinnville to Portland is 50 mile and from Portland to Albany 80 miles. T get between McMinnville and Albany vi Portland necessitates a haul of 130 mile via Corvallis the haul is but 58 miles. Th differences in the cost of the haul over th two routes is so much that the Souther Pacific can afford to pay the Corvali & Eastern reasonably for the use of it 12 miles of track between Corvallis an Albany, rather than haul the freight ove its own lines more than double the dis tance via Portland. Freight does not a over the West Side line from Portland to points south of Albany, except, of cours in case of some accident to the East Sid track. The West Side territory is d vided purely as a matter of convenien nd economy of operation. Even if the outhern Pacific did not have to patronic another railroad between Corvallis ar Albany, the route between Portland at Albany over the West Side line is 28 mile longer than over the East Side line, which would naturally swing the traffic over

Into the Weiser.

A contractor on the Pacific & Idah Northern Railroad, who is in the cit from Welser, says he finds laboring me very scarce this Fall. He is offering to \$2 25 a day, for men to assist in building the line up the Weiser River, but can not get all he wants. The road has been completed and the track laid to a point 30 miles above Well

The road is being built through thro wide valleys known Middle and the North, and the country is well adapted to agriculture and stoo raising. The Heath mining district is the objective point where many rich ledg of copper are being developed in anticip gon Short Line. About 60 men will !

FOR A WEEK'S CELEBRATION

needed, and the road, it is thought, w

be finished by February, 1901.

Arrangements Making to Enterta

the A. O. U. W. The local members of the A. O. U. W., which order is to hold a convention in Portland next month, are arranging to extend the meeting from two days to a week, and to provide special features for the entertainment of the delegates dur-ing their stay. The outlook for accomplishing this purpose is very bright, and the affair will prove of great benefit to mittee in charge to make the celebration of the anniversary an event of more than supplying seamen or apprentices. In 1894 local importance, and they will endeavor the United States Court decided that the bers of the order throughout Oregon and Washington to insure their presence dur-

As the A. O. U. W. has a membership of 18,000 in Oregon alone, the number in attendance from the two states, together with many who will come from Idaho, will revive the carnival scenes of galety and again throng the streets of Portland with visitors. Many of the merchants of town have assured the committee of their willingness to assist them in their undertaking, and today Julius Thielsen, R. L. Durham, H. D. Ramsdell and others will begin the work of soliciting subscriptions to the fund needed to carry out their plans. The celebration will be held from October 22 to 27.

COMING ATTRACTIONS.

Hoyt's "A Texas Steer."

The funniest and cleverest comedy "Charley" Hoyt ever wrote, "A Texas Steer," will be given at the Marquam Grand next Tuesday and Wednesday. The merry political satire was composed on the basis of individual characteristics and peculiarities often seen and met with throughout the West, while the cast representing it is one of the best ever gotten together, and comprises practically the original one that made the piece famous some years ago. Miss Florence Rossland, formerly with Augustin Daly's New York company, plays the part of Bossy. James R. McCann is Haverick Brandor, the new Congressman, and Will H. Bray is the Minister from Dahomey. George T. Meech is Brassy Gall, and Gustave Neaville Major Yell. The talented and origi-nal "rexas Steer" quartet, composed of Edward L. Boas, Charles N. Granville, Thomas Stubbs and W. C. Lewis, will be one of the attractive features of the performance. The company numbers 18 peo-

"A Hindoo Hoodoo."

Manager Cordray is enthusiastic over his opening attraction, "A Hindeo Hoodoo,' which comes to us for one week commencing Sunday, September 22, at Cordray's Theater. Reports come in from traveling men, newspapers; and even managers of rival attractions, all speaking in the highest terms of this first ar rival this season from New York.

Big Fire in French Town. ROUBAIX, France, Sept. 19 .- This town was the scene of a fire today which de-stroyed stores of wool and cotton valued

GALVESTON RELIEF FUND Cash

THIS STATE HAS CONTRIBUTED OVER \$2000.

Pacific Coast Biscutt Company Em ployes' Contribution-Coos County Comes In With Handsome Sum.

Governor Sayers, of Texas, has ac knowledged receipt of the first contribution of \$600 sent by President Taylor, of the Chamber of Commerce, as the repre-sentative of the Oregon committee. Since then other sums have followed. Saturday, 831 was sent by Wells-Fargo's Ex-press, and Tuesday \$400 more. President Taylor was informed that H. L. Mather, a former resident of Galveston, but now residing here, collected \$417 from persons not desiring their names published and sent it. That would make a total of \$1781 sent by the committee, and \$417 by private persons, besides what has been sent by lodges and fraternal orders to their brethren direct. Governor Sayers' telegram was as follows:

"Austin, Tex., Sept. 15.-George Taylor Treasurer: Portland telegram received. I thank you very much, indeed, for the generous contribution. The money will be used to the very best advantage for

JOSEPH D. SAYERS, Governor." The Afre-American League held a meeting Friday evening, and made up \$8 in a few minutes. They met again last evening, when reports were made of the work done since. Yesterday President Taylor received \$112 from Coos County, which was remitted by Flannigan & Bennett. was remitted by Flannigan & Bennett This handsome sum from far-away Coos was unexpected, and correspondingly wel-come. A check was also received from H. C. Leonard, of Portland, contributing \$100 to the fund, which is the largest contribu-tion from an individual. The First Na-tional Bank contributed \$100, besides the \$50 donated by Hon. H. W. Corbett, personally. Receipts unacknowledged are as follows:

The "boys of the Postal Telegraph

st	Cash	10 00
de	Cash Afro-American League General D. W. Burke First National Bank Ladd & Tilton Rosenthal Bros Fred Phillippi Emil Eyssell P. C. Smith James Leidlaw & Co. Mrs. N. Baum Closset & Devers A friend	8 75 8 00
	General D W Burke	5 00
đ-	First National Bank	100 00
or	Ladd & Tilton	100 00 50 00 10 00
th	Rosenthal Bros	10 00
t-	Fred Phillippi	3 00
h.	Emil Eyssell	2 50
le	P. C. Smith	50
	Mes M Baum	5 00
es	Closest & Devers	10 00
ro.	A friend	1 50
in	Cash	1 50 50 00
5:	Mr. Schwarts, Quartermaster's of	
he		7.00
ne	Jacob Kamm	20.00
m	W. G. McPherson L. Ackerman St. Charles Hotel	5 00 2 50
is	St. Charles Hotel	16 75
ts	Pacific Regalia Company	16 75 2 50
nđ	Watson's restaurant	5 00 1 06
er	Mrs. J. Orton	1.00
9 -	O'Shee Dros	30 00
go	Edward J. Corcoran	50
to	Agnes M. Corcoran	50
e,	G. Burke	5 00
de	L. Ackerman St. Charles Hotel Pacific Regalia Company Watson's restaurant Mrs. J. Orton Mrs. N. F. Hilderbrand O'Shea Bros Edward J. Corcoran Agnes M. Corcoran G. Burke A sympathizer Rev. Thomas J. Daum	30 00
11-	Rev. Thomas J. Daum	2 50
ce	B A Nothman Corvels Or	1 00
he	G. Burke A sympathizer Rev. Thomas J. Daum. Miss Mary Nibler, Gervais, Or B. A. Nathman, Gervais, Or Flannigan & Bennett, Coos Bay. H. C. Leonard Mrs. William Winters. Mrs. L. Foersterling	1 00 1 00 112 00
ze	H. C. Leonard	100 00
be	Mrs. William Winters	5 00
nđ	Mrs. L. Foersterling	5 00
es	Henry Cass	1 00 2 00
ch	Ide Delton Leonard South Bend	2 00
to	Mrs. William Winters. Mrs. L. Foersterling Henry Case F. L. Washburn Ida Dalton Leonard, South Bend, Wash George Helm, South Bend. A. Wesley, South Bend. N. Graham, South Bend. C. E. Huson, South Bend M. Fletch, South Bend J. H. Dalton, South Bend H. F. Corey, South Bend Michael Donola Sarah Dolan F. R. Strong	5 00
	George Helm, South Bend	1 00
E81	A. Wesley, South Bend	1 00
	N. Graham, South Bend	50
	M Flatch South Band	50
ho	J. H. Dalton, South Bend	50
ty	H. F. Corey, South Bend	1 00
en	Michael Donola	2 00
\$2	Sarah Dolan F. R. Strong	50
d-	F. R. Strong	1 00
n-	R. Noon	2 50 1 00 1 00 25
he	Cash	25
8-	Jacob Kamm	20.00
		2 50 5 00
es	Thomas Gibson	1 00
2.8	Eastern Outfitting Company Thomas Gibson Mrs. Rose Woodard Miss E. R., Fanning A. J. Owing S. D. Dennis H. B. Smith The Jolly Girls	1 00 1 00
ee	Miss E. R. Fanning	1 00
pe.	A. J. Owing	5 00
	S. D. Dennis	1 00
ck	The Tolly Girls	2 55
he	J. H. French	1 00
es	W. L. Souls	1 00
3-	W. P. Wessel	1 00
e-	J. W. Kelly	1 00
be	J. P. Wager	1 00
111	A. J. Owing S. D. Dennis H. B. Smith The Jolly Girls J. H. French W. L. Souls W. P. Wessel J. W. Kelly J. P. Wager M. M. Newberg A. R. Zellar Mrs. A. R. Zellar Rasmussen & Co.	1 00
***	A. R. Zellar Mrs. A. R. Zellar Rasmussen & Co	1 00
	Rasmussen & Co	
	Fred Hoffman	50
N	Fred Hoffman George Herbert Ed Shannon Cash	50
=3	Cash P. R. Kelty R. Clark R. C. Johnson C. E. Howlett Ed Klinck	1 50
	P. R. Kelty	1 00
in	R. Clark	50
	R. C. Johnson	1 00
	Ed Klinck	1 00
	J. Robinson J. P. Faust	50

G. Grado
H. Christson
Charles Keller
James West
Charles Mader
C. Spalding
Charles Schloth
Tone Grandolf
G. Park
Stella Harvey
Lizzie Hankins
Maud Person
Maud Tafford
Etta Rayen
Carrie Boster Etta Rayen Carrie Boster Lizzie Saurman J. P. Faust
C. A. Faust
Union Meat Company
Collected by School Clerk
Ladles' Ald Society, Hammond, Or. ompany 25 Courthouse employes
Ed Holloway, Heppner
Harold Sivain
Peter Schulzer
Dr. O. S. Binswanger
A. W. C. Multnomah Typographical Union. On receipt of a telegram from Galves ton Typographical Union asking for help L. Travis, chairman of the executive committee of Multnomah Typographical CITY HALL Union, at once forwarded \$20, pending acion of the local union at its regular Oc-

W. R. Walpole \$ 1 00
Dr. Harry F. McKay 100
A. M. Shannon 100
Jacob Stevens 50 J. Cope
J. W. Brown
George F. Bodman
William Braden
O. P. Miller
Mrs. Sol Rosenfeld
H. U. Welch ST. CHARLES HOTEL

 Charles Hotel Company
 \$ 5 00

 M. Taylor
 1 00

 Sullivan
 1 00

 Williams
 50
 WELLS, FARGO & CO.'S BANK.

Former resident \$ 5 00
R. M. Dooly 5 00
F. Sigler 1 00
J. E. Miles 20
W. A. Holt 56
Cash 25
Samuel Roome 5 00
W. J. Hobson 5 00
Puffer, Dooly & Co. 5 00 LONDON & SAN FRANCISCO BANK. Dayton Hardware Company employes 500 Gambrinus Brewing Company 1500 R. M. Bingham 500 London & San Francisco Bank 2000 P. J. McMahon 125 G. M. 100 Cash, various 29 75 UNITED STATES NATIONAL BANK. Brown & McCabe \$ 5 00
B J Holmes 2 56
H. N. Burphy 10 06
Cash

Inited States National Bank.....
 Cash
 1 00

 A. Rosenstein
 2 66

 Cash
 1 00

 A. Praegar
 2 00
 SECURITY SAVINGS BANK. From various sources 5 00 FIRST NATIONAL BANK.

MERCHANTS NATIONAL BANK.

LADD & TILTON'S BANK. Cash, various 3 00 FROM MANY EMPLOYES.

Pacific Coast Biscuit Company's Contribution.

PORTLAND, Sept. 19.—(To the Editor.)

Desiring to show our sympathy in some substantial manner toward our fellow-citizens who have suffered so severely in Rates Are in Line With Those Paid the loss of relatives, friends and prop-erty in Galveston and other parts of Texas, we, employes of the Pacific Coast Biscuit Company, of the City of Port-land, herewith hand you the sum of \$86 36 as our mite toward the fund being uing firm for several months, and for long-range chartering they are right in sent to their relief. Respectfully yours, PACIFIC COAST BISCUIT CO. line with both wheat and nitrate dealers. The German ships Rickmer Rickmers and

F. Ropp
F. Sandstrom
J. Becker
Bell Prince
Oscar Holt
S. Pfenning
J. Pfenning
R. Worthington
L. Gaddis
Mae Love
Cora Fox
Henry Kempker
Frank Brøndes
Tom Holmes
F. Saunders
James Person
E. Gillis
Amy Sauterwhite
Cal Shively
Cash

Cash W. L. Grinnell

J. Krieger
M. Matson
Hugo Sandstrom
Cash

I. Powers
D. Wood
Mutzig

F. Adams
F. E. Winn
York Wilson
Fred Fink
Minnle Moon
Paul Moon
Jennie Jasamine
Halton

E. J. McBreen
Earl Stone
Hettle Smith
E. P. Holmes
Mac G. Powers
Maud Craw
Mary Gardmeyer
Hattle Gregory
Lena Emig
Emma Wilhelm
May Cromble
Berthe Greer

tober meeting.

FOR THE PENDLETON FAIR.

Rate of One Cent a Mile Made for

Portland Day.

A circular has been issued by the Cham-

ber of Commerce inviting members and Portland business men te join the Cham-

ber of Commerce excursion to Pendleton

on Portland day there, the 22d inst. It

is as follows:
"In view of the cordial relations exist-

ing between the merchants of Portland and those of Eastern Oregon, especially

of Pendleton, and in order to cement more closely our mutual interests, the Portland Chamber of Commerce has ac-

cepted the unusually cordial invitation

of the citizens of Pendleton to attend the

Pendleton Street Fair and Harvest Car-

men are cordially invited to participate in

this excursion, which is given under the auspices of the Chamber of Commerce.

The excursion train will leave the Union depot at 9 P. M. Friday, the 21st inst.,

and return Sunday morning. A very low

rate-1 cent a mile or \$4.60 for round

trip—has been secured for the excursion, with \$4 added for sleeping accommoda-

tions in the Pullman coaches that have

go on the excursion, may secure railroad

tickets and Pullman berths from the sec-

retary of the Chamber of Commerce at the office, 246 Washinston street, Friday,

the 21st inst., between 9:30 A. M. and moon, and 1:30 P. M. and 5 P. M. "GEORGE TAYLOR, JR.,

"Chairman Pendleton Excursion Com-

"E. C. MASTEN,

Herbert Gladstone's Argumen

most inconvenient time. As to the ques-tion of the annexation of the South Af-

11 00 rican Republics, there was no wide di-K. vergence of opinion in the Liberal party,

th Tribune from London says:

NEW YORK, Sept. 19 .- A dispatch to

"President Chamber of Commerce.

"Secretary of Committee."

public utterance

been able to see and who may

"Those whom the secretary has not

been chartered.

The

Merchants National Bank 25 00 as it was already an accomplished fact.

nival on Portland day, September 23.

W. Lumsden

2814 cents. The Rickmer Rickmers is not yet two months out from Portland for the United Kingdom, with a cargo of wheat, and it will be nearly six months before and it will be nearly six months before she will be ready for cargo in New York. She is taken for March-April loading, and the Mabel Rickmers, which left Portland about a month ahead of her, is taken for February-March loading.

The rates paid these ships so far ahead show that wheat freights are not much out of line with oil freights. Both were chartered well ahead for Portland loading, and accordingly did not receive as high rates as they would have, had exporters walted before taking them. The gross earnings of the Rickmer Rickmers for her cargo of wheat from Portland to Europe were \$25,910, and those of the Mabel Rickmers \$27,720. The voyage from New York to Japan is about the same as that from Portland to Queenstown, and the are chartered to carry 85,000 cases Dunn each. This will make their gross earnings \$24,225, or about \$3000 less than the proceeds from the wheat freights. As a vessel can nearly always pick up a cargo across the Atlantic, this difference is nearly made up in that part of the voy-age alone, as they are always compelled to make the voyage across the Pacific in sh
J. King
Smith
Wilson
n Thompson
Yost A PIONEER NAVIGATOR.

LONG-RANGE CHARTERING

NEXT CENTURY OIL SHIPS ENGAGED

AT HIGH FIGURES.

for Wheat Ships-Captain Tacks-

berry Dead.

The Standard Oil Company apparently has considerable faith in freights contin-

Mabel Rickmers, which left Portland in

The Late Captain Tackaberry Prominent Oregon Steamboatman. Captain J. D. Tackaberry, who was re-ported drowned at Cape Nome during the recent storm, was one of the best-known of the pioneer steamboatmen of the Northwest. There are still a few men who have been longer in the service, but it is doubtful if there is a man living who has navigated so many portions of the streams of the Pacific Northwest as the veteran captain who perished at Nome. Captain Tackaberry commenced steam-boating out of Portland as engineer and part owner of the steamer Eagle, on the Vancouver route, in 1861. He sold out of the Eagle two years later, and, securing a master's license, entered the employ of the People's Transportation Company, remaining with that corporation until It was absorbed by the O. S. N. Co. He was also in the employ of the latter company, most of the time on the Willamette, where he commanded at different times the steamers Orient, Occident, Bonanza, and a number of other old-time craft.

In 1876 he took the little steamer Beaver around to Victoria, and afterwards to Alaska. He spent several years on the Fraser, running between Yale and New Westminster, and also commanded steam Victoria, and afterwards to ers on the Thompson River and Upper Fraser during the construction of the Ca-nadian Pacific Railway. About 1890 he ran a small steamer on the Stickeen River, in Alaska, and he afterwards ran between Wrangel and Juneau returning to the Willamette River in the Winter and running here. Most of his time for the past 10 years has been spent in Alaska. He had a wide acquaintance all over the Northwest, and left many friends among

COMPLETING THE THYRA.

Will Be Prepared to Carry Six Hundred Head of Horses in Stalls. Joseph Supple, who is superintending the work on the transport Thyra, at the foot of East Pine street, is preparing the ship to take 600 head of horses and feed. The ship will soon be ready as far as the woodwork is concerned. In general the stalls have been built the same as those on the Lennox, except where there is improvement suggested by experience. The galvanized pipes for the full ventilation of the ship have been received, and are being placed in position. The horses will all have fresh air, and at the head of every animal there will be an opening. The circulation of fresh air will be maintained by fans, which will drive air through the ventilating pipes. The stalls are all padded, so that the horses will not be bruised when the sea is rough. Yesterday the dynamo for lighting the

ship was received and placed in position. On the main deck, sheds have been built for the storage of feed sufficient to last her till the region of typhoons is reached, and then the sheds will not be needed. provision has been made for the comfort and ease of the horses.

HAMILTON DRIVEN ASHORE.

Went on Beach on Yukon Flats-Safely Off, and Makes St. Michael. SEATTLE Wash, Sept. 19 .- The treasure steamer C. H. Hamilton, from Daw-son to St. Michael, with 150 passengers and \$1,500,000 in dust, was driven on the beach on the Yukon Flats September 6, during a severe storm. She later got safely off, and made St. Michael all right. One report that reached here today was to the effect that the steamer was recked, but the general office here of the North American Trading & Transportation Company, owning the vessel, received information that she made St. Michael safely.

July Marine Disasters. The administration of the Bureau Veritas has just published the list of maritime disasters reported during the month of July, 1900, concerning all flags, as follows: Salling vessels reported lost-Five American, 9 British, 2 Danish, 2 French, 3 German, 1 Greek, 2 Italian, 1 Japanese, 4 Norwegian, 1 Portuguese, 2 Russian, 1 Spanish, 1 Swedish; total, 34. In this number are included 4 vessels reported missing. Steamers reported lost-Nine British, 1 French, 2 Japanese, 1 Spanish, 1 Swedish; total, 14. In this number is included 1 steamer reported missing. Causes of losses: Bailing vessels-Stranding, 14; collision, 6; abandoned, 3; condemned, 7; missing, 4; total, 34. Steamers-Stranding, 7; collision, 2; condemned, 4; missing, 1; total, 14

Victim of the Hurricane. SANTIAGO DE CUBA, Sept. 19 .- A sailfrom the Portuguese bark Gertrude Rio de Janeiro, who landed from a small boat on the coast about 20 miles west of Playa del Este declares that the recent hurricane washed the sea over the ship, disabling her, and that afterward lightning struck her and set her on fire. Captain Estaban Oliera committed suicide and the crew abandoned the vessel, 10 going in a large boat in charge of the quartermaster, and two in a smaller one. The boats drifted apart. The sailor says his companion died on the high seas and was buried at Piaya del Este. Fears are entertained for the safety of the large boat.

Another Grain Cargo.

The Danish ship Jupiter cleared yesterday for Queenstown or Falmouth, for orders with 95.062 bushels of wheat valued the British electoral campaign comes from Albert Gladstone, who addressed his constituents at The Jupiter was dispatch Balfour, Guthrie & Co., and is the third vessel sent out by that firm this month. The Riversdale and the Australia are Leeds last night. He argued that the government, in order to gain a somewhat shabby party advantage, was putting the country to the trouble of dissolution at a both nearly finished and may get out this

Freight Rates Advance. MONTREAL, Sept. 19.—The different steamships running into Montreal yesterday notified shippers of an advance in tigue and exposure.

freight rates of 10 per cent, on account of the increased cost of coal and other

Forty-Two Vessels Ashore. ST. JOHNS, N. F., Sept. 19.—Forty-two fishing vessels are ashore in the Straits of Belle Isle, and as many as 30 will be totally lost. This is in addition to the disasters previously reported. wrecked crews aggregating 79 persons have been brought south by the mail steamer, and a special steamer will go for the others. Immense stocks of cod-fish have been lost with the shipping. Reports of the loss of three more lives were

Mail Steamer Wrecked. ATHENS, Sept. 19.-The Egyptian mail steamer Charkch is ashore on the reefs with a broken shaft. Some of her passengers have been drowned.

June and July, have been chartered to load case oil at New York for Japan at ASTORIA Sept. 19.-Arrived down at 5:30 P. M.-Norwegian steamship Tyr. Left up at noon-British ship Portia. Condition of the bar at 5 P. M., rough; wind, San Francisco, Sept. 19.—Arrived—Ship George Curtis, from Honolulu, Sailed-

Domestic and Foreign Ports.

Ship Ancalos, for Queenstown. New York, Sept. 18.—Arrived—Noordland, from Antwerp.
Antwerp, Sept, 19.—Arrived—Nederland, from Philadelphia. Liverpool, Sept. 19.—Sailed—Caledonia, for New York. Arrived—Teutonic, from

for New York, via Queenstown.

New York, via Queenstown.

Ventua.—Arrived Sept. 18.—Schooner

Antelope, from Coquille River.

Eureka.—Salled September 18—Steamer Del Norte, for Portland.

Seattle.—Arrived September 18—Steamer

St. Paul, from Nome. Nome.—Arrived August 3—Steamer Ta-coma, from Seattle. Salled 3th—Steamer J. S. Kimball, for Seattle. Cardiff, Sept. 13.—Arrived—Ship Stronsa,

from Tacoma.

San Francisco, Sept. 19.—Arrived—Steamers Coquille River, from Gray's Harbor: Umntilla, from Victoria; Fulton, from Portland; schooners Wm. Renton from Tacoma; Mildred, from New Whatcom; North Bend, from Willapa Harbor; barkentine Retriever, from Port Hadlock. Sailed-Schooner Gotama, for Willapa harbor; Joseph Henry, for Coquille River; steamer Walla Walla, for Victoria. New York, Sept. 19.—Arrived—Princess Irene, from Bremen. Sailed-New York, for Southampton; Germanic, for Liverpool; Kensington, for Antwerp.
Antwerp, Sept. 19.—Arrived—Nordland,
from Philadelphia.

Queenstown, Sept. 19.—Arrived—Teu-tonic, from New York, for Liverpool. Southampton, Sept. 19.—Arrived—Lahn, from New York, via Cherbourg, for Bre-men; St. Louis, from New York, via Cherbourg. Sailed-Kaiser Wilhelm der Grosse, from Bremen, via New York. Liverpool. Sept. 19.—Arived-Wassland,

from Philadelphia, Rotterdam, Sept. 19.—Arrived—Mass dam, from New York. dam, from New York.

Queenstown, Sept. 18.—Arrived—New
England, from Boston, for Liverpool.

Seattle.—Arrived September 18.—Ship. Forteviot, from Antwerp. New York, Sept. 19.—Arrived—Majestic from Liverpool and Queenstown.

PERSONAL MENTION. R. B. Sinnott, a hotel man of The

Frank Dowell, a dairyman of Oak Isl-

Dalles, is at the Perkins.

and, is at the St. Charles. County Judge Joseph Lyons, of Rose-burg, is at the Imperial. Professor C. A. Burden, of Eugene, is registered at the Imperial. O. E. Elliott, a Marshland logger, is registered at the St. Charles. W. F. Slaughter, a St. Helens lumber man, is registered at the Perkins. J. Maglady, a Wendling, Lane County, sawmill man, is at the Imperial. Samuel White, Prosecuting Attorney of Baker County, is at the Imperial. E. W. Young, a Sumpter newspaper man, is registered at the Imperial. J. T. Ronald, of Seattle, Fusion nomi-

nee for Congress, is at the Imperial. C, W. Talmage, an attorney of McMinn-ville, is registered at the St. Charles. C. C. Murton, a merchant of McMinnville, is spending a few days in the city. J. E. Mack, a sawmill man of Maygers is at the Perkins, accompanied by his wife.

J. P. McInerny, of The Dalles, Portland & Astoria Navigation Company, is at the St. Charles.

C. H. Callender, a business man Knappton, is registered at the Portland, in company with his wife. George H. Baker, chairman of the Washington State Central Committee, is registered at the Imperial, from Golden-

George H. Baker, State Senator for Klickitat and Yakima Counties, is in the city. Mr. Baker is National Republican committeeman for Washington. He has just returned from an extended journey through the state, and he is confident that it will give a Republican majority in Noember of at least 10,000.

NEW YORK, Sept. 19.-Dr. J. L. Casselman, of Seattle, registered at the Hotel Manhattan today.

A Strange Perversion. WALLA WALLA, Wash., Sept. 16.—(To

the Editor.)—A year ago, or, to be exact, on September 12, 1899, you published a communication from me in which I urged the necessity of a Constitutional amend-ment to firmly establish the gold standard and take the sliver question out of poliics. In that communication I said: Whenever, through another era of hard times, the free-silver men obtain control of the President and Congress, they will have the power, as well as the ability (disposition), to put the United States on a silver basis, to substitute silver for gold us the standard."

You editorially ridiculed that utterance, and said: "A man can cross the Willamette River at Portland dryshod," and we will "go back to wigwams and blankets same year in which the United

62 DAYS ALONE ON THE OCEAN.

Sustained by Grape-Nuts Food. Captain Blackburn, who sailed from

Gloucester, Mass., in a small boat 29 feet over all, for Gloucester, England, in June, 1899, carried with him, by order of nis doctor, a variety of different foods, also a little oil stove to prepare them. Conspicuous among these foods the doctor named Grape-Nuts. When Captain Blackburn got to sea

the weather was so stormy, and the water rough, that he was compelled to stay at the wheel the most of the time and was unable to run his stove and prepare food. He subsisted almost entirely on Grape-Nuts food, which is ready cooked and which he poured directly from the little boxes into his hand of

Although weakened by the continued drenching, fatigue and exposure, he made the voyage successfully, which his phy-sician says would have been well-nigh impossible, and probably entirely im-possible but for Grape-Nuts food. Having found Grape-Nuts food so wonder ful in its invigorating and nourishing effects, the captain, upon his return, acting on the advice of his physician, continued the use of the food, steadily gain-ing in health and strength.

Captain Blackburn and the physician, whose name is omitted as a professional courtesy (a well-known doctor Gloucester, whose name can be given upon application to the Postum Cereal Company, limited, Battle Creek, Mich.), look upon Grape-Nuts as the most perfect form of food known, and especially ap-plicable to the use of those who are subjected to long, continued exertions, faStates takes silver for its standard of

Less than a year after you made that display of prophetic wisdom, you began almost daily urging the people to vote against Bryan, because his election will mean "the United States takes silver for its standard of value."

I agree with you in your present predictions, and "drop you these few lines" to call attention to the fact that The Oregonian knows more than it did last year. P. B. JOHNSON.

Mr. Johnson says The Oregonian ridiculed his assertion that the silverites could overthrow the gold standard. The Oregonian, in fact, did no such thing. It said he was right, it urged establishment of the standard. Here is the entire article, of which he complains:

ticle, of which he complains:

Mr. Johnson's letter on the establishment of the standard is irrelevant to the question at issue. We have a gold President and a gold Congress. If we enact the gold standard into law, it can he overthrown, as Mr. Johnson says, as soon as the silverites capture both houses of Congress and the Presidency. But that's the point. Because of their chance of doing this very thing is the exact reason why the thing should be done now. It is not certain that both houses and the President will be for gold after the next election. Control of all departments of the Government by one party is a very rare thing, and on the whole not a thing to be viewed with unmitigated satisfaction. Because this remarkable combination of circumstances, fliverable to honest money, exists today, is the very reason why the establishment of the standard should not be postponed till some more convenient season, which may be a long time in coming. Now is the accepted time.

In 1900 the silverites may capture the Presidency; or they may capture the Senate; or they may capture any two of these three prizes. But they will not capture all three; and that is why a gold-standard law should be passed now. They can't destroy it. Whereas, if we wait till 1909, one of the three factors in the combination may be lost.

"Whenever, through another era of hard times, the free-silver men obtain control of the President and Congress," says Mr. Johnson, "they will have the power, as well as the ability, to put the United States on a silver basis, to substitute silver for gold as the standard of value." True enough. When snow and rain cease to fall on the Cascade Mountains, a man can cross the Willametts River at Portland dryshod. When farmers take to cutting grain with sickles and threshing it out with finis, you can but all the harvesters and threshers vo Mr. Johnson's letter on the establish-

River at Portland dryshod. When farmers take to cutting grain with sickles and threshing it out with finits, you can buy all the harvesters and threshers you want for six bits apiece. When we go back to wigwams and blankets, several thousand excellent modistes will find their occupation gone. All these catastrophies will come upon us the same year in which the United States takes silver for its standard of value. It is just about as courageous and sensible to hesitate to declare for the gold standard now as it would be to shrink from assertion that the earth is round, in fear of encountering opposition in Arkansas.

DAILY CITY STATISTICS.

Real Estate Transfers. Martha Rorabaugh and husband to Isaac and Weltha T. Viggers, lot 3, block 4, Park View, September 19...1 Isaac and Weltha T. Viggers, lot 3, block 4 Park View, September 19... 460 R. M. Dooly, trustee, to A. J. Hamilton, lot 19, block 1, Woodlawn, September 13... 460 Isaac and 19 John F. Hawkes et ux. to Rose A. Hawkes, lots 3 and 4, block 147, East Portland; block 29, Sullivan's Addition, September 1.

Aurora W. Bowman and husband to Henry Holtgreye, lots 18 to 25 todition, September 1.

Aurora W. Bowman and husband to Henry Holtgreive, lots 18 to 25, inclusive, block 19; also lots 7 and 8, block 9, Boise's Addition, June 8... 2

H. P. Ford and wife to A. W. Lambert, lot 5, block 2, Slee's Addition, April 18, 1856.

John Salzer and wife to George W. Lynde, E. 60 feet of lot 1, block 11, McMillen's Addition, August 2... 2

Emma E. Iverson and 8, Iverson, to Carl W. Hamilton, lot 8, block 56, Sellwood, September 18...

Marriage Licenses William O. Van Schuyver, aged 23, and Helen J. Shortell, aged 23; Olof Granberg, 29, Betty M. Svenson, 25; Wesley L. Wakely, 29, Mary E. Henderson, 18; James Helm, 64, Jackson County, Dora Buoy, 55; W. N. Meyer, 22, Constance Ralph, 18; Fred R. Charman, 43, Mrs. Mahala Alli-

son, 39. Births. September 15-Boy, to the wife of Clyde H. McCoy, 247% Fifth street. September 14-Girl, to the wife of John O. Thomas 434 East Seventh street. Canasio, 185 Clay street.

Beaths.
September 18-Flora N. Weckens, 36 ears, Surgical Sanitarium, intestinal paralysis. September 18-Minnie M. Tenestrome, 3

nthe, scow at Front and Twentieth streets, entero calitis. September 14-H. R. Dickel, 43 years, Fourteenth and Marshall streets, murdered. September 16-Albert Anderson, 30 years, 48 Taylor street, heart disease. .

Contagious Diseases. Robert Pomeroy, 810 Thurman street, scarlet fever.

Oregon Land Decisions.

WASHINGTON, Sept. 15.-The Secretary of the Interior has reversed the Land Office decision, and rejects the homestead entry of Oren Glipatrick of a quarter section in the Roseburg land dis-trict, Or., which is claimed by the Oregon & California Railroad Company under its grant of 1866. The Secretary affirms the action of the

Land Office cancelling the homestend en-try of Robert R. Alexander, of a quarter section tract in the Roseburg land district, for conflict with the

DAILY METEOROLOGICAL REPORT. PORTLAND, Sept. 10.—8 P. M.—Maximum temperature, 58; minimum temperature, 47; river reading at 11 A. M., 2.3 feet; change in the past 24 hours, 0.0; total precipitation, 5 P. M. to 5 P. M., 0.42 inch; total precipita-tion since Sept. 1, 1900, 1.57 inches; normal precipitation since Sept. 1, 1900, 0.88 inch; ex

cess, 0.69 inch; total sunshine Sept. 18, 5:48; possible sunshine Sept. 18, 12:34. WEATHER CONDITIONS. The pressure has decreased very rapidly dur ing the last 12 hours over the Pacific No west, and this evening a storm of moderate energy is central over the British possessions north of Washington. Light to moderately heavy rains have occurred in Northwester Oregon. Western Washington and along the coast, but elsewhere fair weather has prevailed. There has been a slight fall in tem erature west of the Cascade Mountains, but east of this range the changes have been small and unimportant. The indications are for showers in this district Thursday, with cooler weather east of the Cascades.

WEATHER FORECASTS. Porscasts made at Portland for the 28 hours nding at midnight Thursday, Sept. 20: Oregon - Showers; cooler in east portion; therly winds. Washington-Showers; cooler in east portion

sutherly winds. Idaho-Showers; cooler; southerly winds. Portland and vicinity - Showers; souther winds. A. B. WOLLABER,

NEW TODAY.

AIR-TIGHT STOVES. The largest, as well as best, line of air-tight stoves, 18-in., Russian steel lined, air-tight, \$3. I. GEVURTZ The Homefurnisher, 178-175 First st., N. W. corner Yamhill.

\$100 REWARD Is offered for the apprehension and conviction of the murderer or murderers of H. R. Dickel. Minerva Lodge, No. 19, L. O. O. F. By order of Emil Frey, N. G.

ADMINISTRATOR'S SALE -0F-Choice Real Estate at Auction

Lot 1, with dwelling, and lots 2, 3 and 4, in block 119, on Front st., between Montgomery and Harrison sts., known as the Wailing property, will be sold at the Courthouse on Saturday next, Sept 22, 1900, at 10 A M. J. C. MORELAND, Administrator.

5. L. N. GILMAN, Auctiones.