WORK OF FOUR BANDITS

HELD UP A GAMBLING-ROOM AND TOOK $400.

Nervousness of One of Them Caused Accidental Discharge of Revolver, Whereat All Fled.

BAKER CITY, Or., Aug. 19.—Four masked men, fully armed, made a rush through the rear entrance of the Log Cabin saloon from Resort street at 10:45 this evening, and demanded all to hold up their hands. Dangerous-looking shotguns and revolvers were flourished in a wild manner, and the occupants of the gambling-room complied with the order. One of the bandits covered the faro dealer with a revolver. His hand shook like a leaf. Another took the bank-roll, $300. The other two men got the money, $100, from the safe in the saloon, in front, and had ordered the bartender to open the till, which he did, when the man who was covering the faro dealer in the back room accidentally discharged his revolver in his nervousness. The ball just missed the dealer's head and lodged in the wall. All four men ran quickly out the back door, while the astonished crowd of by-standers, who still had their hands up, watched a crowd gather from the street.

The robbers left behind the money in the till, about $50, and $250 on the crap, roulette and "21" tables.

It was evident the men were inexperienced, and the police think they will get the robbers.

PETITION DENIED.

Lease to Float Logs on Nehalem River Refused by Clatsop County.

ASTORIA, Aug. 19.—The petition of the Wheeler Lumber Company of Nehalem for a 49-year lease on the Nehalem River and several of its tributaries for floating logs and lumber was today denied by the County Court. Saturday afternoon a meeting of about 50 of the owners of property along these streams was held at Jewell to consider the advisability of giving the lumber company; rights-of-way across their property. After listening to the arguments of the company's representatives, motions were unanimously carried against the rights-of-way and requesting the County Court not to grant the Nehalem Lumber Company or any other person or corporation the exclusive right to use the Nehalem River or any of its tributaries. The action taken at this meeting was reported at the session of the County Court this morning as was also a letter from Judge Magers, attorney for the Wheeler Lumber Company, saying that he would not urge the granting of the petition any further. The court then made an order denying the petition.

Examination of Teachers.

The examinations of applicants for county and state teachers' papers were completed by Superintendent Lyman on Saturday and today he announced the list of those who had passed as follows: First grade, Miss Harriet I. Dunning, Miss Carrie M. Jeffers, Miss A. Josephine Westerlund and Mrs. Nellie S. Crow. Second grade, Miss Mabel Jeffers, and Miss Nellie H. Gerding. Third grade, Miss Ellen Taylor and Miss Violet Bowlby. Those taking examinations for state grades were Miss Jessie Sands and Miss Alice Gray. Their papers will be passed upon by the state examiners.

Arrested for Forgery.

Henry Cameron was arrested this morning on the charge of passing a forged check. He is now in the County jail and an information charging him with forgery will be filed tomorrow. Cameron has been working on a seining ground during the season. After "blowing in" all his money, amounting to $91, he presented a check, drawn in his favor on the First National Bank for $75 and signed by "John Siron," to a saloon and secured $7 on it. The signature is evidently intended for that of John Strong and is pronounced a forgery.

Officers of Fishermen's Union.

At the annual meeting of the Columbia River Fishermen's Protective Union the following officers were elected: Trustees—Fred Wright, John S. A. Johnson, J. F. Welch, George Munrell, J. M. Johnson, John Bluefield, and Thomas Nelson. Delegates to the trades council—H. M. Lorntsen, Fred Wright, John S. A. Johnson, F. J. Welch and Thomas Nelson. H. M. Lorntsen was re-elected secretary.

Railroad Surveyors at Work.

The Northern Pacific surveyors who are surveying a line through the Nehalem Valley are now at work near Jewell. They appear to be following the old Carey survey and as near as can be learned are en route to the mouth of the Columbia. One of their number is quoted as saying that the grade from the tunnel to Clatsop can be restored at a cost of not to exceed $1000 per mile.

Lograft Still Aground.

Work has not yet been commenced in dredging the Robertson log raft out of the mud at Westport Slough, but a dredger has been engaged for the purpose. The deepest part of the raft is now stuck on the shallowest place at the entrance to the slough, and it is doubtful if the raft can be dredged out without receiving damage.

Accident With a Saw.

While working with a crosscut saw Saturday evening Ed Springer, of the Walluski, severed an artery in his left arm, below the elbow. He came to this city on horseback to have the wound dressed, and while on the road fell from his horse several times through weakness from loss of blood.

Prizefight at Ilwaco.

There was a prizefight at Ilwaco last Saturday night between Coffey, of Portland, and Fellinger, an enlisted man from Fort Canby. It was to have lasted 20 rounds, but the soldier knocked the Portland man out in the eighth round.

Gored By a Cow.

George P. Irving, a rancher living near Cathlamet, was badly gored by a cow yesterday. He was not seriously injured, but will be laid up for some weeks.

Repairs to a Mill.

While the Columbia Mill at Knappton is shut down, on account of the strike at San Francisco, a number of repairs and alterations are under way.

Illegal Fishing.

There is very little fishing in progress during the closed season and in fact less than there has been for years and what is going on is principally for home consumption. This afternoon Deputy Fish Warden Bultman arrested Joseph Hekblum and John U. Carlson on a complaint charging them with having a fish trap in operation in the closed season. These two are partners in a trap at Snag Island jetty, and this morning it was found in operation by Deputy Bultman with several fish in it. The owners of the trap state that they did not know that it was in operation, and if so it was at the personal risk of the man who had charge of it.

STRIKE DELAYS WORK.

Labor Strike Impedes Construction of Warships.

SAN FRANCISCO, Aug. 19.—Work on six vessels for the United States Navy and one of the Army transports is delayed because of the present labor troubles in San Francisco. The Union Iron Works has contracts for six warships and two submarine torpedo-boats. The most important of these warships is the battleship Ohio. She was launched a few months ago by President McKinley, and the moment she took the water work was ceased on her. The machinists were then on a strike and few men have since been employed on the battle-ship. Moored close beside the Ohio is the monitor Wyoming. She was launched last September and is not yet complete.

The torpedo-boat destroyers Prebe, Perry and Paul Jones are also at the Union Iron Works, and the work of altering the boats has not yet been started. The transport Sherman has been at the Union Iron Works for over six months.

YOUNG MEN'S INSTITUTE.

Grand Council of Pacific Jurisdiction Now in Session.

SAN FRANCISCO, Aug. 19.—The seventeenth grand council of the Pacific jurisdiction of the Young Men's Institute commenced this morning with solemn high mass at St. Mary's Cathedral. Representatives from more than 50 subordinate councils, located in many towns on the Pacific Coast, assembled at the mass. At 1 o'clock the grand officers met in the rooms of the Institute, Pioneer Hall, and organized the convention. Mayor Phelan welcomed the delegates to San Francisco.

The most important matter to be considered by the convention will be the proposal to change the name of the Young Men's Institute to that of the Catholic Institute of America. The supreme council of the institute, which will meet a year from October, will have the final determination of the question of changing the society's name.

Tonight the Young Ladies' Institute tendered a reception to the delegates at Native Sons' Hall.

SEATTLE, Wash., Aug. 19.—Mrs. George Swanton, a handsome young woman, told her husband Saturday night that she would not be home until late. Today Swanson told the police she had eloped with Bert Britts, a bad man about town, and gone to Portland. The police have been notified to look out for the couple. Swanson wants them arrested and his wife back.

LAND OFFICE OPINIONS.

Officials at Oregon City Hold Different Views in Two Cases.

OREGON CITY, Aug. 19.—Register Moores and Receiver Galloway, of the United States Land Office, have filed conflicting opinions in two contest cases. The first case is Viva Visscher vs. Missouri A. T. Van Buskirk, involving cash entry No. 6718, for the S. ½ of the N. E. ¼ and lots 1 and 2 in section 4, township 8 south, R. 3 east. The Register recommends the cancellation of the entry, while the Receiver recommends that the contest be dismissed, and the proof of the entryman be approved. In the case of Francis De Witte vs. David C. Hatch, the facts are practically the same as in the first case, and Register Moores recommends that the contest be dismissed but that the proof of the entryman be rejected and that the contestee be called upon to make new proof. The Receiver decided in favor of the entryman. The claim of Hatch is alongside that of Van Buskirk. Both cases will probably be appealed to the General Land Office. Robert O. Miller and J. R. Stoddard are the attorneys fo rthe contestee and D. F. Cowing for the contestants in each case.

Patents have been received at the United States Land Office for Lloyd G. West, William E. Stone and Electra Richardson.

Public School Affairs.

The public schools will open September 16, and an increased attendance is expected. The resignation of Miss Harriet Bray has been filled by the appointment of Miss Eva Meldrum, who will be assigned to the third grade in the Eatsham School. Miss Erma Lawrence is promoted from the third to the fourth grade, and Miss Gertrude Nefzger is transferred to the first grade in the Barclay School.

Not Guilty of Robbery.

The examination of James Gwinup, who was arrested on a charge of robbing the Bon Ton saloon Saturday morning, was held in the Justice Court this afternoon. The evidence against him was insufficient and he was discharged from custody. P. E. Polk, on whom suspicion rested, was arrested on the same charge and his case will come up in a day or two. He tried to throw the crime on Gwinup, but it is evident from today's testimony that he is the thief.

G. A. R. Gives Up Charter.

John Gibbon Post, G. A. R., has relinquished its charter and its members will probably join Meade Post. Gibbon Post was organized last November, but has never been strong enough to sustain itself, and the members concluded that it was not desirable to divide the strength of the veterans in this city.

ASK KNOX FOR INFORMATION

Anti-Trust League Wants General Knox to Tell of Trust Agreements.

COLUMBUS, O., Aug. 19.—The American Anti-Trust League has sent a letter to United States Attorney-General Knox asking him to furnish the league with all the information he has regarding any agreements existing between the Constituent companies forming the United States Steel Corporation, and especially the syndicate agreement. The request is founded upon the belief that General Knox was officially connected with the Carnegie Steel Company at the time the agreements were made, and therefore has knowledge of their character. The object of the request, the letter says, is to prevent the failure of justice in certain legal proceedings in contemplation.

WASHINGTON, Aug. 19.—The letter of the Anti-Trust League was delivered to Attorney-General Knox late today by special messenger. Mr. Knox will forward his answer soon, probably tomorrow. It will be brief, scarcely more in fact than an acknowledgement of the receipt of the letter. While the Attorney-General refuses to discuss the matter, he takes the view that if he had possession of a copy of such agreement by virtue of his relation as counsel to the Carnegie Company, to accede to the request made of him would be a gross violation of the confidence of a client.

SEARCHING IN THE RIVER.

Feared That James Hanna Fell Overboard and Was Drowned.

Men with grappling irons were searching the river near Greenwich dock yesterday for James Hanna, who disappeared last Sunday, and it is thought may be drowned. He and five other young men went on a boating excursion last week Saturday, and when they came back to the city the party separated at the foot of Jefferson street. Hanna and another man named Charles Amos started to row down the river to Hanna's cabin, near Greenwich dock, and Amos was under the influence of liquor. He says he went to sleep in the boat and when he awoke some time afterward Hanna had disappeared. Amos thinks that Hanna may have fallen overboard.

Robbed of Much Jewelry.

SEATTLE, Aug. 20.—Mrs. James B. Huston, of Auburn, N. Y., a passenger on the steamer Queen, from Alaskan ports, was robbed of a large amount of jewelry while the vessel was tied up at the wharf at Skagway. The total value of the jewels is quite large, and in addition there was $150 in money stolen. The loss was not discovered until after the steamer left Skagway, and Seattle detectives were unable to do much in the way of an investigation, the vessel having also stopped at Victoria and Port Townsend before reaching this city.

Orders for the European Squadron.

WASHINGTON, Aug. 19.—The Navy Department announces that the European squadron of American war vessels will rendezvous at Genoa, Italy. The cruiser Chicago, now at Southampton, will proceed south to that port, where she will meet the cruiser Albany and the gunboat Nashville, now at the Seychelles Islands.

TALE OF THE WRECK

(Continued from First Page.)

serious had happened, and as the boat appeared to be keeping on its way he thought of again retiring to bed, from which he had arisen when the shock was felt. Presently he heard a commotion among the pasengers and felt a bumping motion of the steamer. On trying to open his stateroom door he was unable to do so. Mr. Ray tried and was also unsuccessful. The concussion had evidently jammed the framework of the cabin, which caught the doors like a vise. Mr. Belcourt and Mr. Ray got out of the window. The former returned to procure a life preserver, but failing to find one immediately got out again, and getting up on the railing of the steamer instantly jumped to a boat that he saw below. He was one of the last men to leave the steamer, and not more than a few minutes elapsed from the time he got out of his cabin first until he made his leap in the dark. Fortunately he alighted on the shoulders of one of the passengers in the last boat to leave the steamer. Messrs. Belcourt and Ray were in the small boat one hour and a half before reaching shore, which was, however, not more than a mile away, but owing to the fog could not be made out. The first boats to reach the shore were directed there by the sound of falling water.

The case of Mrs. Ross is a peculiarly sad one. She left Victoria a short time ago to join her husband, who has recently been appointed Governor of the Yukon Territory. It is only a few days since she left her parents in this city, Mr. and Mrs. John MacKay, of Kingston street, with whom she has been visiting for a few months, to take up her residence on the Yukon, and a letter received a few days ago told of her plans for the future. It was for the purpose of carrying out these plans that she was on her way to Victoria, it being her intention to purchase furniture and furnishings for the new home of the Governor. She left five of her children in Dawson, but brought the youngest, an infant of about a year, with her, together with a niece, the daughter of her brother living in Dawson. Another sad case is that of Engineer Allan. He was married but a short time ago to Miss Dewar, and had just got comfortably settled in his new home. The shock to his bride was a terrible one.

One of the best-known of those who met their doom was Dr. John Duncan, of Victoria, who was just completing a trip to Dawson, where he had gone on a combined business and pleasure expedition. His brother, Dr. George Duncan, has been in Dawson some time, and the trip was undertaken partly for the purpose of visiting him. Another brother, Rev. W. A. Duncan, resides at Sault Ste. Marie, Ont.

How the Captain Died.

When the steamer commenced to sink, and it was seen that no earthly expedient could avail, the captain is said to have jumped on to the liferaft, which was already taxed for accommodations. Realizing that his weight would work havoc there he exclaimed, "I see there are too many here, so good-bye, boys," and swam away. He was shortly afterward seen to sink.

According to the stories told by some of the passengers the proportion of women saved was small. When the survivors were brought ashore some of them were so numb and disheartened and had so little life left in them that they begged to be left alone, "to let them die."

United States Consul Smith, of Victoria, who was a passenger on the steamer Queen from Juneau to Victoria, said:

"The Islander left Skagway for Victoria on Wednesday evening, the 12th, at 6 o'clock, with 125 passengers and a crew of 61 men on board and 10 or 12 stowaways. All went well, the steamer making her usual record of 15 knots an hour, until at 3 o'clock on Thursday morning, after Juneau was passed and the south end of Douglas Island was reached. Then suddenly the steamer encountered an obstruction said to have been an iceberg, and stopped with a jerk which aroused many of the sleeping passengers.

"Pilot Labionde was in charge of the steamer at the time, and went immediately to the dining-room, where Captain Foote was having breakfast, and notified him of the trouble. As soon as the vessel struck water rushed in forward in great volumes, and the pilot advised that the vessel be run on to the beach, not over half a mile distant, at once. To this the captain objected, saying the beach was too abrupt. He thought there was no immediate danger, but would run a few miles further down, where he knew there was a good landing.

"The captain assured several passengers there was no immediate danger, and that they could go back to bed, and sent the first officer down to examine. That officer reported there was great danger, and urged that the vessel be beached at once. The first officer ordered the boats let down, but this order was countermanded by the captain, who, however, finally realized the seriousness of the situation and allowed the first officer to get down the boats.

"Meanwhile, the passengers, aroused to their peril, appeared on deck, and a rush was made to the purser by those who had given him treasure for safe keeping. Purser Bishop handed out all except two bags of $10,000 each, which were not claimed, and went down with the vessel. The bow of the steamer steadily sank and 20 minutes from the time it struck the front deck was under water, and the stern, with propeller and rudder were high and dry in the air and useless.

"The captain remained on the bridge until the last, and finally jumped on a life raft, where he stayed a few minutes, when the steamer dove forward entirely out of sight. As it did so an explosion occurred and the captain lost his hold on the life raft and sank.

"Considerable difficulty was experienced in ascertaining the location of the shore, though it was only a short distance away, owing to the dense fog prevailing. Finally Preston, of Seattle and Dawson, who, with his bride, was on his wedding trip, both of whom were saved in the last boat which left the wreck, heard water trickling down the rocks, and all the boats reached shore. A number jumped off the steamer into the water, and were rescued therefrom only to die of exhaustion from the intense cold. Several were resuscitated only after four or five hours' of continuous hard work by their comrades."

Among the passengers lost were Mrs. Governor Ross, of Dawson, child and niece, and Dr. John A. Duncan, of Victoria. The doctor was seen with a life-preserver about him. But no one saw Mrs. Ross, and it is thought that Duncan lost his life in a futile attempt to rescue Mrs. Ross and family just as the steamer sank.

Chief Engineer Brownlee stated he was in bed when the accident occurred, and was awakened by his third assistant. He also examined the engines, found nothing wrong there, and went forward, saw there was serious danger and got a boat ready. There were only four seamen among the crew. He got the boat down and passed passengers into it. As the steamer sank he seized hold of a railing and went to the bottom. When he let go he came to the top and caught a cabin door. As others seized it he let go, but caught other wreckage and finally got on a raft, on which he reached shore.

All the rescued speak in high terms of the courage and assistance given by Chief Engineer Brownlee and First Officer Neutrotsos, who saved several lives. The intense cold of the water caused several cramps among many who were on the raft, and resulted in death from exposure in which the bodies turned black.

M. Blumauer, of Portland, Or., had $14,000 in gold dust in his satchel, but promptly abandoned it, tumbled into the water, was rescued, and is thankful.

D. H. Hart, a Klondike King, had $40,000 in gold dust, which he abandoned, jumped into the last boat and reached shore safely. M. Mantin, of Winnipeg, dropped his satchel, containing $4000, and a friend a portmanteau with $3000 and each escaped. Another Klondiker whose name is not given, is reported to have taken his portmanteau, containing $40,000 in gold dust, from the purser, and jumped from the sinking steamer to a boat, which he failed to reach. Both man and treasure sank.

At Juneau Consul Smith saw Dr. Phillips, of Seattle, who escaped, but who lost his wife and child. The doctor insisted no one called at his stateroom. He felt the shock and says his wife told him to get up and see what the trouble was. He demurred at first, but when he heard movements decided to do so, and told his wife to dress quickly. They all got out as soon as they could by breaking open the door.

As they got on the deck the steamer was sinking. Before they could jump off they were caught in the suction and carried to the ventilating shaft. His wife and child were drawn down. He himself was caught, but his head struck, cutting his eye severely and preventing him from going down the shaft. He went down with the steamer, caught hold of some wreckage, was helped on shore and resuscitated. He called for his wife and child, and soon his little girl's body was brought to him. He said he would not leave Juneau until he recovered his wife's body.

The Pilot's Story.

Pilot Lablonde, who had charge of the Islander at the time she struck, said:

"The night was fine, and as we always expect to meet ice, a sharp lookout was kept. About 2:48 A. M. the crash came. The boat was under full speed, and there was no fog. The fatal berg was no doubt even with the water. After she struck I stopped the engines. Then Captain Foote appeared with the nightwatchman, who reported the ship leaking forward. I told Captain Foote that we had better head for the beach, but the ship was taking water so fast she would not answer her helm. Then I called the mate and ordered the boats out. This was done and they were loaded with passengers.

"Many passengers jumped overboard with lifepreservers on. I jumped overboard and was in the water two hours and a quarter before securing a piece of wreckage."

The pilot also stated that many of the men acted badly, attempting to jump into the boats before they had been launched. Had it not been for this crowding and rushing he believed all would have been saved, with the possible exception of those who did not get out of their staterooms, among whom were Andrew Keating and his two sons, Arthur and Julius, of Los Angeles. The crew on the other hand behaved well, and looked to the safety of the passengers. After the boats had been launched the crew turned their attention to the rafts, but these also were rushed, and after they had been launched some of the crew had to swim for wreckage, as there were too many on the rafts. He believes the vessel sank in 23 fathoms, and that the boiler did not explode, but that the woodwork was carried away by a rush of water and air. He figures 42 persons were drowned.

J. M. Green, of Vancouver, was awakened by the steward, and got on a life raft with about a dozen others. They shoved clear about 12 feet when they heard a noise like a slight explosion. He does not think the boilers exploded, for there was not enough wreckage in sight. The raft drifted toward the stern of the ship about 25 feet, when the stern was lifted high in the air fully 25 feet and the ship slid forward and went down bow foremost. This movement of the ship kept the raft from being dragged down with the suction of the sinking vessel. They were in the water about two hours when a boat came out and took them ashore.

Description of the Steamer.

The Islander was the largest passenger vessel of the Canadian Navigation Company. She was built at Glasgow at a cost of over $200,000, and arrived at Victoria December 9, 1888, and was put on the Victoria and Vancouver route. She has since been engaged in the Vancouver trade, occasionally going to Alaska and the Columbia River.

She was a twin screw steamer, 240 feet long, 42 feet beam and 14.8 hold. She possessed great speed, had accommodations for several hundred passengers and a large freight capacity.

The Steward's Story.

Steward Simpson gives a clear account of the wreck. He was awakened by the shock and could not get out of his stateroom until he broke out the window. He reached the bridge, where the pilot, Lablonde, was on watch, and, with the mate, ordered out the lifeboats. The vessel was then taking water fast, and the chief engineer reported the pumps unable to take care of the water. He also went below with an ax, broke down the lower stateroom doors, and stayed at this work until the water forced him to go to the upper deck. By this time the ship's boats were loaded and had got away, and, while the officers were getting out the last liferaft, Captain Foote called to all hands to clear the ship, as she was about to go down. This was the captain's last order, as at that moment the ship sank, and the captain, leaping clear of the wreck, was picked up by a lifeboat, which, in some manner, was overturned. The day was very misty, and all hands were forced to shift for themselves."

WERE NOT INTOXICATED.

Pilot and Officers Deny Reports to That Effect—Conduct of Crew.

VICTORIA, B. C., Aug. 19.—Later reports received of the disaster to the steamer Islander place the loss of life at 42 people, but no further names are obtainable except that of Howard Fowler, which was given in the list published yesterday as Howard Smith, second steward. Another name has also been added to the list of saved, that of Quartermaster Hintz. This information was brought down by members of the crew and passengers of the ill-fated steamer who reached Vancouver on the steamer Farallon today and a few of whom came down on the steamer Yosemite tonight.

Purser Bishop had gone to Skagway to get a full list of those who took passage on the steamer, and until he arrives on the Hating in a few days nothing further can be given. Pilot Leblanç and all the officers deny the report that either he or the Captain were intoxicated.

Second Officer Powell made the statement tonight that he and Captain Foote got on a raft after leaving the steamer. The passengers on the raft badgered the Captain so that he dropped off and got hold of an oar, which kept him up until after daylight, when he sank. The second officer was threatened with a revolver in the hands of one of the passengers and slipped from the raft and got on to a cabin door, from which he was taken in the morning. The stewards stayed with the steamer until she sank, endeavoring to get passengers out. In fact, the second steward remained after the vessel had sunk. He was drawn down as he was going through the saloon waking the passengers and urging them to save themselves. When it is considered that 125 people were saved out of 170 in 17 minutes, and that six life-boats and four liferafts were successfully launched, it shows that good work was done by the crew. Of the 25 men in the steward's department only four found places in the boats, the others relying on such wreckage as they could find, as the engineers and other officers had done. The fact that the Islander was well supplied with life-belts made it possible for many of the passengers to remain afloat until picked up by the boats.

Vanderbilt Will Fight for "Autos."

NEWPORT, R. I., Aug. 19.—A special meeting of the police commission has been called to take final action on the protest of Professor Agassiz against permitting the National Automobile Racing Association to use the highways for races on Friday, August 30. William K. Vanderbilt, Jr., who is president of the association, has consulted counsel and nothing will be left undone to bring about the races.

FILES ANNUAL REPORT

CIVIL SERVICE COMMISSION REVIEWS ITS WORK.

The System of Competitive Employment Shows Good Results and Steady Improvement.

WASHINGTON, Aug. 14.—The Civil Service Commission has sent its seventeenth annual report to the President. Much space is given to a discussion of the operation and effect of the Presidential rules now in force and to their administration. Investigation is made of irregularities and violations, and of difficulties and suggested changes. An interesting part of the report is a brief history of the benefits derived by the operation of the civil service law since its enactment, brief review of the recently enacted civil service law in the Philippine Islands is given, and the commission repeats its recommendation for extensions of the classified service, and makes a strong argument for an increase of appropriation for a more adequate force of clerks and examiners.

In the course of the year 46,763 persons were examined, of whom 35,025 passed. Of the number who passed 34,437 were for original appointment to the service, of which number 9889 were appointed, the largest number ever appointed to the classified service through examination in any single year.

The report says:

"In this connection the commission desires to call attention to the fact that for the past three years, beginning July 30, 1900, 27,316 persons have obtained their appointments through the examinations provided for by the civil service rules, while for the period beginning July 16, 1883, the date when the civil service act became operative, and terminating June 30, 1900, a total of 78,791 persons have been thus appointed. It is especially gratifying to note the large increase in the number of appointments through examination, particularly when considered in connection with the fact, as shown in the commission's last report, that such an exceedingly small number of removals for all causes has been made of persons who are appointed to the service through the examination system, averaging, for the departmental branch of the classified service exclusive of the railway mail and Indian services, but 68 one-hundreths of 1 per cent per annum. While the number of positions filled through civil service appointments has so rapidly increased, the commission's records show that the persons appointed in this manner appear to be thoroughly competent for the work to which they have been assigned and to have rendered efficient and satisfactory service, as over 98 per cent of them have received absolute appointment at the end of their probationary or trial period of service. It must, therefore, be assumed that this method of obtaining Government employes fully meets the needs of the service."

Mention is made of the excellent results of the operation of the amendment to the rules under date of July 27, 1897, requiring that no removal shall be made from the competitive classified service except for just cause and for reasons given in writing, and only after the person sought to be removed has had notice and been furnished a copy of such reasons and been allowed a reasonable time for personally answering the same in writing. The report says: "It is believed that whatever honest opposition there may have been to this provision upon the part of appointing officers is dispelled by its operation. When properly administered, it offers no bar to the exercise of the power of discipline or to removals which are justly required by the interests of the service."

The commission directs especial attention to the fact that when any office is classified and brought within the civil service law and rules, persons holding the position thus classified at the time of their classification are given the same status as those who enter the service through examination and certification, and to the practice which grew up and assumed serious proportions under this condition whereby an appointing officer, anticipating the classification of an office, could appoint, just prior to its classification, any person he saw fit without examination and certification. It is urged in the report that an amendment which the commission has submitted, or some other suitable and effective remedy, be approved.

Upon the general provision requiring the apportionment of appointments, the commission says:

"This provision was designed to distribute the appointments in the classified service at Washington among the several states and territories as fairly as the conditions would permit, and thus correct what was considered a gross injustice which had grown up under the system of distributing appointments solely by favor based upon political, personal, or other kinds of influence. While it is impossible to distribute these appointments in the exact ratio of the population of the different states and territories, and as reinstatements and transfers, over which the commission has no restrictive control, also operate to increase the discrepancy in the apportionment, the commission has made its certifications of eligibles for appointment as nearly in accord with this provision of the law as the circumstances would permit. As a result of this course . . . none of the states and territories, on June 30, 1900, had received less than 60 per cent of their full quota, only four had received less than 70 per cent, 17 had received between and 70 and 80 per cent, and only six had exceeded their quota."

Internal Revenue Service.

The report calls attention to the large number of positions in the internal revenue service which are excepted from the provisions of the civil service rules, and expresses the belief that the best interests of the service require that at least all deputy collectors serving at the headquarters of the district, with the exception, perhaps, of the chief deputy, and also all deputies who have practically permanent locations at different points in the district, should be returned to the competitive classified service.

After reciting the circumstances which led up to the passage of the civil service act the report says:

"The number of appointments from the examinations, as shown by the statistical matter in the appendix, has kept pace with the extension of the classification until for this report year nearly 10,000 persons, whose capacity and ability have been previously demonstrated, were added to the ranks of Government employes. The aggregate salaries of the positions now in the classified service, numbering about 90,000, and to be reached only through competitive examinations, approximate $75,000,000 per annum, while the salaries of all unclassified positions in the executive branch of the Government, probably numbering slightly over 100,000, are estimated not to exceed $30,000,000, of which over 60 per cent is for the compensation of the 4429 Presidential postmasters and the 72,165 postmasters of fourth-class offices. . . . Attention is called to the fact that the practice has become more and more prevalent of selecting for appointment from certification the person having the highest average, regardless of other considerations, until at the present time it is estimated that this course is pursued in from 75 to 80 per cent of all appointments in the competitive classified service. Many department officials have stated that as a result of the examinations held by the commission they secure very satisfactory and competent assistants. These statements are emphasized by the records, which show that in some entire parts of the service much less than 1 per cent of the persons appointed from examination are dropped at the end of their probationary or trial appointment. The records also show that the number of complaints based upon alleged discrimination for political or religious opinions or affiliations in making promotions, reductions, or dismissals has decreased very materially, especially since the promulgation of the rule of July 27, 1897, above referred to. From all the evidence which the commission has been able to obtain it seems to be clearly apparent that in those parts of the service to which the civil service law has been applied the Government is now obtaining much more competent and efficient employes than hitherto, and consequently the work is performed more economically than ever before. Officials in charge of many of the branches of the service have again and again reported material savings in the expense of conducting the business committed to their charge since their offices were classified. The increased efficiency of the railway mail and postoffice services since their classification is perhaps the best-known and recognized by the public at large. Many other parts of the service also present excellent showings as to the economy secured from the increased efficiency of their employes, as clearly demonstrated in the commission's 15th annual report, page 17. It has been estimated that not less than $10,000,000 per annum has been saved in the salaries of Government employes as a direct result of the enforcement of the civil-service act."

System Is Improving.

The report states that while, of course, there is by no means an entire absence of irregularities and violations of the law and rules, and that while the system is not yet working with entire satisfaction, yet, taken as a whole, there has been a decided and gratifying improvement in this direction, the improvement naturally being most conspicuous in those parts of the service which have been longest under the operation of the law. Upon the general subject of political assessments the commission says:

"Since the passage of the civil service act the growing infrequency of attempts to levy political assessments or solicit contributions from Federal employes in violation of the law, has been particularly gratifying. . . . The efforts of the commission and the heads of departments to inform the Government employes of these provisions of the law and rules and to secure their enforcement have no doubt done much to discourage attempts to collect political assessments."

In discussing the Philippine civil service act the report says:

"The two features of the Philippine civil service act which distinguish it most conspicuously from the Federal law are (1) its broad scope, embracing not only the offices of the general or central government, but also those in the executive branch of the provincial and municipal governments, and ultimately including every officer and employe from the heads of departments down to the unskilled laborers; and (2) its provisions requiring promotions to be made upon competitive examination from the lower to the higher ranks, including all positions except the heads of departments and private secretaries of members of the Philippine Commission, and in the case of heads of departments providing that they shall be selected by promotion from a class to be composed of the first, second and third assistants to the heads of departments."

Some systematic plan for the employment of unskilled laborers is advised, whereby these positions may be filled by persons who are competent and willing to perform laborer's duties and whereby the practice will be discouraged of appointing persons to such positions and assigning them to clerical and other classified duty. It is pointed out that existing laws should be so amended as to provide for a corps of pension examining surgeons to take the place of the present local boards, such surgeons to be appointed under the provisions of the civil service law. Recommendations to this effect are cited from the report of three members of the Senate committee on civil service and retrenchment and by several pension commissioners. An argument is presented to show that the interests of the service require that Indian agents should be appointed upon some system of ascertained merit and qualification.

It is pointed out that the work of the commission will be necessarily very materially increased on account of the extension of the civil service law and rules to Federal positions in the Islands of Hawaii and Porto Rico, and also by the order of the President directing the commission to assist the Philippine Civil Service Board, upon its request, in the matter of holding examinations in this country, and in other ways.

RETIREMENT OF DODWELL'S

Pacific Coast Company Acquires Their Alaska Fleet.

SEATTLE, Aug. 20.—By charter and purchase, Dodwell & Co.'s Alaska fleet, operated as the Washington & Alaska Steamship Company, yesterday passed into the hands of the Pacific Coast Company. The vessels included in the transfer are the steamers City of Seattle, Victorian and Charles Nelson. The negotiations, which have been pending for several days, were finally and definitely closed yesterday at a conference between President Farrell, of the Pacific Coast Company, President Mellen, of the Northern Pacific, and several other interested parties.

The consummation of this deal marks the retirement, at least temporarily, of Dodwell & Co. from the Alaska traffic, though they will continue in the Puget Sound trade.

Kind of Men Getting Into the Navy.

NEW YORK, Aug. 19.—Chaplain Harry Jones, of the American training-ship Monongahela, in an address at the Church of Strangers, last night, said few persons knew what kind of men were getting into the Navy. At the apprentices' barracks in Newport, where there are 1174 boys, he said there were sons of Congressmen and men in professional life. They come from all parts of the country, and most of them have had the finest kind of home training. Of the 438 men and boys that the Monongahela will take out on her next cruise, 291, he said, are total abstainers.

Ex-President Pulido Arrested.

WILLEMSTAD, Curacoa, Aug. 19.—Senor Velleges Pulido, ex-president of the Venezuelan State of Guarico, and lately President Castro's Minister of Commerce, has been arrested in Caracas and also 25 other politicians. President Castro continues to encourage the Colombian insurrection.

Almost a Cloudburst.

OGDEN, Utah, Aug. 19.—A heavy rain, asuming almost the form of a cloudburst, overtaxed the sewer facilities early this morning, causing the drains to overflow and flooding many of the basements and cellars of the business part of the city.

Jack Wade Given the Decision.

BUTTE, Mont., Aug. 19.—Jack Wade, of Salt Lake, was given the decision over "Kid" Oglesby, of Helena, at the end of a 20-round go before a local athletic association tonight. The threatened interference by the Attorney-General did not materialize.

Sale of Oklahoma Town Lots.

WASHINGTON, Aug. 19.—The Secretary of the Interior has received a telegraphic report from ex-Governor Richards of the sale of town lots at the three county seats in the newly opened reservation in Oklahoma. At Lawton 609 lots have been sold for $286,750. At Anardako 647 lots brought $189,855, and at Hobart $107,194 was paid for 652 lots. These prices are considered good.

Larence C. Hansen.

ASTORIA, Or., Aug. 19.—The body of the late Larence C. Hanson, who died at Spokane, was brought to this city last evening and his funeral was held today. The ceremonies were conducted under the auspices of the Scandinavian Benevolent Society, of which he had been a member. The interment was in Greenwood cemetery.

Hunt for Alleged Negro Murderer.

DALLAS, Tex., Aug. 19.—The hunt for Abe Wilder, the negro charged with the murder of a white woman, is being participated in by 300 people in Grayson County.

War Batteries Badly Damaged.

WASHINGTON, Aug. 19.—The War Department has been informed that the damages to the batteries at Fort Morgan, below Mobile, from the storm last week, are very extensive.

Transvaal Coupons Paid.

LONDON, Aug. 20.—On behalf of the government the Rothschilds have just announced the payment of the coupons of the Transvaal 5 per cents, dating from the actual annexation.

Michael Defeated McFarland.

NEW YORK, Aug. 19.—Michael defeated MacFarland in a 15-mile race at Madison-Square Garden tonight.

If You Are Not Using
Malt Breakfast Food
You Are Missing One of the Good Things of Life.
All stomach troubles, indigestion and gastric derangements are avoided when you make use of Malt Breakfast Food, the only properly predigested food in the world. Thousands of dyspeptics are using Malt Breakfast Food by physicians' orders from two to three times a day, and are beginning to enjoy life.
Malt Breakfast Food, while aiding and favoring digestive vigor, builds flesh, bone and muscle, and keeps the old and young in perfect health.
Your grocer sells this true health food.

KILL THIS GERM
THAT CLUSTERS AROUND AN UNHEALTHY HAIR ...CAUSING... DANDRUFF FALLING HAIR FINALLY BALDNESS
"Destroy the cause, you remove the effect."
HERPICIDE
eradicates the germ, promotes the growth of the hair. For sale by all druggists. Price $1.00.

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beer is the beer of civilization. Go to any part of the earth where mankind values purity, and you will find Schlitz beer is the recognized pure beer.
For fifty years the Schlitz agencies have followed white men's conquests.
They are twenty years old in South Africa.
Schlitz beer was famous in Siberia before a railroad was thought of.
When Japan and China first began to awake, Schlitz beer was advertised in their newspapers.
Almost as soon as Dewey captured Manila 216 carloads of Schlitz were sent there.
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The quality by which Schlitz beer has won distinction has been its absolute purity. Every physician the world over will recommend Schlitz, the beer that made Milwaukee famous.
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Gray?
The color of seventy years in your hair? Perhaps you are seventy, and you like your gray hair! If not, use Ayer's Hair Vigor. In less than a month your gray hair will be rich and dark.
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