NOT BUILDING TO RIPARIA

PRESIDENT MELLEN DENIES THE LEWISTON REPORTS.

Says the Northern Pacific and O. R. & N. Have an Understanding in Clearwater Country.

C. S. Mellen, president of the Northern Pacific, arrived at noon yesterday, and promptly put the stamp of fake upon the reports sent out from Lewiston to the effect that his company has decided upon extensive railway building in the Clearwater country. A paragraph from the Lewiston Tribune copied in yesterday's Oregonian quoted President Mellen as saying that the Northern will build westward from Lewiston to Riparia, to Grangeville, and extend the Lapwai spur to the grain fields, reaching Nez Perces and Keuterville. In the matter of the Riparia line, the impression was created that the Northern either has made a traffic arrangement with the O. R. & N. to Portland, or is prepared to build an independent line down the Columbia. To an Oregonian reporter President Mellen said yesterday:

"The Lewiston interview with me is clearly a fake, for I did not make the statements imputed to me. To several members of the Lewiston Commercial Club, who called on me, I said I had no doubt that they would need railroads for their country, and that the want would be supplied when the railroads get together and agree. I did not say whether this would be this year, next year, the year after or five years hence. If there was a reporter among those to whom I talked I did not know it. You are the only reporter to whom I have talked, knowing him to be a reporter, since I left St. Paul.

"Sometimes the newspapers have the O. R. & N. and the Northern Pacific at war, but there is no trouble between them. There is an amicable understanding between the Northern Pacific and the O. R. & N., relative to the Clearwater country, and it would prevent either company from building without the consent of the other. It also would prevent any officer of either company from making the statements attributed to me, even if they were true."

Asked about the proposed railroad to the Nehalem country, President Mellen said that the identical letter of the Portland, Nehalem & Tillamook Company to Vice-President Lamont, for community of interest in the Nehalem-Tillamook territory, had been referred to him. He added: "The Nehalem road has not yet reached the point of discussion. We have not finished the survey of our line from Scappoose."

President Mellen said his trip is largely one of inspection. "I have to see my people once in a while," he said. He added that the country tributary to the Northern Pacific is developing at a tremendous pace. "One of its principal needs," he said, "is men to work. We are unable to get men to do work which we have planned." Accompanying the president are his son, G. K. Mellen; W. G. Pearce, of Tacoma, assistant to the president; Thomas Cooper, of Tacoma, Western land agent; Marvin Hughitt, of Chicago, president of the Chicago & Northwestern; John E. Blount, consulting engineer of the Chicago & Northwestern; and E. A. Young, Theodore Borup and Jared Howe, St. Paul merchants.

RAILROAD PRESIDENTS IN TOWN.

President Burt, of the Union Pacific, Arrived Last Night.

Horace G. Burt, president of the Union Pacific Railroad, arrived unexpectedly from Omaha last night, and added one more to the railroad presidents who are now in Portland. Immediately upon the arrival he had a long conference with President Mohler, of the O. R. & N. Co. The list of railroad presidents in Portland today includes, besides Messrs. Burt and Mohler, President Mellen, of the Northern Pacific; President Hughitt, of the Chicago & Northwestern, and President Hammond, of the Astoria & Columbia River. President Hays, of the Southern Pacific, is on his way West from New York. He started for San Francisco, but it was whispered about town yesterday that he may show up in Portland today. The plans of the railroad presidents are not known, but a conference on matters pertaining to community of interest is not beyond the range of possibilities. It is hinted that the officers of the Union and Southern Pacific will take up the long-delayed question of consolidating the different Portland offices of those companies. If a conference is held, this will undoubtedly be the principal question to be considered.

It is not improbable that the railroad presidents will take up the question of a railroad to Nehalem. About May 26 the letter from President McCraken and Secretary Reid, of the Portland, Nehalem & Tillamook Railway Company, was received in New York by E. H. Harriman, for the Union and Southern Pacific, and by Dan S. Lamont, for the Northern Pacific, suggesting that under the community of interest plan these three companies should jointly own or lease the proposed tracks of the Portland, Nehalem & Tillamook Company, to be constructed into Portland, and that the Northern Pacific should abandon its proposed branch from Scappoose to the Upper Nehalem. The Harriman syndicate had then just purchased (which it now holds) a very large interest in the stock of the Northern Pacific. After a consultation it was mutually agreed that all work on the Scappoose branch should be postponed until the directors of the Union and Northern Pacific got together to determine whether these two companies should own separate lines into the Nehalem or fix upon the ownership of one line for the three companies, and whether that one line should be the Portland, Nehalem & Tillamook Company's surveyed line or the Northern Pacific's Scappoose branch surveyed line.

President Hays, on behalf of the Southern and Union, visited Portland, and, after a careful investigation by him, his company decided that if the Portland, Nehalem & Tillamook Company preferred trackage over the Southern Pacific lines into Portland, it could have it on the same terms as President Mellen, of the Northern Pacific, had previously agreed to give that company, and so notified the Portland, Nehalem & Tillamook Company on July 5. At the same time it was suggested that until the three lines had arrived at a mutual understanding it was better that the proposed trackage contract should not be signed with the Portland, Nehalem & Tillamook Company. Meantime, the officers of the latter company proceeded with independent negotiations for sale of its first mortgage bonds, so that if the Northern and Union should fail to select one route with joint ownership into Portland, the Portland company would be able to proceed with its railway to Shattuck Station, on the West Side, and thence trackage as offered, over the Southern Pacific for 8¾ miles into Union depot, or extend direct into South Portland if compelled to do so some years thereafter. It is now known that last week at New York the Northern Pacific and Union Pacific finally decided they should act in harmony in selecting a line into the Nehalem, and give trackage to each other over the same. At that meeting the Northern Pacific urged the superior advantages of the Scappoose-Nehalem proposed branch to Nehalem Bay, while the Union Pacific urged the joint ownership, lease or trackage of the Portland, Nehalem & Tillamook Company's surveyed lines, because the shortest by 30 miles into the City of Portland. No definite understanding was arrived at at this meeting, which was postponed for further investigation. President Hays left New York last Friday for San Francisco, and he carries from Mr. Harriman delegated authority. What his instructions are has not been learned.

Traffic Manager of Short Line.

SALT LAKE, Aug. 13. — Thomas M. Schumacher, general agent of the Union Pacific at San Francisco, has been appointed traffic manager of the Oregon Short Line, with headquarters at Salt Lake. The appointment becomes effective September 1. Mr. Schumacher succeeds S. W. Eccles, who recently resigned to become traffic manager of the American Smelting & Refining Company.

Condition of Southern Pacific.

Wall Street Journal.

People heretofore identified with upward movements in Southern Pacific stock are very bullish on what they believe to be the eventual prospect for dividends. They claim that surplus over charges for the year ended June 30, 1901, is in the neighborhood of $12,000,000, and that from present indications surplus for the current year after all charges should be at least equally large, or say in the neighborhood of $13,000,000. Thus there would be from the two years a surplus of $25,000,000 available for improvements during the current year, or $21,000,000 or upwards after paying 2 per cent dividends on the stock.

There are some expectations that there may be a declaration this Fall, but the general impression does not favor action until February or March. The road is doing remarkably well. People who have been over the Central Pacific say that property seems to be in pretty good shape. They say the official time table of the "overland limited" does not bear out the contention that trains have to reduce speed very materially on this line as compared with the Union Pacific. They say this train westward from Council Bluffs averages 31 miles an hour, including the stops, while on the Central Pacific the average is 30 miles an hour, or very slightly less. This they contend proves that the Central Pacific is not much inferior to the Union Pacific main line in physical condition and that the amount required for betterments may not be as large as many people imagine.

Consolidation of Associations.

NEW YORK, Aug. 13.—Says the Times: "An attempt will be made to consolidate the Southwestern, the Western and the Transcontinental Passenger Associations. The reason assigned for such action is that through the financial rearrangement of the ownership of the various lines comprising these associations, the existence of so many bodies composed practically of the same men, involves an unnecessary expense. By consolidating these associations a material saving could be effected. Another reason stated is to be the easier settlement of disputes over rates and other affairs by one association than could be accomplished by one or more covering the same ground. It is understood traffic officials favor this plan."

All Employes Were Remembered.

ELDORADO SPRINGS, Colo., Aug. 13.—The fact has just come to light that General W. J. Palmer, of this city, at the time that he sold his interest in the Rio Grande Western Railroad for $6,000,000 about three months ago, made a distribution of 1000 shares of the stock of the company, then at 104, among the employes of the road, amounting in all to more than $1,000,000. Each employe from section foreman to general manager, was remembered, Vice-President Dodge receiving more than $100,000 worth of stock.

General Auditor of Union Pacific.

OMAHA, Neb., Aug. 13.—A bulletin has been issued from Union Pacific headquarters that Horace I. Bettis has been made general auditor of the Union Pacific. Mr. Bettis and other Union Pacific officials deny any knowledge of the rumored consolidation of the auditing department of the Union Pacific, Southern Pacific and other roads under the control of the same interests.

Railroad Notes.

The Southern Pacific is said to have placed an order for 500 tank cars for immediate delivery, to be used in connection with the work of substituting oil in the place of coal for fuel on the Atlantic division of the system.

The Northern Pacific is building a 500-foot steel bridge over the Stillaguamish River, at Arlington, Wash. Work has begun on the foundations and the structure will include one 200-foot through span and six 50-foot deck girder spans.

DAILY CITY STATISTICS.

Marriage License.

Henry R. Everding, 26; Rusha L. Peck, 19.

Building Permit.

W. P. Kramer, barn, East Alder street, $250.

Birth Return.

August 5, boy to wife of Charles A. Alvord, 532 Morrison street.

Death Returns.

August 12, Natalia Colfelt, 4 years, 242 North Fourteenth street, pneumonia.

August 9, Effa Jackson, 8 months, 367 East Oak street, brain fever.

August 12, Johanna E. Rehnstrom, 75 years, 797 Missouri avenue, old age.

August 11, Hazel Dorris, 4 months, 657½ First street, acute entritis.

August 11, Edward M. Wright, 68 years, Good Samaritan Hospital, cerebral hemorrhage.

Contagious Disease.

Child of Otto Dekum, Everett street, scarlet fever.

Real Estate Transfers.

Daniel G. Clark, of Stayton, Or., to Mrs. Hattie Clark, lot 16, block 3, Farrell's Addition, May 29	$ 250 00
Sheriff for M. E. Long et al. to German Savings and Loan Society, lots 5 and 6, block 266, Aiken's Addition, July 27	5800 00
Sheriff for J. L. and Sarah Rosenfeld to German Savings and Loan Society lot 2, block 33, Couch Addition, July 27	2368 88
Sheriff for American Bridge & Contract Company et al. to German Savings and Loan Society, lots 1, 2, 3, 4, block 1, Carter's Addition, July 27	4350 00
Sheriff for J. P. O. and Sarah R. Lownsdale to German Savings and Loan Society, lot 1, block 18, Caruthers' Addition, July 27	5200 00
Ona Watson Sloan, administratrix, to H. T. Groves, lots 12 and 21 of the Watson estate, in section 28, T. 1 N., R. 1 E., July 5	1550 00
Ona Watson Sloan, administratrix, to J. H. Peterson, lots 1, 5, 8, 9, 19 and 20 of the Watson three-acre tract, July 5	4565 00
William and Elizabeth Morginson to Mrs. Angie L. Ford-Warren, parcel of land on Quincy and Clackamas streets, August 12	2200 00
R. Lea Barnes, trustee, to Conrad Rindlaub, blocks 20 and 21, Hibbard's Addition, May 3	400 00
M. E. and Clara G. Thompson to J. E. Shupe, lot 7, block 1, Multnomah, August 2	300 00
Annie L. Heimbach to Richard Heimbach, 10 acres in section 17, T. 1 S., R. 1 E., and the south half of block 15, Bertha, March 28	1 00
H. T. and Della L. Groves to J. H. Peterson, lot 21 in the Watson three-acre tract, August 12	850 00
Columbia Real Estate Company to M. Zurilla Tunstall, lots 1, 2, 3, 4, 5, block 23, Peninsular Addition, August 13	125 00
George A. and Rilia M. White to W. L. Beckner, lot 11, block 13, Mount Tabor Villa Annex, August 12	1500 00

Quitclaim Deeds.

Star Logging & Lumber Company to J. H. Peterson, lots 16 and 17, block 21, Goldsmith's Addition, August 12	$ 1 00
S. and Honor Farrell to London & San Francisco Bank, Ltd., lots 3 and 6 and the south 12½ feet in lots 2 and 7, block 140, August 8	1 00
John M. Pittinger to Albina Light & Water Company, lot 6, block 26, original townsite of Albina, August 10	1 00
W. W. and Jessie B. Sibray to H. M. Chase, parcel of land at Base Line road and Gilham avenue, June 28, 1899	1 00

For abstracts, title insurance or mtg. loans, see Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing bldg.

Do not purge or weaken the bowels, but act specially on the liver and bile. A perfect liver corrector. Carter's Little Liver Pills.

DESERTED HIS FAMILY

SECRETARY OF NEW OAR FACTORY DISAPPEARS.

George Cross Spends All His Savings in Bank and Then Leaves for Parts Unknown.

George Cross, formerly secretary and treasurer of the oar factory, East Side, disappeared about four weeks ago, deserting his wife and two children. Since he left not the slightest information concerning his whereabouts has reached his wife. She had been living in Stephens' Addition. In a few days she will start back to the home of her mother in Stuttgard, Arkansas. Cross was one of the first of the men connected with the oar factory to arrive in Portland. He

George Cross.

was a pleasant appearing young man and a first-class workman. He had, so it is said, about $1100 in a Portland bank. Forming acquaintances with some rather fast young men this money was drawn out gradually until it was all gone. Then he suddenly disappeared, leaving his wife and children with nothing to live on and surrounded by strangers. The wife lived in hope that he would return. It was reported that he had gone away with another woman, and also that he had gone to Spokane, but these reports proved without foundation. The woman with whom it was reported he had gone is in Portland. As far as can be ascertained he has not been seen, or heard of, by any of his former friends. At least the deserted wife has received no word from him. A friend who was well acquainted with him said yesterday that he believed that something has happened to Cross and intimated that he may have been made away with. He said that the deserted wife is unable to account for the disappearance of her husband. Their domestic relations had been pleasant. He left about $100 worth of tools. He is said to have been a member of the Woodmen of the World.

Child Scalded to Death.

The 14-mnths-old son of Mr. and Mrs. Webb, who live between University Park and St. Johns, on Willamette Boulevard, died Monday morning from injuries received by falling into a boiler of scalding water Saturday. Mrs. Webb set the boiler down on the floor, containing a small quantity of boiling water, and stepped out of the room. The child in some way plunged face foremost into the water. He held out his hands, and they were submerged to the elbow in the scalding water. There was so little water in the boiler that the boy's face was not badly burned, but his hands and arms were literally cooked as far up as the water had extended. The mother, hearing the screams of her child, hurried in. She was too late to save him. Mr. Webb has been employed in Cone Bros.' sawmill. The family left yesterday for their home at the beach, where the burial will take place.

Started Sidetrack.

Contractor Ben Smith is setting up a piledriver on East Second street, south of East Oak, from which point the sidetrack to the Cudahy packing house will be built. Work was suspanded two months ago on account of the telephone wires on the same side of the street. These have been removed and placed under the elevated road out of the way, so that construction of the sidetrack may go ahead.

Telephone to Pleasant Home.

Pleasant Home, 20 miles east of Portland, will soon be provided with telephone connection with Porland. Stakes for poles have been set along the county road through Pleasant Home to Sandy Postoffice. Also a branch will be built to Beers' sawmill, which is two miles east of Pleasant Home, by the Pacific Telegraph & Telephone Company. Work will commence on the line this week and will be pushed to an early completion.

East Side Notes.

Rev. Andrew Monroe, pastor of the Patton and Woodlawn Methodist churches, will leave on a vacation the last of the week. He will be gone two weeks.

Mrs. Hanna Elizabeth Rhenstrom, aged 75 years and 5 months, died Monday at the home of her son, Samuel Rhenstrom, 797 Missouri avenue, Albina. She was the mother of Mrs. Dr. William Eissen and Mrs. Gus Gustavson, of Portland.

Henry Davis, of Woodlawn, fell Monday a distance of 18 feet while working on a building on the West Side. No bones were broken, but he was considerably shaken up.

The first steps have been taken toward rebuilding the burnt block on the corner of East Water street and Hawthorne avenue. Dr. Shurman has started work on his two-story brick building, Hawthorne avenue and East First street, and lumber is on the ground for a frame building on the corner of East Water street and Hawthorne avenue.

Wise Bros., dentists, both phones; the Failing.

EASTERN MULTNOMAH.

Concrete Bridge Completed Across Beaver Creek.

TERRY, Or., Aug. 13.—A fine piece of work has been finished at Beaver Creek in the construction of a concrete bridge. It was built the full width of the Base Line, 6 0feet, with wings above and below, of solid gravel and cement. Not a foot of wood was used, the entire structure being of concrete, and it is now as hard as rock. The fill on either side is 24 feet, which is the height of the roadway above the bed of the creek. This bridge takes the place of an old wooden structure which was over 300 feet long and scarcely above high water. The channel was narrowed down by means of the fill and wing dams, so that it is now only about 30 feet wide. The new bridge is the only one of its kind in the county, and it gives promise of being a big improvement over the old wooden structures in use so frequently across small streams.

Work on the hill is progressing rapidly and will be finished next week, when travel will be permitted that way again. The work has been extensive and will cost over $2500, but the grade will be reduced 50 per cent, and the road straightened. Supervisor Mackay is to be commended for the good job he has done. He has other important pieces of road work to do yet, among which will be improving the Andrews road from the Base Line to the Sandy road; besides which he will have a few more miles of bicycle paths to construct, and other short sections of road to improve. He will also have the graveling of about 10 miles of the Base Line as soon as the Fall rains begin.

Brief Notes.

Postmistress McColl and Mrs. Nellie Metzger, of Gresham, are spending a few weeks at Clatsop beach.

Professor James A. Freeman, who has been here on a visit for the past three weeks, has started for his home at Trenton, Ill., where he has been elected Superintendent of City Public Schools.

Professor Daniel Pritchard, of the State Agricultural College at Corvallis, is visiting with the family of Samuel Bliss, at Rockwood, during his vacation.

Harvesting has commenced in earnest and promises a good yield of all kinds of grain. Threshing will begin next week on several of the earliest fields.

Several carloads of potatoes have been shipped from Fairview during the past week. They go to Walla Walla and Grand Ronde. Shippers are paying 90 cents per 100 pounds on the cars.

A new bicycle-path scraper was put to work on the Base Line paths this morning. It was constructed especially for that purpose and places the paths in excellent condition.

Miss Grace Menzies, of Portland, is spending two weeks with the family of John Conley, of this place.

ON THE RIFLE RANGES.

Good Scores Made, With Company B in the Lead.

Company B carried off the honors in last week's rifle practice on the outdoor ranges of the Third Regiment, Oregon National Guard. Some excellent scores were made. The results follow:

At 200 Yards.

FIRST CLASS.

Private Cooper, Company G.....12
Private McKay, Company G.....14
Private Brown, Company C.....14
Corporal Bush, Company C.....12
Private Cadoman, Company F.....13
Corporal Carr, Company B.....13
Private Bradley, Company B.....12
Corporal Hunter, Company B.....12
Lieutenant Wilson, Company B.....14

RIFLEMEN.

Private Thompson, Company D.....15
Musician Smith, Company F.....15

MARKSMEN.

Private Rodgers, Company G.....17
Private Breyman, Company G.....18
Corporal Cornell, Company D.....16
Corporal Hoberg, Company D.....16
Corporal Clemens, Company C.....16
Musician Blackwood, Company F.....17
Private Worthen, Company F.....17
Private Walstrom, Company F.....17
Corporal Allen, Company F.....17
Sergeant Masten, Company B.....17
Private Butts, Company B.....17
Musician Woelm, Company B.....16

SHARPSHOOTERS.

Private Dobie, Company G.....20
Lieutenant Rehnstrom, Company C.....19
Private Hutchison, Company F.....18
Private Coffman, Company F.....19
Sergeant Allen, Company B.....18
Sergeant Daugherty, Company B.....19
Private Dolan, Company B.....18
Musician Athey, Company B.....19
Private Roth, Company B.....19
Private Maginnis, Company B.....18
Private Carter, Company B.....19

DISTINGUISHED SHARPSHOOTER.

Private Cloyes, Company B.....23

At 300 Yards.

FIRST CLASS.

Private McKay, Company G.....15
Private Doble, Company G.....16
Corporal Hoberg, Company C.....15
Corporal Clemens, Company C.....16
Musician Smith, Company F.....15
Captain Dunbar, Company B.....16
Sergeant Masten, Company B.....15
Private Roth, Company B.....18
Corporal Thompson, Company E.....16
Corporal Robinson, Company E.....16

RIFLEMEN.

Sergeant C. F. Kinney, non-com. staff..18
Sergeant C. C. Shafford, Company C....19
Lieutenant Rehnstrom, Company C.....13

At 500 Yards.

SHARPSHOOTERS.

Sergeant C. F. Kinney, non-com. staff..22
Private Parsons, Company B.....22

PHILIPPINE NATIVE POLICE

Doing Good Work in Unsafe Towns and Rural Districts.

WASHINGTON, Aug. 8.—It appears from a report received at the War Department from General MacArthur, that the native police of the Philippines, recently organized, is fast becoming an important factor in restoring good order and discipline in localities which for years before and since the war have been regarded as unsafe for both man and property. General MacArthur's report is made up of returns from district and department commanders, and shows the force to have attained a high state of perfection.

The work of the police throughout the districts where they have been organized has been generally good. They have been instrumental in inducing many insurgents to surrender, have captured small bands and have supplied accurate information as to the location of insurgent bands. They have been particularly efficient as night watchmen, in arresting petty thieves, keeping down lawlessness, and ridding towns of ladrones.

There is another body of men employed in the islands known as "scouts." This body is generally mounted, and their duties are to patrol the territory outside of the local government, and not directly under the protection of the local police. A portion of these forces are called the "Macabebe Scouts," and were organized under orders from General Lawton just before his last northern campaign, in which he broke up the insurgent Army. The success of Lawton with those scouts was such as to induce the various commanders to organize natives for scout service, and in this capacity the Filipinos selected have invariably performed good work. These scouts are not regularly enlisted into the service of the United States, although they take the oath of allegiance.

JAPANESE ARE INDIGNANT.

Humiliating Treatment of a Consul and His Wife at Honolulu.

HONOLULU, Aug. 5, via San Francisco, Aug. 13.—Fire this morning destroyed about $200,000 worth of property on Fort street, in the heart of the city. The principal loser is the hardware firm of E. O. Hall & Sons, whose loss is $150,000.

A large mass meeting of Japanese residents of Honolulu was held last Friday evening to protest against the actions of Dr. L. E. Cofer, United States quarantine officer for this port, in subjecting a Japanese consular officer and his wife to a physical examination when they arrived here July 25. The local Japanese Consul, Miki Saito, took part in the meeting and feeling ran high, ending in the adoption of very severe resolutions, copies of which will be sent to the Japanese Minister at Washington and to President McKinley and other officials at Washington.

The passengers over whose treatment the complaints were made are Vice-Consul S. Okabe and his wife. When the vessel arrived a case of sickness, suspected to be plague, was reported on board, and the vessel was kept in quarantine until the nature of the sickness was investigated. Okabe and his wife, who were cabin passengers, were subjected, it is alleged, to a physical examination under what, it was claimed, were unnecessary and humiliating circumstances, while other cabin passengers were passed without such examinations. There was great indignation among Japanese here when the matter was reported ashore.

FENCE MUST COME DOWN

JESSE D. CARR IS UP AGAINST IT HARD NOW.

Judge Gilbert Refuses to Grant a Stay of Proceedings and the Marshal Will Act.

Judge Gilbert in the United States Circuit Court yesterday approved the $10,000 bond of the Jesse D. Carr Land & Livestock Company, on appeal from Judge Bellinger's decision to the United States Circuit Court of Appeals, but refused to grant a stay of proceedings. The bond was signed by John P. Irish, of San Francisco, and Jesse D. Carr, and at the foot was a statement signed by Judge Morrow to the effect that he considered the sureties sufficient. The bond was sent here for approval of Judge Gilbert, and for him to decide whether a stay of proceedings should be granted under it or not.

The matter came up before Judge Gilbert yesterday morning. The Government was represented by United States District Attorney Hall, and the defendants by J. C. Moreland, but no argument was made, as none was necessary. Judge Gilbert approved the bond and indorsed on it: "No stay of proceedings in this case is allowed."

Mr. Hall at once took the following order in Judge Bellinger's Court:

Now, at this time, comes the plaintiff by John H. Hall, United States Attorney, who prosecutes in its behalf, and move the court for an order directing the Marshal of the United States to destroy the inclosure described in plaintiff's bill of complaint herein, which has heretofore by this court been decreed to be unlawful.

And it appearing to the satisfaction of the court that defendant, the Jesse D. Carr Land & Livestock Company, has been duly served with copies of the injunction by service upon William Dalton, foreman of the defendant at the place where the said fence is being maintained, upon the 31st day of July, 1901, and a copy of the same was duly served upon Jesse D. Carr, president of defendant corporation, on the 7th day of August, 1901.

And it further appearing to the satisfaction of the court that said defendant has wholly failed, neglected and refused to remove said fence, or any part thereof, it is, therefore, ordered and directed, that the Marshal of the United States proceed at once to remove and destroy said enclosure and fence, except where the same shall be upon private property, and that the costs and expenses thereof be taxed against defendant as a part of the costs of this suit. CHARLES B. BELLINGER, Judge.

Mr. Hall then prepared and forwarded the following dispatch to the Attorney-General at Washington:

Circuit Court has ordered Marshal to destroy unlawful fence of Jesse D. Carr Land & Livestock Company in summary manner. Fence is about 40 miles long. Will you authorize Marshal by wire to employ men to help destroy it? Also get an order from President directing Marshal of California to destroy portion of fence in that state, under section 5, act of February 25, 1885.

J. H. HALL, United States Attorney.

The act mentioned is "an act to prevent unlawful occupation of public lands." Section 5 reads as follows: "That the President is hereby authorized to take such measures as shall be necessary to remove and destroy any unlawful inclosure of any of said lands and to employ civil or military force as may be necessary for that purpose."

Mr. Carr is now up against it, and can do nothing further in the case until his appeal has been decided. It will probably come up for hearing when the Circuit Court of Appeals convenes here in September. In the meantime Judge Bellinger's order is in force, and the destruction of Carr's fences is likely to be proceeded with. Mr. Hall will probably hear from Washington this morning, and if his requests are granted, United States Marshal Houser will send men to Southern Oregon this evening to commence the demolition of the fences.

Just how long it will take to make a general average of Carr's 40 miles or more of fence, principally rock, remains to be seen, but some day he may be seen sitting on the ruins like Caius Marius on the ruins of Carthage, except that, unlike Marius, he will have to pay a large bill for creating the ruins to sit on.

It is understood that a number of persons are only waiting for the United States Marshals to begin destroying the fences to rush into Carr's inclosure and take homestead claims.

It has been asserted by Carr's friends that his only object in building so many miles of fence and inclosing 80,000 acres of land was to prevent misguided and deluded animals from straying upon these barren lands to perish miserably. It is further alleged that he has at no time prevented settlers from locating upon the lands inclosed, but the fact that his generosity in this matter has not been taken advantage of to any extent leads to the belief that claims taken up inside Carr's inclosure were not considered healthy or desirable.

Mr. Carr is a man of some 85 years, who has accumulated vast wealth by keeping other people's cattle from starving on the lands he inclosed at great expense. He has more money than he has any use for, but has not yet begun begging educational institutions to relieve him of it, and is apparently just as eager after the almighty dollar as any one. It is said that if the good intentions with which a certain unmentionable place is paved were to be taken up, Mr. Carr could repave the place with $20 pieces, but he is not likely to do anything of the sort. He is described as a grasping, avaricious man, who appears to be made of steel and catgut, and employs on his range a set of bold, bad "buccaros," who carry out his orders without fear or favor, and who have instilled terror in the hearts of any who showed an inclination to locate or linger inside his inclosure.

Court Notes.

L. McCrosky, of Portland, contractor, yesterday filed a petition in bankruptcy in the United States Court. His liabilities amount to $2966 45. Assets, $250.

Rebecca Hochfeld was yesterday appointed guardian of her children, Shabs and Mazie Hochfeld. The children have $1265 60 coming from the estate of their father, the late Moses Hochfeld.

R. W. Wilbur filed his final account as administrator of the estate of Daniel Lepper in the County Court yesterday. The receipts were $293 50; disbursements, $268 15. September 16 was set for hearing.

Charles W. Cottel has sued Charles K. Henry and Eugenia Henry to foreclose a mortgage on lot 7, block 4, Henry's addition. The amount due is $452 60. Emma J. Jones, E. J. Jones, J. H. Hawley, George E. Davis and R. P. Graham are made defendants for an interest they have in the property.

The will of the late Councilman Andrew F. Nichols was filed for probate in the County Court yesterday. The estate is valued at about $3000, and the heirs are Jane E. Nichols, widow, and Frank A. Nichols, of Portland, and Ernest R. Nichols, of Manhattan, Kan. The will was made at El Kader, Ia., June 12, 1889.

Chinese Farms in Greater New York.

Scribner's.

Cross Thirty-fourth-street ferry to Long Island City, which really does not smell so bad as certain of our poets would have us believe; take the car marked "Steinway" and ride for 15 or 20 minutes out through dreary city edge, past small, unpainted manufactories, squalid tenements, dirty back yards and sad vacant lots that serve as the last resting place for decayed trucks and overworked wagons. Soon after passing a tumble-down windmill, which looks like a historic old relic, on a hilltop, but which was built in 1887 and tumbled down only last year, the Steinway Silk Mills will be reached. They can be distinguished by the long, low wings of the building covered with windows like a hothouse. Leave the car here and strike off to the left, down a lane which will soon be an alley, and then a hundred yards or so from the highway will be seen the first of the odd, paper-covered houses of a colony of Chinese farmers, who earn their living by tilling the soil of Greater New York.

At short distances are the other huts crouching at the foot of big trees, with queer gourds hanging out in front to dry, and large unusual crocks lying about, and huge baskets and mattings—all clearly from China; they are as different from what could be bought on the neighboring avenue as the farms and farmers themselves are different from most Long Island farms and farmers. Out in the fields, which are tilled in the Oriental way, utilizing every inch of ground clean up to the fence, and laid out with even divisions at regular intervals, like rice fields, the farmers themselves may be seen, working with Chinese implements, their pigtails tucked up under their straw hats, while the Western world wags on its own way all around them. This is less than five miles from the glass-covered parade grounds of the Waldorf-Astoria.

PERSONALITY OF SHAFFER.

He Is a Well-Informed, Evenly Balanced Man.

Harper's Weekly.

Mr. Shaffer, manager of the labor end of the steel strike, is an interesting man whose acquaintance it has been profitable to make. Judging from his picture, he is good to look at, and, judging from his proclamations and state papers he is a person of force and of pretty high degree of civilization. The training by which he was prepared to exercise the great powers which are in his hands at this writing is worth attention. It seems that, unlike Mr. Carnegie and Mr. Schwab, he is a college graduate, which will possibly tend to confirm Mr. Schwab and Mr. Carnegie in their impression that a college education is not a useful precursor to success in the steel business.

It is told of that Mr. Shaffer that after graduation from college he became a Methodist minister, and pastor of a church at Confluence, Penn., but his health being bad, he left the ministry and entered the steel-mills. The work in the mills seems to have agreed with him better, for we are told that he was a sheet-roller and a high-priced man at the McKeesport Steel Works, when in May, 1898, at a convention in Detroit, he was first elected president of the Amalgamated Association. The following year he was re-elected in spite of opposition, and since then he has been re-elected annually.

It appears that it was Mr. Shaffer's abilities as a speech-maker that brought him to the front in the Amalgamated councils. As a minister he had practice in oratory, which seems to have done him good service in his dealings with his fellow-workmen. Senator Hoar, in divers reecnt magazine articles, has been pointing out and reiterating the great value to an ambitious man of the ability to make a good speech, and Mr. Shaffer seems to illustrate and confirm his opinions.

It seems evident that Mr. Shaffer is no Martin Irons, nor even Debs, but a man far abler, better informed, better balanced, and more diplomatic than either. He has manners, and does not offend by needless rudeness. His admonitions to his men, so far as published at this writing, enjoin them to orderly behavior and lawful conduct. He seems to have asked for more than he can get, and more than he is entitled to get, and it will probably transpire that he has set a ball rolling that will speedily get beyond his control, but at present he is a notable figure, and his moves and methods as a strike manager are followed with the deepest interest by millions of spectators.

George IV's Romance.

Nineteenth Century.

The year 1811, it will be remembered, was the first of the regency. Nine years later the Prince ascended the throne as George IV; and soon after occurred his ill-advised attempt to get rid of his Queen by a bill of divorce. When accused of misconduct Caroline is reported to have made the retort that if she ever had committed adultery, it was with nobody else than Mrs. Fitzherbert's husband. George IV, as we know, was gathered to his fathers in 1830. During his last illness Mrs. Fitzherbert wrote what Lord Stourton tells us was "an affecting tender of any services she could render him"; but, although she heard from a trustworthy source that the King seized her letter with eagerness and immediately placed it under his pillow, no answer was ever returned. Nearly half a century afterward Lord Albemarle first gave publicity to the following curious and romantic story, which was told to him by the present Earl Fortescue, husband of the daughter of the Hon. Mrs. Dawson Damer, Mrs. Fitzherbert's adopted child. In the early days of their married life the Prince had presented Mrs. Fitzherbert with a large diamond. This jewel she had had divided into two halves, and each half converted into a transparent plate to cover a small miniature. Behind the one was the Prince's portrait, which she reserved for herself, and behind the other her own miniature, which she gave to him, and which, on their final separation, was not returned to her. When on his deathbed, 27 years afterward, the King requested that he might be buried in the nightclothes which he was then wearing. Lord Albemarle's story goes on:

"Almost immediately after he breathed his last, the Duke of Wellington, his executor, arrived at Windsor Castle and was shown into the room in which the King lay. Left alone with the lifeless form of his late sovereign, the Duke approached the bed and then discovered around the King's neck a very dirty and much-worn piece of black ribbon. This the Duke, as he afterward acknowledged, was seized with an irrepressible desire to draw out. When he had done so he found attached to it the jeweled miniature of Mrs. Fitzherbert, which sufficiently accounted for the strange order given by the King about his burial."

He therefore carried to his grave the image of her who was perhaps, as Lord Albemarle remarks, the only woman whom he had respected as well as loved. There is an interesting little pendant to this story. When the Duke related the incident to Mrs. Damer, as he sat by her one day at dinner, "he actually blushed with the most amazing confusion for having been guilty of yielding to an impulse plus fort que lui."

Kruger's "Alleviation."

New York Tribune.

Ex-President Kruger promises his soldiers in the field that if they will only keep on fighting "alleviation will be sent when needed." That is a new and somewhat pleasing name for the "sinews of war." But if report be true the thrifty old Boer has a goodly supply of "alleviation," amounting to several millions. We shall see how long it will persuade the burghers to keep up the fight.

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