IS UNANIMOUSLY RE-ELECTED

Signalizes the Event by Springing a Sensation-Grievance of the Skipper of the Dumfriesshire_ Drydock Matters.

Captain E. W. Spencer was re-elected a member of the Port of Portland at the regular meeting of the Commission yesterday. He explained his absence from former meetings in a manner satisfactory to all, and his election to the board was unanimous. Then, when he was safe in his seat, the Captain asked a few questions. In the first place, he wanted to know who gave permission to the Pacific Construction Company to use a Port\of Portland barge while rebuilding Morrisonstreet bridge, and furthermore, whether the port was receiving pay for the use of the barge. As the questions were directed to Mr. Swigert, whom the Captain believed was instrumental in putting him off the Board, the president made an explanation. Mr. Swigert said that a contract, duly signed by himself and Secretary Driscoll, had been made with the bridge company by which the Port was to receive \$5 per day for the use of the aforesaid barge. It had been customary in the past for the officers to make such contracts without consulting the full Comission and he saw nothing wrong in the

Captain Spencer sald he had looked through the records for the past seven months and could not find that authority had ever been given any of the officers to make use of the Port's property. He believed that when a contract was en-tered into it should be ratified by the full Board and a minute to that effect made upon the records. With the understand-ing that this should be done in the future

the subject was dropped.

A communication from Captain Furn-caux, of the British ship Dumfriesshire. caused some comment. The skipper re-lated that his vessel reached Astoria on August 29 and it was eight days later be-fore it was brought to this city. He sent for a towboat on his arrival, but the mas-ter of the steamer refused to bring him up without a pilot. The Captain deemed a pilot unnecessary but finally he ena pilot unnecessary, but finally he en-gaged Captain Empken for that service, nd the O. R. & N. towboat then brought him up. From the tone of his letter Cap-tain Furneaux seemed to think that the Port of Portland was responsible, in some nanner, for the delay, and accordingly addressed his protest to that body. The Commission has no jurisdiction over the navigation of the river, and the sentiment of the members was to table the com-munication. Mr. Adams, however, was for taking some action in the matter, so the Captain will be advised that his letter has been received and his grievance, if he has any, is with the O. R. & N. Co.

Most of the remaining time was taken up with the drydock. A number of changes were made in the drydock rules, principal among which was making a lay-day minimum charge of \$10 for burges and steamers under 100 tons. The former must be removed from the dock when requested if the pontoons are required for larger vessels. It was also decided that no lay-day charges shall be made on Sundays and legal holidays when no work is come on the vessel decked. The mounts me on the vessel docked. The moving of keel and blige blocks and shores will hereafter be at the expense of contractors and only with the permission of the surintendent. Anderson & Crowe's claim ng blocks was \$10, and that firm's request for permission to store its tools on the premises was

The owners of the Beacon Rock were slowed a rebate from the docking charges on July 3 and 4, legal holidays. A letter was read from the bar pilots. thanking the Commission for the free use of the dock for the pilot schooner Joseph

Pulitzer. The matter of purchasing a fire home and reels for use at the drydock was turned over to the insurance committee with power to act.

with power to act.

Next Monday all the Commissioners, accompanied by J. B. C. Lockwood, the former engineer, and Robert Wakefield, the contractor, will visit the dock and take up the important matter of recaulking

ALTA IS A SEA TRAMP.

FORT TOWNSEND, Wash., Sept. 8 .- A

Barkentine Without Register Under Arrest at Port Townsend.

tramp of the sea is tonight sheltered in Port Townsend Bay under the watchful eye of a United States Marshal. The vessel is the barkentine Alta, which arrived from South Africa via Honolulu today without a register. For this derelic tion Customs officials have assessed her \$1300 and are holding her until it is paid. The Alta is owned in Maniia and was originally a British bottom, A party of speculative Americans purchased her when Uncle Sam assumed charge of the islands. She traded there a while and later came direct to Port Townsend. The navigation laws require that all vessels from foreign ports must have a register, but the Alta's owners contended that she was in the coasting trade between American possessions and exempt from the law recited. A fine of \$1.00 per ton was assessed and the owners appealed to United States Judge Hanford, who decided, not on the matter in contention, but that the ressel was British and assessable only at the regular rate of 6 cents per ton.

The Customs officers say they have a clear case against the Alta on this second offense and expect a decision confis-cating the vessel, which apparently is neither British, American nor in fact of any nationality.

ZAMPA IS FLOATED.

Schooner Crescent Takes Her Place on the Drydock.

The schooner Zampa was floated from the St Johns drydock at 11 o'clock yes-terday morning. This is the vessel that put in a month high and dry on the sands at Leadbetter Point. She was not serious-ly damaged by the adventure and the re-pairs made to her while on the dock will put her in as good condition as she was

In the afternoon the big schooner Crescent was warped into the dock and by 6 o'clock Superintendent McIntosh had her safely out of the water. The Crescent is a new vessel, but leaked badly on her passage across from Manila and has been making water since she has been in the bor here. It is believed that an ex-ination will only show that some of her seams have opened, in which case caulking will be all that is required. The toons of the dock.

ON HER MAIDEN TRIP.

New Coasting Steamer Northland Arrives in Port.

coasting steamer Northland has arrived here from San Francisco on her maiden voyage, and is now at Inman, en & Co.'s mill. She brought up 1000 barrels of cement, which was dis-

ACAIN A MEMBER charged at Merrey dock. The Northland is owned by the E. J. Dodge Company and is commanded by Captain Bonifield, formerly of the Aberdeeff. She is a well-built coaster with a capacity of about 800,000 feet and as she has two hatches, her cargo can be handled readily. The steamer is 200 feet long, 28 feet beam, 18 feet depth of hold and 560 tons register. She has triple-expansion engines of 1000 horsepower, two bollers, electric lights and other modern conveniences. Oil fuel is modern conveniences. Oil fuel is i. The machinery was installed at the Fulton Iron Works, at San Francisco, and the hull was built at Bendixsen's.

BARK ANNA HUNG UP.

Sticks on Old Hogsback on the Way Up the River.

ASTORIA, Or., Sept. 8.—Big four-masted Jerman bark Anna is hard aground at the Old Hogsback, a few miles east of this city. The Anna started up the river for Portland this morning in tow of the river steamer Harvest Queen. She was in charge of Pilot Harry Emkens. Almost before the pilot knew what had happened the big vessel had run upon the Old Hogsback, where she stuck hard and fast. The Harvest Queen tried to tow her back into deep water, but was un-able to budge her.

The steamer is with her tonight, but there is little likelihood of the vessel being floated until a considerable portion of her cargo is removed. The hull of the Anna is not in danger of being damaged as she is resting easily. The Anna has aboard more than 4000 tons of cement.

License Question Only Involved.

ASTORIA, Or., Sept. 8-It was announced today by Deputy Prosecuting Attorney Abercrombie that the case of the State of Oregon vs. Alexander Grant, charged with having operated a seine without an Oregon fishing license, would not be made a test of the validity of the Oregon law except in the event of the case being carried up by the defendant. case being carried up by the detendant.

Grant operated a seine under a license secured from Washington and his contention is that one license is sufficient. It has been the practice of both states to require licenses from seiners.

Mr. Abercrombie states that the ques tions involved in the Present controversy between Oregon and Washington are to be tried out in the United States District Court. Attorneys representing the two states will agree upon propositions of law to be submitted to the District Court and all of the issues involved will be decided.

Two Salmon Ships Overdue.

ASTORIA, Or., Sept. 8 .- (Special.) -- Some alarm is being feit over the nonarrival of the bark Harry Morse and the ship C. F. Sargent, both overdue from Nushagak River, Alaska, with cargoes of canned salmon. There is no fear for the safety of the vessels, but for the comfort of those on board. The Morse carries about 200 passengers and crew, and the Sargent carries about 300. Neither had a large supply of fresh water, and there is con-siderable apprehension that, owing to the long trip, those on board may be suffer-ing great inconvenience, if not hardships.

Aztec Not Damaged.

ASTORIA, Or., Sept. 8.—(Special.)—The American steamship Astec arrived down at an early hour this morning and a diver was engaged to make an examination of her propeller to ascertain if it had been injured by striking a snag as the vessel was leaving her dock in Portland. The diver found that no damage was done and the Astec will go to sea tomorrow if the weather conditions are favorable.

Another Bristol Bay Cargo.

TACOMA, Wash., Sept. 8.-The ship ohn Currier arrived today from Bristol Bay, Alaska, having as cargo 11,150 cases of saimon, the season's pack of the Union Packing Company. The total pack in Bristol Bay was 238,150 cases against 240,000 cases figured on. The run was unusually light, and did not begin until July 4.

No Answer From Cunard Line. HAMBURG, Sept. 8. - The Hamburg-American line says the Cunard line has not yet replied to the proposition of the allied companies relative to the passenger business, and consequently the reports of a complete rupture of the peace negotia-

are incorrect.

Coptic Off for the Orient. SAN FRANCISCO, Sept. 8.—The Occidental & Oriental Company's steamer Coptic salled today for Hong Kong via Japanese ports. She carried a cargo of general merchandise, including 1200 tons

Completes Cargo at Tillamook. ASTORIA, Or., Sept. 8.—(Special.)—The schooner C. T. Hill has completed taking on a cargo of lumber at Tillamook for San Francisco and she will be towed to ess

Marine Notes.

The steamer Edith began loading wheat

Captains L. P. Hosford and W. P. Starr, well-known steamboat men, leave for St. Louis tomorrow to attend the fair. The repairs to the steamer Sadie B were completed yesterday and last night the boat left for the Upper Columbia

where she will resume her regular run

Pilots and river captains declare that the smoke was thicker on the Columbia yesterday than at any time this Summer. No accidents occurred to any of the river boats, but the German bark Anna, which left up from Astoria at noon, lost her bearings at Tongue Point and ran

Domestic and Foreign Ports. ASTORIA, Sept. 8 - Arrived at 7 last night teamer Elmore, from Tillamook. Sailed at T last night-Steamer Harrison, for Nehalem. Arirved down at 1 A. M.-Steamer Astoc. Left up at noon-German bark Anna; aground off Tongue Point. Arrived at 12:45 P. M.-British ship Carnarvon Bay, from Shields, via Port Los Angeles. Arrived at 2:45 P. M.—French hark Dupleix, from Shields. Arrived at 2:45 and left up at 5:35 P. M.—Steamer Alliance. from San Francisco and coast ports. Condiion of the bar at 5 P. M., smooth; wind north-

rest; weather cloudy. St. Helens, Sept. S.—Arrived at 7:20—Potter. San Francisco, Sept. 8 .- Arrived at S A. M .-Steamer Aurelia, from Portland. Arrived-French ship Ernest Reyer, from Newcastle, Australia; steamer Nushagak, from Naknek; steamer Mackinaw, from Tacoma; schoone Haloyon, from Gray's Harbor; steamer City of Puebla, from Seattle. Salled—Steamer Sierra, for Sydney, via Honolulu; British steamer Cop-tic, for Hong Kong, via Honolulu and Yoku-hama; steamer Geo. W. Elder, for Portland and Astoria.

Coronel, Aug. 26.—Saffed—Ammote, from Hamburg, Genon, etc., for San Francisco. Brisbane, Sept. 8.—Balled-Acc Sydney, N. S. W., for Vancouver, 8.-Balled-Aorangi, from

BAND CONCERT TONIGHT. Programme to Be Rendered at the

Plaza, Weather Permitting. If the weather permits, Brown's Park Band will play the following programme tonight at the Plaza, beginning at 7:30

o'clock:

RED EYES AND EYELIDS.

Schools of the City Reopen

TWO BUILDINGS NOT READY

Work on Park and Ainsworth Structures is Delayed, and Children Who Attend There Will Have a Little Longer Holiday.

School children who do not like to earn are looking forward to next Monday with fear and trembling. Those who have been attending the Park and Ainsworth Schools will not have to tremble for a short time, for neither school will open upon the date set for the beginning of the Fall term. The Park School was burned upon the date set for the beginning of the Fall term. The Park School was burned last year, that is, the last school year, and temporary sheds were prepared for the accommodation of the scholars. Each temporary room was equivalent to a country log-room school and for the time being answered the purpose. The School Board counted upon having the new edifice ready in time for the Fall opening, but the contractors ran against a plumbers' trouble.

plete for the Park School, and how soon they will be is a question which Superin-tendent Rigier cannot answer. Work is being rushed as fast as bosses can do it," but until the work is done there will be no tinkle of the bell calling pupils to as-semble and face their teachers.

To a certain extent the same conditions prevail at the Ainsworth School. Work is to be done on the building before it can be declared ready for occupancy. Super-intendent Rigler cannot say how many days the two schools will be held back, but does say they will be open as soon as onditions will permit.

All other schools in the city will open

Monday, September 12. Teachers have been assigned, but until after noses are counted and each room is given its quota it will be a question in the school departnent what teachers will preside.

In the country it is different. Each

Waters; District No. 3—Ellen Williams; District No. 4—A. F. Hersliner, Mrs. Ciara Anderson, Myrtle Cornett, Irene Smith; District No. 5—E. G. Adams, Mary Buxton, Mary Perry, Emma Sturchuer, R. Simpson, Bessie Fields, Della Hart, Laurie Fields, Grace Vall, Margaret Tracy; District No. 7—Carrie Heacock; District No. 8—Ida Funk; District No. 9—Marie Arnold; District No. 10—Pearl Staf-Arnold; District No. 10—Pearl Staf-Arnold; District No. 10—Pearl Staf-ford, Dalsy Watkins; District No. 12—W. B. Swope, Mrs. B. B. Clark, Clara Toof; District No. 13—Samuel Ennis, Mabelle Ross; District No. 14—T. H. Prince, Min-nie Pound; District No. 16—Helena Wes-sels Flow McNail, District No. 16—V. seia, Floy McNell; District No. 19—V. G. Everett, Catherine Migles; District No. 17—Ora BonDurant; District No. 18—N. W. Bowland, Clara Lambert, Flora Kreglow, Ada Ricler, Ellen Taylor, Agnes Matlock; District No. 19—Audrey Brown; District District No. 19—Audrey Brown; District No. 20—H. A. Darnell, Mrs. H. A. Darnell, Janet McKay; District No. 21—Mrs. E. Snodgrass; District No. 22—Alice Geelan; District No. 24—Mrs. M. C. Gabbin: District No. 26—Mabel Metager, Harriet Alexander; District No. 27—Margaret Eade; District No. 28—B. Buchanan; Di 29—L. H. Baker, Mrs. Anna Read, Gor-trude Carry McCabe; District No. 31— Jessie Brown; District No. 32—H. S. Bramshall, Sophia Shides; District No. 33— Mary O'Connor; District No. 35—Pauline Heacock; District No. 36—Irene Higgins; District No. 48—Mrs. Eva Eudicott; District No. 40—J. F. Croft, Mrs. I. Powell, Mabel Finn, C. Stewart, Rose Crisic; District No. 41—leydia Bramhall; District No. 42—Clara Hansen; District No. 43— Mrs. Maude Graham; District No. 44— W. A. Law, Martha Sturchier, Kula Strange, Eleanor Biolin; District No. 45— birs. Mamie Hoguer; District No. 45— Pearl White; District No. 47—Will Miller, Berdeen Morrill, Clara A. Love, Dalay Aloway; District No. 50-Martha Butter field; District No. 6, joint—Alma Stone, M. Guttredge; District No. 15, joint—J. B. Lents, Edna Hammend; District No. 22, oint-Mrs. J. A. Foster; District No. 42, oint-G. A. Prentiss; District No. 62, oint-Bertha Wyss; District No. 67 joint-U. S. McHargue; District No. 70, joint-Helen J. Ewing, Mattie Earhart; District No. 83, joint-George Metzger.

Alumni Will Entertain Earl.

NEW YORK, Sept. 8.—Plans have been made by the alumni of Dartmouth Col-lege for the entertainment of the Earl of Dartmouth. The Earl is expected to sail for America in a few days on his way to the college, where he will lay the corner-stone of the new Dartmouth Hall. One of the Earl's ancestors was the active patron of the college in 1766, and it was named in his honor.

Killed Making Parachute Leap. CHICAGO, Sept. 8.-A dispatch to the ribune from Tuscola, Ill., says Joseph Eisle, an aeronaut, has been killed whill district has the right to select its own teachers, and thus far reports received by County Superintendent Robinson show the following selections:

District No. 2.—John Tuescher, Jr., District No. 2.—John Tuescher, Jr., Lillian Was in Louisville, Ky.

Portland's Freight Rate Problem

Noted Rate Wars & Inter-State Commerce Commission & Three, Great Combines & Coast Rates High & Railroad vs. Steamer

the line of a railroad that is not affected by the rates of some other point on that road, or rates on some other road to a competitive point. Railroads strive to adjust their freight rates so they may on the one hand derive all the advantage possible against a competitive point, or if there is no real competitive point, so that the freight rate shall not so increase the cost of the goods as to prevent the mer-chant handling them from making a profit. Railroad officials well know the axiom that their roads cannot prosper if the towns on their lines do not prosper. In the days before railroad combinations were thought of freight tarific were is were thought of, freight tariffs were issued which were observed at all local points (noncompetitive) on the road, and in all shipments to individual or small ahippers, but were not observed at com-petitive points, nor with large ehippers. The latter had contracts or agreements by which their freight bills were rebated to them, say every quarter, or else a flat rate was made to them at less than tariff ns and of a resumpton of the rate war rates. This of course, was a gross injustice to the small shipper, but no way was devised to prevent it for many years. was deviced to prevent it for many years. Competing lines would get together and agree as to rates to competitive points, but soon secret rebating and cutting would be offered one big firm and another, until one road would get more than the other road, or roads, thought was its just proportion, and a rate war would be inaugurated that was disastrous to both the railroads and the shippers. I well remember in 1871 a rate war that oc-curred between the New York Central and Eric Rallroads on livestock between Chicago and New York—freight rates went down to \$1 per car; Jim Fisk, who was the president of the Eric, bought several thousand head of cattle and shipped all of them over the competing line, the New York Central, as he well knew that road lost thousands of dollars hauling them to New York.

It was generally the case, when such wars were inaugurated, that the rate-cut-ting was begun by the road which had the most circuitous route, or the poorest form a body of regular competitive customers, for one reason or, another at equal rates the more direct or better equipped or older road got the business, so the weaker road would offer induce-ments; to this the other road or roads would pay no attention at first, but when became evident that to allow the thing to go on would eventually lose them too much business, they took a hand themselves at rate-cutting, and the war went on until those higher in authority got to-

ether and called a halt. These wars were as disastrous to the shipper as the railroads, as the reduction of the freight rate meant a similar reduction in the value of the goods he had on hand. After years of such trials as this to both sides, the Inter-State Commerce Commission law was passed, and some sort of order appeared after the chaos, but it remained after all for the railroads themselves to settle the rate-cutting propensities of their contracting agents. First the general freight agents of competing lines got together and agreed on rates, and issued orders that no rate-cutting tariff rates would be countenanced, and any one caught cutting tar-iff rates would be dismissed from the service; this worked for a while, but soon the cutting emanated from the general freight agents themselves—heavy shippers were induced by various means to ship over a particular road, and the old story was repeated; then the presidents of the railroads took it into their own hands and made and signed an agreement to main-tain rates, known as the "gentlemen's agreement," but this agreement, although it lasted for some time, went the way of all the others; then various competing lines associated themselves into groups known as "associations," appointed a commissioner to see that tariffs were adhered to and gave him power to fine offending roads, and agreed to abide by his decision. This form of governing freight rates was found more effective and lasted a longer time, but as far as this coast was concerned was done away with years ago, and the only remedy that rallroads themselves could apply was at last adopted, viz., the absorption of competing lines into great systems, owned by small bodies of very rich men. And now we see all the transcontinental lines owned by three companies—the Northern Pacific, Great Northern and Chicago, Burlington & Quincy being one; the Union Pacific, Southern Pacific and Isthmus route, the

W. A. Mears in Chamber of Commerce | Rallroad, had an exclusive contract with The question of freight rates to and from a given point is a most complex one, for the reason that there is no point on the line of a railroad that is no point on the line of a railroad that is no point on the line of a railroad that is no point on the line of a railroad that is no point on the line of a railroad that is no point on the line of a railroad that is no point on the line of a railroad to handle all of its freight to and from its two termini, composing another, and the Atchison, Topeka & Santa Fe the third composing another, and the Atchison, To-peka & Santa Fe the third. Not until these gigantic combinations were fully formed and in operation were transcon tinental freight rates absolutely stable. It has been lately rumored that what is

It has been lately rumored that what is known as the Harriman Lines (Union Pacific, Southern Pacific and Pacific Mail) are about to buy the Atchison, Topeka & Santa Fe Railroad, thus reducing the ownership of all transcontinental lines to two, known, respectively, as the Hill and the Harriman lines. Further than this there is a probability that the courts will decide that the Northern Securities Company shall return the stock owned by Company shall return the stock owned by that corporation, viz., of the Northern Pacific, Great Northern, and C., B. &. Q., to the original owners, exactly in the proportions in which the latter originally transferred it to the Northern Securities Company, and should this happen the Harriman interests would own a conrest in those roads. The people on this Coast would then be at the mercy of one group of owners of all mercy of one group of owners of all transcontinental railroads. What would ien happen, if they had absolute control, the readers of this article can imagwhen they appreciate the fact that Mr. Harriman is really among others the Standard Off But the people of this Coast have one means of keeping out of the absolute control of this or any other body of men, from the fact that the ocean is at our doors, and competition by that means is always open. Should the worst the moneyed men of this Coast

could also combine, and own and operate their own line of vessels, or make con-tracts with the owners of lines of vessels, agreeing to give them all their freight that would stand ocean transpor-However, we must all remember that with all these great combinations, still railroad employes in America are paid 50 per cent more wages than the same class of labor in Europe, and the freight rates of America are 33 1-3 per cent lower than freight rates in Europe. But, on the other hand, freight rates on this Coast are much higher than those in

any other part of this country, except

terminal rates on transcontinental freights that are influenced by ocean competition. The jobbers and maufacturers of this Coast seeing that the railroads have all combined, and knowing there is no greater deterrent force that can be shown the railroads than comoined action, have formed themselves into two great bodies or freight bureaus-one located at San Francisco known as the Pacific Coast Jobbers' and Manufacturers' Association, which has charge of all matters affecting the whole Coast, and consisting of the jobbers and manufacturers of Sah Diego, Los Angeles, San Francisco, Sacramento, Portland, Tacoma and Seattle; the other located at Portland. and known as the North Pacific Coast Jobbers' and Manufacturers' Association, which has charge of all matters affecting the cities of Portland, Seattle and Tacoma. This association, whose president, secretary and main are located here, is composed of about 86 firms in Portland, 25 in Tacoma and 30 in Seattle, and has vice-presidents and assistant secretaries residing in Tacoma and Seattle. It is governed by an executive committee of three from each city. It is officered by strong, active business men, who are giving a great deal of time and attention to freight matters, and it is hoped that every jobber and manufacturer in all three cities will become mem-

bers. Combination must be met by combi-nation, and only in united action is there any hope that equitable distributive tariffs and reasonable transtinental tariffs will be adopted by the railroads.

This association is not formed make war on railroads, but it is formed with the object of looking out for the interests of this community as far as

freight matters are concerned. I must not close this already too ong article without saying a word for the San Francisco Association and advising all our jobbers and manufact-urers to be loyal to that also, for it is in a position, on account of its being composed of members from all of the cities on this Coast, to better handle the questions that affect the whole Coast. The masterly manner in which it conducted the suit before the Interstate Commerce Commission at St. Louis three years ago, which was a fight between Middle-West and Westlatter composed of a steamship line from New York to Colon and from Panama to San Francisco, known as the Pacific Mall Coast shippers, and conducted it to a Steamship Company, which until the uncleased the United States Government purchased the membered, and we should loyally stay Panama Canal and with it the Panama by the association.

Police Find Eye-Witness to Murder.

Chinese Physician Was Struck by a Drunken Man, Who Fled When He Saw That Lee Sing Nom Had Fallen Unconscious.

It has remained for Gus Whalley, a car enter, to tell detectives working on the case the true story of the manner in which Dr. Lee Sing Nom met his tragic death at the corner of Fourth and Pine streets at 10:30 o'clock Tuesday night. He has also furnished the officers with a de-scription of the two men implicated in the orime, and has also repeated a conversation he had with one of the two men after the crime was committed. Detectives are hot on the trail and a few hours may see the murderer in the City Jail, awaiting a preliminary hearing.

But the charge will not be murder. Facts in the possession of the police tend to show that Lee Sing Nom came to, his death, not from the blow struck by his assallant, but by striking his head against a sharply-pointed rock in the street when he was felied to the ground. The gravest charge that can be placed against the man, if he is caught, will be manslaugh-

Gus Whalley, in company with his cous n, was near the corner of Fourth and Pine streets when the murder occurred. They say there were but two men conerned in the murder, instead of three, as old by Ho Kee, the Chinese cook.

"The light on the corner was flickering badly and we could not get a good view of the two men." said Whalley to the detectives yesterday, "but the assaliant was a young fellow, rather heavy-set, smooth aced and wore a straw hat. He seemed to have been drinking, and when Lee Sing Nom came out of the corner house he met the two men, face to face, and the one who appeared to be half-drunk ad-iressed a remark to him. We were not near enough to understand what he said, and did not pay much attention to it at that particular time.

"This man started to follow the Chinaman, who was prossing the street as though desiring to avoid trouble. The other young man tried to hold his com-panion back, but the fellow broke away and ran toward the Chinaman, striking him on the head as he caught up with him. The Chinaman raised his arm above his head as though to ward off another blow, then turned half-way around and fell to the ground heavily. He did not seem to move after he fell, and when the two men saw this they walked rapidly down Fourth street toward Ankeny. My cousin and I walked after them, and when they saw that we were following they broke into a run and turned west on Ankeny street."

Whalley's description of the crime talwith the exception that Ho Kee says there were three men in the party. It is pos-sible, the police think, that the Chinese cook saw one of the witnesses in addition to the two men implicated in the crime.

Another important clew to the murder was given Detectives Weiner, Kerrigan and Snow by Fred Neth, ticket-seller at Frits' Theater. Neth was a witness of a dramatic scene in the City Chophouse, n which Whalley and his cousin also par-

ticipated.
"I went into the chophouse, which is at 266 Burnside street, about 6 o'clock Wednesday evening," Neth told the offloers. "A young man, who was clean-shaven and fairly well dressel, followed me in and sat down at the same table. Before he had given his order two other young men entered, one sitting by my side and the other beside the first comer. They spoke to each other, and after a brief conversation all ordered clams. They had just been served when one of the two re-marked to the first man that there had een a murder in Chinatown the night be-

fore. "'What do you think about it?" asked the first comer.
"'My cousin and I saw it,' replied one of the other two.

"At this the first comer started and spilled his coffee. He changed the conversation suddenly and began to talk about a contract he had just made to to some carpentering. Then he switched the talk again and began to tell where he last worked, saying the boss had fired him with the remark that he wasn't worth a redwood plank. He seemed anxious to keep away from the subject of the murder

"Finally he got up suddenly and walked from the restaurant, paying his bill as he did so. He had eaten scarcely any of his clams. The watter came to us and asked whether the man had liked the The man sitting beside me reclams. marked that his own clams were all right and that he did not know why the other had left so suddenly. As soon as I left the restaurant I told Detective Weiner what I had heard."

Charles Lawrence is the waiter who waited on the four men. The man who sat at the table and showed such anxiety when Whalley said that he and his cousin had witnessed the murder is not known to Lawrence by name, but it is said that he often eats at the chophouse Detectives Snow, Kerrigan and Weiner, who are working on the case, obtained a good description of this man and are at present looking for him. It is thought that he was one of the men implicated in the assault. Whalley and his companion were unable to tell whether he was one of the two men they saw commit the crime. Once this man is in custody it is thought that the reward offered for information and his own connection with the affair will be sufficient to cause him to tell all he knows.

Yesterday Nom's partners in the Lee Company placed \$500 in gold in the hands of Chief of Police Hunt, which amount will be paid for the arrest and conviction of the murderer. The Chinamen were discussing last night the advisability of increasing the reward to \$1000, but no final action was taken on the proposition. Coroner Finley will hold an inquest over the remains of Dr. Lee Sing Nom at 16

TOWIN FRATERNAL CONGRESSES John H. Shively, of Washington, Will Help Portland.

John H. Shively, Deputy Insurance Commissioner of Washington, met with Senator John H. Mitchell last night and outlined plans for securing the meetings of the National Fraternal Association and the Associated Fraternities for Portland in 1906. Both congresses met this year in St. Louis, but it is the desire of fraternal societies of the Pacific Coast that both organizations meet here durng the Lewis and Clark Fair. Mr. Shively is on his way East and will

do all he can to have Portland selected for the next place of meeting, John H. Shively occupies an enviable John H. Shively occupies an enviable position in politics on the Pacific Coast. Prior to the election of 1900 and during that year's campaign, he was chairman of the Republican State Central Committee of Washington and succeeded in extracting the Evergreen State from the grasp of Populism. Later he was called to the East to stump Ohio during the McKinley campaign. He was classed as one of the greatest speakers who ever took the stump in behalf of the Repub-

Hean party. With that record behind him he was selected by the Republican Speak-ers' Bureau as capital timber to send among the doubtful states. Mr. Shively received a call to stump Indiana, Wis-consin and New York. He is now on his way East and will leave tonight for Chi-cago and St. Louis. At the latter point he will endeavor to secure the fraternal neetings for Portland next year.

When asked as to the conditions politi ically in Washington, Mr. Shively sald:
"Washington will give a Republican
majority of 5,000 for Roosevelt and the
Congressional ticket. Mr. Mead, the Re-GUS WHALLEY TELLS STORY publican candidate for Governor, will not be far behind that majority. Washing-ton is Republican and it will have no Turner in its politics.

I base my prediction on my knowledge of the state, past and present. Senator Turner's speech against the McKinley administration has placed every Republican in the state against him. His speech in regard to the Philippines has placed every participant in that war against him, and the sluts he cast upon the soldier boys will be resented by the old soldiers of

the Civil War.
"In giving 25,000 majority as the figures which will be credited to the Republican party in Washington, I base my estimate on the vote of 1900, the increased vote of 1902 and the natural conditions which will cause a greater increase of that vote As ex-chairman of the Republican State Committee, I have no hesitation in saying Washington will roll up 25,000 major ity for the Republican itcket.

DEFENSE OF SOCIALISM.

Same Old Theories, With the Same Old Inadequate Excuse.

COLFAX, Wash., Sept. 7 .- (To the Editor.) -Your editorial, "The Socialist Party," in Saturday's paper contains errors which justice to those who "think intensely" requires to be corrected, and assuming as I do that you did not wilfully misrepresent the idea that under-

lies Socialism. I take the liberty of calling at-tention to some of those errors.

Your fundamental error is in the statement that "the social-democratic ideal to which we that "the social-democratic ideal to which we are supposed to be tending is a condition of society in which all should possess everything in common, and no one anything for him-seif." The Socialist party has no such im-practical ideal as this, nor is there today a recognized Socialist who would not agree with you that such a condition would be "servitude, not freedom."

not freedom." Insemuch as the editorial is based on this erroneous statement of the fundamental basis of the Socialist philosophy, it follows that your conclusions are 'erroneous. You confound Socialism with Communism.

Socialists define capital to be that part of wealth used by man to assist him in the pro-duction of more wealth. In other words, cap-ital consists of the tools of production. It is these tools of production only which the so-cialist insists should be co-operatively owned and democratically managed. Bear in mind that this does not mean state ownership. distinction is important, but space is too limited for me to point out the distinction. To-day wealth is produced by the expenditure of laborpower assisted by tools or machines. Take away the machines, and we would have to go back to the hand tools, "which is unthinkable." The ones who expend the laborpower do not own the machines which are power do not own the machines which are necessary to make their labor productive; without the aid of these machines the laborer would starve; to secure their aid to his labor he must yield to the owner of the machines, a part of that which his labor, with the machine, produces. Under the wage system this recourse all believes to the machine-owner, and product all belongs to the machine-owner, and he returns to the laborer only such part thereof as will be sufficient to keep the laborer and his family in a condition fit to do the work. Eliminate the private ownership of the machine, have it owned co-operatively by those who work with it, and then the workers will receive, have and enjoy all that by their labor they produce. This every man is entitled to by right; when he will have this, he will then have the opportunity to live and enjoy life and he free. If he has not this opportunity (which he has not and cannot have under the wage system), then he is not free, and can only sustain life by payment of a tribute to the owner of the machine.

If the laborer received all he produces, he product all belongs to the machine-owner, and

If the laborer received all he produces, he would have "opportunities for study and rec-reation." He could have champagne, if he de-sired, or he could quench his thirst with water and spend his wealth in other luxuries. The Socialist admits that this may appear absurd from the viewpoint of the capitalist, the owner of the machine of production, but

sensible and very practical from the viewpo of the man who has nothing but his labor power to sell for bread.
You err also in saying that the "movement

is a protest of a class who scarcely know they want."

If the Socialist National ticket does not re-

ceive at least 5,000,000 votes next November, it will be because there will be at least 4,000,oca voters who will vote the Democratic o Republican ticket because they do not know what they want. Those who vote the Socialist ticket know what they want and how to get it. They know and are fully conscious of the fact that it is the height of folly to expect a political party whose ideas and policies are formulated with the view of promoting the in-terests of the capitalist class, to do aught which will advance the interests of those whose economic interests are opposed to the economic interests of the capitalist class, vis.,

That there is a class struggle between the capitalist class and the working class is too evident to require arguipent, and it is equally evident that the Democratic and Republican parties are on the side of the capitalists, and the Socialist party the only one on the side of the workers.

the working class.

The Socialist party believes that the only effective means of removing this struggle, with all the attending horrors of strikes, boycotts, riots, murder, suicide, insanity, prosifution, and many other ortnes, is to remove the cause for the existence of one of the classes to this struggle, i. e., the one which is useless as a social factor in the production of wealth— the capitalist class, whose existence depends upon the private ownership of the machine and that this can only be done through the bailot box, by and through which the workers will secure the reins of government and withdraw the consent of society to the right of the ndividual to own, privately, the tools of production. When this is done, the present sys-tem of industrial slavery—the wage system— will disappear, and industrial liberty in conunction with political liberty, will give to all

the highest form of individual liberty.

There may be an answer to the Socialist position, but your editorial is note an answer. If you can prove that Socialism will not give personal liberty, secure the sacredness of the bome, promote incentive and make social progress a reality, do so, and Socialism will have no barder "knockers" than those who low constitute the Socialist party. But before you can do this you must under-stand the question, and not set up a "straw man" to be knocked, as you did in the article

referred to. Respectfully yours for Socialism, THOMAS NEILL. Remsen Gets Medal.

NEW YORK, Sept. 8 .- At the meeting of

the Society of Chemical Industry, which

Gained by Peaceful Means and Which Saves Life Instead of Destroying It.

MUNYON

Has This Power and Is Prouder of It Than Mikado or Czar Can Possibly Be.



Just now Russia and Japan are engaged in a bloody struggle and are sacrificing the lives of their subjects by the thou-sands to demonstrate that they are to be recognized henceforth as "World Pow-

recognized nencetorin as world Powers.

I look upon my campaign for health, strength and life as being far more honorable and my power over disease as far more praiseworthy and more to be proud of than the empty bauble which the Czar and Mikado are now struggling for.

I save life. They are destroying it.

Do you realize what a work I am doing in this country? Do you understand that if those who have been cured in all the countries of the earth by Munyon's Remedies were assembled in one grand army it would far exceed in numbers the combined armies of both Russia and Japan? lapan?
It's a fact which is susceptible of

proof.

Surely you are interested in knowing that there is a cure for every ill and that these cures bear the name of MUN-Dyspepsia, Indigestion, Nervousness

and Sleeplessness are surely cured by the use of Munyon's Paw-Paw Tonic-a discovery which ranks in importance with Quinine, Aconite, Vaccine, Anti-Toxio, Munyon's Rheumatism Cure seidom falls to relieve in one to three hours, and cures in a few days. Munyon's Cold Cure prevents pneu-monin and breaks up a cold in a few hours.

monin and breaks up a cold in a few hours.

Munyon's Cough Cure stops coughs, night sweats, allays soreness and speedily heals the lungs.

Munyon's Kidney Cure speedily cures pains in the back, loins or groin and all forms of kidney disease.

Munyon's Headache Cure stops headache in three minutes.

Munyon's Fever Cure breaks up a fever in an hour at most.

Munyon's Paw-Paw Laxative Pills will keep the liver in order and positively cure constipation, billousness, jaundice and all diseases arising from a torpid liver.

Ask your druggist for Munyon's Guide to Health. It will tell you how to cure yourself, or write for it to Munyon, Philadelphia. It is free.

Munyon's Witch Hazel Soap, Witch Hazel Face Cream, Witch Hazel Talcum Powder will give you a clear skin and a fine complexion.

swarded by the council once in every two years for conspicuous service rendered to applied chemistry by research, discov-ery, invention or improvements in pro-cesses, was awarded to Ira Remsen, president of the Johns Hopkins University. Sir William Ramsay, the president, called the assemblage to order. William H. Nichols, of New York, was elected presi dent for the ensuing year.

TRAINS TO SALEM TO BE FILLED The Portland Commercial Bodies Are Booming State Fair.

The commercial organizations of Portland are about to boom Portland day at ediction, but the State Fair, which falls upon Thursday, September 15, and it is their inten-tion to take all of the people out of Port-

land on that day that can be hauled by the Southern Pacific. A meeting has been called for Friday evening, September 9, at 8 o'clock, in the parlors of the Commercial Club, when plans will be arranged for the excursions o be run to Salem on rortland day. The Lewis and Clark management, the Com-mercial Club, Chamber of Commerce, Board of Trade, Manufacturers' Association and other organizations of the city are combining to make the day at the fair a success. Special trains and special

fairs a success. Special frains and special fares have been secured, and it is the intention to ship a large part of Portland to the Capital City.

During the fair of 1901 eight Portland people attended on the day set apart for his city. The next year the Chamber of Commerce, at the request of the State Fair Board, took the matter in hand with the result that a trainload of people visited the fair from Portland on Portland

In 1903 there were not cars enough to handle the crowds, and the tickets pro-vided for the occasion gave out before all of the people had been served, This year all of the organizations have ombined, and the railroad company will have ample accommodations for all who

may wish to take the trip.

The Stones of Clackamas. OREGON CITY, Or., Sept. 8 .- (To the Edor.)—The other day, noticing the presence of musual geologic fragments among the grave redged up at the mouth of the Clackamas. argained with one of the workmen employed in mixing cement for the new light and power station walls on the island below Williamette Falls to lay acids anything of unusual aspect and color and I would pay for the collection. The result is, in a box of about 20 pounds | found 12 fine cabinet specimens of chalcedony, banded agate, mottled jasper, sardonyx, quarix gaodes and one specimen of what I hink is chrysoprase, the latter I have sent to the United States National Museum for class ification. My belief in the existence of sup-phires in the formation eroded by the Clack-amas River, and the ledgment of the same in the bar at its mouth prompted the investigation, and it may pay idle men and others not so idle to rake over the gravel dumps from the Clackames bar and sell specimens found to collectors, but always to look for eapphires. The latter may vary in color, dark blue Oriental supphire, light blue or violet, Oriental amethyst, red Oriental ruby, yellow Oriental topas, also white and pink. All are sapphires or corundums, and have a value; but these must not be confounded with col-cred quarts or silica, which has no particular today began a three-days' session here, ared the society's medal founded in 1836, and value.

