EXPANSION OF NATIONAL BANKING BUSINESS.

Enormous Increase in Aggregate Resources on the Pacific

Coast in Less Than Four Years.

country is prosperous, but where is your share of it?" A sure index

of the prosperity of the people of the Pacific Coast is the enormous

increase in the aggregate resources of the National banks. Mercan-

tile interests and banks are closely allied, and the prosperity of the

one is the prosperity of the other. If business is active and on a

stable basis, the resources of the banks grow; if business is inactive

and disturbed, the resources of the banks decline. On October 6, 1896,

Bryanism threatened the country and business at every point on the Pacific Coast was nil, with the possibility of still greater disturbance.

Merchants placed only such orders as were necessary to keep up their

stocks, and National banks kept their loans and discounts within a

safe limit, creating no obligations that could be avoided. On the date named the aggregate resources of the National banks of the Pa-

cific Coast were \$71,018,513 47. On June 29, 1900, the date of the latest

National bank statement for which details for the entire Coast are ob-

tainable, the resources were \$125,849,378 69, an increase of \$54,830,865 22.

Every state and territory contributes to this great showing of expansion. California leads with an increase of over \$30,000,000, Washing-

ton is second with over \$13,600,000, and Oregon third with over \$4,000,-

000. The statement of October 6, 1896, shows the condition of the

Coast when Bryan and free silver threatened its welfare; that of June

29, 1900, shows its condition under trade expansion, returned confi-

dence and the gold standard. The two statements, compiled from the

reports of the Controller of the Currency, are placed side by side for

June 29, 1900.

en route to Cripple Creek. At Victor, on foot when a crowd of boys and men

by the

platform.

statement:

stuffed with ice-trust stock. The Demo-eratic leader in New York, Richard Cro- this week or the first of next.

Colorado, the Republican Vice-Presiden-

and when returning to his train missiles

of different descriptions were hurled at

the party. The attack culminated in an

assault upon Governor Roosevelt by one

of the mob, during which he was struck

with a flagstaff. The Governor's escort

surrounded him and fought off the mob

until the special train was reached, which

immediately steamed out of the depot for

this city. The incident at Victor did not

agements here, and tonight a force of

detectives, armed with Winchesters, ac-

companied the train as it started on its

journey to Pueblo, it being necessary to

pass again through Victor. As far as

known here, the party was not molested

A DAY OF SPEECHMAKING.

and a Disgraceful Incident in the

Town of Victor. CRIPPLE CREEK, Colo., Sept. 26.-Governor Roosevelt's first speech today

was made at Castle Rock, where he was

damp air by Senator Wolcott, and where

"We feel that to you men of the West

we have a right to appeal. There may be some excuse for the dwellers in great

cities, pressed down by the hard condi-tions of life in some quarters, to despair.

It may be necessary to preach to them the gospel of hope, but to you people in this state, to you with a future so

glorious in its promise, surely it ought not to be necessary to say a word ask-ing you to look forward and not back-

ward, to hope and not despair, to dare and not shrink. It is the law of success to dare, to do and to endure. I ask the

men of the present day to stand straight

for the flag that means National power and law and orderly liberty and equal

orado Springs on the arrival of the

Roosevelt train. The Governor made short speeches in Temple Theater and the Opera-House. Both places were crowded. All business houses along the

line of march were decorated with bunt-ing. The escort consisted of the Flam-

beau Club, G. A. R. organizations and

various other civic and military bodies. On leaving Colorado Springs, the spe-cial Roosevelt train was split into two

sections, the first stop thereafter being at Colorado City. The entire population ap-peared to see the New York Governor and shaks his hand. Manitou was the

there to listen to the five-minute talk

of the campaigners. There were many ladies with flag and flowers, which were

liberally bestowed on the travelers. The

train then moved on to Divide, where there was a pause. A call was also made at Gillette and Independence.

At Victor, a few miles from Cripple Creek, among the miners a most unique

that place four years ago 27 McKinley votes were cast. At present, a Mc-Kinley and Roosevelt Club has been

formed, now numbering 550 members, with the numbers increasing.

Governor Rooseveit spoke at the Ar-mory Hall, which was filled. There were many Republicans in the audience, but

there were also apparently many Demo-

crats, who made themselves manifest by noisy demonstrations. Governor Roose-

'In my state the man who was put on

the committee on platform to draw up an anti-trust platform at the Kansas City

convention had at that time his pockets stuffed with ice-trust stock. The Demo-

velt said:

and demonstrative crowd assembled.

next stop. A large crowd was assemb

rights for all men beneath its folds.

on its return.

prevent the Governor from filling his en-

October 6, 1896.

\$14,524,606 S1 14,066,602 96 3,227,617 62 31,318,356 60 6,242,107 24 296,047 57

\$71,018,513 47

the breast with a stick. The assailant

was immediately knocked down by Daniel M. Sullivan, Postmaster of Cripple Creek.

A rush was then made by the mob to

drag the mounted men in khaki uniforms from their horses. The men on foot also

in khaki closed around the Governor,

making a wedge which pushed through the crowd, and they finally succeeded in

gaining the train, which was surrounded

by the mob.

By this time probably 1000 or 1500 excited

people were in the vicinity, and fisticuffs

were exchanged on all sides. Many of the mob were armed with sticks and

clubs, some with rotten potatoes, stale eggs and lemons. The entire party re-gained the train, however, without se-

rious injury, and it pulled out of the

place, with the Rough Riders on the rear

The incident was the only one of vio-

lence that has occurred during the progress of the trip, and it is reported by Postmaster Sullivan, of Cripple Creek, and others that the trouble was occasioned by a small body of roughs, who

had been organized and paid for the pur-

pose of breaking up the meeting. The numbers engaged in this attempt were

few, but very violent in their attack.

Governor Roosevelt, while regretting the occurrence, was not disturbed by the in-

cident, and was ready to proceed with

Governor Roosevelt spoke at three meetings in this city this evening, all of which were indoor meetings, and large, orderly and appreciative. In addition to Governor Posseria

Governor Roosevelt, Senators Wolcott and Henry Cabot Lodge, Hon. John Proc-tor Clark, General Curtis Guild, Jr., and several candidates on the Republican

state ticket made addresses. The speeches of Governor Roosevelt covered the ground gone over at other places, and were di-

rected solely to militarism, imperialism

The meeting tomorrow night will be at

Pueblo. Eight speeches are scheduled

WHAT BRYAN SAID OF IT.

Would Not Believe It Was the Work

of Democrats.

NEBRASKA CITY, Neb., Sept. 28.—Be-ing shown a telegram to the effect that

Theodore Roosevelt was assaulted at Vic-

tor, Colo., by a band of hired roughs to-night. Mr. Bryan wrote the following

"From what I know of the people of

Colorado, I am not willing to believe, without further evidence, that they denied

Mr. Roosevelt or to any one else a fair hearing. If it proves true that he was

mobbed or in any way interfered with. I

am sure that it was not the work of any political organization. There can be no

this country, and those who resort to it injure the cause which they represent."

Conferring With the President.

justification for a resort to violence

his speeches in Cripple Creek. Governor Roosevelt spoke

\$54,800,865 22

When Bryan was in Oregon in April he delivered a number of speeches, in which he asked this question: "The Republicans say the

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WHISKEY Everybody should order direct.

Kingston, Ky., Double Distilled, \$1.50 per gallon.

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WINE French Colony, Port. Sherry, per gallon: \$ years old, 65c; 5 years old, 56c; 5 years old, 56c.

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American and European Plan.

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M. B. WELLS, Northwest Agent for the Acolian Company

353-355 Washington Street, corner Park, Portland, Or. We are sole agents for the Pianola. It is exhibited only at our warerooms,

THE PORT OF TACOMA

LIBRARY

City of Destiny Has Taken a New Lease of Life.

GREAT WORK OF NORTHERN PACIFIC

Puget Sound Ports Making Poor Headway as Rivals of Portland in the Wheat Business.

TACOMA. Wash., Sept. 28.— (Staff correspondence.)—The bats and the owis, to which Henry Watterson gave such prominent mention in his tribute to Tacoma year or two ago, have all moved out of the business blocks in this city, and from appearances more profitable tenants are also presuming more of the and from appearances more profitable tenants are also occupying most of the residences. This City of Destiny, the nature of which is not yet clear, is alive and breathing again. Even as returning Spring awakens a croak in the builfrog, so does returning life manifest itself in the Tacoma newspapers, which, of late, hove bed made for the companion of the compani the Tacoma newspapers, which, of late, have had much to say about Portland's decadence as a marine port, and the attendant rise of Tacoma. Portland's marine growth is steady. It has not been interrupted, nor will it ever be interrupted by Tacoma, but it does not necessarily follow from that line of reasoning that Tacoma is not increasing her sphere of usefulness. The idea that one town must be wiped from the map, in order that another town may advance, in a country of rapid growth and marvelous. country of rapid growth and marvelous industrial development, seems to be popular with the Tacoma newspapers, but is hardly warranted by conditions of by re-

Tacoma as a scaport is making considerable headway in the grain business, but is not at the expense of Portland. The Sound city will ship more grain proportionately during the season of 1800-QI than was shipped by them during the season just closed. They will do this, not because it is a cheaper port for ships, for such is not the case, but because there is a larger amount of wheat directly tributary to Tacoma than ever before. There utary to Tacoma than ever before. There are a great many people in Tacoma who delight in indulging in "pipe dreams" about the time when all of the wheat of Orerm, Washington and Idiho, excepting that produced in the Willamette Valley, will find its way to market be the Puget Sound ports. Some of these cheer, ful idiots accept prophesies of this kind as certain of fulfillment. The same species of insanity affects a few Portlanders and quite a number of Astorians. They argue, with a tenacity worthy of a better cause, that all of the wheat produced east of the Cascade Mountains should be hauled to Portland or Astoria, and thence put afloat. These catch-as-catch-can wrestlers with great economic problems apparently do not stop to consider that neither the Northern Pacific or the O. R. & N. Co. is going out of business in this country, for this is what the result would be if one road secured all of the traffic. The Big Bend country is turning off one of the largest crops on record, and all of this stain is along the line and branches of the Northern Pacific Railway, and is not on the line of the O. R. & N. Co. The Northern Pacific, either through superior judgment; luck, nerve, or whatever hauled to Portland or Astoria, and thence perior judgment, luck, nerve, or whatever the cich Clearwater Valley, in Idaho, and will haul up that awful grade in Potlatch Canyon, and also up over the Cascade untains, an immense amount of wheat which the O. R. & N. Co. cannot touch, cause it is off their line. Of course Mr. Fulton assures us that the Northern Pacific will haul that wheat 145 miles beyond Tacoma to Portland; but, looking at the matter from a cold business stand point, there is a haunting suspicion that Mr. Fulton should tell that to the marines, and not to men who are in a meas-

ure familiar with the expense per ton per mile, etc., of moving freight. Port Charges Compared. The Northern Pacific is doing more for Tacoma at the present time than it has ever done before, and its present efforts have the merit of a good, solid business The road is no longer enand booming townsites, but it is covering its water-front holdings in this city acres of big warehouses, which will handie the wheat which its increasing mile age of feeders is making tributary this port. It is making a first-class har bor where nothing but tideflats greeted the eye a year ago, and within a year it will be unnecessary for ships to tempt the fate of the Andalena by tying up to buoys in the present bottomless harbor mercy of the gales which sweep over Commencement Bay.

This work of the Northern Pacific while not giving Tacoma any advantages which will enable her to draw much new business from the territory of the O. R. & N. Co., which may be also termed Portland's territory, will better enable her to handle the increasing business on territory which the geographical location allots her. As to any other advantages, they do not exist, except occasionally, at intervals, which will be explained later, and which which will be explained later, and which are offset by other advantages possessed by Portland and not by Tacoma. The Portland ship pays ber pilotage at the mouth of the Columbia, the Tacoma ship pays none; but the entire cost of towing and pilotage on the Portland ship from sea to port and return is no greater than the cost of towage alone from Flattery to Tacoma and return. The Portland stevedore puts wheat aboard the ship for 25 cents per ton, while the Tacoma stevedore is paid 30 cents per ton, an advantage of from \$150 to \$200 on each cargo in favor of Portland. Water, wharfage and tying up to a buoy in the harbor are all charged for in Tacoma, and are free in Portland. Wheathandlers and dockin Portland. Wheathandlers and dock-men are paid from 25 cents to 25 cents per hour on the docks here, compared with 30 and 40 cents per hour in Portland, but the saving in this direction is inconse quential in comparison with the difference in other items mentioned, and even this will be equalized when returning prosperity gives the Tacoma dock laborer an excuse for demanding the same wages as are paid for the same work in Portland. Stores and provisions are practically the same in both ports, with a slight per-centage in Portland's favor in the case of

potatoes and other vegetables. Matter of Grain Inspection.

Perhaps the most unnecessary of all of the extra expenses which are saddled on Pacoma and not on Portland is the state grain inspection service. Here is a direct charge against the farmer of % cents per car for a service which is of no benefit whatever to him. The grain exporters who handle all of the wheat of the Northwest, and the Liverpool buyers who market it on the other side, pay no at-tention whatever to the grades estab-lished by the Washington State Grain Commission, and this week in Portland the grain committee of the Portland Chamber of Commerce will establish the grade on which Washington wheat, as well as Oregon wheat, will be sold, and not a car of this wheat that is marketed

in Portland will be subjected to the un-necessary expense incurred in shipping it into the jurisdiction of the Tacoma

The Case of "Poor Jack." And now to one of the most expensive necessities of the ship, the sailor. This is an especially interesting subject at this time, when Tacoma is endeavoring to make a little capital out of a temporary disagreement between the Poptiand ex-

porters and the sailor boarding-house men. To read the hysterical "specials" and "regular" yarns in the Tacoma pa-per, the impression might be gained that all of the Portland exporters had commenced packing up, preparatory to comof boarding-house men existed, and sali-ors clambered over the rail of outward-bound ships, begging to make the voyage on the captain's terms. This Utopian dream is dispelled, however, by an investigation of the facts in the case. The present rates demanded and paid for deepwater sallors out of Sound ports are \$65 to \$75 per man. Wages are \$20 per month, and aside from this one month's advance, the remainder of the amount comes out of the ship. These rates were in force while the Portland boarding house men were shipping men for \$55 per man, and as the Portland men maintained that \$55 rate for over a year, and expressed a willingness to continue it indefinitely, so long as they were given the business, it can easily be understood that it is a simple matter to put the Portland rate back to \$55 per man, and perhaps lower, and thus give Portland a decided advantage over the Sound ports. This, of course, cannot be done without the co-operation of the owners and captains, but when the matter is thoroughly understood, the rates will be as low or lower in Portland than they are on Fuget Sound. Owing to the large number of vessels plying from Sound ports, the business of shipping sailors is much more extensive here than on the Columbia, but it is all handled by one man, Dave Evans, of Tacoma. Hav-ing control of the entire field, he is in a position to do better by the ship than he would be if the business was split up; but he succeeds in keeping rates up to a point dangerously near where a "roar" is liable to be forthcoming at any moment, and when the "roar" does come. the same results will follow as have been noted times without number on the Co-lumbia—rates drop back for a time. As to desertions, there is no difference what-ever between the Sound ports and Portland, and for that matter any other port

for the sallor to enjoy the pleasures of a turn ashore. The boats of the sallor boarding-house men are alongside of a ship before the anchor goes down, and here, as elsewhere, no very pressing in-ducements are needed to bring Jack over the rail, leaving his wages behind him. Views of Captain Carning. The British bark Howard D. Troop is loading wheat at Tacoma this week. Her master, Captain Corning, will long be remembered on the Columbia River, for it was his strong fight against the Portland boarding-house men that directly resulted in the establishment of the \$55 rate out of Portland. After Captain Corning had beat the boarding-house gang to a stand-still, it was an easy matter to make terms with them, and those terms, if in effect today, would make l'ortland the cheapest port on the Pecific 'cast for sallors. Cap-tainin Coming loaded at Pecifical first in 1574, and has "Deen coming to the Coest at regular intervals since that lime. He is a gentleman of more than ordinary in-telligence, and his long experience as a

on earth, where there is an opportunity

shipmaster adds weight to his views on the present difficulty. When told of the effects of his big right against the boarding-house men, he stated.
"I think that \$55, or even \$60, per man is not an unreasonable rate, taking it one season with another, and think it would be better to have a regularly established rate, which could be depended on, than the uncertain rates which are always creating trouble. I think it would have been better for shipmasters to have aided in maintaining that uniform rate than to have aided the opposition in breaking it up. A \$55 rate for sailors, and a less domineering manner on the part of some of the boarding-house keepers would make Portland a very attractive port for ships. Records Shows Where Advantage Is. It is thus apparent that Puget Sound has no advantage of any permanence over Portland in the matter of shipping sailors. The other advantage alluded to previously as occurring occasionally lies in the neavy export lumber business and the

coal trade, which bring to Puget Sound a large fleet of vessels. (Concluded on Fifth Page.)

SUMMARY OF IMPORTANT NEWS.

Political.

Hoodlums at Victor, Colo., attacked Govern Hanna is trying to settle the miners' strike Page 2.

Bryan spoke on trusts in Nebraska City. Page 2. China.

Conger will not yet begin negotiations with mission. Page 2. Germany may modify her attitude. Page 2. Salisbury has not yet formally replied to the German note, Page 2. Philippines.

Outposts south of Manila were attacked by Fighting in other parts of the islands. Page 3. Business of the Philippine Civil Service Com-

mission, Page 3. Foreign. There is much cratory but little enthusiasm in the English Parliamentary campaign.

Page 3. The Boer defeat is complete. Page 3. No probability of war between Chile and he neighbors. Page 8.

Miners' Strike. There were no outbreaks in the anthracite re gion. Page 5. More mines were tied up. Page 5.

Markle's men resume work pending arbitra tion of their grievances. Page 5. James Howard was convicted of the Goebe murder. Page 8.

The United Typothetas will fight the unite label. Page 3.

Pacific Coast. The steamer Robert Dollar, bound for Nome, is probably lost. Page 4. Salem stove foundry and machine shop de-

stroyed by fire. Page 4. Consul McCook reports on condition at Daw son. Page 4. Stand of hopgrowers for 15 cents per pound of better prices has been weakened. Page 4.

Senator Turner, of Washington, returns from consultations with Democratic leaders. Commercial and Marine. Wall-street bears make a raid on Northern Pacific. Page 11.

Buyers and sellers apart on the hop business First cargo of 1900 crop barley from Portland cleared yesterday. Page 8. French bark General de Charette wrecked

Page 8. Council passes new blanket ordinance. Page 1 Brewery employes win a strike, Page 12 Dr. G. W. Gue announces his determination remain the pastor of Centenary M. E.

Assault on Roosevelt by Victor, Colo., Toughs.

THREW STONES AND STALE EGGS

One Man Made a Personal Attack or the Governor, Striking Him With a Club.

CRIPPLE CREEK, Colo., Sept. 28 .-The meetings at this place tonight concluded a day of speechmaking by Governor Roosevelt which was not only arduous, but productive of extraordinary experience. Numerous stops were made

ker, upon whom you base your only hope, and it is a mighty slim hope, too, was another great stockholder, and if, in fact, you were to read through the list of stockholders in that trust, it would sound like reading the roll of the members of Tammany Hall."

A voice cried out: "What about the rotten beef?"

The Governor replied: "I ate it, and

you will never get near enough to be hit with a builet or within five miles of it." Governor Roosevelt succeeded in finishing his remarks, though there was an evident intention among those present that he should not do so.

When the Governor left the hall with his party to go toward the train, he was surrounded by a company of Rough Rid-ers, commanded by Sherman Bell, one of his own soldlers in the Spanish War. He was also accompanied by General Cur-He was also accompanied by General Cur-tis Guild, Jr., of Hoston; Hon. John Proctor Clark, of New York; General Irving Hale, of Colorado; United States Senator Wolcott, Hon. Frank Goudy, can-didate for Governor of Colorado; Hon. P. S. Ryder, candidate for Lieutenant-Corrections of the colorado; Alberts of the colorado; Hon. Governor, and several others. Governor Roosevelt and his party were

TAX' ON BUSINESS Council Passes an Amended

> License Ordinance. EXPECTED TO GIVE SATISFACTION

> Merchants Will Be Taxed According to the Amount of Business Thuy

> > Transact.

The Common Council, at an adjourned neeting held yesterday, passed an ordinance licensing, taxing and regulating for the purposes of city revenue, business, trades, callings or employments within the City of Portland, commonly known as the blanket-license ordinance, by the unanimous vote of the 10 m mmers present. Sherrett being absent. A summary of the ordinance is given below. The rates of icense are based on the amount of business done, and businesses are divided into two general classes. The rates on professions are double those on business men. The ordinance does not render it necessary for any one to expose the

amount of business he does; he must simply state to which class he belongs, The statements of amount of business required to be furnished will be volun-tary statements, no affidavits being tary statements, no affidavits being necessary, and the one statement made at the beginning will do for the whole

Text of the Ordinance.

"Section L It shall be unlawful for any person, firm corporation or joint stock ompany to engage in or carry on any of the businesses, callings, trades or em-ployments designated in this ordinance within the City of Fortland, without first Section 2 provides that in applying for a

license each person, firm or corporation shall present to the City Treasurer a correct written statement setting forth the kind of business, calling, trade or employ-ment for which a license is desired, the class under the ordinance in which the ousiness is graded, and place of busin the statement shall contain the aggregate amount of sules of goods made during the period of a year preceding when such fcense tax becomes due. When the IIcense is desired for a manufacturer, such statement shall definitely state the gross receipts for the period of a year; if for a sawmill business, the number of thousand logs cut during the previous three months; if a restaurant, gross receipts, not including raies of liquor; if the state-ment is for a lawyer, physician, surgeon, dentist, veterinary surgeon, pub-lisher of a newspaper or magazine, it shail contain the amount of receipts for a year, with such definiteness that it may be de-termined in which class said business should rank. If the statement is for a bank, banking-house, trust company or savings bank, it shall contain the average amount of loan and discount business done during the preceding three months; boarding stable for boarding horses, the aggregate receipts for boarding horses furing the period of one year. If any person, firm or corporation is unable to make the statement because of the fact of not having been engaged in such business for the period indicated, a license may be procured by paying the lowest grade in nine miles from this city, and one of the most prosperous mining camps in Colorado, the Republican Vice-Presiden. such business for the period of three months, when such a statement shall be Colorado, the Republican Vice-Presiden-tial candidate was repeatedly interrupted by remarks from some of his hearers, and succeeded in striking him a blow in made for that period, and upon this the

The receipt given by the City Treasurer shall entitle the applicant to a decreasupon presenting the same to the office of the City Auditor, and it is provided that any mistake made by the Auditor in issuing the license shall not prevent a collection of the correct amount of license due. if the mistake is not due to the incorrect statement of the applicant. If any applicant obtains a license for a less grade than is proper by false or incorrect state-ment to the City Treasurer, he shall be desmed guilty of doing business without a license, and be subject to the penalty prescribed for such violation, viz., fine of not less than \$5 and not more than \$300,

All quarterly licenses shall expire March 31. June 31, September 31 and December 31, and shall be dated from the first of the month when they become due. It is also provided that all license taxes shall be paid in advance. Every firm, person, corporation or joint stock company enthe city, selling goods wares or merchan dise, except liquors, and also except such parties as are especially designated and licensed under other portions of this ordinance, or by some other ordinance of the city in force and effect, shall be classed as merchants, and must obtain a mer-The classification of businesses is as fol-

Merchants, Per Quarters, Pirst class, aggregating \$550,000 or

over Second class, between \$500,000 and \$750,000 Third class, between \$500,000 and \$600,000 and class, between \$500,000 and Fifth class, between \$120,000 and \$200, Seventh class, between \$60,000 and Eighth class, between \$40,000 and \$10,000 Welfth class, between \$2,000 and Thirteenth class, aggregating less

Manufacturers, Per Quarter, Every person, firm, corporation or joint tock company engaged wholly or in part in business in the city, where the relation between purchaser and seller of personal property shall be that of hiring of service and not that of a sale of goods, wares, merchandise, except liquors, and also except such parties as are specially designated and licensed in other parts of this ordinance, or by some other ordinance of the city, shall be termed manufacturer

CANTON, O., Sept. 28.—Rear-Admiral Walker, president of the Nicaragua Canal Commission, and Theodore C. Search.	Gross receipts. Tax First class, aggregating \$750,000
president of the Manufacturers' League.	Third class, between \$300,000 and
of Philadelphia, arrived from the East	\$509,000\$ 40.0
this afternoon. Admiral Walker came	Fourth class, between \$200,000 and \$300,000
for a conference on canal matters, the nature of which was not made public.	Fifth class, between \$199,000 and
He spent nearly an hour with the Presi-	\$200,000
dent. The Philadelphia man came to con-	Sixth class, between \$90,000 and \$120,000
fer on matters connected with the cam-	Seventh class, between \$60,000 and
paign, and had a long talk with the Presi-	\$90,000
dent.	\$80,000 7.5
Secretary Long in New York.	Ninth class, between \$20,000 and \$40,000
WASHINGTON, Sept. 26Secretary of	Tenth class, between \$10,000 and
the Navy Long has gone to New York	\$30,000 2.0
for a few days on private business. He	Eleventh class, between \$3,000 and

(Concluded on Eighth Page.)