A MILLIONAIRE'S WILLS

MORE LIGHT THROWN ON THE RICE MYSTERY.

By the Terms of the Second Document Lawyer Patrick' Would Have Controlled the Estate.

NEW YORK, Oct. 9.-A statement made by Captain McClusky today gives a remarkable turn to the Millionaire Rice mystery. Captain McClusky saw the cer-tified copy of the second will, alleged to have been made by William Marsh Rice June 30 last. According to the terms of this will, Albert T. Patrick, the lawyer, is not to receive one dollar for himself. Charles F. Jones, the valet, is not to re-ceive one dollar. All the relatives of Mr. Rice named as legatees in the first will are to receive larger bequests by will are to receive larger bequests by the second will than they would have received under the first will. The Will-iams Elice Institute, of Houston, Tex., named as residuary legates in the first will, receives nothing by the second will. Patrick, by the second will, is named as residuary legates, it being expressly stipulated in the document that he is to devote the money to the perpetuation of the name of William Marsh Rice by the establishment of a charity the details of which had been made to him verbally and in writing by the testator. By the terms of this second will. Captain Mc-Clusky said, Patrick would come into the control of nine-tenths of the estate of Mr. Rice, which is valued all the way from \$4,000,000 to \$10,000,000.

Captain McCluskey said that the Wil-liam Rice Institute of Houston has no actual existence. It has no buildings, but it has a full list of officers. All the plans of the buildings and the details of its purposes have been effected, but It has never got beyond an existence on paper. This institute was to have been established on lines somewhat simliar to those of Cooper Union and to have been operated on the same broad plan of philanthropy. Just what precau-tion the aged millionaire took, if the second will be genuine, to see to it that Patrick faithfully and conscientiously car-ried out the charitable plan, is not Patrick, it is alieged, after Captain Baker's arrival here, made a proposition to the Texas lawyer by which he (Patrick) was not to quality as executor, thereby doubling the fees Captain Baker would be entitled to. It is asserted that would be entitled to. It is asserted that this proposition was made in the hope of inducing Baker to cease his opposition to the probating of the "second will." It has been also claimed that the purpose of increasing the individual quests in the second will over the amounts named in the first will was to win over the support of the relatives of Rice to the second document.

The aged millionaire had some two dozen nephews and nieces in addition to the brother and sisters. By the terms of the first will, which was executed in suston, in 1896, the nephews and nieces, is said, were to receive \$10,000 each. By the terms of the second will, it is said, they were to get \$15,000 each. The be- Shon quests to the brother and two sisters were 2:26% increased proportionately. The total of the bequests to the relatives of Mr. Rice by the second will is said to be about

Captain Baker was asked today about the report that some \$3,000,000 of the dead aire was missing. Captain Baker

"I know nothing about \$2,000,000 or any and Mr. Rice alohe had access to one of the strong boxes, and, as far as we know, it contents are intact. I do not believe that ratrick has withheld any portion of the estate. He said he would turn over to me all of the property of the estate in his possession, and he has done

Captain Baker was asked to divulge the contents of the two wills, but he said he was not yet ready to make them public, When questioned about the statement made by Captain McClusky, he said that whatever the chief of the detective bureau saw fit to make public was, of course, proper.

CHICAGO INSURANCE FRAUD. Detective Frank Smiley Makes a Full Confession.

CHICAGO, Oct. 8.—Detective Frank
Smiley's confession of the details, as he claims to know them, of the insurance fraud conspiracy that brought an untimely and tragic death to Marie A. Defenbach, was made public today at the County Jail, where he is confined with F. Wayland Brown and Dr. August M. Unger, the other alleged conspirators. In his confession, Smiley says that Unger and Brown arranged to gain the insurance and that they were to divide it. Unger was to receive \$3000 while Brown was to take \$7000. Smiley asserts that he was only a tool in the plot and that all he was to receive was \$1000 from Brown for allowing himself to be known as the intetnded husband of Miss Defen-

TORONTO, Ont., Oct. 9.-Assistant Bupreme Ranger Harper, of the Independent Order of Foresters, in which Miss Defenbach was insured, said today that the order's agent in Chicago was not certain that Miss Defenbach had actually died. It might yet turn out, he said, that the case was one of substitution, and that the body cremated was not that of the young woman upon whose life the

Postoffice Clerk Arrested. NEW YORK, Oct. 2.-Richard J. Carwas chief money order clerk in branch E, of the postoffice in this city, was arrested today for forging and rais-ing money orders. Carroll was arreigned before United States Commissioner Shields and his examination was set for next Soturday.

A GRAND TRUNK ROW.

Stormy Meeting of Shareholders in

LONDON, Oct. 9.-There was a sensational scene at today's meeting of the shareholders of the Grand Trunk Rail-way of Canada, between Sir Charles Rivers Wilson, president of the company, and Sir Henry W. Tyler, ex-president. Sir Charles Wilson, in addressing the meeting, detailed the improvements made in line, congratulated the shareholders on the increase in revenues, dilated on the rise in the cost of material and in the rates of wages and explained the ressolution of the day, which provided for the reorganization of the Chicago Grand Trunk by the Canadian Company. After outlining the proposition, Sir Charles said he had received a letter from Sir Henry W. Tyler, expressing disapproval of the reorganization and asking that the letter be read before the meeting.

White with passion, Sir Charles declared that the villalny employed justified him in putting the letter in the fire. The pres ident of the road continued his denunci-ation of the ex-president until the audience rose, crying: "Put it in the fire." "burn it." "shame."

ere was a scene of great disorder and then there arose a cry "Tyler is bere." In a moment the venerable figure ex-President Tyler was seen walking

towards the directors rostrum.

As soon as Sir Charles Rivers Wilson recovered his composure, he said:

"Tyler, stand up. You have willined us, and repeat before us all the charges you

making false pretenses when they repre-sented the reorganization as a transaction setween two independent concerns.

Continuing Sir Henry asserted that the scheme involved the repudiation by Pres-ident Wilson of the Chicago second mortgage bonds, which he asserted were cut down from 5 to 4 per cent. "Be honest," shouted Sir Henry Tyler. "Don't repudiate them."

Amidst a roar of hisses and jeers the voice of Sir Henry was drowned, but he continued waving his arms and shouting inaudible charges against Sir Charles, who stood up and in equally fleroe ianguage absolutely denied Sir Henry's allegations and abused his administration.

Half the time Sir Henry was on his feet endeavoring to interrupt and the extraordinary spectacle was presented of the President and ex-President of a breat relicand standing before a howling au-dience, both of them shouting at once and neither speaker being audfole. It was only when several persons stepped forward with the intention of hustling Sir Henry The mention of nustring sir henry
Tyler out of the room that he ceased
speaking. The meeting then by a large
majority approved the directors' plan to
reorganize the Chicago Grand Trunk with
a guarantee of the interest on the bonds
to be issued by the new company.
The meeting also was directors a The meeting also gave Bir Charles a

vote of thanks.

During the course of the report, the president urged the shareholders to persist in improving the line. He added that the surplus earnings of the Central Vermont road would for the present be ap-

plied to this purpose.

President Wilson expressed the belief that the Pan-American Exposition at Buffelo we ould greatly add to the business of the road, but he considered it doubtful if the expenditures of the road, in view of the labor troubles in the United. States, would be reduced during the

THE DAY'S RACES.

Winners at Lexington and Other Eastern Tracks.

LEXINGTON, Ky., Oct. 8.—The weather was cool today, though bright sunshine added much to the comfort of the large crowd in attendance. The summary: 2:10 pace, purse £1000—Balmy L. won the third, fourth and fifth heats in 2:12%, 2:12, 2:124. Gamboy won the second heat in 2:11. Ituna won the first heat in 2:124. known. Captain Baker is named as co-executor with Patrick by the second will, and Miss Edith also started.

2:14 trot, purse, \$1000-Red June won the 2:16%, sixth and seventh heats in 2:13%, 2:16%, 2:17%. Arch M. won the third and fourth heats in 2:15%, 2:14%. Prince of India won the first and second heats in 2:14%, 2:13%. Nigger Jack, Iris O., Miss Lycurgus, Lasso, Greenfield Boy, Hum-boldt Maid, Major Greer and Constanto also started.

2:18 trot, purse \$1000—Wauban won the fourth and fifth heats in 2:14½, 2:16. Stranger won the second and third heats each in 2:14½, Molo won the first heat in 2:13½. Millard Saunders, Miada, Newton A. and Gold Lack also started

Races at Boise.

BOISE, Idaho, Oct. 9.-The following are the summaries of today's races at the Intermountain Fair:
Named race for Idaho horses, mile heats, best two in three-D. C. S. won, Shone second, Sailor taird; best time,

2:20 trot, for Merchants' purse, \$1000-Lady Alfred won in straight heats; Kitty Caution second, Vinmont third; best ti

Running, half-mile, for 2-year-olds-Orator won, Grace W. second, Under-growth third; time, 0:514, Cowboy relay race, 10 miles, each rider having five mounts, purse, \$200-F. A. Noian's stable won, Stuart & Swan's stable second, R. Byron's stable third; time 22:55

Quarter-mile dash-Harry N. won, Garvey second, Bill Nye third; time, 0:24.

laces at St. Louis. ST. LOUIS, Oct. 8.-The results today

Mile and an eight, selling-Waldeck won, Linden Elia second, Celeste d'Or third; time, 1:571/4. One mile, selling-Imp. Kimmage won,

oral second. Orlandine third: time 1:44 Five furlongs—Downhearted won, Miss Go Lightly second, Elsie Del third; time, One mile, selling-Colonel Gay won, De

blaise second, Jack Adle third; time, 1:44. Five and a half furlongs, selling-Curd won, Poyntz second, Al Lone third; time, 1:09.

CHICAGO, Oct. 9.-The results at Harlem were:

Six furlongs Gala Day won, Peace sec end, Pirate J. third; time, 1:14. Four and a half furiongs-Harry Heren deen won, Tenny Belle second, Shut Up third; time, 0:54 2-5.

One mile-La Goleta won, Found ond. Precursor third; time, 1:39 4-6.
Mile and three-sixteenths, Turf Congress stake—Mint Sauce won, The Lady second, Serrano third; time, 1:50. Eleven-sixteenths of a mile—Bessie Macklin won, May Peach second, Sly third; time, 1:02 1-5.

Six furlongs-Light Ball won, Fondo cond, La Desirous third; time, 1:15 1-5.

Races at Morris Park

NEW YORK, Oct. 8,-The results at Morris Park: Six and a half furlongs-Armor wor West Baden second, Draughtsman third

One mile Sparrow won, Water Cure second, The Chamberlain third; time, 1:45. Eclipse course—Silverdale won, Telamon second, Autolight third; time, 1:01%. Mile and a sixteenth-Greenock won, Wooster Boy second; time, 1:50. Two starters.

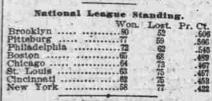
One mile-Harry McCoun won, Mill-stream second, Belie of Orieans third; time, 1:44%. mile-Rafello won, Duoro second, Herbert third; time, 1:43%.

Target Shooting Championship. CHICAGO, Oct. 9.-Fred /Gilbert, Spirit Lake, Ia., lost the American chamship for inanimate target shooting to William F. Crosby, of O'Fallon, Ill., at Watson Park today. The event was at 150 targets per man for the cup and 1100. The score: Crosby, 126; Gilbert, 128.

Next Year's American League. CHICAGO, Oct. 9.—The Tribune declares that next year the American Baseball Lengue will consist of Baltimore, Washington, Clevelana and Buffalo in the East; Chicago, Detroit, Milwaukee and either Letter and State of the Chicago. Indianapolis or St. Louis in the West, with the chances favoring Indianapolis.

St. Louis Beat Pittsburg. ST. LOUIS, Oct. 8.—Powell was in fine form today, and Pittsburg never had a chance. Attendance, 400. The score: chance. Attendance, 400.

St. Louis 8 14 1 Pittsburg 4 8 3 Batteries - Powell and Criger; Leever and O'Connor. Umpire-Emslie.



Secured a Big Contract. PITTSBURG, Oct. 8.—The American Bridge Company today closed a contract to furnish all of the structural steel to be have made.

Cheers mingled with groans greeted Sir
Henry W. Tyler, who maintained that the
Chicago Grand Trunk was owned and controlled by the Canadian Grand Trunk,
and that therefore, the directors were

to the structural steel to be allistic float which required practical and skillful manipulation was that of Wilder

& Wing, on which the members of the
contract is between \$150,000 and \$300,000.

It will require six months to furnish the
material, and it must be delivered at
the line of march. Pease & Mays' two
floats attracted much attention, particu-

THE DALLES FAIR OPENED

TOWN UNDER RULE OF FAIR QUEEN SINCE YESTERDAY.

Attendance Is Large, and Every Conditton Perfect-Parade Was a Most Striking One.

THE DALLES, Or., Oct. 9.—The Harvest Festival and Street Fair opened to-day in a blaze of glory, as to pageant, crowd, decoration and weather. For years The Dailes has not had such a crowd of visitors within her gates, and the committee on accommodations has had lively work to provide for the great throng of visitors. Hundreds of farmers, with their families, from the immediate vicinity and neighboring counties, some with exhibits and gaily decorated vehicles.

larly the one drawn by ponies and carry-ing four small girls dressed in yellow and white. Numerous handsome floats representing most of the firms in town fol-owed in line, interspersed by Indians and

plugugiles.

Each day of the Fair will have a spe cial attraction, tomorrow being prize day. Thursday Children's day, Friday Rex day, and Saturday given over to the en-tertainment of the Heppner visitors.

BERT FARRELL HEARD FROM

He Is Bowling Over the Smooth Pikes of England.

When Bert Farrell started weeks ago on his tour awheel around the world he was requested by a friend of N. S. Cameron, some 25 years ago sident of Portland and connected with resident of Portland and connected with The Oregonian, but now one of the ed-itorial staff of the Mercury of Leeds, England, to call on that gentleman. Yesterday that friend received a note hicles, are everywhere to be seen mingling from Mr. Cameron, dated September 26,

*********************************** HEARST ON THE PHILIPPINES.

The Democratic Clubs' President Was Eager to Nail Them

All during 1898 W. R. Hearst, president of the National Association of Democratic Clubs, and his papers, the New York Journal and the San Francisco Examiner, were earnestly in favor of the retention and government of the Philippines by the United States. After many editorials of the same general purport, on the morning of Sunday, August 14, 1898, in an editorial, three columns wide, with type set in most conspicuous display form at the top of the page, the Examiner printed its now famous declaration:

"NAIL THE FLAG TO THE MAST."

in matter and form as follows: * "NAIL THE FLAG TO THE MASE"

"It may be that the taking of this scaport and capture of what must be considered all that there is of an effective Spanish navy, will induce the great powers of Europe to compel Spain to sue for peace; but every officer and every private in the American forces on land and sea hopes that no peace may be granted until the American flag is nailed to the flagstaff of Porto Rico and the Philippines - NOT SIMPLY HOISTED THERE, BUT NAILED .- Dispatch to the Examiner from W. R. Hearst, dated Santiago, June 27, 1898.

NAIL THE FLAG TO THE MAST.

"Those words were written by W. R. Hearst for the Examiner seven weeks ago. They were written before Cervera had uncorked his bottle and lost his fleet, be fore Santiago had surrendered, and before Spain had humbly sued for peace. But they were then, as they are now, expressive of genuine American sentiment the sentiment which prevails among the

NAIL THE FLAG TO THE MAST.

"What have we gained from Dewey's glorious victory if the defeated Spaniards are to retain the islands?

"Have we indeed sent twenty thousand American soldiers merely to turn that city over to the Dons? "The question, What shall be done with the Philippines? is of particular

importance to the people of the Pacific Coast. In all the wealth which those thousands of fertile islands might bring to the United States, our West would have a first share, for through our gates it must largely pass It is to the interest of the Nation THAT OUR FLAG BE NAILED TO THE MAST IN MANILA. Is is especially to the interest of the people of this Coast.

Two United States Senators have spoken on this subject within the last few days. Hear first what Senator Foraker, of Ohio, has to say: T think it would be nothing short of crime to return the Philippines to the government of Spain. The tyranny Spain has practiced over the people for years has been worse than her oppression in Cuba. It is in the most reprehensible sense of the word, a corrupt and taxridden country. I feel that the United States has a mission clearly appointed by Divine Providence in this whole matter, and that we shall fall to fully manifest its purpose if we allow the Philippines to remain under the yoke and in the midnight darkness to which they have been subjected.

"I cannot believe the President will think of such a thing as returning the islands to Spain. Now that we have them, we should keep them. We would have no more trouble in giving them a good government, and probably not as much, as we had in governing the states that were in re-bellion during the years immediately following the war.'

"And this, in part, is what Senator Campbell, of New Hampshire, wrote to the New York Herald: "If we take Spain's promises that she will give the islands a decent government, she will not keep them, and we shall have to go to war with her again or be dishonored in the eyes of

"'Can we fight her better after she has transported to Luzon her liberated armies and built a new fleet?

"We shall not again destroy two squadrons with a loss of but one "England prevented the concert of Europe from interfering to prevent

our occupancy of Manila up to Dewey's victory. Shall we now fix the future fate of the Philippines without hearing England's suggestion? 'If we are unwilling, in the jargon of the peace-at-any-price advocates, to make ourselves responsible for the government of remote sayage peoples, England will quit the islands and give us Canada in ex-

change, if the latter wants to come, as soon as she will. The impending danger is that there has gone to Spain, through that accomplished negotiator, M. Cambon, assurances, direct or indirect, from President McKinley, that the American commissioners will agree to give up the Philippines, excepting Manila. That is what Sagasta says he understands. Is it so understood by us? We deceived Spain once by not telling her she must give up Cuba. Shall we now let her think we are now willing to give back those Oriental Islands, over which our flag has once floated, to be ravaged and enslayed, and their inhabitants butchered by Spanish military assassins like Weyler, who will go there and do the bloody work in spite of all Spanish pledges to the contrary?"

THE MAST.

"There is no hesitation in these words." They are not haiting utterances. THERE IS WISDOM IN THEM. THE PHILIPPINES ARE OURS IF WE WILL HAVE THEM. LET US TAKE THEM. LET US NAIL THE FLAG TO THE

FLAG TO THE MAST.

ter appearing in buckskin suits and war | in Leeds. Mr. Cameron says:

Early this morning a great crowd of people lined the dock, where the Queen's barge was to land, and waited patiently until 11 o'clock, when the steamer round-ed Crate's Point. Amid shricking of whistles, clanging of bells and the cheer-

ing of the crowd, the ship drew alongside the Regulator dock, where the Queen was met by the Mayor and City Council, The coronation ceremony was performed by Roger B. Sinnott, chairman of the executive committee. An appropriate address was made by Fred W. Wilson, who, acting for the Mayor, delivered the historic key of The Dalles' first City Hall into Her Majesty's keeping.

After the coronation, the Queen entered

the coach, which, covered with white furs and streamers of ribbon, was drawn by four black horses. Followed by a white float bearing her eight maids of honor, all gowned in white, the Queen's carriage proceeded to the junction of Second and Washington streets, where the waiting procession fell in line and made a tour of the city, returning shortly after noon to the Fair pavilion, and haiting in front of the main arch, where the parade was reviewed by Her Majesty.

Immediately following the Queen and her maids were the O. N. G. and G. A. R. divisions, on foot, and carrying the ban-ners of their company and post. Then came a float beautifully decorated with emblems and insignia of the local Woodmen lodge. The noisy and most enthusi-astic feature of the parade was the unique representation of Jacobsen's Book & Music Company, which consisted of 100 smail schoolboys, armed with watchmen's rattles and drawing a small patrol wagon, in which was seated a little girl decorated and crowned as Queen. One of the three bandances the three handsome floats of Joseph T. scow in miniature, at the stern of which a small boy stood by the wheel. The re-alistic float which required practical and skillful manipulation was that of Wilder

with the sightseers and Indians, the lat- announcing the arrival of Mr. Farrell "I have been nearer Portland today The town is generally decorated. The than at any time since I returned to public schools, banks and other business this side of the Atlantic. Bert' Far-'Bert' Far houses closed for the day, that all might rell, to give him his familiar name, called upon me and his talk revived my memories of the seventies and gave me a fairly vivid idea of what the metropolis of Oregon has grown to since then. 'Bert' was travel-stained, but looking 'Bert' was travel-stained, but looking wonderfully 'fit,' in the military sense clear of eye and brain, clean-limbed, with no surplusage of flesh, with a merry heart and a right genuine grip of the hand. He has 'done' Ireland, been through the Burns and the Scott regions of Caledonia, been in remote cor-ners of Northumberland and from thence on to York-all on a bike, or wheel. He says he can manage 60 to 80 miles a day on our well-laid roads. Indeed, he says our roads are so good that he over them more quickly than is suited for sight-seeing.

"From here he goes to Manchester thence to Liverpool and from there he will probably make for Chester and strike a bee line to the Shakespeare country preparatory to making for the place where all good Americans go now-a-days -London itself. After that he purposes running through Europe, and may even, he says, work his way to China and home. We greatly enjoyed his short stay here and his conversation. A postal card of the same date as Mr Cameron's letter was received from Bert by his father yesterday. He gives a brief outline of his later wanderings and says on the roads there he can ride all day-they are like a race track, smooth and hard. He only stops at cities long enough to see the principal points of interest and says that in the last two days he has ridden 125 miles. The weather has been perfect—no rain to bother him. He visited Alnwick, the old home of his friend, Harrington, the Luird of Pillar Rock, and went all through the castle of the Duke of Northumberland, one of the most noted castles in Eng-Shakespeare country it will be down hill all the way to London, and as he will not need to get off his wheel he will be there in a jiffy. When he comes home he will be able to say whether he is allowed to ride bloycles on the side-

OREGON AND ORIENTAL

NEW STEAMSHIP LINE MAY BE IN-DEPENDENT OF RAILROADS.

The Eva Will Return to Portland in the New Line-May Grain Ships Arrive Out-Marine Notes.

The Oregon & Oriental Steamship Com-pany is the name of the latest trans-Pacific line to operate between Portland and the far East. This company will operate a line of chartered steamers, the steamer Eva, which left here a few days ago, being the first of the fleet. It was stated in Sunday's Oregonian that the Eva would probably return to Portland or another steamer would be substituted. The matter has since definitely settled, and the will return as soon as her present outward cargo is discharged. She will alter-nate on the route for the present with another similar sized steamer, and if business justifies the service, an additional will be placed on the route. Details of the new organization were not obtainable yesterday, as Mr. Graham, one of the prime movers in the enterprise, was not in the city. It is stated on very good authority, however, that Mr. J. V. Creighton, who went over on the Eva, will represent the new company in the Orlant and that he sailed away with Orient, and that he sailed away with Orient, and that he salled away with a two years' contract in his pocket.

So far as can be learned, the new line has not yet made definite arrangements with any of the transcontinental lines for overland freight, and the general be-Hef seems to be that its business will be confined largely to local freight. Some difficulty is experienced in securing full inward cargoes for steamers, but Port-land has always had a surplus of out-

also stated that a big meeting will be held at Hong Kong today or tomorrow to consider ways and means for preventing a demoralization of rates, such as will certainly follow the cutting of an inde-pendent line. This meeting will be at-tended by representatives of the Pacific Mail Steamship Company, the Nippon Yusen Kalsha, Dodwell & Co., the California & Oriental Steamship Company and the Canadian Pacific Railway. A combination of these big lines could undoubtedly make it very difficult for the newcomer to secure satisfactory overland rates, but if enough local business could be secured to keep the steamers moving they would be in a measure independent of the actions of the big lines. Mean-

ward freight. There is a rumor to the effect that the Eva made a lower rate to

Hong Kong and Vladivostock than has been in effect on the other lines. It is

Monmouthshire, Kvarven and Bergenhus are rustling up freight for those vessels, and all of them will go out fully loaded. THE BAR BUOYS.

while, the different agents who are look-ing after the interests of the Scarpsno,

Changes Made to Conform With Latest Channel.

WASHINGTON, Oct. 4.-The Lighthouse Board calls attention to the following changes in its buoys and other aids to and one-half million bushels of grain, estimated to load 25 ships, are in storage navigation at the mouth of the Columin Tacoma's elevators. Ship-owners have been offered and refused 50 shilling char-ters. Just how the blockade is going to

Outer buoy, a black and white perpendicularly striped first-class can, marked "M. S." in white, was moved northwest-erly outside the bar, and marks the entrance to the channel across the bar. The buoy is now in 33 feet of water. North Head lighthouse, northeast by north, easterly: Cape Disappointment lighthouse, northeast by east % east; Point Adams (discontinued) lighthouse, east-southeast % east, easterly. Bar buoy, a black and white perpendicu-larly striped first-class nun, was moved northwesterly to the crest of the bar, and is now in 24 feet of water. North Head

lighthouse, north-northeast; Cape Disap-pointment lighthouse, northeast by east ast; Point Adams (discontinued) lighthouse, east-southeast ½ east. Clatsop Spit buoy, No. 9, a red first-class nun, was moved north-northwesterciass nun, was moved north-northwesterly to the northwesterly point of Clatsop
Spit, and is now in 23 feet of water,
North Head lighthouse, north by east 1/2
east; Cape Disappointment lighthouse,
northeast 1/2 east; Point Adams (discontinued) lighthouse, east-southeast 1/2
east, Linger buoy a black southeast 1/2
east.

Captain Williams reports the catch of the remainder of the fleet up to August 2/2
as follows: Jeanette, 1; Narwhal, 2; Grampus, 10; William Baylies, clean; Alexander, 1; Fearless, 2, and Bowhead,
clean.

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as follows: Jeanette, 1; Narwhal, 2; Grampus, 10; William Baylies, clean; Alexander, 1; Fearless, 2, and Bowhead, clean.

From Everett—L. Pattand, at the VenInner buoy a black soft with the catch of the remainder of the fleet up to August 2/2
as follows: Jeanette, 1; Narwhal, 2; Grampus, 10; William Baylies, clean; Alexander, 1; Fearless, 2, and Bowhead, clean. Inner buoy, a black and white perpen-dicularly striped first-class can, was moved northeasterly inside the bar, and is now in 25 feet of water. There is generally a heavy sea between this and the bell buoy. Cape Disappointment light-

house, northeast % north; Point Adams (discontinued) lighthouse, east-southeast % east; North Head lighthouse, north % Peacock Spit buoy, No. 1, a black firstclass can, was moved northeasterly July 27 to the southerly edge of Peacock Spit, and is now in 22 feet of water. Cape Disappointment lighthouse, northeast % east; Point Adams (discontinued) lighthouse ast-southeast. easterly; North Head lighthouse, north % west,

OCEANIC'S NARROW ESCAPE.

Big Liner Gets Too Close to the Irish Const. NEW YORK, Oct. 9.—A special cable lispatch from Queenstown to the Even-

ing World says: giant White Star liner Oceanic, which arrived here today, had a narrow escape from shipwreck off the coast of

While approaching the coast, and trying to pick up the Fastnet Light what an peared to be a fogbank suddenly lifted and showed land dead ahead. The breakers could be plainly seen crashing on the rocks, and the vessel touched bot-tom, but Captain Cameron immediately stopped his engines, reversed them and backed into the deep water without the steamship being injured. It was only owing to care that a terrible disaster was averted. The Oceanic was going slowly on account of the fog, and trying to pick

up the land.

It was 4 o'clock in the morning when the fog lifted and showed the land right

The stopping of the engines shook up and awoke everybody. Half a minute after the engines were reversed, but be-fore the Oceanic was stopped, she struck with a grinding, grating noise. She then quickly swung clear. Tranquil and con-fident in the skill of the captain, the women passengers in the saloon behaved admirably, showing the greatest coolness in the presence of danger.

The watertight compartments were closed within two minutes on Captain Cameron's order as soon as the danger was perceived. The lifeboats were cleared away, ready for lowering, with the pre-cision of clock work, and the crew were at quarters at once.

TWO HUNDRED MISSING.

Fearful Loss of Life in the Grand Banks Gale.

ST. JOHNS, N. F., Oct. 9.—According to reports from St. Pierre, 17 fishing vessels that were operating on the Grand Banks during the gale of September 12 are still missing, with crews aggregating over 200

A number of other vessels that have arrived here within the last few days have reported a loss of from one to seven me

Serious disasters have visited a number of New Foundland fishing harbors.

MAY GRAIN SHIPS. First and Last Vessel of the Fleet

Arrive at Queenstown. The British ship Dovenby Hall, the last ressel of the May grain fleet from this port, arrived out at Queenstown Monday, after a passage of 130 days from this port. This is about the slowest passage ever made by this ship, as she has quite a reputation as a fiyer. In the number of days out, though, it is about an average

SAVE YOUR HAIR

With Shampoos of



And light dressings of Curroura, purest of emollient skin cures. This treatment at once stops falling hair, removes crusts, scales, and dandruff, soothes irritated, itching surfaces, stimulates the hair follicles, supplies the roots with energy and nourishment, and makes the hair grow upon a sweet, wholesome, healthy scalp, when all else fails.

Complete External and Internal Treatment for Every Humor, consisting of Curricuma Soar (20c.), to cleanse the skin of grasss and soften the thickened cuties, Currouma Currents (60c.), to cleanse the skin of grasss and soften the thickened cuties, Currouma Currents (60c.), to cool and cleanse the blood heal, and Currouma Essourant (50c.), to cool and cleanse the blood heal, and Currouma Essourant (50c.), to cool and cleanse the blood.

The Set \$1.25 hoss of hair, when all clea fails. Sold throughout the world! Portage Daug and Curroum, Sole Propa, Boston. "All about the Skin, Scaip, and Hair," from passage; in fact, it is the exact number | Arcata, for Coos Bay; schooner Western of days which Broomhall's Corn Trade
News keeps posted at the head of its columns. The Inverness-shire, which was
son, from Seattle. Redondo-Arrived Oct. 8-Steamer Stim-

WHEAT BLOCKADE AT TACOMA.

Grain Is Serious Question.

be lifted is difficult to foresee, as there is little disengaged tonnage to be had

on Puget Sound, even at the 50 shilling rate. Strong efforts are being made to

get some of the ships now in port to

load ahead of their time to relieve the

BALAENA'S BIG CATCH.

Steamer Whaler Returns to 'Frisco

With a Fortune.

SAN FRANCISCO, Oct. 9.-The Pacific

Steam Whaling Company's Balaena re-turned from the Arctic after an unusually

Captain Milton Smith and H. F. Kirry

are building a new steamer for Tillamook

Bay, says the Tillamook Herald, Cap-

upon which he will begin work at once. and the machinery has already been or-dered from the East.

M passengers, and ready for business by

The vessel has already been chartered

by the first commissioner for the Colum-

Monument for Fire Victims

to be erected in a plot owned by the com-

Last Voyage of Nome Steamers.

Marine Notes.

The British ship Deccan is still in port. She is being held so long that there are whisperings of other more extensive bur-dens than those of the sailor boarding-

house men being levied on some shins in

The British ships Dechmont and Kil-

mory arrived up from Astoria yesterday afternoon and docked at the Victoria and

Elevator docks, respectively. The German ship Philadelphia left up yesterday afternoon. The Portia left down yester-

Domestic and Foreign Ports

M .- German ship Philadelphia. Condition

of bar at 5 P. M., smooth; wind, south

raining.
Port Harford, Oct. 9.—Sailed—Schoone

Melanethon, for Willapa Harbor.
Victoria—Arrived Oct. 8—Steamer Duke
of Fife, from China.

San Francisco-Arrived Oct. 8-Schooner

Reporter, from Gray's Harbor; steams

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chart H. Thitchir.

of Puebla, from Victoria, Sailed-Scho

ASTORIA, Oct. 9.—Arrived—Steamer Elmore, from Tiliamook. Left up at 4 P.

congestion.

March 1, 1901

City will depart.

lumber at Knappton.

day morning.

slow passage of 150 days. This vessel is also a very fast saller ordinarily, but she experienced a gale. August 10, which damaged her considerably, and undoubtedly delayed her arrival at Queenstows.

Seattle—Salled Oct. 3—Steamer Humboldt, for Skagway.

Honolulu—Arrived Sept. 35—Bark Skagir, from Port Gamble, Arrived Sept. 35—Ship Fort George, from Oyster Harbor, Salled Sept. 35—Ship Flowers Harbor, Salled Oct. 3—Steamer Humboldt, for Skagway.

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tle for Mantla.

before she finally reached Portland had cost the underwriters considerable money. Las Palmas-Arrived Oct. 8 Seraphis, from San Francisco, etc., for Hamburg. Havre, Oct. 2.—Arrived—St. Germain, from New York.
Yokohama. Oct. 2.—Sailed—Gienogle, from Hong Kong for Tacoma.
Plymouth, Oct. 3.—Sailed—Patria, from Hamburg for New York.
New York, Oct. 2.—Arrived—Cuffe, from Inc. Few Ships to Be Had and Moving of TACOMA, Wash., Oct. 9 .- Twenty-one

Liverpool. Salled-Belgravia, for Flam-burg: Lahn, for Bremen. Liverpool, Oct. 2.—Sailed—Lake Megantic, for Montreal via Queenstown; Sax-onia, for Boston via Queenstown.

Bremen, Oct. 9 .- Arrived-Kaiser Wil-

helm der Grosse, from New York.
Queenstown, Oct. 9.—Arrived—Oceanic,
from New York for Liverpool. Lizard. Oct 9.—Passed—Spaarndam, om New York for Boulogue and Rotter Liverpool, Oct. 9.-Arrived-Dominion.

from Bostona PERSONAL MENTION.

from Montreal and Quebec; Sylvania,

Dr. Curtis C. Strong is very seriously ill. successful season. She secured 47,000 and but slight hopes are entertained of pounds of bone and 180 barrels of oil, the any improvement in his condition.

catch being valued at \$300,000.

Captain Williams reports the catch of

Word From the Windward. NEW YORK, Oct. 9.- News two weeks later than any previous information has tain Smith left on the Sue H. Elmore for Rainier, Or., where the hull will be built, been received from the Peary relief steam-ship Windward, in a letter written by Captain Samuel W. Bartlett to a friend in this city, under date of August 10. Captain Bartlett stated that he had ar-The vessel will be 52 feet long, 12 feet rived at Good Haven, on that date, and that all were well aboard. Half the dis-tance on the voyage from Skiney had beam, and 36-inch draft, 2214 horsepower and full cabin, with accommodations for been accomplished under suit. He ex-pected a good run to Cape York, and is hopeful of finding Peary there.

FIVE DOLLARS A BOX.

bia River patrol, which will last for per-haps 30 days, after which she will be brought to Tillamook for service on the The Price Cut No Figure With Him. "I want to say for the benefit of some poor dyspeptic that Stuart's Dyspepsia Tablets will give comfort and a cure every time. Five dollars a box would not NEW YORK, Oct. 9.—Officials of the North German Lloyd Steamship Company have awarded a contract for a monument stop my purchasing them should I ever suffer again as I did for a week before pany in a cemetery in North Hudson, in memory of the persons who lost their using them.

The one 50-cent box I bought at my lives in the great fire that destroyed the druggist's did the work and my dige plers and steamers of the company at Ho-boken, on June 30 last. is all right again. Many of my neighbors have also tried these tablets and found them to be just as represented and Mr. Elims also wants SEATTLE, Oct. 9.-Three steamers are me to use his name in endorsing Muon the eve of their departure for Nome, art's Dyspepsia Tablets. Signed, the last voyage of the season of 1900. The Centennial, Santa Ana and Nome City are

A, Ettas and CHAS. F. BUZZELL, Asst. Postmaster, South Sudbury, Mass.

the vessels. The Centennial expects to get away for the north at an early hour tomorrow morning, and before the close of the day both the Santa Ana and Nome Mrs. James Barton, of Toronto, Canada, writes: For 18 months I suffered from what I supposed was bladder and kidney trouble, and took medicine from three different doctors, without any sign of cure. I felt so ill at last I was hardly The barkentine Arago arrived in at Knappton Monday, after a good run of 46 days from Santa Hosaila. She will load able to do my work.

I thought I would try a box of Stuart's Dyspepsia Tablets and see if they would make me feel better, never really thinking I had dyspepsia, but after only three or four tablets had been taken all the acid trouble disappeared and then I discovered I had had acid dyspepsia, while the doctors had been treating me for kidney and bladder trouble, and one of them treated me for rheumatism.

My digestion is fine, my complexion clear and I am able to do my work, and low spirits are unknown to me. I am so thankful for finding a cure so good and so pleasant to take as Stuart's Dyspepsia Tablets. I am surprised at the

change they have made in me.

All druggists sell and recommend Stu-art's Dyspepin Tablets, because they contain only the simple natural digestives, and taken after meals prevent acidity and cause prompt digestion and assimila

cause they are as safe for the child as for the adult; they are invaluable for sour stomach, nervous dyspepsia, neurtburn, gas on stomach and bowels and every form of stomach derangement.



DR. CROSSMAN'S For the Cure of Genorrhoea, Strictures, and analogous compl-of the Organs of Generation Frice 31 a bottle. For sale by drug