

EASY WORK, BIG PAY

Sacramento Firm Offers Bait to Letter-Writers.

COPIYSTS TOGET \$20 A HUNDRED

Portland Woman Follows Instructions, Sends 50 Cents, and Then Finds She Must Victimize 100 Friends Before Being Paid.

A fraud petty in its character, cruel because it victimizes only those who can ill afford to lose even 50 cents, many years ago, and yet young with the perpetual youth of all schemes based on the eternal credulity of the human race, is being worked with some sharpers who reside in Chicago, St. Louis, Sacramento, and elsewhere.

Their method, which is practically the same in all cases, is to advertise in various newspapers for women to write letters at home and to promise for this work the attractive pay of \$20 a hundred. When the promise is fulfilled, they nearly always find that their letter sent to them has nearly always been sent to a good man, and then to mail the circulars to friends or acquaintances. For each letter containing 50 cents which is received by the company, they receive 20 cents, and for no others. And thus the hope of easy work and big pay fades from the victim.

Mrs. Eliza Brandt, who lives at 294 East Third street, has recently received an advertisement of the foregoing description inserted by the Pacific Supply Company, of Sacramento, Cal. In reply she received a circular which addressed her as "Dear Friend" and proceeded as follows:

"Your application is received, and in reply beg to say we have given you the employment and should be pleased to have you commence work AT ONCE.

"The work is easy, and the position will not interfere with your household duties, as you are not compelled to write any certain number of copies per day. We will pay you promptly every week at the rate of TWENTY DOLLARS PER HUNDRED, OR TWENTY CENTS FOR EACH LETTER sent in.

The circular then passes on to more important matters. "You don't pay one penny, or anything," it says, encouragingly, "except FIFTY CENTS, which we ask you to send us along with the order blank herewith enclosed for which we send you, all charges prepaid, goods for your own use which we are advertising, so you can see exactly what you are writing about."

The circular then goes on to state that the work is very profitable, and that the company will not be called for again, no matter how long you work. The Pacific Supply Company is much grieved at the baseness of human nature, its use of the word "uncrupulous" tingles with horror.

"It is necessary," continues the circular, "to ask for this small amount to protect ourselves from unscrupulous persons who answer advertisements only to get what they can for nothing. We don't think for one moment that you are one of this kind of people, or we would not answer your application, but we found it necessary to adopt this rule with everybody."

"I guess I'm an idiot," said Mrs. Brandt yesterday, "but I needed the money and I sent the supply company 50 cents. I really got a number of the same circulars that I had received in answer to my first letter, and a box of headache powders."

The company said for me to write a note at the bottom of these circulars saying that I had accepted their offer and had found it to pay very well. I was then to mail them to people who knew me and who would be inclined to try the recommendation. Then the company said it would remit me 20 cents for each letter received from my friends containing 50 cents. I just did nothing and made up my mind that if 50 cents was gone to people who were smarter than I."

Mrs. Brandt then remembered the headache powder. The reporter wondered aloud what use they were, and Mrs. Brandt had an explanation.

"When the people who answer the advertisement get the company's answer," said she, "they are liable to have such a headache that the powder will be useful."

COAL NEAR PORTLAND.
Yet City Pays High Prices for Wood Fuel.

"It is strange that the people of a prosperous city like Portland should go on burning wood at high prices and suffering for a lack of good fuel when on the west side of the city there are vast coal measures and the finest forests in the world."

This remark was made to a reporter yesterday by ex-County Assessor Greenleaf, who has lately made an extensive excursion along the coast side of the Coast Range.

"Just think of it," said he, "we used to get wood for \$2.50 a cord, and a Chinese man saved and split and carried it in for 50 cents. Now we pay \$4 or \$4.25 for a cord of fire wood, 50 cents for sawing it, and \$1 for having it split and carried, which is nearly double what we used to pay. All wood with easy hauling distance of Portland is gone. There was plenty of the best of wood on the hills back of the city in those days. Dealers are now hauling two cords as easily as they used to haul one, but they have to haul twice as far, so most of the wood comes in on trains and barges, but the best still comes from the hills and is called farmer's wood."

"We need manufacturers here and in order to get them we need cheap fuel. There is something wrong, I can't understand it. Here, within 40 miles of the city is plenty of coal. Some of the veins have been worked and Nehalem coal is known to be of good quality. It is strange that Portland capitalists do not build a railroad to these coal deposits. The pass in the range is only 1100 or 1200 feet above sea level, and there is 25 miles in which to make that ascent."

"The country on the west side of the Coast Range and know what I am talking about," continued Mr. Greenleaf, "and a road on not more than a 2 per cent grade can be built in

COULDN'T HE WAY. TARIFF

REGULATOR COMPANY APPLIES LOW RATE TO DALLES CITY.

Cheap Traveling for the People of Upper Columbia Towns—Squawhanna's Stormy Trip.

There is no likelihood of the trouble being settled by the Regulator and Spencer lines being taken out of business. As evidence of its determination to control the upper river business, the Regulator Company yesterday applied the cut rates in both directions on the steamer Bayley Gatzert also to the steamer Dallas City. The latter is the way boat that leaves up on the same days as the Gatzert and the Charles K. Spencer. Since the beginning of the season, the Regulator Company has applied the cut rates between Portland and way landings, as well as between the Dalles and the Dalles, the Regulator Company containing itself with cutting into the Portland Dalles rate. The new tariff, which was ordered yesterday by General Auditor Simons, who is in the Dalles, is 50 cents for the round trip to any point between Portland and the Dalles.

Under the new arrangement, the Gatzert is to stop at Washougl, Cascade Locks, Steveston, Whit Salmon, Hood River, Lyle and The Dalles. All other landings are to be made by the Dalles City. No move in retaliation has been made by the Spencer line, which has a 50-cent strip between the Dalles and the way points. Captain Spencer says he is satisfied with the business he is getting, and will keep the cut rates in force indefinitely. The G. R. & N. has taken no part in the warfare yet, but as soon as it finds its rail business diverted to the water line it will be forced also to reduce rates to protect itself.

The electric work which supplied the Imperial Hotel, were completely wrecked. The dynamo was washed into the bed of the torrent. All communication with the hotel at Leno, Washougl, has been cut off owing to the fall of the bridge, and the few visitors remaining here are temporarily imprisoned.

IMMIGRATION IS ILLEGAL.
Nearly All the Japanese in Hawaii Got In by Crooked Work.

HONOLULU, Sept. 18.—Edward Rosenberg, traveling agent of the American Federation, here, today, has been investigating conditions in Hawaii, makes the announcement that 90 per cent of the Japanese immigrants are illegally admitted monthly. He says he will report to the federation, which will probably take steps to stop them.

IN A BLOW OFF THE HORN.
Stormy Voyage of the Squawhanna From Baltimore.

SAN FRANCISCO, Sept. 18.—The American ship Squawhanna sailed into the harbor today, ending a stormy voyage from Baltimore with a cargo of coal. Captain Bailey reported that all went well until almost within sight of the entrance to the Strait of Juan de Fuca when the wind had been blowing from the north suddenly swung around and came from the south with hurricane violence. The vessel was blown back and forth for 19 days in getting around the Horn. During the blow the bowsprit was washed from the forecastle head and dashed against the bulwarks by the force of the water. The vessel was damaged. He was so badly injured that he died a few hours afterward.

VIOLATED CUSTOMS LAW.
American Tugboat in Trouble at Vancouver, B. C.

The American tug Wyadella, which towed the barkentine Blakeley to Vancouver, B. C., yesterday, was in trouble at Vancouver, B. C. The tug was in trouble at Vancouver, B. C. The tug was in trouble at Vancouver, B. C.

MAINE SAILS FOR SIBERIA.
Danish Vice-Consul Expresses Satisfaction With Settlement.

SEATTLE, Sept. 18.—After vexatious delays occasioned by charges preferred against the vessel and the Northeastern Siberian Company, the steamship Manauense, owned by the Danish Vice-Consul, is now building in Nome. While she took a crew composed principally of Russians, her commander, Captain S. S. Connaton, and officers are all Americans.

Movements of Vessels.
ASTORIA, Or., Sept. 18.—(Special.)—The schooner Voltant and Guide are due to arrive at Hobsonville, on Tillamook Bay, from San Francisco to load lumber.

Glennier Clears for San Francisco.
ASTORIA, Or., Sept. 18.—(Special.)—The American barkentine Glennier cleared at the Custom-House today for San Francisco with a cargo of 5000 feet of lumber, loaded at the Knappnot mill.

Heather Goes Out With Supplies.
ASTORIA, Or., Sept. 18.—(Special.)—The lighthouse tender Heather crossed out this morning with supplies for the Reef Lightship and the Destruction Island light station.

Dock Strike at New Orleans.
NEW ORLEANS, La., Sept. 18.—The commerce of this port was again tied up today by a strike of the Longshoremen, which has been revived. Not a ship is being loaded.

Marine Notes.
The J. H. Linsman will finish loading piles for Shanghai today.

THE WAY TO THE PALATIA

REGULATOR COMPANY APPLIES LOW RATE TO DALLES CITY.

Cheap Traveling for the People of Upper Columbia Towns—Squawhanna's Stormy Trip.

Every foreign bottom entering that port under the provisions of the new tariff, whether at any of the wharves along the city front, the entering is done after the berth is made, but in the case of a vessel going to the inlet, a Customs officer must be taken on board before the second Narrows is reached. The Wyadella entered with the Blakeley in tow, and made directly for Barnet. She did not leave to pick up Customs officers as vessels are required by law. The matter was reported, and when the Wyadella came down from Barnet she was pounced upon by the Customs officers.

The master of the tug pleaded ignorance as an excuse, and stated that he had been informed by men familiar with the port laws that it would not be necessary for him to enter the return from Barnet. For that reason the fine was not imposed. The Collector of Customs states that the next similar case to come before him will be severely dealt with.

SHIPPING TRADE DEPRESSED.
Serious Effect Upon Business at Lloyd's.

Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's. The premiums are not only dropping off, but owners are demanding the value of their vessels.

Domestic and Foreign Ports.
ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

THE WAY TO THE PALATIA

REGULATOR COMPANY APPLIES LOW RATE TO DALLES CITY.

Cheap Traveling for the People of Upper Columbia Towns—Squawhanna's Stormy Trip.

Every foreign bottom entering that port under the provisions of the new tariff, whether at any of the wharves along the city front, the entering is done after the berth is made, but in the case of a vessel going to the inlet, a Customs officer must be taken on board before the second Narrows is reached. The Wyadella entered with the Blakeley in tow, and made directly for Barnet. She did not leave to pick up Customs officers as vessels are required by law. The matter was reported, and when the Wyadella came down from Barnet she was pounced upon by the Customs officers.

The master of the tug pleaded ignorance as an excuse, and stated that he had been informed by men familiar with the port laws that it would not be necessary for him to enter the return from Barnet. For that reason the fine was not imposed. The Collector of Customs states that the next similar case to come before him will be severely dealt with.

SHIPPING TRADE DEPRESSED.
Serious Effect Upon Business at Lloyd's.

Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's. The premiums are not only dropping off, but owners are demanding the value of their vessels.

Domestic and Foreign Ports.
ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

THE WAY TO THE PALATIA

REGULATOR COMPANY APPLIES LOW RATE TO DALLES CITY.

Cheap Traveling for the People of Upper Columbia Towns—Squawhanna's Stormy Trip.

Every foreign bottom entering that port under the provisions of the new tariff, whether at any of the wharves along the city front, the entering is done after the berth is made, but in the case of a vessel going to the inlet, a Customs officer must be taken on board before the second Narrows is reached. The Wyadella entered with the Blakeley in tow, and made directly for Barnet. She did not leave to pick up Customs officers as vessels are required by law. The matter was reported, and when the Wyadella came down from Barnet she was pounced upon by the Customs officers.

The master of the tug pleaded ignorance as an excuse, and stated that he had been informed by men familiar with the port laws that it would not be necessary for him to enter the return from Barnet. For that reason the fine was not imposed. The Collector of Customs states that the next similar case to come before him will be severely dealt with.

SHIPPING TRADE DEPRESSED.
Serious Effect Upon Business at Lloyd's.

Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's. The premiums are not only dropping off, but owners are demanding the value of their vessels.

Domestic and Foreign Ports.
ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

Shipping Trade Depressed. Serious Effect Upon Business at Lloyd's. Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's.

Domestic and Foreign Ports. ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days from Baltimore for Lique, was advanced to 25 per cent.

THE WAY TO THE PALATIA

REGULATOR COMPANY APPLIES LOW RATE TO DALLES CITY.

Cheap Traveling for the People of Upper Columbia Towns—Squawhanna's Stormy Trip.

Every foreign bottom entering that port under the provisions of the new tariff, whether at any of the wharves along the city front, the entering is done after the berth is made, but in the case of a vessel going to the inlet, a Customs officer must be taken on board before the second Narrows is reached. The Wyadella entered with the Blakeley in tow, and made directly for Barnet. She did not leave to pick up Customs officers as vessels are required by law. The matter was reported, and when the Wyadella came down from Barnet she was pounced upon by the Customs officers.

The master of the tug pleaded ignorance as an excuse, and stated that he had been informed by men familiar with the port laws that it would not be necessary for him to enter the return from Barnet. For that reason the fine was not imposed. The Collector of Customs states that the next similar case to come before him will be severely dealt with.

SHIPPING TRADE DEPRESSED.
Serious Effect Upon Business at Lloyd's.

Recent advice from London as to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's. The premiums are not only dropping off, but owners are demanding the value of their vessels.

Domestic and Foreign Ports.
ASTORIA, Or., Sept. 18.—Sailed at 10.30 A. M.—Barkentine Glennier, for San Francisco. G. R. & N. S. S. mag., Astoria, 150 days