NINE CARGOES CLEARED

GOOD START MADE ON NOVEMBER SHIPMENTS FROM PORTLAND.

Fire and Flood Wiping Out Old-Time Grain Carriers—Steamship Denbigshire Coming for Wheat.

Portland dispatched nine cargoes of wheat and flour during the first half of November, and has two other vessels near enough finished to give the last half of the month a good starter today. The British ship Thornliebank was cleared yesterday by Kerr, Gifford & Co. for Queenstown or Falmouth for orders with 126,500 bushels of wheat, valued at $74,000. The General Mellinet was cleared by the Portland Grain Company with 93,842 bushels of wheat, valued at $51,200. It is two days more than 11 months since the General Mellinet cleared from Portland last season, and on her present trip she carries 1513 bushels more than she carried at that time. The Millinet, which has been loaded for several days, has been in the river but 18 days. The Thornliebank and the Barfillan, which was also cleared this week by Kerr, Gifford & Co., have been in the river but 22 days, both arriving on the same day. Their combined cargoes amount to over 250,000 bushels.

The Thornliebank was also one of the 1900 grain ships from Portland, and on leaving here at that time carried 126,412 bushels of wheat, compared with her present cargo of 126,560 bushels. The French bark Europe, which is next on the list, will finish today, and the steamship Langbank will also finish loading everything except some lighterage, which will be taken aboard at Astoria. The Crown of India arrived down at Astoria yesterday, making a total of 11 vessels ready for sea between Astoria and Sand Island.

BY FIRE AND WRECK.

Old-Time Grain Ships Are Rapidly Disappearing From the Ocean.

The British ship Valkyrie, one of the old-time grain carriers from Portland, is reported sunk in collision in the River Elbe while en route from Hamburg for St. Rosalia, and may prove a total loss. Fire and shipwreck seem to be removing an unusually large number of the old-time Portland grain ships this season, no less than half a dozen of them going out of existence within the past few months. Next to the Valkyrie, the most recent loss of an old-timer was the destruction by fire in the Orient of the British bark Bowman B. Law. This vessel was a frequent visitor here and has been loaded three times since 1897 by the Portland Flouring Mills Company, who had her under charter at the time she was burned. The Earl of Dalhousie, which loaded here about eight years ago, was abandoned at sea in the latter part of July off Londonderry Island, and all but one boatload of her crew reached Buenos Ayres a short time ago. The big four-master Reliance was burned in the harbor at Iquiqui a few weeks ago, and the British bark Glenogle met a similar fate at sea off the coast of Africa in September.

The little bark Criffel was burned in New York harbor last month and was scuttled to save her hull. The Perseverance sailed from Probolingo, February 20, 1900, for Newcastle, N. S. W., and was never heard of afterward. The Sutherlandshire, which had made more than half a dozen trips to Portland in the last dozen years was wrecked last Winter in the Orient, most of the crew losing their lives. The Wandsbek was lost off the coast of Ireland on her outward trip from Portland a year ago, and the County of Haddington sailed from New York for Shanghai, and is now posted "missing." There are a great many others which have disappeared within the year whose names are not recalled at present, but those mentioned are sufficient to show why each season's grain fleet shows up with a lot of new names, with so many of the old ones missing.

SHIRE LINER COMING.

British Steamship Denbigshire Has Been Added to the en Route List.

Another of the steamers of the "shire" line is reported chartered for wheat loading at Portland, with the option of Puget Sound or San Francisco. This latest addition to the en route list is the steamship Denbigshire, a sister ship to the Flintshire, which has already loaded wheat at Portland. Another of these liners, the Pembrokeshire, is already under charter for wheat loading here. She is a new steamer now on her maiden trip, and is in command of Captain Kennedy, well and favorably known in this port as master of the old liner Monmouthshire. Messrs. Jenkins & Co., owners of the shire line, have just completed a new 600-ton vessel, which has been christened the Monmouthshire, in honor of the old craft, which served them so long and well. The old Monmouthshire, which was for nearly five years on the route between Portland and the Orient, has been sold, and is now running out of New York as a West Indian fruiter.

SURPERVISING INSPECTOR HERE.

Captain Bermingham Makes One of His Periodical Calls at Portland.

Captain John Bermingham, supervising inspector for this district, passed through the city yesterday on one of his periodical trips to the north. He has been at Seattle investigating the case of Captain Alwen, master of the steamship Garonne, who was deprived of his license for 90 days by the Seattle inspectors, and also the case of Chief Engineer Cree, of the same vessel, whose license was revoked. Captain Alwen's license was restored to him, but a decision has not been reached on the appeal of the engineer. The trouble arose when the Garonne put back to Seattle after being 300 miles on her way to Nome. Captain Bermingham was entertained while in the city by local inspectors Edwards and Fuller. He is as full as ever of reminiscences of the days when he was running to Portland as engineer on the old Republic and other Pacific Mail boats.

RELEASED FROM QUARANTINE.

Latimer Will Probably Be Fined When She Reports at Custom-House

ASTORIA, Or., Nov. 15.—The British ship Latimer, which arrived in last evening from Rio de Janeiro, via Taltal, was released from quarantine this evening. The vessel not only failed to bring consular bills of health, but had on board ballast that was secured at Rio de Janeiro last Summer, when that was an infected port. Quarantine Officer Earl wired the Surgeon-General at Washington the facts, and received instructions this afternoon to thoroughly fumigate the vessel if there was any danger of infection from rats on board, but if not to release her. After an examination he decided there was no danger, and permitted the ship to enter. When the captain of the Latimer reports to the Custom-House tomorrow he will probably be fined $500 for failure to bring the necessary bills of health.

MANY FATALITIES FEARED.

Gales Have Been Raging on Newfoundland Coast.

ST. JOHN'S, N. F., Nov. 15.—A terrible gale has been raging along the coast since last night, and it is feared that many fatalities have occurred among the fishermen. The hulls of all the steamers which were wrecked on the Cape Race peninsula during the past season have been broken to pieces and the cargoes, which were still on board, washed away. One man who was working on the wreck of the Swedish steamer Vera, wrecked near Renews, August 2, was killed by a stone blown from a cliff. Another perished from exposure while crossing from the wreck through a forest to his home.

Steamers Measured and Registered.

The steamers Rogue River and Jordan, lately launched from Supple's boatyard, have been measured and registered by Deputy Collector of Customs R. F. Barnes. The Rogue River, which is to ply on the stream of that name, will leave for there in a week. She is 65 feet long, 16 feet beam, 3.5 feet deep. She has a tonnage of 80 tons gross and 50 tons net. The Jordan was built for the Callendar Company, of Astoria. She is 70 feet in length, 17 feet breadth of beam, and 6 feet deep. Her gross tonnage is 90 tons, net tonnage 61 tons. Portland is building boats for all parts of the state where boats are needed.

New Canadian Canal.

OTTAWA, Ont., Nov. 15.—The Public Works Department has completed the estimate for the 20-foot navigation between Georgian Bay and Lake Nepissing. The total cost will be $4,000,000. Connection will be made at Callendar with the Grand Trunk, and at North Bay with the Canadian Pacific. Minister Tarte, referring to the matter, said that within the next few years the export of grain from Manitoba and the Northwest Territories alone would be 100,000,000 bushels, and the only way to prevent its being diverted to American channels is to complete the above short route through Canada.

Encountered Terrific Gales.

QUEENSTOWN, Nov. 15.—The White Star steamer Cymric, which arrived here this morning from New York, November 5, reports having encountered terrific adverse gales.

Marine Notes.

The British ship Crown of India arrived down at Astoria at noon yesterday, and will be followed today or tomorrow by the Thornliebank and General Mellinet.

The steamer R. R. Thompson has been temporarily retired to the boneyard, and Captain Joseph Turner, who has been very successful in handling deep-draft ships, has been transferred to the Harvest Queen. Captain Edward Sullivan, who has been running the Queen since Captain Bailey's illness, has returned to the Hassalo.

Ten per cent reinsurance was offering on the British ship Torridon, which is now off the mouth of the river with a pilot on board. This was the only Portland-bound ship on which reinsurance was offering, but a number of vessels headed for San Francisco are commanding liberal reinsurance premiums.

Local Inspectors Edwards and Fuller have received reports from both captains implicated in Thursday's collision. The reports, as usual in such cases, differ. They are so far from agreeing that an investigation will be held one week from Saturday, out-of-town business preventing the inspectors from reaching the matter earlier.

Domestic and Foreign Ports.

ASTORIA, Nov. 15.—Arrived at 10:30 A. M. and left up at 1:15 P. M.—Steamer Arctic, from Seattle. Arrived down at 12 noon—British ship Crown of India. Condition of the bar at 5 P. M., rough; wind southwest; bar rough.

Seattle.—Sailed November 14—Norwegian steamer Horda, for Portland.

London, Nov. 15.—Arrived—Manitou, from New York.

Cherbourg, Nov 15.—Arrived—Auguste Victoria, from New York for Hamburg.

Queenstown, Nov. 15.—Arrived—Cymric, from New York for Liverpool.

Seattle.—Sailed November 14—Norwegian steamer Horda, for Portland; steamer City of Topeka, for Victoria; British steamer Queen Adelaide, for Tacoma; November 15, steamer Umatilla, for San Francisco; ship Standard for San Francisco. Arrived—Steamer City of Puebla, from San Francisco; steamer Dolphin, from Skagway; steamer Bertha, from Valdez.

Tacoma, Nov. 15.—Arrived—Steamer Queen Adelaide, from Seattle; steamer Matteawan, from San Francisco.

San Francisco, Nov. 15.—Sailed—Steamer Rival, for Willapa Harbor; bark Kate Davenport, for Port Blakeley; schooner John A., for Gray's Harbor; steamer Gotama, for Coos Bay.

Liverpool, Nov. 15.—Arrived—New England, from Boston.

Hamburg, Nov. 15.—Sailed—Isis, for San Francisco.

Kinsale, Nov. 15.—Passed—Georgian, from New York for Liverpool.

Liverpool, Nov. 15.—Arrived—Noordland, from Philadelphia via Queenstown. Sailed—Cambroman, for Portland, Me.; Civic, for New York.

Pernambuco, Nov. 15.—Arrived—Anubis, from San Francisco via Valparaiso, etc., for Hamburg.

Bank Clearings.

NEW YORK, Nov. 15.—The following table, compiled by Bradstreet, shows the bank clearings at the principal cities for the week ended November 14, with the percentage of increase and decrease, as compared with the corresponding week last year:

	Clearings.	Inc.	Dec.
New York	$1,705,544,900	8.3	....
Chicago	169,181,000	19.2	....
Boston	159,814,000	....	8.2
Philadelphia	111,070,000	6.7	....
St. Louis	52,281,000	32.5	....
Pittsburg	38,471,000	12.4	....
Baltimore	23,354,000	....	....
San Francisco	26,852,297	10.2	....
Cincinnati	19,701,000	18.4	....
Kansas City	20,065,000	16.2	....
Minneapolis	21,705,000	40.3	....
Cleveland	13,807,000	14.5	....
New Orleans	15,340,000	2.6	....
Detroit	13,399,000	44.7	....
Louisville	8,801,000	5.0	....
Indianapolis	10,573,000	17.4	....
Providence	7,781,000	4.4	....
Omaha	6,780,000	13.7	....
Milwaukee	6,959,000	38.4	....
Buffalo	6,658,000	8.8	....
St. Paul	7,003,000	12.5	....
Savannah	4,509,000	....	17.8
Denver	4,788,000	....	4.6
St. Joseph	5,376,000	38.5	....
Richmond	4,963,000	0.6	....
Memphis	4,557,000	....	1.3
Seattle	3,779,957	3.6	....
Washington	3,356,000	25.3	....
Hartford	2,762,000	11.2	....
Los Angeles	4,275,000	59.1	....
Salt Lake	4,164,000	39.8	....
Toledo	2,637,000	9.0	....
Portland, Or.	3,588,513	39.3	....
Rochester	2,353,000	....	21.0
Peoria	2,828,000	11.4	....
Fort Worth	3,528,000	51.0	....
Atlanta	3,021,000	12.5	....
Norfolk	1,548,000	6.0	....
Des Moines	2,080,000	25.7	....
New Haven	1,813,000	6.4	....
Springfield, Mass.	1,563,000	....	2.5
Augusta	1,445,000	....	1.4
Nashville	1,607,000	....	2.2
Worcester	1,686,000	8.7	....
Grand Rapids	1,402,300	15.0	....
Sioux City	1,481,000	15.1	....
Dayton, O.	1,335,000	2.1	....
Syracuse	1,391,000	....	8.0
Scranton	1,486,000	56.8	....
Portland, Me.	1,721,000	30.7	....
Spokane	1,490,000	18.3	....
Tacoma	1,430,000	6.6	....
Evansville	861,000	....	17.0
Wilmington, Del.	1,122,000	27.9	....
Davenport	1,358,000	51.1	....
Fall River	1,138,000	12.3	....
Birmingham	1,183,000	47.5	....
Topeka	1,318,000	49.0	....
Macon	780,000	....	9.2
Little Rock	812,000	....	....
Helena	633,000	7.0	....
Knoxville	853,000	26.4	....
Lowell	637,000	26.6	....
Wichita	563,000	14.4	....
Akron	607,000	16.1	....
New Bedford	608,000	34.1	....
Lexington	552,900	30.6	....
Springfield, Ill.	504,000	1.2	....
Binghamton	394,000	16.3	....
Chattanooga	495,000	25.5	....
Kalamazoo	402,000	17.7	....
Fargo	730,000	39.8	....
Youngstown	490,000	10.3	....
Springfield, O.	380,000	....	....
Rockford	390,000	31.8	....
Canton	438,000	52.8	....
Jacksonville	426,000	41.4	....
Sioux Falls	258,000	57.3	....
Fremont	153,000	41.6	....
Bloomington, Ill.	285,000	31.1	....
Jacksonville, Ill.	142,000	....	4.0
Columbus, O.	8,102,000	57.5	....
Galveston	8,244,000	....	24.7
Houston	11,511,000	4.7	....
Colorado Springs	919,000	....	35.4
Wheeling, W. Va.	811,000	....	....
Chester	338,000	....	....
Wilkesbarre	967,000	....	....
Albany	4,102,000	....	....
Totals, U. S.	$2,629,867,163	9.0	....
Outside N. Y.	$ 924,322,587	10.6	....
CANADA.			
Montreal	$ 20,918,343	....	....
Toronto	11,660,063	8.1	....
Winnipeg	4,832,027	80.2	....
Halifax	1,709,000	13.8	....
Vancouver, B. C.	1,056,003	....	....
Hamilton	788,832	....	6.9
St. John, N. B.	788,797	1.6	....
Victoria, B. C.	480,680	....	32.1
Quebec	1,508,082	....	....
Totals	$ 43,361,452	10.1	....

FULL CURRENT OF TRADE

RETAIL BUSINESS HAS EVERYWHERE EXPANDED.

Wool Has Been Active in the East and West Without Gain in Prices.

NEW YORK, Nov. 15.—Bradstreet's tomorrow will say:

Favorable features are still largely in the ascendant, and the current of business is running full the country over. In some directions, indeed, notably in the matter of forwarding of general merchandise, grain, ore, coal, iron and lumber, complaints of insufficient transportation facilities have become more marked. Seasonable weather conditions East, North and West have expanded retail trade and enlarged reassorting orders from jobbers. Weather conditions at the South have, however, not been entirely favorable, and complaints of slowness of collections, due to the backward cotton crop or the lower prices paid therefor, have been more numerous.

Favorable to this latter situation, however, is the turn for the better in prices. Following the active buying by manufacturers some weeks ago in the East, wool has had sustained activity by leading Eastern and Western markets, without, however, any special gain in prices. An unfavorable feature noted in the West is the continuance of drouth in some parts of Kansas and Missouri, where livestock is rushed to market because of insufficient water supply.

Demand for iron and steel is heavy, and nearly all lines share in the strength. Pig iron is active at all markets at 25 cents per ton premium for immediate delivery. Stocks are smaller than a month ago. Steel billets are also in demand, and find ready sale at $28 per ton at Pittsburg. The rail situation is one of special strength, the leading interest being reported as having its output for the year 1902 booked. New rail orders at Pittsburg this week will aggregate 100,000 tons, and mills in that district are sold up to next December. No advance in the price of rails is looked for, and railroads not already booked are not likely to receive their quotas much before the late Summer. The shortage of cars, restricted furnace operations in the Central West and complaints of lack of motive power, in addition, are heard. Some improvement is looked for when the lake movement of ore and coal stops and cars employed therein can be released. In woolen goods, the scarcity of men's overcoatings has been remarkable. More orders for Spring delivery are received by the mills.

Aside from the strength in raw cotton, the features have been the increased strength in such cereals as corn and oats, due to the springing up of a better demand, some slight firmness in lard, a reasonable advance in butter and eggs and other dairy products, and the stimulation to prices caused by close control of supplies.

Wheat and also flour have weakened, due mainly to realizing upon the late advance, but renewed speculative interest is evident on every decline, and, though prices are slightly lower, the tone of the market is much better than some weeks ago. Wheat, including flour, exports for the week aggregate 4,983,734 bushels, as against 5,469,145 bushels last week and 4,062,020 bushels in this week last year. Wheat exports July 1 to date aggregate 117,182,652 bushels, against 70,417,817 bushels last season.

Continued activity is noted in shoemaking and kindred trades. Eastern shipments are 19 per cent larger than the same week a year ago and 14 per cent larger for the season. Boston advices are that the strength of the demand for Spring goods will prevent the usual between-season shut-down. No sign of overstocking is yet visible in the leather and hide market.

Failures in the United States for the week aggregate 213, against 191 last week, 227 in this week a year ago, 199 in 1899 and 219 in 1898.

Canadian failures for the week number 30, as against 35 last week, and 25 in this week a year ago.

At midnight in his guarded tent
The Turk lay dreaming of the ills
He'd dodged by hitting up the pipe
And cutting out all thoughts of bills.
But when upon his changing dreams
The gentle pipe got in its work
And showed him bills, and bills, and bills,
He cut out smoking, did the Turk.

DUN'S REVIEW.

Lack of Cars Still Greatly Handicaps Industry.

NEW YORK, Nov. 15.—R. G. Dun's weekly review of trade tomorrow will say:

A few months ago injury to the corn crop aroused fears that the railroads would be seriously handicapped by the loss of tonnage, yet the season of grain traffic has not only failed to produce decreased earnings, but there is such a scarcity of rolling stock and motive power that numerous industries are badly demoralized. In so far as these interests are concerned, the reduction in corn freight proves a blessing.

Railway earnings in October were 11.3 per cent greater than last year, and 21.2 per cent over 1899. Roads reporting for the first week of November showed an average gain of 9.8 per cent. A heavy demand is reported throughout the country in all leading lines of merchandise, and sales of Winter goods have attained normal proportions and holiday business promises to surpass all records. In manufacturing there was never before such well-sustained activity, with contracts running past the middle of next year. This is especially true in the case of steel rails and many other products of iron. In building material, felt, footwear and most textile branches, there is little prospect of idleness.

Money circulates freely, making collections satisfactory in most sections. Bank exchanges in New York for the week were 8.5 per cent larger than a year ago, and 32.1 per cent over 1899, while at other leading cities the gains were 10.2 and 9.2 respectively.

Failures for the week number 215 in the United States, against 217 last year, and 27 in Canada, against 33 last year.

Starvation Threatened in Texas.

DALLAS, Tex., Nov. 15.—Governor Sayers today received a letter from F. W. Seabury, a member of the Legislature, in whose district Zapata County is situated. The letter details a most deplorable condition of suffering in Zapata County, caused by the drouth. Mr. Seabury declares that the condition is worse than heretofore reported, and says the people are starving, and that unless immediate relief reaches them nearly the entire population of the county will die of starvation. There is no chance to raise any kind of food, none is on hand, and he appeals for outside aid. Governor Sayers, immediately on receipt of the letter, sent $500 to Mr. Seabury. Relief supplies will be sent into the county at the earliest possible moment.

THE STORM IN BRITAIN.

Evidence That More Vessels Foundered on the Coast.

LONDON, Nov. 16.—The tale of wrecks due to the recent storms is not complete. It has been ascertained that as many as four vessels foundered at the mouth of the Tyne during the storm Wednesday night, with all hands, according to the evidence of the coast guards and wreckage washed up. It is feared also that a small steamer from Ayr to Dundalk, Ireland, has been lost, with eight hands. The body of the captain has been washed ashore at Wicklow. The floods caused a big bog slide near Lisconnor, County Clare. Much damage was done, and several farmers were ruined.

The gale has been succeeded by frost and snow of unprecedented severity so early in the season. Ten to fifteen degrees of frost are common, while the snow on the northern hills is seriously impeding railroad traffic and causing the rivers to overflow. Hundreds of sheep have been drowned in the neighboring meadows. The lakes in the London parks are covered with ice.

Prince Will Visit Ireland.

NEW YORK, Nov. 15.—Next year will probably witness a series of royal journeys in the United Kingdom, cables the Tribune's London representative. The World-Wide Empire has already received the heir to the throne, and the Prince of Wales and Duke of Cornwall will be honored by special journeys through Ireland and Scotland, following the example set when the King returned from his Indian tour in 1876.

EVA EMERY DYE.

In tomorrow's Oregonian, Rita Bell will have the account of a chat with Mrs. Eva Emery Dye, author of "McLoughlin and Old Oregon," who is now writing a history of Lewis and Clark.

Immigration Restriction in Australia

NEW YORK, Nov. 15.—A dispatch to the London Times and the New York Times from Melbourne says the commonwealth Senate is debating the immigration restriction bill which excludes all persons who cannot speak a European language. The labor party proposes an amendment introducing the color test in order to exclude Asiatics. A close division is expected.

Marquis of Queensberry's Debts.

LONDON, Nov. 15.—At the examination today of the Marquis of Queensberry in bankruptcy proceedings, it transpired that when he succeeded to the estate a year ago he owed £150,000. This had been paid off and his debts now amounted to £18,000, attributed partly to his recent Siberian travels.

Crown Prince of Denmark Ill.

NEW YORK, Nov. 15.—An unfavorable bulletin regarding the condition of Prince Christian, eldest son of the Crown Prince of Denmark, was given out last night, says the Copenhagen correspondent of the London Times and the New York Times. The Prince is suffering from scarlatina.

Prince George Accepts a Renewal.

LONDON, Nov. 16.—The Rome correspondent of the Times says he learns that Prince George of Greece has accepted a renewal of the mandate of the powers as High Commissioner of Crete.

A Hungarian Absconder.

BUDAPEST, Nov. 15.—An official of the municipal tax office named Kelskematy has decamped with municipal funds to the amount of 500,000 crowns.

Killing Frost in Texas.

DALLAS, Tex., Nov. 15.—There was a killing frost over Northern Texas last night. The indications are that it precludes further growth of the top crop of cotton.

ROBBED BY EMPLOYES

HEAVY DEFALCATION FROM WILLIAMSBURG BANK.

Sixty Thousand Dollars Stolen by Two Men for the Purpose of Stock Gambling.

NEW YORK, Nov. 15.—Defalcations amounting, it is said, to $60,000 have been discovered in the accounts of the Williamsburg Savings Bank, an institution conducted at Williamsburg, Brooklyn. General J. V. Meserole, president of the bank, is authority for the statement that the persons implicated in the affair are Harry Corbett, ex-paying teller of the bank, who died November 2, and George Zolleinhofer, a receiving teller, who, it is alleged, gave the first information leading to the discovery. The bank is fully protected by the bonds of both Corbett and Zolleinhofer. Harry E. Corbett had been in the employ of the bank for 18 years. He was looked upon as a man of exemplary habits, and not the slightest suspicion attached to him up to the time of his death.

According to General Meserole, Friday of last week Zolleinhofer confessed to Cashier William Burns that he (Zolleinhofer) and Corbett had for the past two or three years taken funds from the institution for the purpose of stock-gambling, and that, so far as he could estimate, the amount that had been lost was between $50,000 and $60,000. Cashier Burns had Zolleinhofer repeat his confession to President Meserole, and a meeting of the trustees of the bank followed. An examination was not concluded that day, nor is it yet completed, but irregularities enough were found to show that Zolleinhofer had not exaggerated the facts. Zolleinhofer, after making his confession, placed himself in the hands of the trust companies, and is aiding them in their investigation of the books. He had been with the institution 33 years. He is 60 years old. Corbett and his wife were highly respected. The depositors are in no danger, as the bank has a surplus of over $8,000,000 above the deposits of $40,000,000. So far as could be learned today, Zolleinhofer had not been arrested, and it is understood that he will merely be kept under surveillance while he is aiding the bank to untangle its accounts.

Tortured by Robbers.

HAMMOND, Ind., Nov. 15.—Two masked men dressed as Indians entered the house of Michael Johnson, a farmer, living six miles from Hammond, Ind., and after beating him almost into insensibility with their revolvers, thrust a lighted candle against his face to torture him into revealing the hiding-place of his money. The escape from the house of a servant girl who had been insecurely bound alarmed the robbers and they fled.

A Kansas Tragedy.

GALENA, Kan., Nov. 15.—At Central City, a mining camp three miles east of Galena, at 2 o'clock this morning, Mrs. S. C. Kramer, wife of a merchant, was shot dead in her bed by Ed Watkins, a town tough, who had entered the house for the purpose of robbery. Kramer then shot and killed Watkins.

Prison Guard Waldrupe May Die.

LEAVENWORTH, Kan., Nov. 15.—The condition of J. B. Waldrupe, the Federal prison guard who was shot during the mutiny last week, has taken a turn for the worse, and he is now in a critical condition. His death is highly probable. Should his death occur, the convicts will all be tried for murder.

Cure for Cancer.

NEW YORK, Nov. 15.—According to the London representative of the Journal and Advertiser, the Onlooker contains an account of a most remarkable cure of cancer, which medical circles are eagerly discussing. It says the cure was discovered through the case of Lady Margaret Masham, sister of the Earl of Rommey. Lady Margaret became so ill that her throat nearly closed, nourishment had to be administered artificially, and her death was expected in about a week, when a friend prescribed the use of fresh green violets. The suggestion was followed, relief was immediate. The large, hard external tumor disappeared, and in a week all pain had ceased and the cancerous growth in the tonsil disappeared in a fortnight.

England on Down Grade.

NEW YORK, Nov. 15.—According to a dispatch to the Tribune from London the Berlin correspondent of the Morning Leader say that Poultney Bigelow contributes to the current number of the Nation an article in which he discusses the subject: "Is England Declining." He writes:

"I have for a long time been of the opinion that England is on the downward path, and unless a miracle happens, I fear England will share the fate of the Spanish Empire, over which also the sun at one time never set."

New Writ May Be Filed.

CHICAGO, Nov. 15.—After filing the amended petition in the Chicago American case an agreement was presented by Judge Dunne to the attorneys on both sides and the defendants in the case, by virtue of which the habeas corpus proceedings should be dropped, and the defendants are to appear before Judge Hanecy in the morning for sentence. While nothing was said in the agreement concerning a new writ of habeas corpus, it is generally believed that another petition will be filed if the defendants are sentenced to jail by Judge Hanecy.

No Passes for Ticket Agents.

CHICAGO, Nov. 15.—The Chronicle tomorrow will say:

"After January 1, over 1000 ticket agents in the territory west of Chicago will be prohibited from requesting passes for themselves and members of their families over roads other than those on which they are employed."

To Begin Survey Today.

DALLAS, Or., Nov. 15.—Chief Engineer Coovert, of the Salem, Falls City & Western Railroad, is in Dallas today, fitting rooms for office work. Tomorrow the survey will be commenced from Dallas to the timber beyond Falls City.

No Receiver for Buffalo Exposition.

BUFFALO, Nov. 15.—On recommendation of the board of directors of the Pan-American Exposition Company, the creditors have named committees to act in conjunction with the executive committee. This action is said practically to assure the settling of the affairs of the company without the appointment of a receiver. The total liabilities of the company, not including the capital stock, is $1,329,684.

Light, Sweet Wholesome Bread, Cake Delicious Pastry

are more easily, speedily, unfailingly made with

ROYAL BAKING POWDER

Royal Baking Powder is the greatest of time and labor savers to the pastry cook. Besides, it economizes flour, butter and eggs, and, best of all, makes the food more digestible and healthful.

The "Royal Baker and Pastry Cook"—over 800 practical and valuable cooking receipts—free to every patron. Send full address.

There are cheap baking powders, made from alum, but their astringent and cauterizing qualities add a dangerous element to food.

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REVISE THE LAND LAWS.

Matter Which Congress May Well Consider.

St. Paul Pioneer Press.

The revision, simplification and codification of the land laws of the United States is a matter which may well occupy the attention of Congress at the coming session. When one now applies to the General Land Office for information to guide him in securing Government land under homestead, pre-emption or other acts, he is usually presented with a bulky pamphlet of 328 pages, containing a miscellaneous assortment of laws, in which he may flounder indefinitely without learning exactly what he wants to know. In some cases, in order to perfect their title to land wanted, men have been known to make several applications under different laws, taking out a patent under each. Such a condition of affairs is unnecessary and ridiculous. Again land desired for various industrial enterprises can often, at present, only be located by a distortion or perversion of existing laws, amounting in many instances to perjury and fraud, as where townsites are laid out under the timber and stone act. The forest reservations have been set aside with boundaries so drawn, in conformity with surveys that they have included many open valleys already settled; and the transferable scrip given to occupants in compensation for their holdings is being used by speculators in large amounts to locate and "tie up," against homesteaders and others, valuable areas in other places, carrying thither the disadvantages everywhere attendant on the holding of land "for a rise." As suggested by a correspondent of the Washington Star, it is time that the forestry reserves should be delimited by the topography of the country, not by surveyors' lines; extending them to cover all lands more suitable for forestry than for agriculture. This would in practice amount to the adoption of Commissioner Hermann's admirable suggestion that all timbered lands, in every portion of the National domain, should be withdrawn from sale, pending the elaboration of a National system of forestry.

The total area of Government land yet remaining, though enormous in the aggregate, is yet so small when compared with what it was only a few decades ago, and so many powerful interests are bent on using the crudities of existing enactments for the purposes of monopoly and spoliation, that Congressional action is imperatively demanded in the interests of the people at large. A systematic revision would cover the questions of the limitation of land holdings, of opportunity for the homesteader, of mining and quarrying rights, of forest reservation and of redemption of arid lands by irrigation. These questions should no longer be dealt with in the desultory, piecemeal, fragmentary way which has characterized our land legislation up to date. They are so co-related and interdependent that they need to be studied and treated together. The longer broad, radical action is postponed, the more difficult it will become. And since the hurried action of an ordinary Congressional committee is apt to be unsatisfactory in its outcome, it might be well for Congress to refer the whole business to a commission charged with the duty of preparing a thoroughly digested land code.

Shock Felt in Colorado.

BUENA VISTA, Colo., Nov. 15.—At 3 o'clock this morning this town and surrounding country experienced an earthquake shock which lasted for several seconds. Many people rushed from their residences in night attire, fearing their homes would be demolished. Plate-glass windows were cracked, and it is reported that the waters of Cottonwood Lake rose considerably.

No Aeolian Recital Today.

On account of sickness among office force, there will be no recital this afternoon. Regular Wednesday evening recital, however, next Wednesday evening.

There is some talk of forming, under the auspices of the Automobile Club of Great Britain and Ireland, a union of automobilists, to be known as the "Motor Union," which is to be more easily accessible than the parent club, and especially to have lower membership fees. The union will include the engineers and practical men, and will take charge of the technical department of the club, as well as seek to obtain legislation in favor of the automobile interests.

DYSPEPSIA

Few diseases inflict upon their victims greater suffering than does dyspepsia. If you have dyspepsia or indigestion in any form do not ruin your stomach with drugs, use

Duffy's Pure Malt Whiskey

It will cure any form of indigestion and will restore the stomach to its normal condition.

FREE.—If you are sick and run down, write us, we can help you. It will cost you nothing to learn how to regain health, energy and vitality. Write for free medical booklet and testimonials.

Dear Sirs: I have already used two bottles of your Duffy's Pure Malt Whiskey. I took it in the way of an egg-nogg every morning. I had been troubled with a burning sensation after meals for a long time, but was completely cured.

ISAAC T. GREENWOOD,
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Many Men Treated for a Weakness Which Never Existed.

By far the greater number of patients seeking relief for so-called weakness are strong, robust men in every respect. Our theory that Prematureness, Losses, etc., are not weaknesses, but symptoms of inflammatory processes in the Prostate Gland (so-called neck of bladder), caused by contracted disorders and too often repeated and too long-continued excitement, is now being adopted by the leading specialists of the world. Even the layman can understand that tonics cannot cure inflammation, and these cases under their administration go from bad to worse. Under our local plan of treatment, directed toward reducing the enlarged and swollen Prostate, immediate results, as indicated by increased circulation and renewed strength, are observed. Our colored chart of the organs, which we send free on application, is interesting to any one wishing to study the anatomy of the male.

VARICOCELE

Without Regard to Its Extent, Should Be Cured.

Varicocele is an enlargement of the most vital blood vessels in man. The function of these veins is to carry off waste, thus enabling the organs to receive fresh nutrition. The disease consists of a dilation and local stagnation of blood, from which the organs are deprived of their proper quantity and quality of nourishment. Varicocele is a very common disorder. Statistics show that 25 per cent of the male population are afflicted with some stage of the disease.

We emphatically guarantee to cure varicocele in one week at our office, or four weeks of home treatment. We have cured over 5000 cases without a single failure or unpleasant result. We mean by a cure, re-establishment of nutrition of the organ, and its function will be restored. We have shown this result so often and can refer to so many cases in proof of this statement that we make it without hesitation or reserve. We invite correspondence and the fullest investigation of our methods.

CONTRACTED DISORDERS

Under the treatment pursued before irrigations were established, six weeks was deemed the duration of an acute contracted disorder. If it proceeded beyond six weeks it was considered to have gone into chronic condition. From statistics compiled from our practice in the past five years, covering over 6500 cases, we can show that 90 per cent of our patients have recovered in 14 days or less. It is, therefore, equally proper to hold that a case not entirely cured within two weeks must be considered a chronic one, and some complication has arisen for which the patient should see a specialist. We invite free consultation on this subject, and offer an experience of over 20 years; in fact, we can positively assert that we have never failed to cure in a single instance.

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