

ENJOINED FROM PICKETING

DECISION BY JUDGE KOHLHAAS, OF
UNITED STATES CIRCUIT COURT.A Permanent Injunction Is Issued
Against Striking Machinists
of Chicago.

CHICAGO, Oct. 18.—Judge Kohlsaat, sitting in the United States Circuit Court, today granted a permanent injunction restraining Reliable Lodge, No. 53, of the International Association of Machinists, its members and others from picketing the works of the Allis-Chalmers Company, or in any way intimidating workmen of the company. In rendering the decision, the court characterized assaults by strikers as civil warfare, and the rule against picketing was made as broad as possible. The order of the court was made to take the place of a temporary order issued several weeks ago. The defendants maintain that they are peaceful and that the Allis-Chalmers Company is a trust, and also a conspiracy to limit the Machinists' Association.

The feature of the decision is the prohibition of picketing. Judge Kohlsaat says that if only peaceful persuasion is used and there are no underlying threats, theoretically, the picketing could be maintained on the picket line. The feature of the decision is the prohibition of picketing. Judge Kohlsaat says that if only peaceful persuasion is used and there are no underlying threats, theoretically, the picketing could be maintained on the picket line. The feature of the decision is the prohibition of picketing. Judge Kohlsaat says that if only peaceful persuasion is used and there are no underlying threats, theoretically, the picketing could be maintained on the picket line.

DEFENSE OF CANTEEN.

Intelligent Presentation by Soldier
in Regular Army.

HOQUIAM, Wash., Oct. 18.—(To the Editor.)—In your issue of October 7 you publish General Daggett's views of the Army canteen question. I served five years in the regular Army, part of the time before the canteen went into operation, and part afterwards.

When the canteen first opened in Fort Sam Houston, Texas, I was detailed as assistant, and later had charge of the "saloon" end of the establishment, of course, under the supervision of the commanding officer. I served five years in the regular Army, part of the time before the canteen went into operation, and part afterwards.

I have never heard of a man contracting the habit of drinking in the Army through the influence of the canteen.

Another thing, in the outside saloons a man fills up on "strawberry" raises a disturbance, and gets into trouble. In the canteen the guardhouse and the corporal of the guard are within hailing distance of the burkester, and this has a wholesome effect on the soldier.

Daggett says he commanded a company for 20 years, and it was no unusual thing to see a majority of the men under the influence of liquor at inspections. The majority of soldiers are men in their prime, whose pay is \$13 per month. Assuming they spent every cent on liquor they could not spend over \$1.50 per month. A private in his first enlistment cannot draw as many checks per month as a man who gets more pay. Say a non-commissioned officer, or a second or third enlisted man. Under these circumstances a man who is to receive \$13 per month can draw \$13 worth of canteen checks.

I have never heard of a man contracting the habit of drinking in the Army through the influence of the canteen.

FRED E. WINTER.

CATTLE DESTROY TREES.

Sherman County Farmer on Shifting
Sand Problem.

GRANT, Or., Oct. 17.—(To the Editor.)—I have read the article in your paper about tree-planting along the Columbia. I am a farmer. I have lived in this country for fully 16 years. I could likely tell a few reasons why the sand is so bad in places. I shall be brief and not use many needless phrases.

When I came to this country there were several small patches of willows growing near Grant's Station, and along the river. The ranchman company had been at work planting trees, such as poplar, willows, balsam, and also had sown grass and seeds. There was a little ground planted near Rufus and a little patch two miles further up the road.

Stock running at their own free will is to blame for the present condition. When in May the grass begins to dry up, cows will begin browsing on the green branches. Then in winter, when snow is deep, all range horses flock to the river, very often. The hills become covered with snow, but the river bottom is bare and in case snow falls near the river, the horses begin browsing on the branches of willows.

During the deep snow of 1894-95, I have

seen horses peel the willow bark as far as they could reach. Now a few years of such treatment will destroy any grove of trees in existence. The only remedy that I can see is a herd law. I have a law of some kind at present, but what does it amount to? There are a great many people living along the river who must have one cow and sometimes more, but who don't own one foot of grass land outside of his town lot. Bossie here, they turn their stock on the public highway and keep their neighbors all Summer fixing fences.

Now some people will say that the railroad company ought to fence in all these sand drifts. Let me tell you, talk is cheap. One day a wind storm will cover the fence up, and the next day will blow the sand away until the posts fall over. The company has tried it above Rufus, but they had to give it up. Then there is a class of people who, if you did fence up this waste land, as soon as a man had a good stand of grass will pull the wire down and let stock in.

In that respect Oregon is very behind the times. This idea of compelling a man to fence against unruly cattle has been a great hardship to the pioneer farmers. Who has made the bunchgrass country that it is—the stock man? No, the farmer. When all Sherman County was nothing but stock range, how much freight did the railroad get from here? How much trade did Portland get from this part of Wasco County?

These are things we must take into consideration. Would it not be good policy to protect the industrious farmer against the shiftless, worthless element that simply keep a few head of stock, and when outside grass gives out, pull fences down and turn their stock in?

ENFORCE THE LAWS.

Suggestion as to Method of Punish-
ing Anarchists.

MIST, Or., Oct. 18.—(To the Editor.)—The law for the naturalization of aliens provides that they shall prove they are peaceable and well disposed to the good order and happiness of society. All who have got certificates of citizenship and have not in fact got these qualities of character have produced false testimony by which such certificates have been obtained. These persons have committed the crime of perjury and the certificate is a fraud on the Government. What we need is not a more stringent law on naturalization, but critical investigation—the enforcement of the law against the crime of perjury, the cancellation of all fraudulent certificates and the banishment of the fraud. Unless this is done, anarchy is here to stay. The peace of our own liberty-loving people is perpetually to be disturbed and their lives imperiled. If the loss of President McKinley does awaken our American people to the necessity of self-protection against the abuses we are suffering and continuously exposed to at the hands of the foreign element who have abused our benevolence and by fraudulent methods obtained certificates of citizenship, if such resentment is aroused as the calamity warrants, the effect will be witnessed by us in the near future. The peace of a most vigorous, rigid and thorough investigation into the legal right to hold the certificate of citizenship that is now so numerous. Many of them will be cancelled and the holder banished and all rights thus fraudulently obtained will, and in justice should, revert to the Government. Those who are in fact peaceable and well disposed will favor such investigation, and those who are not, if they should escape detection, will become quite congenial, and a settlement of foreigners will become a pleasant and useful place in the Northwest for the native American who by chance has his home among them.

If such should be the result of the assassination of our lamented President, then he, like the world's Redeemer, will

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Two sizes; by mail, prices, 75c. and 25c.

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Hall & Ruckel, Proprietors, N. Y. City.series I. Official Records of the Union
and Confederate Armies.

"The fight was now terrible, the enemy gradually giving way where pressed the hardest by the Illinois men. The only hope of our troops now lay in a hand-to-hand saber charge. Captain Jones' horse was shot under him, and Lieutenant Garrett was wounded. Both these men were taken prisoners. Major Bush forced the rebel lines, passed through town, and fought, fighting at every corner, recapturing our camp and releasing many of our men who were prisoners."

Colonel Bush, indignant and aged, and of whom many other good things are said in these "Records," lives in Portland, at the corner of East Burnside and Fourteenth streets, with his aged and invalid wife, where they fare sumptuously on \$8 a month pension.

C. E. CLINE.

Suicide of a Winnipeg Journalist.

VANCOUVER, B. C., Oct. 18.—A special from Winnipeg says that Nicholas Flood Davin, a veteran journalist and member of Parliament, shot himself this afternoon in his room in the Clarendon Hotel, and died in the morning.

Head-End Collision.
ST. LOUIS, Oct. 18.—News has just reached here of a head-end collision be-

TOO FEW NAVAL OFFICERS

NOTE OF WARNING SOUNDED IN RE-
PORT TO SECRETARY LONG.One Among Several Recommendations
Is That Number of Cadets at
Annapolis Be Increased.

WASHINGTON, Oct. 12.—"If the Navy Department were suddenly called upon to man for war service all the vessels available in the navy-yards, it would be confronted with a requirement impossible to meet." This is the note of warning sounded by the chief of the Bureau of Navigation, in his annual report to Secretary Long. If there has heretofore been any doubt in the public mind as to the inadequacy of our naval forces, both in the matter of officers and men, this report should dispel such doubts. The chief of the bureau clearly demonstrated that the United States has shown a decided lack of foresight in increasing the number of its ships out of all proportion to the number of trained officers and men.

"If we are adding to the Navy each year new ships and new guns, all of the most modern type, we should certainly not fail to provide also the trained officers and men with which they must be manned. The fact should not be lost sight of that it requires a much longer time to produce a naval officer than it does to produce a battleship." Thus continues the report.

The report recommends that the number of the Navy shall be increased to 25,000 enlisted men and 2,500 apprentices, or an increase of 300 to be made at the coming session of Congress.

It is remarkable but true that there are today not enough line officers of the Navy properly to command the vessels already constructed. This being the case, how much more serious will be the condition three years hence, when vessels now under construction will be completed. Even at best, our naval vessels carry nearly 50 per cent fewer officers than do vessels of the same size in the leading navies of Europe. Where we require 17, England requires 33, France 29 and Germany 20.

An interesting table is appended to the report, showing the number of officers required for the 29 warships in the fleet out of commission for repairs or in reserve, and also for the 65 ships which will be added to the Navy inside of three years. The former class will require 215 officers, while the new ships will require 447 officers, and a reserve of 111, making 673, or a total of both classes of 886. These estimates, however, are merely for battleships, cruisers, torpedo-boats, destroyers and submarine vessels, and do not include auxiliary vessels, which would be called upon in time of war, nor do they include ships, repair-ships, hospital-ships, auxiliary gunboats and many other similar important craft. Allowing 300 officers to man auxiliary vessels, the total number of officers necessary in order to send to sea the navy which Congress has ordered constructed will be 1026.

Under the present law, the Naval Academy turns out 47 graduates each year to fill vacancies in the line, but since the personnel act creates 40 vacancies per year above the grade of Junior Lieutenant and Ensign, and since the average cannot exceed 20 graduates per year, it follows that the number of line officers in the line will only be increased at the rate of 10 per year. Therefore, on July 1, 1904, the Navy list will be but 20 more than at present, while the number of additional officers necessary will be 1026, less the total of absolutely all officers now on shore duty, 425, or 601.

In the opinion of the bureau there is but one remedy for this fatal error in our Naval policy, and that is to increase the number of cadets at the Naval Academy. Extension of the number of the academy will make that institution capable of holding 300 cadets. Therefore the bureau recommends the passage of an act allowing at the Naval Academy to send to sea the navy which Congress has ordered constructed will be 1026.

Every day increases the popularity and sale of Carter's Little Liver pills. The reason is that when they are used relief is sure to follow. Don't forget this.

LAST DAY OF THE CARNIVAL

TONIGHT IT WINDS UP IN A BLAZE OF GLORY

THIS AFTERNOON--Children's Athletic Exercises for Prizes

REPETITION OF THE SCHOOL CHILDREN'S DRILL

THIS EVENING CAKEWALKS AND FIREWORKS, BESIDES
MANY OTHER ATTRACTIONS. THIS EVENING

The Polyscope

Will give a life-like reproduction of President McKinley's last speech, and of his funerals at Buffalo, Washington and Canton. Also moving pictures of Niagara Falls and of President McKinley's last review of the troops.

TWO FULL MILITARY BANDS—AFTERNOON AND EVENING

The Yodlers

In their wonderful warbling.

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Madame Austen and Band of Cowboys

IN THE THRILLING RIDE FOR A BRIDE. MADAME AUSTEN WILL ALSO REPEAT HER DARING TANDEM HURDLING FEATS.

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Men supplied from a merchant marine,

while possessing fair qualifications as seamen, must still be specially and thoroughly trained to be of use in a modern ship of war. One, two and even three years is now spent in properly training modern men-of-war's men, and this work must be done in time of peace if we are to be prepared for war. The system adopted two years ago of enlisting young landmen and training them for seamen is giving good results, but the department requires better training ships for sea service, and urgently recommends suitable barracks for properly housing larger numbers on shore, where recruits can be kept during the first six or eight months, while being drilled, instructed and disciplined. This thorough preliminary training also affords an opportunity of weeding out those who are unsatisfactory, thus avoiding much expense and wasted instruction.

In concluding, the recommendation is made that a national naval reserve be created, to be composed of able-bodied men who are or have been connected with sea-faring life, and all others who may be deemed well fitted, and can pass prescribed examinations. Such a reserve should receive instruction on board cruising men-of-war, and for a considerable period each year. The objection is of course raised that considerable compensation would have to be offered to take men from their ordinary professions and pay them for the loss of time at their regular work. In fact, it is admitted that a large sum would be required to meet this expenditure, but the benefit to be derived would be money well expended. The grave error of failing to provide a sufficient personnel, which has crept into our naval policy, can in some measure be met by the establishment of a suitable Naval Reserve, and the bureau recommends that the department ask Congress at the earliest opportunity to provide for a national Naval reserve of the location in which in purport to that recently recommended by the general board."

AFTER THE YACHT RACE,

Claims for the Shamrock—Story of
the America.

OAK POINT, Wash., Oct. 18.—(To the Editor.)—Since the last yacht races the press and the public have been loud in proclaiming that the Columbia is the best boat and Captain Barr the ablest seaman. I do not think that the result of the races proved that either the Columbia is the ablest boat or that Captain Barr is the better sailor, but, on the contrary.

They prove that the Shamrock is the better boat and that Captain Sycamore is the ablest sailor, and the only advantage that the Columbia or Captain Barr had over the Shamrock was that of the location in which the race took place. This is of the greatest advantage to any racing captain, and enabled Captain Barr to win when the boats were within three or four miles of the shore-end of the race after the Shamrock had led him all round the course in every race, and it furthermore proves that when the boats were in the open sea, the Shamrock was the better boat.

As to the better seamanship of Captain Barr, there was no seamanship displayed in any of the races equal to that displayed by Captain Sycamore, in the first race, when Captain Barr thought he had Shamrock under his lee for good, when Captain Sycamore outgunnered him and took the weather-gauge away from him and kept it in spite of all his efforts to regain it and beat him 29 seconds in the beat to windward to the outer buoy, but lost exactly 29 seconds to Columbia in the last race before the wind home. The Columbia's people and the yachting sharps thought they had after that Shamrock's measure before the wind, but in the last race she took the wind out of their sails by out-footing Columbia one minute and four seconds to the outer buoy before the wind. Although in the second race Shamrock was beat two minutes and 50 seconds, over the triangular race, boat for boat, the fact remains that the white sloop was tuned up in those waters for her combat with Shamrock with the very best yachts in the country, while Shamrock had to be

content with an empty-handed spin off Sandy Hook occasionally. These facts, I think, establish the claim that Shamrock is the better boat when she once gets down to racing trim in American waters.

In connection with this matter, The Sunday Oregonian has an article copied from the New York Herald, in which some one asked why Shamrock, if it should not have to race against a fleet instead of having to race against one boat, saying the "America won against the fleet and Shamrock should have to do the same." The article also stated that the first races for the cup were of this description, but that Englishmen made so many complaints that as a concession to them—although they were not entitled to it by right—it was decided to let one boat defend the cup and not a whole fleet.

Perhaps everybody does not think exactly with the New York Herald in regard to the New York Yacht Club's generosity in the restrictions with which they have surrounded the cup through the "deed of gift," but why Englishmen should complain about racing against a fleet is something we cannot understand, when it is the very thing even to them—although they were not entitled to it by right—it was decided to let one boat defend the cup and not a whole fleet.

It is common for the press and the public to talk about the cup the America won in '51. Now, as a matter of fact, the American won no cup in English waters in '51, or any other year, that she ever brought to these waters. Perhaps the following may be of interest just at present:

The schooner-yacht America, 170 tons, was built in 1851 by James R. and George Steers for John C. Stevens and several other gentlemen. She cost \$23,000, and it was desired of her owners and builders that she should race for the Queen's cup at the annual regatta of the London Royal Yacht Club. Her first captain was Richard Brown, who sailed her from New York to Havre in France, her port of destination. After a sail of 22 days and four hours she reached the French coast, and a few days later dropped her anchor off the Isle of Wight. In the race that took place August 21, 1851, the America was not able to finish, as she was disabled by the Queen's cup, being disqualified by a rule of the club, that every boat entering for the race could not be owned by more than one owner, and as there were several owners of the America, she was thus disqualified. She, however, started with the rest of the fleet and beat them all, beating the 4-ton sloop Aurora, which came in second in 15 minutes.

Queen Victoria, Prince Albert and the present King of England made a visit to the yacht and examined her carefully, being spectators of the race and invited her owners and George and James Steers, and Captain Brown and the crew to the banquet.

G. F. Whitty, secretary of the Tacoma school board, has published a report of the financial standing of the school district. Last year the total expenditures of the board were about \$240,000, or \$2,180 more than the receipts. The outstanding bonded and warrant indebtedness last July was \$25,422.

to pay a visit at Osborne. They all made the visit and were received by the Queen and Prince Albert, who had provided a variety of rural sports upon the lawn in front of the palace, which they all enjoyed very much. The next thing the America's people heard was that the Queen had presented them with another "Queen's Cup," a precise duplicate of the "Queen's Cup" for which they had not been allowed to compete. That is the cup brought home by the America and deposited by Mr. John C. Stevens in the hands of the New York Yacht Club, and for the capture of which by England, and the defense of by the United States, several millions of dollars have been spent. George Steers died in 1856, from injuries received from being thrown from a wagon. He was the son of Henry Steers, an English shipbuilder of eminence, who came to the United States in 1812. His son George must have been born about the time his father left England, as he died in 1856, aged 36 years. The stanch old craft America is still, after weathering the gales of half a century, able to go down to Sandy Hook in a gale to cheer on her sister Columbia by her presence to go in and win.

W. NEWELL.

Washington Notes.

A number of sales of small lots of hops have been made at North Yakima this week at from 9 to 11 cents. Most of them have been at 9 cents.

Complaints have been filed against gamblers at Tekoa by O. M. Sparks. This is the sequel to a communication by Mayor J. W. Hutchinson, attacking the church and ministers.

State Fish Commissioner A. C. Little is preparing to ship 2,000,000 spawn from the Kalama hatchery to the Little Spokane hatchery. The amount of spawn caught in the Kalama hatchery cannot be handled at the plant there.

Salmon fishing in the Snohomish River closed Wednesday. The run has been large and it is estimated that the catch along the river has averaged 1000 fish a day for the last 30 days. The fish have weighed on an average 10 pounds.

The Walla Walla Valley Poultry and Poultry Stock Association is making arrangements for the autumn poultry show in January. President Auker and Secretary Goss are carrying on correspondence with breeders all over the eastern part of Washington and Oregon.

The Everett banks were notified Thursday by the Bryant Lumber Company, at Fremont, that 40 checks had been stolen from their office several days ago. The checks were drawn on the National Bank of Commerce at Seattle. One of them was cashed at Snohomish soon after the robbery.

G. F. Whitty, secretary of the Tacoma school board, has published a report of the financial standing of the school district. Last year the total expenditures of the board were about \$240,000, or \$2,180 more than the receipts. The outstanding bonded and warrant indebtedness last July was \$25,422.



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