MORE NOVEMBER CARGOES

SCHWARZENBEK, CLEOMENE, HEN-RINTTE CARRY 385,767 BUSHELS,

Portland Has Dispatched Ten Cargoes This Season Averaging Over 5000 Tons-Marine Notes.

The German bark Schwarzenbek, after a stay of but 22 days in the river, finished oading yesterday, and is in the stream ready for sea. She has aboard 116,480 bushels of wheat, and was dispatched by the Portland Flouring Mills Company, The Cleomene, which finished Wednesday might, has on board 38,545 bushels, making, with the big cargo of the Henriette, which also finished Wednesday, a total of 385,767 bushels of wheat for the 48 hours. One, and perhaps two, other ships will finish today or tomorrow, so that the abipments

for the month to date will run up pretty close to 2,000,000 hushels, with a week yet remaining. Thus far in November Port-land has shipped 1,638,891 bushels of wheat, which is very close to the total amount shipped last month. The Henriette is the 19th wessel to load at Portland this the work. year with a cargo in excess of 4000 tons, and carries the sixth cargo in excess of 5000 tons. The 10 big cargoes which have been cleared from Portland since the new

season opened, July 1, are as follows: Bushels, Tons. Vessel-

4451 4488

4224 4065

5366

Glenbank	.221.932
Gienturret	
Pak Ling	198,863
Henriette	_170,172
Glamorganshire*	. 98,376
Ariston	140,000
Dumfriesshire	149 541
Poltalloch	
Parfillan	
	THE OWNER OF THE OWNER OF

*Also 151,616 bushels of barloy. The above list includes five steamers, the Glenbank, Glenturret, Pak Ling, Giamorganshire and Aristes. The cargo of the Henriette is, with one exception, the largest sailing cargo that ever left the Columbia River.

FRAUD IS ALLEGED.

British Mariners Said to Have Secured Naturalisation Illegally.

The Victoria Colonist prints the following regarding some steamship officers who are well known in this port:

"The American Association of Masters and Pilots of Steam Vessels has had detectives engaged for several months past, it is said, uncarthing details regarding the naturalization of Britons who have officered the steamers lately acquired by the United States Government for transports and other purposes, and the associa-tion alleges that as a result of their detectives' certain officers of the steamships Victoria, ing further additions to its equipment. Olympia, Tacoma and Argyil, fraudulent

naturalization has come to light. The first three vessels are owned by the Northern Pacific Steamship Company, of Ta-coma, and the last was for some time chartered by the same company, but is now sailing from San Francisco for the Panama Railroad Company. All four steamers were British-built, and sailing under the British flag, but they subse-quently got United States registry, which, under the navigation laws of the United States, required that their officers shall have United States licenses, and therefore be United States citizens. As most of them were British subjects, their naturalization became imperative, and, it is charged, they were nearly all marched forthwith into a Washington court, naturalized in a few days, and given United States licenses. The association claims to have evidence that the naturalization papers were taken our through perjury regarding previous intention, residence, etc., and by other shady methods."

CORWIN'S LATEST WORK.

Old Revenue Cutter Will Go North as a Hallbut-Fisher.

The old revenue cutter Thomas Corvin, which was built in Portland about 30 years ago, has h 1240

mptalu, and the firm of Lucy & Fletcher, of the gasoline schooner Della, because the captain is acting without a Government license. The vessel is of a tonnage that requires her master to have a master's papers, and Captain Lucy, who is one of the owners, did not have any. The vessel is owned at Woods, Or., and is ntended to run between Astoria and Nee tucca.

Geo. W. Elder Inspected. Inspectors Edwards and Fuller met the steamer Geo. W. Elder here this morning and inspected her while she was going up the river.

Put In at Coos Bay for Shelter.

MARSHFIELD, Or., Nov. 21.-The tug Vosburg, with the barge Wheeler in tow, put into Coos Bay today for shelter. The tug left Nehalem with the lumber-laden barge Monday. A southerly gale and a terrific sea were encountered, and the furge supply of order was the board the tug's supply of coal was just about exhausted when Empire City was reached. She came to this place today, and took on fuel, and will leave out as soon as possible.

Laying a Marine Cable.

ST. JOHNS, N. F., Nov. 21 .- The cable steamer Mackay-Bennett, which has ar-rived here from midocean, reports that she met with fine weather, picked up the cable and laid a new section 40 miles long. Having secured coal and supplies, she will return to midocean to complete

Whaler California Sails,

SAN FRANCISCO, Nov. 21-The bark California has sailed for the South Sea, the const of Japan and the Okhotsk Sea on a whaling cruise of nearly a year's duration. The next whaler to sail will probably be the Alice Knowles, which has taken stores abourd, and is to leave next 6049 5666 Tuesday.

Wreckage Sighted,

SAN FRANCISCO, Nov. 21.-The schooner Vega at Eureka from Port Harford reports that on November 16, 80 miles off Point Reycs, she passed a large body of wreckage 100 feet in length. It was 2 o'clock in the morning and conse-quently too dark to make out whether it was a raft or a vessel bottom up.

Marine Notes.

The steamer Elder arrived in port about 5:30 last evening, after a good run up the coast, as well as up the river. She brought a full freight and fairly good passenger list,

Captain L. A. Bailey, who has been quite ill for the past three weeks, is again able to get around, and will soon resume his business of plioting deep-draft ships up and down the river for the O. R. & N. Co. The Oregon Round Lumber Company has recently added three barges to its fleet, making a total of six freighters which it now has in use. The company has recently purchased the old Gov-ernment steamer Robert T. Lincoln, and is having the hull rebuilt. The business of towing and lightering is growing so investigations in the case of rapidly that the company is contemplat-

Domestic and Foreign Ports.

ASTORIA, Nov. 21.-Arrived at 8 A. M. and left up at 9:39 A. M.-Steamer Geo. W. Elder, from San Francisco. Arrived at 1 P. M .-Steamer Eimore, from Tillamook. Condition of the bar at 5 P. M., rough; wind, southeast; Seattle, Nov. 21.-Arrived-Steamer Excelsion,

from Valles. Sailed-Steamer Santa Ana, for San Francisco. New Tork, Nov. 21.-Salled La Bretagne,

for Havre; H. H. Meler, for Bremen. Glasgow, Nov. 21.-Arrived-Kastalia, from

Bowlogne-Salled Nov. 19.-Palatia, from Hamburg for New York. (Was reported pase-

ing Portland Hill Nov. 20.) Cherbourg-Salled Nov. 20.-Kron Prinz Wil-holm, from Bremen and Southampton for New York.

Antwerp, Nov. 21 .- Sailed-Switzerland, for

Antwerp, Nov. 21.—Sailed-Majestic, from Queenstown, Nov. 21.—Sailed-Majestic, from Liverpool for New York. London, Nov. 21.—Sailed-Minneapolis, for New York. Yokohama-Arrived Nov. 19.-Empress of

Japan, from Vancouver via Hong Kong. Hong Kong-Salled Nov. 20.-Empress of In-

dia, for Vancouver, via Tokohama. San Francisco, Nov. 21.-Arrived-Steamer Matteawan, from Tacoma; steamer Progreso, from Seattle; steamer Columbia, from Port-land; schooner Barbara Hernster, from Nome-

INVESTORS AND SPECULATORS POURING MILLIONS IN MARKET.

Value of Structures and Public Improvements Is Estimated at Far Beyond the \$250,000,000 Mark.

NEW YORK REAL ESTATE

NEW YORK, Nov. 17 .-- (Special Dispatch to the Inter Ocean.)-No Western boom town ever unjoyed such a season of realestate speculation as now exists in New York. Where it was thousands in the West it is millions in the East, Investors and speculators from all over the world are pouring millions into the market and fortunes are often made in a day by the judicious handling of a choice property. Since January 1 there have been in round numbers, in Manhattan, the Bronx, and Brooklyn, about 30,000 real estate transfers

the first of the tunnel stations, and one of the most important, will be either at Fourth or Fifth avenue, thus turning a continual flow of shopping population into the Fifth-avenue and Thirty-fourth-street vicinity-a flow that comes to the metropolis for the main purpose of leaving Here, from Thirty-third to Thirty-fifth

sey and the West.

streets, whole blocks, including a famous theater, have been demolished to make way for magnificent department stores that private buginess enterprise has ed in the new center of the city's life.

Waldorf-Astoria District. South of Herald Square, at the triangle recorded, representing an aggregate value formed by the intersection of Broadway,

EDITOR J. J. CARNEY, OF ABERDEEN.

tunnel along the line just south of Thir-ty-fourth street. The tunnel will prac-tically inclose this entire district with the nearest subway station, and will have spartments renting at \$50,ty-fourth street. The tunnel will prac-tically inclose this entire district with traffic drawn directly from Long Island 000 a year. and also from the Pennsylvania Railway's

Traverse Riverside drive, skirting the Hudson, and is found the same transitory state. At Eighty-ninth street will stand the Soldiers and Sallors' monument. population preserves in New Jer-The projected great Astor improvements will lie along the Fifth-avenue line im-mediately between this Long Island tunwork of art, which will cost \$250,000.

New St. John's Cathedral.

nel and the future great Thirty-fourth street thoroughfare. It is understood that On Cathedral Heights, a spot which somebody has aptly called, "The future acropolis of the city," the Cathedral of St. John the Divine has only been begun, but it has cost to date \$2,000,000. To fin ish it on the lines now planned will cost not less than \$15,000,000. A century may have elapsed before the capstone is placed where chapted before the capitons is placed upon its spire, but that would not be un-usual. St. Peter's, at Rome, was hun-drais of years in building and the cathe-drai at Cologne had stood for six cen-turies before it was finished. New York's cathedral will be finished. New York's cathedral will be finished.

and when completed it will be one of the most majestic ecclesiastical structures in the world. Standing on an elevation 135

feet above the sea level, its central spire will rise 440 feet above its foundation, and in clear weather will be visible from a distance of many miles about the city Its lateral dimensions will be \$29x256 feet. Surrounded by the buildings of Colum-bia University, St. Luke's Hospital, and other such structures as are already planned, this will form, on the future acropolis, one of the most noteworthy groups architecturally to be found in the world.

Developments similar in kind, if less in degree, are to be looked for at University Heights on the far side of the Harlem, where the University of the City of New York has established its home, and where the generosity of Miss Helen Gould has enabled it to build that unique American memorial, the Temple of Fame.

Up in the Bronx the city is even more chaotic than elsewhere. At almost every point in the newer sections are encounlered street grading and the laying of gas and water mains. Spiendid concep-tions that are only partly realized as yet, but that are assured of success, are the New York zoological park, and the great botanical garden.

Jerome Park Reservoir.

Dwarfing all other holes in the ground is the gigantic Jerome Park reservoir, one of the greatest unfinished enterprises the city has under way. When completed it will be the largest distributing reservoir in the world.

enterprises that form the basis for the great wave of speculation in New York realty. Added to this is the constant stream of investment money pouring in, and the transfer of holdings from speculators to permanent owners keeps the

will keep it active in the market. It is also recognized that any big silr at pres-ent must make for rising prices, and the speculators are expected to keep their ney on the bull side of the market long after the present general business pros-perity has been discounted. They cannot at present see anything in the future to disturb a steady realty advance. Their activity promises to continue until checked by a natural reaction, such as overcame the 1899 building boom during 1900, even while surrounded by increasing prosper-ity in all other markets, where speculat-ors had not overdone the discounting of coming natural enhancements.

tivity now must make the reaction the more severe when the time for it shall have arrived, but they declare that the reactionary period is too far in the future be considered in advance of the boom which ought to show its best figures next March or April.

Chicago Men Investors.

Chicago men are among the prominent investment buyers. Marshall Field has been steadily increasing his holdings in the Waldorf-Astoria district, and within the last ten days Henry G. Lytton, of the Hub, has purchased a valuable corner at Twenty-second street and Fifth avenue where he plans to erect a tall, modern business structure as soon as the leases on the present building expire. Mr. Field's purchases have occasioned considerable discussion here, and he has been credited with planning to build a great store in which he will open a branch of his great Chicago establishment. Henry Siegel, of Siegel, Cooper & Company, is also reported to have obtained some valhis great Chicago establishment. Henry Siegel, of Siegel, Cooper & Company, is also reported to have obtained some val-uable interests. The records of the building department show that the building of private houses

is steadily decreasing in Manhattan, while the average cost of each new house in-creases at a corresponding ratio. In the year 1890 were built 835 dwellings in Manhattan, at an average cost of \$15.000 each. The present year to date has produced less than 100 new buildings, and the average cost has risen to \$60,000. The average cost of the 112 dwellings built during 1800 was \$55,000. The average of the 1899 dwellings each was \$15,000.

"Skinning Out" for Cover.

Chicago Chroniele. Washington .- According to information which has reached the Navy Department through channels in a measure controlled by the department, the verilet of the Schley court of inquiry will practically be a complete vindication of Admiral Schley. Moreover, instead of a long dis-cursive opinion, covering all the complex details of the inquiry, the court will hand down a brief and terse verdict, which, it is said, will not contain more than 500

words. Understanding the effect of such a ver dict upon themselves and their future fortunes, certain naval officers, of the anti-Schley camp, began immediate prep-arations to get as far out of the public tion constitution of the public view as possible. Crowninshield hopes t assume command of the European sta-tion. Admiral Evans will not return from Tutulla, whither he went to preside over a court-martial that will try Captain Till on serious charges. Captain Chadwick, one of the most malignant and persistent conspirators against Admiral Schiey, is understood to be stated for command of a ship attached to one of the Asiatic squad-rons. Secretary Long has had it in mind to surrender his portfolio ever since Pres-ident McKinley died, so that he will be in a position to sure when he down one at

a position to say, when he does get out, that his retirement was not forced by the vindication of Admiral Schley. There has been a state of uncasiness in the de ment ever since the court began execulive sessions,

who comprise the court, have worked in-dustriously. They have devoted long comparatively short time to present th findings to the Secretary of the Navy, nt the!

AT THE HOTELS.

THE PORTLAND.

THE PORTLAND. THE PORTLAND. Roy M Pike, San Franj W Way, Pittsburg Henry Ottemberg, N Y M Ritelle & wr. St P Jas H Stone, Baltimer Bagar Ames, Seattle Julius F Hall W C Van Sant, Colum-W D Platt, San Fr J M Chuerser, Chicago A S Cody, Mich M Seuberger, Chicago A S Cody, Mich M Seuberger, Chicago M Seuberger, Chicago M Seuberger, Chicago M Seuberger, Chicago M Manson & wife, Mich Miss E Chambers, Pittsburg J M Church, La Grand C W Miley, Raker CY R S Rogers, city Chao S Dixon, S P A Paulaon, Chicago A Morgan, do G H Southard, Grand L S Manson & Wife, M Church, San Status J M Church, San Status Sterling Hugnes, Cury C M Versing, N Y Chy M Shathard, Grand C M Norgan, do G H Southard, Grand THE PERKINS C W Norgan A

G H Southard, Grand H Lazare, Chicage Baplds THE PERKINS. C W Jennings, Ga Geo Lamar, city John Graham, S P M H Melruse, Aurora, J W Stout, Seattle J W Stout, Seattle C Cluster, Pomeroy: A F Hester, La Camas Chas Builer, Pt Townd J Gregor. city E F Ingles, Sacmo L F Willots, Klamath Ben Bissinger, N Y Falls M S Brock, Sanders, Indp Mrs Millets, do L F Willots, Klamath Ben Bissinger, N Y Falls M Standers, Indp Mrs Sanders, Indp Mrs J L McCabe, do Jas L McCabe, Cheo Mrs J L McCabe, Cheo Mrs J L McCabe, Cheo Mrs M Stewart, Hood Huver G Henderson, St Paul

Donnelly Hotel, Tacoma.

A pound of beef costs 20 cents. A package of Malt Breakfast Food costs 15 cents. A pound of beef makes a breakfast for three. A package of Malt Breakfast Food makes a breakfast for thirty. H H Hunter, Seattle J P Anderson, Tacoma Mrs K B Hill & chdn, Uralon H & Melatosh, San Fri W W Pickerell, Tacoma R Manaker, Seattle H & Melatosh, San Fri W W Pickerell, Tacom Thos Roney, So Bond Mary D McDonaid, H E Krills, San Fran Mrs Krills, San Fran Mrs Krills, San Fran Mrs Krills, San Fran Doro McDonaid, Mrs Fanny Stewart, Cincinnati boro THE IMPERIAL. C. W. Knowles, Mannger, Thos J Fox, St Louis A A Carilin, San Fran B F Riewart, Sauss-Ito, Cal Mrs May Moylan, Minn Mrs May Moylan, Minn Hertile Looney, Spokane I L. Strong, Linton C R Smead, Wallis W R E Nizon, Seattle Mrs State, Prindleton Ula State, Prindleton Frank H Stuart, San Mrs Loans, Indols Mrs Evans, Indols Mrs State, Astoria Mrs Mannerton, do Victor Ensinger, S P N F Sommer, Astoria THE ST. CHARLES. C. W. Knowles, Manager, THE ST. CHARLES.

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THE MALTED CEREALS CO.

AALT-GEREAL BEALTH FOOD

THE ST. CHARLES. Jas flurke, Astoria Geo McFarland, do B J Rand, Astoria J H Hoeser, Hutbard Hant & W.Dulut Henry Keene, Stavton Mas Snuts, Cai H A Hubbert, Dulles D S Southward, Sher-Han M J Hampton, Newbers G Nilson, Astoria J M Keffer, Astoria Chamk Graham, Aberda A Honksen, Stavis Mary Nuble, Albany A Hondard, Cusifelt Mrs Vanwessenton, Champer J Ryan, Butteellle P M Laughlin, Castler Mer Husk, Olympia Joe Erickson, Quinty Mrs Hans, Pontiecolle M C Percy, Rainier W C Percy, Rainier W C Percy, Rainier W C Lawton, Tales Henry Stennick, Cath-Innet J C Dechen, Hillshoro E J Hansen & Y, Al-bay Mary Nuble, Albany Mary Staventon, the C H Tippera, Hunting-ton Mary Staventon, the C H Mang, Keise Mary Staventon, the Mary St

Island

Hotel Branswick. Seattle. European, first-class, Rates, 50c to \$1.56, One block from depot. Restaurants near

Tacoma Hotel, Tacoma.

American plan. Rates, \$3 and up.



ABERDEEN, Wash., Nov. 21 .- No incident on Gray's Harbor for many years has stirred up more intensity of feeling and interest than the editorial in the current issue of the Aberdeon Herald, commenting upon the decision of Judge Irwin, of the Superior Court. Mr. Carney has been a politician in Chehalis County a long time, and has volced the sentiments of his party in a paper which he configeted at the county seat, prior to his coming here some years ago. He was nominated and defeated for the Sints Senate in the last election. The attack on Judge Irwin appeared under the heading, "A Judicial Curio." The article is the result of a decision made against Mr Carney by Judge Irwin on the county print-ing contract, Carney having brought suit to prevent the printing going to another on the ground that his bid was the lowest. Members of the bar practicing before Judge Irwin presented a memorial address, expressing their confidence in the court. During its reading the Judge shed tears. As the case for which the Judge was criticised has not been entirely disposed of, Editor Carney will be cited to appear in contempt proceedings.

The memorial of the Ear Association on this point follows: "Resolved, By the Chehalis County Bar Association, that the president of this organization be, and he hereby is, authorized and directed to appoint a committee of three from the members of this association to call to the attention of the Superior Court of Chehalts County the facts in relation to the publication of said article, to the end that contempt proceedings may be instituted against the publisher or publishers thereof. The chairman appointed John C. Hogan, of Aberdeen, Sidney Moor Heath, of Hogulam, and L. H. Brewer, of Montesano, a committee to bring the matter to the Superior Court, and also appointed W. H. Abel, E. E. Shields and L W. Mason to assist the Prosecuting Attorney in that motion

Admirals Dewey, Benham and Ramsay dustriously. They have devoted long hours to the task of arranging the evi-dence so as to arrive at an intelligent un derstanding of its application to the charges preferred against Admiral Schley. It is known that they have made such progress that they will be ready within a

in the world.

These and many others are the vast

market steady The speculators who receive this money

Big operators admit that renewed ac-

o Halibut Fishing Company, st the head of which is Captain A. R. Joinson, who returned a few days ago from San Francisco, where he went to secury a ves-The Corwin, which sel for the business. has been lying in the upper harboy at Victoria alongside the scaling scholners ane at one time chased, is to be chartered to the Namimo Company for six months. The Corwin, since she was sold by the United States Government, when her revenue work was ended, has been owned by some Boston people. She vent to Vic-toria some time ago to go on the Star ways in the upper harbor, and has since been tide up as a result been tied up as a result of the nonpay-ment for the work done men. Captain West, who is to have charge of the yessel. is shipping his crew and gdiing the steam-er ready to proceed to locate Straits to fish for halibut on the books there and in Queen Charlotte Sound. The company, which is composed of fanalino men, will operate from Nanaimo

VICTORIA SESLING FLEET.

Schooners Will Not Go Out So Early as They Dil Last Season.

The annual meeting of the Victoria Sealing Company will be held at Victoria December 20, by which time the sale of the 24,172 skins which have been taken this year by the flest will have taken place in London, Englind. A meeting of the dlrectors was feld a few days ago, at which several matters affecting the industry were discussed, and it was then stated that the vessels of the Victoria fleet will not be sent out io early this year as they were last seasen, when many of the vessels got away for the southern coast in the early part of December. This year it is ex-Chrismas and New Year's holidays at homs, for the company does not intend to send out its vessels until early in January.

x was also decided by the directors to to get a number of hunters from the Atlantic Coast-enough to man two of the schooners-owing to the insufficient supply of hunters at present on the Coast. The wages will remain as they were last YEER.

THE STRANDED BARODA.

Bad Weather Has Interfered With the Work of Floating Her.

Captain J. H. Roberts, who put in a bid for floating the stranded bark Baroda, has just received a letter from Captain Burns, the wrecker, who has the task of floating the craft in hand. The letter stated that the weather had been very unfavorable for doing anything with the craft, and she was still in much the same position as when she went ashore. Last week's Bandon Recorder states that she was affoat at high tide, several days re-cently, but the Coquille Bulietin states that the breakers were rolling around her An effort is being made to get cables out to deep water by the ald of water-tight casks, and if everything is in readiness an attempt will be made to pull her off about November 25. Three of the apprentice boys who were on the versel have come to Portland and joined the British ship Travancore, which is owned by the They will resame firm as the Baroda. turn to England on the Travancore.

MASTER AND OWNER FINED.

land; schooner Barbara Hernster, from Nome; steamer Rameses, from New Whatcom. Sailed -Steamer Pielades, for Seattle; schooner John

S. Kimball, for Seattle. Kingston, Jamaica, Nov. 21.—The British cruiser Tribune left here today for Colon. Hoquiam, Wash.—Sailed Nov. 20.—Schooper Jennie Stella, from Hoquiam for San Fran-cisco; schopner A. J. West, from Aberdeen for Santa Rosalia. Arrived-Schopner Wawoun, from San Pedro for Aberdeen.

Tacoma, Nov. 21.-Arrived-Steamer Walla Walla, from San Francisco. Seattle, Nov. 21.-Salled-Steamer Santa Ana, for San Francisco. Arrived-Steamer Czarina from San Francisco; steamer Excelsior, from Valdes; schooner Nellie Colman, from Bristol

Havre, Nov. 21.-Arrived-La Savole, from New York.

New York, from Liverpool York, Nov. 21.-Arrived-Germanic,

Liverpool, Nov. 21.-Sailed-New England, for Queenstown and Boston. Rio de Janeiro, Nov. 21.-Arrived-Flintshire,

from San Francisco, via Coronel, etc., for Antwerp.

Missouri Squire on the Constitution.

PORTLAND, Nov. 21,-(To the Editor.)-

as to the necessity and power of the courts to disregard laws considered by them to be unconstitutional, and perfectly willing that both sides should have a fair hearing, I inclose herewith a news item found in the St. Louis Post-Dispatch of November 17. I must insist, however, that if the Constitution confers upon any Tom, Dick or Harry who may be elected Justice of the Peace or Judge the right to dissubway regard statute laws duly enacted, it is indeed most fortunate that it did not confor such right upon them when off the

bench, for if it had the present uncertain-ty as to what the law is and the difficulty of its enforcement would have been in-creased, while the extreme ludicrousness of the evilution condition of a of the existing condition of affairs would also have been greatly enhanced. х.

MACON, Mo., Nov. 16 .- Squire A. F. Love, the Macon Justice who gives the bride a spoon with her name on it whenever he performs a \$2 wedding, has announced that if he is calle upon to construc the new Missouri act in relation to gaming he will declare it unconstitu-

"There never was a more senseless law put "There never was a more senseless law put on the books." suid the court today. "Suppose I own a section on the Charlton bottoms, and go out some nice afternoon and kill a couple of dozen quall; I can't est 'em all; I don't want to give 'em away, and the laws, says I shan't sell 'em, although I killed thom on my own premises, and for all I know they've got most of their living off my land. There's more than enough quall over there on the river for every family in Macon County, to say nothing of ducks and prairie chickens, and yet this fool law comes in and says the man yet this fool law comes in and says the man who likes 'em chn't have those delcactes till to learns how to shoot straight. If that is a good law, lots of Missourians won't eat gual and prairie chicken, for, I'm afraid, till the five-year limit is up. You can say for me right here that if any poor devil of a hunter gets took up for selling quail, and he can get

his case into my temple of justice I'll see that he's a free man in plenty time to get back on the bottoms and get in a pretty fair day with the hirds." Squire Love is a lawyer above the average and the majority of criminal cases developed in Macon and the township find their way into his court. At this season the river bot toms are alive with birds, and the hunters are thick. No sales have been detected as yot, but it is more than ilkely the law will be tested here before the mouth is out. Seasion ASTER AND OWNER FINED. Skipper on the Della Has No Gov-ernment License. ASTORIA, Or., Nov. II.-A fine of fitto nech was assessed by Collector of Customs Fox today against A, E. Lucy, acting

of upward of \$151,000,000. The morigages Fifth avenue and Twenty-third street, anrecorded during the same period foot up to close to \$525,000,000. The new buildings being planned and projected since the first of the year number 5460, and their valua tion is given at \$116,000,000. This estimate is made from the licenses taken out at the building department, but

allowing for undervaluations, a conserva-tive estimate of the value of the buildings begun with the new century in the three inrger boroughs of Greater New York would place it close to \$150,000,000. In ad-dition to these enormous figures, there are public improvements under way, including the Rapid Transit subway, which bring the total of work either under way or

projected during 1901 far beyond the \$250,-000,000 mark. The subway line is naturally the back-

bone of the largest operations. "Harlem is to be within 15 minutes of the City Hall," say the men at the head of the great underground system, and is the key note of the great bull market in Manhat tan real estate. The Fifth avenue and financial districts, by virtue of their nat-ural positions, hold their prestige in the market and lend a substantial foundation to the more speculative deals along the

\$3,000,000 Custom-House,

Among the most important buildings in course of construction is the new customhouse at Bowling Green. It is to cost \$3,000,000, and a whole block of historical residences stood above the deep hole that now marks its site. A little further up, at Broad and Wall streets, is another great excavation, fully 60 feet deep, where the new stock exchange foundations are being built on great caissons sunk to bedrock, This is to be another \$3,000,000 pile.

Only a stone's throw away in Liberty street the new building of the Chamber of Commerce of the State of New York is in the course of erection. The site alone cost \$700,000. In this same financial

district there are many private enter-prises erecting great sky-scrapers or re-modeling smaller structures to meet the competition of modern buildings.

The next great structure in course of building is the city's new hall of records, which is now making good progress toward the completion of its construction on the block bounded by Center, Chambers and Reade streets. An appropriation of \$2,500,000 has been made for the structure.

and which are to cost a sum even greater than Chicago poured into its stupendous drainage canal. These great underground \$700,000. highways are to be joined with the Brooklyn Rapid Transit system, and \$10,000,000 is estimated as the cost of this addition,

Activity Up Town.

Up town the greatest activity centers about the Herald Square and Waldorf-Astoria sections. The first and fundsmental cause of the evolution is found in the current movement of population of them nearing completion, others only begun, are rising on a score of sites. More centers northward, which in turn has than one of them represents an invest-been forced by improved electric transit ment well up in the millions. facilities and the construction of the Perhaps the fibest has not been begun

other valuable block fell before the march of progress not long ago. The old "Flat-iron" was for years a landmark as one of the most valuable locations in the city The "Flatiron" was swept bare to the ground, and the Cumberland Realty Company is erecting on its site a 20-story building, at a cost, including the real es-tate, of \$4,000,000. In the Waldorf-Astoria section, at the

northwest corner of Thirty-fourth street and Fifth avenue, stood for years the marble mansion of A. T. Stewart, later the home of the Manhattan Club. Beauti-ful it was, and costly, but it had to yield Plece by piece the sculptured marble, the fluted columns, were taken down and relegated to the oblivion of the second-hand building material yard. Plans have been drawn and work will soon be begun upon the handsome structure of the Knicker bocker Trust Company, on the site of the old mansion, and then the palace reared by the merchant prince will be only a New York memory.

With these operations the rows of once ashionable brownstone mansions on b sides of Thirty-fourth street, from Fifth avenue to Broadway, will be altered for the purposes of fashionable trade. The former homes of Henry Clews, Francis H. Leggett, and other millionaires are now undergoing this transformation The sale of the Broadway tabernacle, ortheast corner of Sixth avenue, awaits only the acquisition of a few adjoining parcels to be ended. This will result in a modern building operation, which will call for an outlay considerably greater than the price to be paid for the tabernacle site, which is \$1,250,000.

Immense Mercantile Structures.

Immonse mercantile structures for the orthwest and southwest corners, at the same junction, are now under way. The progress of their building will be marked, according to present outlook, by excited speculation in the Thirty-fourth street frontages running west almost as far as Tenth avenue.

At Fifth avenue and Forty-second street is an immense excavation, from which was taken the old reservoir and its high stone walls. Here there is being drilled through solid rock the path of the rapid-transit express trains, and the resting places for Before it is finished it is likely to repre-sent, like the custom-house and stock ex-change, a \$3,000,000 investment. At the City Hall Park is encountered the first excavations for the rapid-transit tunnels which run northward to Harlem, and which set or one a sum exceeded to the first excavations for the rapid-transit tunnels which run northward to Harlem, buildings, from which is to radiate the system of branch libraries made possible

Club is creeting at a cost of \$500,000, a clubhouse for the site of which it paid

Following the line of the subway and striking through upper Broadway, above Fifty-ninth street, there are found at almost every corner from that point northward, hints of what the beautiful thoroughfare is destined to be in a few years. Gigantic apartment hotels, some of them nearing completion, others only

rapid-transit subway. The second, and It is that which William Waldorf Astor repriages the most important, cause locally for Thirty-fourth street, is the success ful progress of combinations for the con-struction of the Long Island Railroad

European plan. Rates 50c and up,

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