TO RESUME SERVICE

O. R. & N. Steamers Will Soon Go on 'Frisco Route.

PREPARATIONS FOR STARTING

Nonunion Engineers Brought In t Take Places of Strikers-Longshoremen Will Work the Cargoes.

Preparations are being made to put the R. & N. Co.'s steamers Geo. W. Elder and Columbia in service in the near future. Just when they will resume trips between Portland and San Francisco is not known, but it is believed along the water front that they will be running in a few days. Officials of the company make no announcement of their intention, but do not deny the rumors that have been current to the effect that she boats will

again go on their old run.

Since the strike of the marine engineers six weeks ago the steamers have been tied up at Alaska dock and have under gone a general overtailing. New smoke-stacks have been put in and a number of minor repairs made, and a great deal of painting done. Both were coaled up after discharging their last inward cargoes, so nothing remained but to get engineers to take the strikers' places. These have been secured, and everything will soon be in readiness to send the steamers out on regular schedules. Four of the new en-gineers are from New York, and two are from San Francisco. All, of course, are nonunion men. At the headquarters of the striking engineers in this city it is admitted that outside men have been im ported, but the union men declare the newcomers will not give satisfaction any more, they say, than the nonunion men were put on the river boats, "They the strike on the river is broken," said a union engineer last night, "but look at the service. While it is true that many of the boats are running, yet there are plenty of them in the boneyard, and a lot more ready to go there." It will be the same way, the engineers say, with the

Ocean-going steamers.

The longshoremen will not object to the resumption of husiness with nonunion men on the ocean line. A committee of the Longshoremen's Union recently had a conference with President Mohler, of the O. R. & N., and promised that they would be on hand at the docks when the steamers were again put into service. This re fusal of the longshoremen to take sym pathetic action in favor of the engineers inion has done much to enable the O. R & N. Co. to get into the ocean-carrying business again. The longshoremen have herctofore expressed sympathy with the engineers in their strike, but as they are not affiliated with the latter, they do not see that they can consistently be expect-

Testerday the stewards of the company's steamers were out laying in the necessary supplies for a voyage down the coast, which leads to the belief that the Columbla and the Elder will very shortly resume their sailings.

ENCOUNTERED SEVERE GALE. Steamer Tacoma Was Roughly Han

filed When Nine Days Out. VICTORIA, B. C., Nov. II.-Steame Empress of China, which arrived tonight from the Orient, brought advices of the terrible voyage of the liners Tacoma and Indrapura, the former from Victoria and the latter from Portland. The Tacoma spent 23 days in reaching Yokohama, nine days longer than usual and the Indrawas 24 days from Astoria to Yokohama in consequence of the storms

The Tacoma encountered a gale Octo-ber 14, nine days out, with tremendous seas, which swept inboard on the port side, unshipping and smishing the two after life boats, the wreckage of which was thrown overboard. The saloon sky- Elangan light was washed away, and the saloon boats fr oded. The steamer was in great danger and her officers feared she would be lost. The steam steering gear broke down and it required six men at the wheel aft. The telegraph was also disabled the captain and officer of the bridge signalling the wheelhouse with the whistle. Early in the morning another sea swept over the port quarter, carrying away the port quarterboat which was driven through the captain's room. The davits were snapped like pipestems, the taffrail broken and the whole deckhouse wrecked. The wheelhouse was stove in and flooded. and officers and sallors lifted from their feet and jammed against the roof. The captain's room lay in a mass of debris, the bulkhead between the room and so-cial hall was carried away, saloon doors cial hall was carried away, and carried overboard, in fact the whole port side was stove in and wrecked. The steamer looked like a junk shop. She rode the storm well, however, her en-gines worked well and the crew behaved roically; but two suffered injuries, both of a minor nature.

Indrapura was 24 days from Astoria, being damaged by the same storm. During one of the blows, the seas washed away a deckhouse and otherwise wrecked her upperworks.

PLEET OF SHIPS ARRIVES. Three Square-Riggers and Several

Other Vessels Reach Astoria. Yesterday was the liveliest day the lower harbor has seen this Fall, with a steady stream of inward-bound steamers, schoopers and square-riggers. Three of the arrivals will soon be added to the grain fleet in this port. The first of the big ships to come in was the Wandsbek, a German bark of 226 tons, in command of Captain Podsden. The Wandsbek has been beating about off the river since last Priday, when she took a pilot aboard. She is from Santa Rosalia, and made the passage up in 3s days. The Wandsbek is well known here as the old Ancyra. She had trouble making the river on her last trip, and was two or three days in a hi piace off Tillamook Rock, but final-got in safely. Bhe was in this port tes years ago, and cleared on January 6, 1900, with 80,142 centals of wheat, worth \$72,600. The cargo was shipped by the Portland Flouring Mills, and the ship's rate was 60s. This time outward she will carn Me, and but for being chartered in advance would not have got that much. The Northwestern Warehouse Company

The French bark Cornielle Bart and The French nark Cornicie Bart and British anip Fulwood crossed in early in the afternoon. The Cornicile Bart registers 1721 tons, and is commanded by Captain Carvian. She sailed from St. Nazaire July 11, and made a good passage of 122 days. The Fulwood is of 1949 tons, and is charge of Cartain Local St. of IN days. The Fulwood is of 1980 tons, and is in charge of Captain Jones. She is from Callao, and is seeking a charter.

Among the schooners arriving was the Moseity, from Ean Francisco for Knappton, and the Mindoro from Ean Pedro for this city. The Novelty made a fine run up, covering the 60 miles in four days. The Mindoro will receive a lumber cargo from the Pacific Export Lumber Company.

SEXATOR IN FROM NOME.

Alaskan Stenmers Preparing for Homeward Trip

TOWNSEND, Nov. II. - The s is were sighted on the run to the Sound om Dutch Harbor. The revenue cutr Bear and the steamer Corwin were
Teller, October II, and the steamer
ome City at Nome. The Nome City inPress Press.

tended to sail for Seattle November 3. The steamers Homer, Patterson, Dora and Discoverer were at Dutch Harbor. The Senator brought 183 passengers. The steamer Oregon left Dutch Harbor 15 hours prior to the departure of the Senator, but was not eighted. Captain Patterson reports very heavy gales on the passage and very heavy seas. The steampassage and very heavy seas. The steam-er Dawson City left Nome several days ahead of the Senator, but had not ar-rived at Dutch Harbor when the Senator

departed.

The steamer Oregon also arrived early in the afternoon after a rough trip.

The Corwin was on the beach at Port Clarence, having her rudder repaired. She expected to be the last vessel to leave Nome, save the cutter Bear, whose comnander, Captain Francia Tuttle, an-ounced that he would not quit Behring Sea until the last merchantman had de parted. A report was in circulation at Nome that the Corwin had been hemmed in by the ice in the Arctic, but this rumor was given emphatic denial by her Nome agents, one of whom returned on the

Charles D. Lane returned on the Oregon, accompanied by Mrs. Lane and their Louis Lane, Nome manager of the Goose Mining Company. The latter has not been out of Alaska since 1898, when he joined the rush to Kotzebue Sound Mr. Lane, Sr., says Nome is all he ever expected, that for the right kind of people it cannot be beaten.

Astoria Marine Notes.

ASTORIA, Nov. 11.—(Special.)—Captain
Jones, of the British ship Fulwood, which
arrived in today from Callao, reports
that on his passage to that port with a cargo of lumber he experienced very se-vere weather, and found it necessary to jettison his deck load. In a storm the vessel became very cranky, and to save her the decklosd was loosened and per-mitted to float away.

The German bark Magdalene dragged her anchor during a squall early this morning and went on the middle sands. where she still remains. An effort will be made to get her off at high water tomor-row morning. She was anchored in the channel opposite the city in a place that has well-known bad holding, and many vessels have dragged their anchors there in recent years.

News of the Northern Fleet.

PORT TOWNSEND, Nov. II.-The teamer Senator arrived at noon today from Nome via Dutch Harbor. No vessels were sighted on the run to the Sound from Dutch Harbor. The revenue cutter Bear and the steamer Corwin were at Teller, October 31, and the steamer Nome City at Nome. The Nome City intended to sail for Seattle November 3. The steamers Homer, Patterson, Dora and Discoverer were at Dutch Harbor. The Senator brought 182 passengers. The steamer Oregon left Dutch Harbor 15 hours prior to the departure of the Senator, but was not sighted. Captain Patterson reports very heavy gales on the passage and very heavy seas. The steamer Dawson City left Nome several days ahead of the Sen ator, but had not arrived at Dutch Har-bor when the Senator departed.

Rosalie Collides With Freighter.

VICTORIA, B. C., Nov. II.—The steamer Rosalle collided with the steam freighter Fingal, in Victoria harbor tonight, the passenger steamer striking the freighter with her stem on the port bow, cutting a hole and straining her timbers so that water poured in, and before the steamer reached a wharf the firemen and engineers were up to their knees in water. It was soon seen that the Fingal was foundering, and she was run on a beach near by, where she lies with her cargo under water. The Rosalle was not dam-aged, and continued her voyage to Seat-

Ship Arrives With Cement.

The Riversdale arrived up at 1 o'clock yesterday afternoon and dropped anchor in the stream. Today she will move to Greenwich dock No. 1. The ship has a full considered to Circle 8. cargo of cement consigned to Givin & Eyre. Captain McCully reports a satisfac-tory passage from Hamburg with no espe-cial incident beyond speaking the Clydesdale, as heretofore reported.

Bonts From Elangamite.

WELLINGTON, N. Z., Nov. 11.—The steamer Zealandia has picked up one boat and two rafts from the British steamer Elangamite, carrying 70 persons. Three boats from the Elangamite are still miss

Clydesdale Safe in Port. SAN FRANCISCO, Nov. 11.-The British ship Clydesdale, 125 days from Newcastle Australia, arrived tonight. Eighty per cent reinsurance was paid on the Clydes-

Marine Notes.

The Thompson will leave down at daylight with the lumber schooners Roy Som ers and Watson.

The Pass of Brander shifted from Green-wich dock to the O. R. & N. dock at Albina, and the Ingeborg from Oceanic dock The Ancents will finish loading flour at

the mill tonight, the John Cooke will complete her wheat cargo at Oceanic tomorrow, and the Crown of Denmark will finish at Montgomery No. 2 Friday.

Domestic and Foreign Ports.

ASTORIA, Nov. 11.-Left up at 7 A. M. British ship Allerton. Arrived at 9 A. M. and left up at 1:30 P. M.—Steamer Lakme, from San Francisco. Sajled at 0:30 A. M.—Steamer Alliance, for San Francisco. Arrived at 12 M. -German bark Wandsbek, from Santa Rosalia and schooner Olga, from Redondo. Arrived at 1 P. M.-French bark Cornielle Bart, from St. Nazatre, and British ship Fulwood, from Val-parkino. Arrived at 5 P. M.—Schooner Min-dors, from San Pedro; schooner Novelty, from San Francisco for Knappton. Outside at 5 P. M.-Barkentine Hawaii, from Makawell. Condition of the bar at 4 P. M., moderate;

British ship Allerton. British ship Allerton.

San Francisco, Nov. 11.—Arrived off the beads and ordered to Portland—French bark Marie, from Cape Town.

Fernando, Noronha, Nov. 11.—Passed—Nu-

mantia, from Tacoma, San Francisco, etc., for Hamburg.

Tacoma for Cape Town.

Sydney, N. S. W. Nor. 11.—Arfived previously—Moana, from Vancouver, via Honolulu.

Montevideo, Nov. 7.—Sailed—Hafah, from
San Francisco for St. Vincent, C. V.

Antwerp, Nov. 11.—Arrived—Finland, from New York. Boulogne, Nov. 11.-Arrived-Rotterdam, from new York for Rotterdam, and salled.

Hoquiam, Wash, Nov. 10.—Steamer G. C. Lindauer, from San Francisco for Aberdeen; steamer Grace Dollar, from San Francisco for New York, Nov. 11 - Arrived-Friesland.

from Antwerp; Kromprinz Bremen; Bootla, from Genon. Bremen; Scotla, from Geron.

Bremen, Nov. II.— Arrived— Wilhelm Gav
Grosse, from New York.
San Francisco, Nov. II.—Arrived—Steamer
John S. Kimbali, from Seattle; steamer Montara, from Seattle. Salled—Schooner Advance.

for Cogullie River; etcamer Mackinaw, for Ta-

Hamburg, Nov. 11.—Arrived—Notice, from New York, via Plymouth and Cherbourg. Queenstown, Nov. 11.—Arrived—Saxonia, from Boston for Liverpool and proceeded. Coronel. Nov. 10.—Arrived—Steamer Rintuck, from Seattle, Tapona and Victoria for Liverpool.

Seattle, Nov. 11.—Arrived—Steamer Oregon.

from Nome; steamer Senator, from Nome Sailed, Nov. 10-Bark Diamond Head, for Hon-sislu; schooner Maid of Orleans, for Juneau schooner F. S. Hedfield, for Port Blakeley.

"NOGAMBLING"SAYSJURY

VERDICT OF NOT GUILTY RE-TURNED IN FIVE MINUTES.

Men Caught in Erickson's Cafe at a "Twenty-One" Table Are Acquitted of Charge.

The jury inquiring into the charge of gambling against six men arrested in Ericksou's Cafe. Second and Burnside streets, just took five minutes to consider the proposition yesterday in the Municipa Court, and octurned a verdict of not guilty. The evidence was that the six men were caught seated at a "II" table, with stacks of cards in front of them and a 50-cent piece on each stack, and also \$24 in silver in the cash box. The defendants were: Peter St. Mary, Samuel Grant, Samuel Dunstan, J. H. Roy, H. Bush and Gue Dunstan, J. H. Roy, H. Bush and Gus Matson. Over one hour was consumed in getting jurymen, as the defense and prosecution each excused three men for one reason or another. W. B. Ludlam, when asked if he was in favor of enforcing the laws against gambling just the same as he believed in enforcing any other law, re plied! "I am not in favor of a closed town because I do not believe it would be good business policy. I would be inclined to give the defendant the best of it, for the reason I have given." He was excused. Ultimately this jury of four was accepted and sworn: I. Lowengart, T. Hendricksen, Fred Jennings and W. B. Kraner. Henry E. McGinn represented the defendants and Deputy City Attorney Fitzgerald pros-

ecuted.

The complaint set forth that the defendants "did engage in and play in and at and bet at and upon a game, the name and description of which is unknown to the complaint, said game being then and there played with credits and other devices, for money, checks and other devices, for money, checks and other representatives of value." This was sworn to by Peliceman Balley. Addressing the jury, Mr. Fitzgerald said. "You and I cannot afford to violate our oaths, to allow some people in this city to gamble. We will show you that the 'suckers' are being scared away frm gambling-houses, and that the gamblers are driven to playing

among themselves." "There is a public sentiment against this "There is a public sentiment against this sort of prosecution," insisted Mr. McGinp. "There have been about 20 gambling cases recently before this court, and there has not been one conviction yet."
"We have convicted Chinamen," inter-

rupted Mr. Fitzgerald. "So I have been told," rejoined the op

posing lawyer.
Policeman Balley testified: "Sergeant Church opened the downstairs door for us at Erickson's, and when we went upstairs we saw the defendants seated at a '21' table playing a game. Each player had a stack of cards in front of him with 50 cents either on top of the stack or under it. Samuel Grant was the dealer, and he jumped up from the dealer's chair, and 'We are only playing freeze-out. The money drawer was near Grant, with money in it. Peter St. Mary jumped up and stated: 'I wasn't playing.' All the defendants are gamblers, and some of them are 'bosters'—that is, people who encourage others to play. I did not see any money change hands. All the doors were locked except the one where Sergeant Church admitted us." 'How did the gamblers secure admit-

tance?" was asked. "I don't know," replied Balley.
"You do not suppose that Church allowed any other persons in except Gibson and yourself, on the night in question?" speculated Municipal Judge Hogue.

Policeman Gibson corroborated his brother officer's evidence. Mr. Fitzger-ald took a deck of cards, and showed the jury now the game known as played, and in his speech he remarked that if the people of Portland do not wish the ordinance against gambling enforced that they ought to ask the City Council to have the ordinance repealed. He called on the jury to do its duty by finding the defend-

ants guilty of gambling.

"This case is trifling; let us quit it, said Mr. McGinn. "The policemen did no said Mr. McGinn. "The policemen did not see any money change hands. The defendants are innocent."

PACIFIC COAST SHIPPING. Healthful Development During the Fiscal Year.

OREGONIAN NEWS BUREAU, Washington. Nov. 7 .- According to the annua report of the Commissioner of Naviga-tion, there has been very healthful development of American shipping on the Paopinent of American simpling on the Lac-cific Coast during the last fiscal year. The report shows that while the gross tonnage of American ships in the whole United States increased from 5,524,218 to 5,797,902 for the year, the gross tonnage of American ships on the Pacific Coast showed an increase from 676,682 to 741,825 for the same period, a greater proportionate development than was experienced in

the country at large. Unfortunately, the Commissioner's port does not give even approximate data concerning the shipping carried from the various ports in American bottoms. It merely gives data by districts, based on the ships that are documented in their re-spective limits. While there are few ships documented in Oregon, there are yet many engaged in the carrying trade of Portland engaged in the carrying traue of rottains and other ports which are documented elsewhere. So far as the Commissioner's figures go, they make a poor showing for the Oregon ports, especially compared with those of Puget Sound.

At the close of the fiscal year just ended there were 180 versels of all closues documents.

there were 193 vessels of all classes docu-mented in Oregon, representing a gross tonnage of 43,784. At the close of the precedling year there were 200 vessels, of 44,-750 tons. Included in these figures are 3 registered vessels engaged in foreign trade and representing a tonnage of 2009, as against 6 such vessels last year with a tonnage of 2220. The enrolled vessels engaged in coastwise trade now number 135, with 40,796 recorded tonnage, as against 133 last year, representing 40,692 tons. This year there are 55 smaller vessels of less than 20 tons, whose aggregate tonnage is

senting \$37 tons. There is no comparison between the documented tonnage of Washington and Oregon. The former state now has 106 listed vessels of 229,734 tons, as compared with 1066 vessels last year of 266,769 tons. Of this number 255 are engaged in foreign trade, an increase of 5 for the year, while their tonnage has increased from 145,601 to 172,862. Likewise the number of coabtwise vessels has increased from 812 to 377, and their tonnage shows an advance from 12,-

but 879, as against 61 a year ago, repre-

186 to 61.376.

Even Alaska has 270 documented vessels, with a recorded gross tonnage of 28,676, as against 62 vessels a year ago, with a tonnage of 29,250. Of this number 63 are now engaged in foreign trade, with a tonnage of 31,925, as against 62 last year, having a tonnage of 29,250.

The Commissioner's report shows no steam vessels documented in Oregon and engaged in foreign trade, although there are 108 coastwise vessels of this type, of 34,304 tons. Last year Oregon reported 2 steam vessels in foreign trade, having a tonnage of 550, with 104 additional steam vessels in coastwise trade, with a tonnage of 22.846. In that year Alaska had M steam vesseis in foreign trade, where she now has 38, and the tonnage in this class has increased from 19,500 to 21,448. Throughout the past two years Oregon has had 5 iron and steel vessels, all documented in the coastwise class, with a gross tonnage of 7378, and all steam-pro-

Washington now has I7 iron and steel washington how has 2 from and strell vessels, of 44,822 tons, of which 24 are in the foreign trade, and represent a tonnage of 42,607. Alaska has 13 such vessels, of 2502 tons, 9 in the fereign trade.

One of the interesting features of the re-

port, aside from local statistics, is the ref-erence to square-rigged vessels now in the carrying trade. "The square-rigged fleet will almost have ceased to exist 20 years hence," says the Commissioner. He shows by tables that since 1833, when there were 677 such vessels flying the American flag, there has been a decrease American has, there has been a decrease to 371 in 1901. The German and British fleets show a corresponding reduction. The decline in tonnage of this class of vessels has been much less than the decline in the number of vessels. Those which are disappearing in considerable numbers are the older and smaller wooden and less vessels. and iron vessels, which are being replaced by yessels of steel, and usually 200 gross topnage or more. A considerable portion of the iron and steel square-rigged vessels are engaged in carrying grain to Europe from Pacific Coast ports, and in other trade, from which they will necessarily be displaced by steamers when the isth mian canal is completed. economies possible from the increasing use of oil as fuel on steamers will put the large sail vessel at a further disadvan-

CALLED TO BERKELEY.

Dr. Loeb, of Chiengo, Made Professor of Physiology.

SAN FRANCISCO, Nov. 11 .- At a meet ing of the Board of Regents of the University of California today, Dr. Jacques Loeb, of Chicago, was chosen to fill the newly created chair of physiology. Dr. Martin Fischer, of Rush Medical College. Chicago, was appointed an instructor in physiology, and Charles Gardner Rogers, of the University of Chicago, an assistant in physiology.

Dr. Loeb Accepts Position.

CHICAGO Nov. 11 .- The Tribune tomorrow will say that Professor Jacques S. Loeb has decided to leave the University of Chicago and go to the University of California, and that he was today ap-pointed professor of physiology of the Western university, his work there to be-

gin January 1.
The lack of a good physiological labora tory at Berkeley, which made Professor Loeb hesitate about going, has been sup-plied. Rudolph Spreckels has given \$25,-600 for a laboratory and aquarlum for Professor Loeb, and his salary is to be supplied by another friend of the California University, whose name is with held. Two assistants will go with Dr. Loeb. One is Dr. Martin Fischer, a graduate of Rush Medical College, now associate in physiology in the University of Chicago. The other is Dr. Charles Gardner Rogers, assistant in physiology.

NORTHWEST DEAD.

James McFadden. SEATTLE, Nov. 11.—James McFadden led today at Providence Hospital. His death was due to exposure and improper care while he was a member of a party of engineers surveying a route for the posed Alaska Central Railway across interior of Alaska. Pneumonia was contracted, and he was brought to Seattle on the Santa Ana, arriving Saturday of last week. He did not regain consciousness after reaching this city. Mr. Mc-Fadden was a son of Hon. Obadiah B. McFadden, of Olympia, one of the first Chief Justices of the territory, and for two years a territorial Delegate to Con-gress. The father's death occurred in 1875.

James Wright, of Baker City.

BAKER CITY, Nov. 11 .- James Wright formerly of Salem, but for the past five years a resident of this city, where he has run a rooming-house, died suddenly at his home this evening about 6 o'clock. Deceised had been feeling poorly for the last week, but today he was improving. He was born in England, 64 years ago, and came to the United States in 1850. He was known in Salem, where he and his family lived for many years before removing to this city. He was a membe of the Odd Fellows' order. His wife and one son survive him. He was the pro-prietor of the Pleasanton Hotel.

Well-Known Oregon Miner.

BAKER CITY, Nov. II.-Charles Fos trum, an old-time miner, known in all the principal mining camps in Oregon and California for the past 50 years, was found dead in his room at the residence of S. A. Heliner, this morning. The deceased was 82 years of age. The Coroner's jury returned a verdict of death from heart

Capital City Notes.

Superintendent of Public Instruction J. H. Ackerman will go to Dallas tomor row to attend the annual Polk County Teachers' Institute. The State Land Board today approved

38 applications for loans, aggregating \$49,-600. Four applications were rejected.

The receipts of the office of the Fish Warden for October were paid into the State Treasury today. They aggregate

Invite Independence Pastor.

INDEPENDENCE, Or., Nov. II.-(Special.)-Rev. E. J. Thompson, of this city. has received an invitation to preach the dedicatory service of the new edifice of the Presbyterians, at Aberdeen, Wash., Sunday, November 16.

Walla Walla Grand Jury.

WALLA WALLA, Nov. 11 .- The grand ury session of the United States District Court convenes this afternoon. Eighteen "whisky-to-Indian" prisoners have arrived from Yakima County and will be

DECLINE IN CRIMPING. Only Complaints Now Come From Pacific Coast Ports.

OREGONIAN NEWS BUREAU, Washington, Nov. 7.— The returns of Shipping Commissioners and testimony from other sources point to a steady decline in the so-called crimping system as applied to American vessels within the past few years," says the Commissioner of Navigation in his annual report to the Secretary of the Treasury, "The only serious complaint of the continued activity of the crimps have here there. sources point to a steady decline in the of the crimps have been those forwarded through the usual official channels from the owners of British, French and Ger-man vessels. They have related almost wholly to conditions existing in a few Pacific Coast ports, particularly Portland. Measures have been taken which it is hoped will put an end to violations of the law in the case of crews of foreign vessels clearing from that port.

"The matter of crimping concerns almost directly municipal authorities," con-tinues the report, "and local sentimenfor the commerce of the port is the great-est sufferer. American vessels do not make Portland the base of operations. The Federal Government probably has no power to regulate sailor hoarding-houses, and their proper regulation by municipal authorities is of importance to our increasing foreign trade. Extortion or fraudulent prices by the proprietors of sailor boarding-houses from the properties. sailor boarding-houses, from the nature of the case, are usually passably difficult to detect and punish, and injure the commerce of the port which tolerates them.
"None of our seaboard states appears to have laws for the regulation of satior boarding-houses, and outside of sanitary inspection no scaport except New York has any municipal ordinances on the sub ject. In New York regulations forbid keepers of boarding-houses to ship seamen for a vessel. The British regulations on the subject forbid the boarding-house keeper to sell ciothes or liquor to sen-

Hamilton Refused Pardon. ST. PAUL, Nov. 11 .- The State Pardon Board late today denied the application for a pardon made by Frank Hamilton, the young newspaper man convicted of the murder of Leonard Day at the West Hotel, Minneapolis, about two years ago. He

FUND FOR ENTERTAINMENT

PLENTY IS ASSURED FOR IRRIGA-TION CONVENTION.

Visiting Delegates Will Be Welcome at Theaters and on Street-Cars-Other Gatherings.

The programme of the Irrigation cor vention will be complete today. The com-mittee of business men, which will defray all the expenses of the convention and the cost of entertaining visitors, will meet this morning at 246 Washington street at 10.20 o'clock to not the cost of the 10:30 o'clock to perfect its arrangements. The committee met yesterday afternoon to receive reports from the subcommittees on subscription. The total sum then raised was about \$1100. Part of Front street and all of First remains to be canvassed this morning. The additional sum needed is about \$350. This can be secured readily. Members of the committee pres-ent at yesterday afternoon's peeting were Chairman H. D. Ramsdell, Secretary L. Rosenblatt, Phil Metschan, F. E. Beach, Moore, L. L. Hawkins, Julius Meier

and eGneral O. Summers.
"We have \$190." remarked Chairman
Ramsdell. "How much more do we need?"
"About \$350." was the response of the "Very good. Now let's get out and raise

The largest donations to the fund, made thus far, are:

thus far, are:
First National Bank \$50 00
Ladd & Tilion 50 00
City & Suburban Railway Company 50 00
Portland Railway Company 30 00
Henry Weinhard 30 00
Merchants' National Bank 50 00
Security Savings & Trust Company 50 00
Ben Scilling 50 00
Ben Scilling 50 00
A B Steinbach & Co 15 00
Imperial Hotel 10 00
Imperial Hotel 10 00
Perkins Hotel 10 00
Perkins Hotel 50 00
St. Charles Hotel 50 00
St. Charles Hotel 50 00
Watson's Restaurant 10 00
Esberg-Gunst Cigar Company 10 00
Cregou News Company 50 00
Steiller Cigar Factory 50
Schiller Cigar Factory 50
The Irrigation convention will be held

The irrigation convention will be held on Tuesday and Wednesday, November 18 and 19. The Oregon Bar Association will hold its annual convention at the same time. On Thursday the Oregon Livestock Association will meet. Tuesday night a omenade concert will be given in A. O. W. Hall. On Wednesday and Thursday nights, Cordray's and Baker's theaters will admit visitors free, tickets of admission may be obtained from the sec-retary of the Irrigation Association, J. M. by showing return trip railroad. Visitors will enjoy free streetcar rides on observation cars, if weather

shall be agreeable.

People who come to the convention from places outside Portland are advised to engage lodgings in advance. The hotels will not be able to accommodate all visitors. Quarters in private dwellings may be engaged through Secretary Moore, at the Board of Trade headquarters in the Chamber of Commerce building. Yesterday the Chamber of Commerce appointed the following delegates to the

onvention: C. J. Owen, H. W. Mitchell, J. O. Humphrey, R. L. Darrow, O. M. Scott, E. E. Lytle, Ed Ehrman and Henry Hahn. The Mayor of Eugene, G. R. Chrisman. has appointed the following delegates

from his city:
A. C. Woodcock, J. M. Williams, Will G. Gilstrap and Ira Campbell.

PRINCE IN COLORADO. Spends Day Pretty Much to Himself -Visits Mayor.

COLORADO SPRINGS, Colo., Nov. 11 .-The Crown Prince of Siam spent the day pretty well to himself. Leaving his train shortly before noon, he drove to the office of Mayor H. R. Robinson, to return the call of the chief magistrate of the city, the call being a formal one. A visit was also paid to the High School, where the pupils sang several choruses, and the school cadets passed in review before the Crown Prince. A drive through Cheyenne Canyon and luncheon at the Cheyenne Country Club completed the day's programme. Tomorrow morning the party commences the Western tour.

Democrats Will Fight Back. DENVER, Nov. 11.—At a meeting of Democratic State Senators and Senators-

AN UNPLEASANT EXPERIENCE.

Has it ever been your unhappy lot to

be told by your physician that you must go to a hospital and submit to an operation? If so, you remember with what dread and shrinking you awaited the day when you must endure the knife. The present-day surgeon appears to be pos-sessed by a mania for operating, ce-pecially in cases of hemorrholds or piles, and while the greater number of the pro-fession do not recommend this "last re-sort" unless they honestly believe it necessary, the fact remains that much needless operating is done, and the patient put to much expense and suffering for what? To obtain a possible temporary relief; these words are used advisedly, because in nine cases out of 10 the affliction returns and the patient is just where he started from. Oftentimes he could be sured much more simply and easily by the use of such a remedy as the Pyramid Pile Cure: this has come to be recognized as the best remedy on the market for the painful disease named, and the druggists now sell more of it than all other pile remedies combined. The writer personally knows people who were afflicted with the worst form of bleeding and protruding plies and who were permanently cured by the use of Pyramid Pile Cure. In everone of these cases the attending physician had assured the sufferer that only by an operation could be rid himself of the disease; so much for the infallibility of the doctors. This remedy, which is sold by all druggists at the low price of 50 cents, is in suppository form, is applied directly to the parts affected, and performs its work quietly and painlessly. The Pyra-mid Drug Company, Marshall, Mich., will mail free to any address a book telling all about piles or hemorrhoids, their cause

A suggestion is offered that if the reader is afflicted, or knows anyone who is, this book be sent for, as it will be found in-



YOUR GROCER SELLS IT

resolutions were adopted to the efnot be upheld, any revolutionary tactics by the Republican majority in the lower house of the Legislature should be responded to by similar action on the part of the Democratic Senate. The threat to oust the 14 Democratic Representatives from this (Arapahoe) county on account of

And Overwork Caused Nervous STATEHOOD FOR OKLAHOMA Prostration-Com-

alleged election frauds, actuated tonight's

Senate Committee on Territories Fa-

vorable for Admission.

GUTHRIE, Okla., Nov. 11 .- Congress

man Dennis Flynn was notified tonight

that his fight for statehood for Oklahoma has been won, and that the Senate com-mittee on territories will report favorable

action for the immediate admission of this

territory. Mr. Flynn is clated over the

announcement and says there is now no

doubt of statehood. He says that judging from his services, the Senate committee, now visiting the territories which seek

admission as states, will not come to Oklahoma, having already decided upon favorable action for this territory. Act-ing on this advice, he leaves tomorrow for Washington, quite positive that Okla-

homa will become a state early this Win

children represent perfect

SEND A POSTAL FOR A FREE SAMPLE OF MELLIN'S FOOD.

Mellin's Food Co., Boston, Mass.

HAND

FOR TOILET AND BATH

and healthy childhood.

admission as states, will not come

Dr. Miles' Nervine Cured

pletely Worn Out.

Dr. Miles' Nervine will cure nervous prostration. It will bring sweet sleep and rest; it will relieve the mind of the tendency to worry; it will make the nerves strong and the patient well. It has cured thousands. It cure you. Try it to-day.

"Some years ago I was stricken with nervous prostration caused by overwork and worry. I was in such a weakened, exhausted, run down condition that I was unable to do my housework. I felt too weak and tired to even make calls on my neighbors. Frequently when out driving I would become so exhausted that it seemed that I would die before I reached home. I was also troubled before I reached home. I was also troubled with sinking spells at night which left me so weak that I thought I could not live until morning. I was in this deplorable condition when one day Dr. Miles' Nervine was brought to my notice. I had little faith in proprietary remedies but determined to give the Nervine a trial. After the second dose of the Restorative Nervine I was able to sit at the table and eat a meal, something I had been unable to do for many days. I have been unable to do for many days. I have since taken a number of bottles of Nervine. I consider myself cured. I am doing my own work and give Dr. Miles' Nervine credit for my general good health. My object in writing this is to recommend your medicine but I cannot write as strongly as I feel."—Miss Arbite B. Varbie, 405 E. Marion St., Gothrie, Oklahom. Guthrie, Oklahoma.

All druggists sell and guarantee first bot-tle Dr. Miles' Remedies. Send for free book on Nervous and Heart Diseases. Address Dr. Miles Medical Co., Elkhart, Ind.



Cream Balm is placed into the nostrile, spreads over the membrane and is shoorbed. Relief is immediate and a cure follows. It is not drying-does not produce speering. Large Size, 50 cents at Druggists or by mail; Trial Size, 10 cents by mail. ELY BROTHERS, 56 Warren Street, New York.





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