LAST OF THE FLEET

All of Old Season's Portland Ships Reach Europe.

FAST RUNS OF THE JULY VESSELS

Dutch Bark Arrives at Astoria-Another November Cargo-Steamships Sold.

The British bork East African arrived out at Falmouth yesterday, after a long passage of 157 days from this port. This passage of its days from this port.

Antival leaves but one ship of last season's fleet still on the way from a Pacific
Coast port. The tail-ender is the British
bark Mount Stasrt, now out 14 days
from Tachma for Queenstown. The Portland grain fleet for the current season is making a better showing than that of any other port on the Pacific Coast. Four of the five vessels which salled from Portland in July have already ar-rived out and but one lone vessel has arrived out this season from San Fran-cisco, while none of the Puget Sound fleet has been reported at Queenstown, al-though the Rhuddian Castle was apoken a short distance off that port a few days ago. San Francisco's one ship which has reported out was the Marie Molinos, which made a ratiling run of III days. This performance was laid in the shinds. however, by the flying passage of the Rickmer Rickmers, which made the run

of the four ships which have arrived out from Portland, the slowest passage of the bunch was that of the Wendur, which was 125 days on the way. The Fifeshire went out in 122 days, and the Marechal Villiers in 123 days, and average for the four of less than 120 days. The Liverpool Corn Trade News heads its list of "Cargoes on Passage" with the announcement that the average passage from Ban Francisco and the Columbia River is 130 days and from Fuget Sound 140 days. From this it is apparent that 140 days. From this it is apparent that the Portland July fleet to date has made passages fully ten days under the rec-

BANANA STEAMER LINE.

Independent Growers Seek Transportation to American Markets. NEW YORK, Nov. 22.—A committee, composed of S. W. Setton and Frank Turner, of Rama, Bluefields River, Nica-

ragua, representing the interests of the dependent banana-growers, is spending few days here for the purpose of apleting arrangements looking into the establishment of a direct steamer service for the benefit of the banana-growers. On Saturday the committee will meet a number of the leading banana-jobbers to discuss the situation and formulate plans. In conversation a member of the com-

We are here in the interests of the nana-growers and are prepared to give balana-growers and are prepared to give the jobbers every assurance of support in the project to establish a banana service independent of the banana trust. We represent fully 80 per cent of the inde-pendent growers, all of whom are piedged to hold together in this movement. Enough encouragement has been received to warrant the establishment of a line of three steamers to Elucfields. If the sen-ilment in favor of action among the liment in favor of action among the obbers' associations in this country is as trong as we believe, something will come the movement. At Saturday's meetof the movement. At Saturday's meet-ng we hope to get well under way." The Western Banana-Jobbers' Associa-

tion has been for some time considering a movement similar to the one proposed, and it is believed that the scheme the growers' committee has in band will at least bring about an understanding between the two interests.

ANOTHER NOVEMBER SHIP.

Halewood Completed Her Cargo Yesterday—Several Ships Due.

The British ship Halewood finished loading yesterday, and will leave down the river tomorrow. She will be followed tomorrow or Monday by the Morven, and one and perhaps two others will finish in time to clear this month, but there will be quite a shortage in the numerical proportions of the fleet, as compared with that of last November. Matters will be evened up next month, however, for there will be at least 14 ships available very early in December, and as there is wheat enough on the spot for them now, there will be no delay in giving them quick disparatch Of the fleet now in giving them quick disparatch Of the fleet now in the spot for them now, there will be no delay in giving them quick disparatch Of the fleet now in the spot for them now, there will be no delay in giving them quick disparatch Of the fleet now in the spot for them now, there will be no delay in giving them quick disparatch Of the fleet now in the spot for them and the spot for them now, there will be no delay in giving them quick disparatch Of the fleet now in the spot for them and the spot for them now, there will be no delay in giving them quick disparatch Of the fleet now in the spot for them now, there will be no delay in giving them quick disparatch of the fleet now in the spot for them and the spot for the spot for them and the spot for the spot for them and the spot for the spot for them and the spot for the sp very early in December, and as there is wheat enough on the spot for them now, there will be no delay in giving them quick dispatch. Of the fleet now in

The river, at the present time a fleet of 12 vossels, nearly all of which are almost certain to be in within the next two weeks. The list includes the Gertain technical section of the list includes the Gertain technical section of the list includes the Gertain technical section of the list includes the Gertain bark Kilmaille, from Vancouver. Arrived November 21—Barkentine Benio's. San Francisco: November 5, for San Francisco: November 6, for San Francisco: Nove two weeks. The list includes the German ship Peter Rickmers 16 days out from Hong Kong, Alice 24 days from Nagasakl, and Bertha 20 days from Well Hai Wei, and C. H. Watjen 22 days from Che Foo. The French barks Bossuet 18 days from Honolulu, Louis Pasteur Didays from Dunkirk. The Poltailoch and Dunsyre, which left Santa Rosalis the same day as the Marion Lightbody, now in port, are out 33 days, the Andrets 17 days from Yokohama, the Dora 64 days from Samarang. from Samarang.

BUTCH BARK IN PORT.

She Hails From Amsterdam and Is the Second of Her Ping Here.

The Dutch bark Pax arrived in at Astoria yesterday, after a moderate passage of 40 days from Yokohama. The Pax is the second vessel flying that fing to enter the Columbia River, the Costendurk, which arrived about two years, being the pioneer Dutch craft in this port. The Pax was built at Port Classon in ing the pioneer Dutch craft in this port. The Pax was built at Port Glasgow in 1891, and is owned by H. Hustede, of Amsterdam. She is a steel vessel 285,1 feet long, and 36,1 feet beam, with 21,8 feet depth of hold. Her not registered tonnage is 1891, and her gross tonnage 1852. Only a few years have eigheed since the Brat German ship anchored in Portional harbor, and while it is hardly possible for the Dutch to make such rapid strides. for the Dutch to make such rapid strides as have the Germans, it is not improbable that a vessel flying the Dutch flag will coups to be a curiosity. The first Italian yessel to load at Portland has just left here, and another one of the same nationality is now due. Norwegian ships are pientiful and the French flag is no longer a rare sight in Portland harbor

STEAMSHIPS SOLD.

Inverness and Asloun, Well Known

in Portland, Change Hands. The turret-deck steel steamer Inver-ness, which has been under charter to the Pacific Export Lumber Company, of this city, for the past year, was sold in England a few days ago, for £47,506. She has been a money-maker from the day she was launched, and the price real-ized shows a heavy profit on the fran-action. The steamer was re-chartered by the Pacific Export Lumber Company by the Pacific Export Lumber Company to the Government, and he still in the transport service between this coast and the Orient. Another well-known vessel in this port, which has recently charged hands, is the steamship Asloun, which was one of the first steamers of the Ore-gon-Asiatic line to the Orient. She has seen a great many years' service, and was sold at a price nearly equal her orig-

GERMAN STEAMER REJECTED.

Hamburg-American Line Returns

the North German Lloyd Company, They put her in commission September, 1988, but she did not make the contract speed, and was given up in March, 1898. The and was given up in March, 1839. The builders then turned the ship over to the Hamburg Line to be operated for them, and she made ten trips. The Schichau Company builds forpede-boats, and the Kalser Friedrich was built on torpedo lines, in the hope of making great speed, but the experiment falled. The Kalser is of 12,000 tons, 600 feet long, 65 feet deep, and carries 425 saloon, 200 cabin and 1000 steerage gausengers, and 1000 tons of freight. She is a twin-screw steamer.

NEW SHIPPING REGULATIONS.

Quarantine Officer at Astoria Gives Notice of Stricter Examinations. ASTORIA. Nov. 22.—Now that the quarantine staffon is near enough to completion to be used, several shipping regulations that have been in force at other ports will be enforced there. The quarantine rules require that the Japanese and Chinese passengers and crew of any vessel coming from the Orient be dis-infected and baihed and their baggage fumigated before the vessel is allowed to dock. This regulation has not been strictly enforced here in the past, but Quarantine Officer Hastings has given notice that it will be in the future, and has requested the pilots to notify masters of incoming vessels of the order. The disin-fecting will be done at the station, and, to save delay, the vessels may be taken there direct on entering the river.

The Harrison, From the Umpqua. The steam schooner Harrison arrived in this afternoon from Umpqua, with 2000 cases of aslmon and the Chinese crew from the Elmore cannery, at that place While the Harrison was crossing out from Umpqua, she struck a sand spit and had her rudder carried away, which delayed her for several days.

Delayed Liners Arrive.

NEW YORK, Nov. 22-The North German Lloyd steamer Kaiser Wilhelm der Grosse, from Bremen, which was looked for day before yesterday, has been sighted off Fire Island, coming in. As the steam-er was passing Fire Island, she signaled: "Carried away one blade of screw." Next followed signals: "Report me all well." Two of the belated Atlantic liners arrived during the night-the Holland-American liner Amsterdam, from Rotterdam and Boulogne, and the Atlantic Trans-port liner Marquette, from London. Otners still due to arrive are the Anchor there Anchoria, from Glasgow and Mo-ville, out 13 days, and Bollvia, from Med-iterranean ports, out 15 days from Gibral-

Lumber for Philippines. ABERDEEN, Wash., Nov. 21.—The schooner A. J. West, owned by San Francisco and Aberdeen people, will leave here tomorrow for Manila with 700,-000 feet of lumber from the West & Slade Mill Company. The West will be in command of Captain D. M. Lewis, of San Frantsco, who was sent here to take the place of Captain Ogelvie, of Berkeley, Cal., who will retire from the sea for a time. Captain Lewis is an old sailor and has had charge of various ships. The last one being the James A. Garfield, recently sold. The West fakes the first cargo to the Philippines ever sent from here. She is to be given a blg send-off.

Chesp Rates to Mexico. SAN FRANCISCO, Nov. 22 .- In order to meet the opposition of the steamer Mex-ico, which has been placed on the run between this city and Mexican coast ports, the Pacific Coast Steamship Com-

ports, the Pacific Coast Steamship Com-pany, which heretofore has enjoyed a monopoly of this trade, has made a cut of about 30 per cent in both freight and passenger rates. The first-class passenger fare to Guaymas and other ports of call is now \$35 instead of \$30, and the freight rate to the same points has been cut from \$12.50 to \$5. All rates are computed in Mexican money, worth about 50 cents on the dollar in this country.

Foreign and Domestic Ports.

Port Townsend-Arrived November 71the river, at least eight vessels will not be loaded until next month.

Steamer Bertha and steamer Dirge, from be loaded until next month.

Phymouth, Nov. 22.-Arrived-Augusta Victoria, from New York for Cherbourk And Hamburs.

Liverpool, Nov. 22.—Sailed—Penniand, from Philadelphia.

Queenstown, Nov. 22.—Sailed—Teutonic, from Liverpool for New York.

Auckland—Arrived November 20.—Ala-

meda, from San Francisco, via Honolulu and Sydney. Port Arthur, Nov. 21.—Arrived—Flint-

shire, from San Francisco via Hlogo. Yokohama—Arrived November II—Glen-ogle, from Tacoma for Hong Heng, Sailed November II—Glenlochy, from Shanghai for Tacoma. New York, Nov. 22.-Arrived-Bellvia,

from Naples.
Bremen, Nov. 22.—Arrived—Kalserin Marin Theresa, from New York, Glasgow, Nov. 22.—Arrived.—Kastalla, from Montreal; Norwegian, from Boston; Siberian, from Philadelphia. Liverpool, Nov. 2 man, from Montreal. Nov. 22.-Arrived-Cambre

Seattle-Sailed November 21-Steamer Seattle-Salled November 21-Steamer Farallon, for Skagway. Guaymas-Salled November 4-German ship Tarpenbek, for Oregon. Falmouth-Arrived November 29-Brit-leh ship th-Arrived prior to November 30-Schooner Manila, from Port Blakeley. Sydney-Arrived prior to November 20-Schooner Manila, from Port Blakeley.

Sydney-Arrived prior to November 20-British ship Balcluths, from Port Blake-Melbourne-Arrived November 19-Bark

Melbourne-Arrived November 19-Bark
Hesper, from Chemainus.
Viotoria-Salled November El-British
bark Kilmaille, for Tacoma.
Falmouth-Arrived November El-British bark East African, from Oregon,
Limerick-Arrived November El-German ship Peter Rickmera, from Oregon,
Kinsdale-Fassed November El-British ship Shandon, from Seattle for
Queenstown. Hong Kong-Salled November E-Brit-ish steamer Empress of India, for Van-

Linard, Nov. 22.—Punsed-Steamer La Champagne, from New York for Havre.
Liverpool, Nov. 22—Salled—New England, from Queenstown for Boston.
Rotterdam, Nov. 22—Salled—Pottedam,
for New York.

Colombia Rebels Crushed. COLON, Nov. 22, via Galveston.-The rebel forces at Buena Ventura have been Hamburg-American Line Returns

Relater Friedrich to Builders.

The Hamburg-American Line Steamship Company has announced that it has sant back the steamship Kaiser Friedrich to her tuskers, Schiebau & Co., of Dani. de. The ship was originally built for

HONOR

REV. P. Y. BLANCHET MADE A PRO-THONOTARY APOSTOLIC.

Title of Monsignore Is Conferred on the Venerable Chaptain of St. Vincent's Hospital.

Right Rev. Francia Xavier Blanchet, vicar-general of the Archdiocess of Oregon, was invested with the insignia of prothonotary apostolic at St. Joseph's Church yesterday morning, in the presence of a large number of friends. In the sanctuary were: Most Rev. A. Christic, Rev. A. Hildebrand and Rev. L. Met. tic, Rev. A. Hildebrand and Rev. L. Met-ayer, of Albany, deacons to the arch-bishop; Bishop O'Dea, Rev. F. Verwil-ghen, Rev. A. Brosseau, deacons to the bishop; Rev. P. Gibney, Rev. Anselm Wachter O. S. B., Rev. William Kraemer, Rev. E. Bulia, Rev. L. Le Veque, Rev. Father Bedart, O. M. I., and Brother Daniel.

The Right Rev. Monsignore Blanchet was relebrant of the solemn mass, with Father Thomas, O. S. B., as deacon, and

to the honor conferred on the vicar-gen-eral, was read by Rev. C. J. O'Reilly, as ollows: "Beloved Son-Health and apostolic

"Beloved Son-Realth and apostolic benediction. The excellent qualities of your mind, which are borne out in your life, your singular devetion toward out person and this apostolic see, the efficacious help that you continue to render your most reverend archbishop in the government of his favor, which is at once a reward of your merits and the proof of our good will toward you. Wherefore, on account of this favor, freeling you and declaring you to be free from every bond of excommunication and interdict, as well as from all other adverse ecclesiastical sentence, censure and

interdict, as well as from all other adverse ecclesiastical sentence, censure and penalty, if perchance such have been incurred by you, by these letters we make, constitute and declare you a prothonolary apostolic (ad instar participantium), after the manner of those who perform the duties, though not of their number.

"Moreover, beloved son, we grant to you all and singular the rights, privileges, honors and concessions which others who are in possession of this same title use and anjoy, according to the tenor of the recently promulgated constitution, which deals with the College of Prothonotaries, a copy of which we have ordered to be sent to you. "It is our wish, however, that before you



RIGHT REV. FRANCIS X. BLANCHET.

The sermon was delivered by Archbishop The sermon was delivered by Archbishop Christie, who referred to the many years of distinguished services rendered the church by Archbishop Blanchet, uncle of the vicar-general, and also to the services of Bishop Blanchet, of Nesqually, attother uncle. Archbishop Christle spoke of the loyal conduct and zeul of Monsignore Bisnehet, whose missionary labors in Overson will never be forenties.

signore Bianchet, whose missionary labors in Oregon will never be forgotten. Right Rev. F. X. Bianchet, vicar-general and prothonotary apostolic, ad instar, of the Archdiocese of Oregon, was born near Quebec. Canada, July 22, 1835. He studied the classics at Quebec and theology at Montreal; was ordained priest April 12, 1865, by Bishop Bourget. He arrived in Oregon July 24, of the same year, was sent to Jacksonville by Archlishon. was sent to Jacksonville by Archbishop Blanchet and remained 24 years in South-ern Oregon. He founded the Holy Names Convent as Jacksonville in 1885. He built St Francis' Church at Eagle Point and finished the Jacksonville church and pas-toral residence. He had charge while in Southern Oregon of the counties of Jack-

son, Josephine, Klamath and Lake, The reversed father was afterward sta-tioned at St. Paul, Marion County, for seven years and a half. During that time he spent \$3000 on the old brick church and residence. He spent three years at Gervals, where he furnished the new church at a cost of \$1000. He is now

Rev. A. Lane, subdeacon. Deacons of honor were Prior Odermat and Rev. L. Faher. The duties of ansisting priest were performed by Rev. J. H. Black. Father Rauw, of St. Paul, was master of cereative. apostolic notaries, should you chance to be in Rome; or, if not there, that you do so by your appointed representative. Moreover, you are to conform to all the things prescribed in the aforesaid con--all things to the contrary not

withstanding.

"Giver in Rome, at St. Peter's, under the seal of the Fisherman, this 17th day of March, in the year of our Lord 1990, the stwenty-third of our pontificate."

Sympathetic Strike in Tampa.

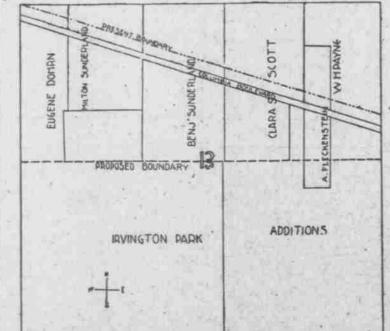
TAMPA, Fla., Nov. 22.-The Federated Trades' Assembly today declared a general sympathetic strike as a result of the rouble here between the Internatio the opposing organization. The assembly decided that the strike should take place commencing Monday. Thousands in no way connected with the cigar industry will be affected, and the labor bodies are protesting against being forced out. Ap-peals are being made to the unions to which they being to prevent the strike being made effective.

Inflow of Gold.

NEW YORK, Nov. 22 .- The sub-treas ury yesterday pald out \$2,299,000 on checks drawn for Australian gold deposited the San Francisco assay office. Of t church at a cost of \$1000. He is now chaplain of \$t. Vincent's Hospital in this city, having held that position since 1885, with the exception of time spent in Europe recently. He has been vicar-general of the Oregon Diocese for 10 years. Portland was a small town when he first saw it, \$T years figo.

The brief of Pons Leo XIII, in reference for to New Orleans. The brief of Pope Leo XIII, in reference fer to New Orleans.

WANT TO BE OUT OF THE CITY.



COLUMBIA SLOUGH DAIRYMEN LONG FOR A RURAL LIFE.

In the north half of section 15, on Columbia Slough, a considerable number of farmers have begun a movement to get their farms out of the city limits, and for this purpose have formed a combination to meet the expenses of work to this end. At present the boundary line of the city takes in about 150 feet of the territory north of the Columbia boulevard, better known as the Columbia Slough road, which includes the houses and other improvements on that side of the road. The farms of the men who want to be outside the city are split, one-half being inside and the other half being outside the city. The farms are dairy ranches, and the owners assert that it is a serious injustice to make their ranches city property. Two years ago they made the same effort. There was so much other business before the Legislature that nothing was accompilished, but they hope for better luck this time.

The territory to be taken out is in the form of a wedge, and is about one-fourth of section 15 of that district. It is proposed to move the present boundary line south to the In the north half of section 18, on Columbia Slough, a considerable number of fa

tion 13 of that district. It is proposed to move the present boundary line south to the line of the Benjamin Sunderland donation land claim. The new boundary line will extend, if the territory is taken out, west to the line of the Kallech farm and thence north to the if the territory is taken out, west to the line of the Kallech farm and thence north to the present boundary line. The west boundary line will be between the farms of S. R. Kallech and Eugene Dohrn. As shown on the map, the change of the boundary line in that portion of the city will shift it about half a mile south from its present location. What other farmers will think about this matter has not yet developed, but probably when they find out that these farmers in section 13 want to be out they may want to join the procession. None of

these farmers in section 13 want to be out they may want to join the procession. None of them cared for the bonor of being a part of the city, with their farms and dairy ranches, but, now that they are in. It is not an easy matter to get out.

Milton Sunderland, who is one of the principal movers in this effort to get out of the city, said yesterday, in speaking of the matter:

"We have received absolutely nothing from the city. We have no policemen, no etreet care and no electric lights by which we may feed and milk our cows, and all we have to show for being in the city is our tax receipts. It would not have been quite no bad for me if the boundary lime had not been moved 150 feet morth of the Columbia shough rised, just no as to bring our houses and improvements inside the city limits. As a matter of justice, I think we should be allowed to go in peace. The matter will be pushed before the coming Learisisters."

FOR BIG FOOTBALL GAME

MULTNOMAR HAKING READY TO MEET EUGENE.

Thanksgiving Day Contest Will Undoubtedly Be One of the Best Ever Played Here.

Football is in the air, figuratively as well as literally. For the first time in years Oregon has within its borders a first-class league of up-to-date teams, and each one is walking around with a higcach one is waiking around with a high-sized chip of defiance on its shoulder, so to speak. The sudden advent of the finite aggregation with a well-carned vic-tory over Eugene has completely demoi-lahed the calculations of the gridiron cranks, and the Oregon team's meteoric career in California has served to make the job of picking out the Eugene-Salem-Mulmorate complication. Multnemah combination' a no odds-on

As matters now stand, Multinoman is booked to maset Eugene at Multinomah field on Thanksgiving Day. In this last game the former won by the narrow margin of one tourchdown. As the college boys are under the able guidance of a famous California fullback, and as they practically live under one roof and are, therefore, constantly together, it is certain that the team will come down for the next game with increased pinch dash tair that the team will come down for the next game with increased pluck, dash, confidence and experience. All this indicates a close and hotly contested game. Each team has a strong local and individual incentive to win; Eugene, for the purpose of placing herself in line to pay back old scores on Salem, and the Multonmahs in order to meet Salem at the proper time with a clean score. Both teams are reported to be working like beavers on nallers and doing nothing but sawing wood or bucking mud, or some sawing wood or bucking mud, or some such phrase for such cases made and provided. The fact that George McMillan is not to play in the Thanksgiving game renders a guess as to the winner a long shot either way,

Multnormah is at present busily engaged in strengthening its line-up for the big game Thanksgiving Day. McMillan's loss removed a tower of strength on the de-fensive and a sure ground-gainer on the offensive. His place at end will be taken by Stiles, who played such a clever game last year. He has been handleapped this season by a bad knee, but has kept in condition for an emergency, and has practiced signals with the team. Holpracticed signals with the team.

brook's place at fullback since his injury brook's place at fullback since his injury in the Eugene game has been taken by Hal Rasch, the sturdy and active guard of last year. He weighs 180 pounds, and should prove an effective addition to the team both on the offensive and defensive. To strengthen the center trio, left weak in the first place by shifting McMillan from guard to end, is yet open. Carl Abendroth, one of the best men that ever played guard on a Multnomah elayen, may be again induced to don a canvas suit and support the red and white colsuit and support the red and white col-ors. Watson, last year's crack center, may get out for this game also. If he does there will be all kinds of material for the line, and Multnomah's stock will commence going up again after its fall, when the Eugene team made such an excellent showing in California.

ANOTHER OREGON RAILROAD cific charge is for \$10,000, the aggregate amount will reach nearly \$40,000 Bonds Placed for Line From Cor-

vallis to Eugene. SPOKANE, Wash., Nov. 22.-Dr. H. S. Wallace, of Junction City, Or., is here on his way home from New York. He asserts that he has succeeded in placing \$100,000 worth of bonds in New York for the Corvallis & Southern Railway, to be built from Corvallis to Bugene for the co-operative colony, and says work may begin any day.

NORTHERN PACIFIC SITUATION.

Great Northern Now in Harmony With It-Adds Confidence.

The Wall Street Journal, in accounting for the recent great rise in Northern Pacific stock, prints the following:
"The key to the Northern Pacific situa-tion-apart from "inside" speculation in the stock-is to be found in the fact that Great Northern interests have large hold-ings in the property, and are heartly in harmony with the Northern Pacific management, as they were at the time of the reorganisation. Probably the most important factor in the success of the Northern Pacific in the last few years has been this. The interruption of entirely friendly relations resulting from the Clearwater controversy has been succeeded by renewed harmony, and by a renewal of large ownership by Great North-

ern capitalists in the property.
"It is natural that this should tend to increase public confidence in the company's securities, for the managers of the Great Northern are generally recog-nized as the dominant power in the Northwest, as well as exponents of the most scientific railroading methods of the pres-ent day. Nor are they 'tarred with the ent day. Nor are they 'tarred with the speculative brush' to any extent. The record of the Great Northern Company in this respect is perhaps unique in our railroad history. Consequently it is felt that if these interests are to be identified again with the Northern Paolife as large stockholders, the effect on the value of the securities can only be good. "Nevertheless the stock has risen fully 22 points since the low point of the Summer, and is selling at the highest price ever recorded for it."

SALT LAKE & LOS ANGELES.

The New Enterprise Is Now Under Full Swing. SALT LAKE, Utah, Nov. 22.-The talk which has been current for the past three months regarding a direct railroad connection between this dity and Los Angeles, took final shape today and the enterprise now seems assured. Senstor enterprise now seems assured. Senator W. A. Clark and his associates, who are interested in the enterprise, met her yesterday and went into a conference which lasted until 3 o'clock this morn which lasted until 3 o'clock this morning. The articles of incorporation, which had been drawn up by Attorneys Gibbon and Whittemore, were discussed and approved. The articles will be filed with the Secretary of State to morrow. The capital steck of the company was piaced at 25,000,000, of which \$6,000,000 has already been paid up.

The directors are: W. A. Clark, Montana; C. W. Clark, Montana; R. C. Ker.ens, Missouri; E. W. Clark, Missouri; G. H. Leighton, Missouri; J. Ross Clark, California; T. E. Gibbon. California; T. F. Miller, California; Perry S. Heath, Wash,

Miller, California: Perry S. Heath, Wash-ington: Thomas Kearns, Utah; W. S. McCornick, Utah; Reed Smoot, Utah, The incorporators of the road were all the directors named and David Keith, C. O.

incorporators of the road were all the directors named and David Keith, C. O. Whittemore, S. A. Bemis, A. B. Hanlin and W. B. Clark.

The directors named the following officers: President, W. A. Clark: first vice-president, R. C. Kerens; second vice-president, J. Ross Clark; third vice-president, J. Ross Clark; third vice-president, T. E. Gibbon; secretary, T. F. Miller: treasurer, F. K. Rule.

The road when completed, will have a trackage of 100 miles and will absorb the Los Angeles Terminal Railroad, 51 miles in length, with all its property and franchises, including between 2000 and 4000 acres of land and embracing all the wharfage of Ran Fedro harbor, about two miles in length. The Los Angeles terminal road, in which Senator Clark now has a large interest, will be taken over by the new company at a valuation of \$600,000.

It was decided to build a road at once from Los Angeles to Riverside, a distance of about 30 miles, the construction of which will cost approximately, with rolling stock, \$2,000.000. It was also voted to purchase additional locomotives and

eassenger and freight cars for the Los

passenger and freight cars for the Lee Angeles terminal road.

The Smpire Construction Company was organised with a paid capital of R.00,000. This corporation will undertake the antire construction of the new road and will be paid in bonds of the railroad company. The president of the construction company is J. Ross Clark with T. E. Gibbon as vice-president, A development company was also organised with Thomas Kerns as president; Perry S. Heath, vice-president; and R. C. Kerns, Jr., as secretary. The development company will have a capital of \$,000,000, and will control all the townsites, real exate and coal and mineral lands along the line of the road, including the property of the Los Angeles terminal road.

Authority was given to J. Ross Clark and T. E. Gibbons to determine between the two surveys already made between Los Angeles and Rivereide, and to let a contract for the construction of the

contract for the construc

While Perry 8, Heath has been named as a director, his connection with the road may extend much further than his duties as a director. Overtures have been made to him to take an active part in the construction and operation of the

Potter at a Labor Union Dinner. NEW YORK, Nov. 21.-Blahop Potter was one of the speakers at the annual dinner of the Cantral Labor Union, of Brooklyn, last night. About 60 persons, including many women, attended the din-ner. John Phillips presided. Bishop Potter said, in part:
"I was asked in Washington what I

thought was most important in connec-tion with the meeting of the Board of Mediation and Arbitration Industrial Commission, and I am afraid I shocked the gentlemen by answering. The puffing of a cigar. When the board first got together they had a very cold time of it. But I managed to get them to my house, and on the table there were coffee and another thing—that I missed here tonight—a box of cigars. These things created a com-

ternal feeling, and you cannot build any co-operative service for the race unless you establish the feeling of brotherhood. You can't establish the right feeling between the classes—I detest the word—unless you base it on brotherhood."

Controller Coler, who was another of the speakers referred to the improvement.

the speakers, referred to the improve-ments made in the charities department as the greatest that had been made in any of the city departments. He suggested that the labor unions should arrange to have their complaints presented in proper form, so that when they got into the courts they would not be thrown out.

Broker Sherns in Jail. NEW TORK, Nov. 22.-J. Fletcher Sheras, the stockbroker and member of Sheras, the atockbroker and member of the New York Stock Exchange, who failed last week, was arrested today, charged with grand larceny. Lemuel W. Baxter, Sheras' bookkeeper, was also arrested. Both men were arrested on warrants issued at the instance of General Lantel E. Sickles, the charge being the securing of \$10,000 of General Sickles' money under false representations.

Sickles alleged that some time last Summer he gave Sheras \$10,000 in cash to in. mer he gave Sheras \$10,000 in cash to invest in Manhattan, St. Paul, Northern Pacific and other stocks, and that since that time Sheras has refused to give an accounting. Daniel P. Hays, attorney for General Sickels, said that though the spe-

A Kansas City Murder. KANSAS CITT, Mo., Nov. 22.-Claude

KANSAS CITT, Mo., Nov. Z.—Claude Chittenten, aged M. a gambler, was abot and killed at 1 o'clock this morning by Percy Seawell, aged 19, of Mangen, Okia, in a disorderly house at Sixth and Central streets, kept by the common-law wife of Chittenten. Seawell came to town yesterday from Okiahoma with a large sum of money, and apent the day with the Chittenten woman. This morning Chittenten, presumably jealous of Scawell's attentions to the woman, assaulted him. Seawell drew a pistol and shot Chittenten twice, killing him instantly. Seawell was arrested. In his pockets was \$100. He formerly attended the High School here, and is well connected.

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