Chicago - Portland Special Wrecked Near Celilo.

ENGINEER CAVANAUGH IS DEAD

Fireman Chase Hurt - Miscreants Placed Nut on Track at a Curve and Caused Train to Upset-\$1000 Reward Offered.

A small piece of iron placed with malicious intent on the outer rail on a curve caused the wreck of the Chicago-Portland Special that left Portland at 9 o'clock yesterday morning for the East, The disaster happened about 1 P. M. half way between Cellio and Deschutes stations, about 102 miles east of Portland. The engine and mail car turned completely over and landed clear of the track. The composite car, standard sleeper and dining car were deralled, but kept right side up. Two chair cars, a tourist sleeper and the special car of Vice-President Lowry, of the Western Union Telegraph Company, remained on the track. Engin-eer Maurice Cavanaugh, of Portland, was



tally burt.

fatally injured. Fireman Frank Chase was considerably hurt, and a mail clerk received a slight sprain. No injury to any of the passengers was reported. The track was blocked about 12 hours. The O. R. & N. has offered a reward of \$1900 for evidence that will lead to arrest and conviction of the perpetrators of the crime. Several tramps who were ejected from a freight train near that point a few hours before, and who are said to have threatened to cause a wreck before night, have been arrested at Grant station by Sherman County authorities.

A seven-eighths-inch fron nut placed on the top of the outside rall of the track on a curve was sufficient to raise the locomotive wheels so the flange would slip over the rail. The tendency being outward as the train was passing around the surve, when the flange was raised above the top of the rail there was nothing to prevent a spill around the outside of the curve. The locomotive ran on the ties the length of five rails before it turned The mail car and composite car passed the engine and the former turned over on its side. The three cars following left the rails, but did not tip over, and the last four cars of the train remained on the rails. The locomotive, running so far on the ties before upsetting, was able to check the speed of the train materially, to which circumstance is probably due the fact that there is no casualty list of pas-

Prompt report of the trouble was made to the rallroad authorities, and a wrecking outfit was sent out from The Dalles. The injured men were taken to The Dalles in charge of physicians, and later they were brought to Portland on a special train, arriving here at 7:30 last evening. The mail car could not be replaced on the track in time to go forward with the remainder of the train. By the wreck rails and 125 ties were destroyed. These were replaced and restored, and the train resumed its way about 1 o'clock this morning with another engine and mati

The spot where the wreck took place

was cunningly chosen as one where the greatest amount of harm could come from a slight cause, a cause not likely to be detected. The track was new laid with heavy steel rails and perfectly ballasted. It was midway between stations, so the speed of the train would be high there, and the curve was so slight (only 3 degrees), that there was no necessity for running slow. So small an obstruction noticed by the engineer or fireman and the chances were that the nut would never be found and that the cause of the wreck would be and remain a mystery. In this case, however, the nut was found, showing plainly the marks where it had been pressed between the wheels and the rail. And seven raillengths beyond the broken track was found another nut of the same kind placed in the same position upon the outer rail of the curve, the design of the person who placed it there evidently having been to cause the wreck at that point in case the train should pass the first obstruction without disaster. What the purpose of causing the wreck at that time and place uld have been is inexplicable. The train was exactly on time and in first-class condition, and the track the best on the O. R. & N. lines. There were no rocks near to put the engineer on his guard, nothing to give the slightest cause to look for harm. But in 10 seconds the track was ripped up a dozen rods and the train a confused wreck.

Engineer Cavanaugh was buried under the inverted tender. He received a severe scalp wound, was scalded about the head and upper part of the body, and suffered internal injuries, the whole causing his death soon after reaching St. Vincent's Hospital last night. He was about 52 years of age, and left a wife and four Mrs. Cavanaugh was with her hus. hand for a short time before the end. Fireman Chase received some painful bruises and contusions, but they were not serious enough to render it advisable to take him to a hospital, so he went to his home on arrival in Portland. Henry Hensler is the regular fireman for this train

A short time before the wreck the train passed a negro, who was tramping east-ward along the track. After the disaster officers that he had heard a gang of four or five tramps, who had been put off a freight train near the place where the wreck happened, make threats against the renderings of the recent Associated to the committee.

The new Bible is to consist of the text and renderings of the King James version, the renderings of the English revision and the renderings of the recent Associated to the committee. train crew and the railroad, even declar-ing specifically that there would be a wreck on the road before night. These The late convention, while it praised the tramps were found at Grant station about scholarship of its commission, did not eight miles eastward of the wreck last place their work upon the same level as night and placed under arrest. A special train was sent out from The Dalles scholars and who had spent many more last night with Deputy Sheriffs to make a search for suspicious characters along er in numbers. The new Bible insures the the railroad, and armed with warrants, which, properly endorsed by Sherman ing of County officials, would authorize taking story. the men already under arrest to The Dalles to answer the charge of train-

SMASHEDUPATRAIN were released after examination by the officers. The country in the vicinity of the wreck is being scoured for the per-

petrators of the crime. Within two hours after the wreck took place, President Mohler, of the O. R. & N. Co., authorized a reward of \$1990 for the apprehension of the miscreant or mis-creants and evidence to convict of mali-ciously causing derailment of the train.

The train that was due from the East yesterday afternoon at 4:30 was received from the Oregon Short Line somewhat behind time, and it was caught a short dis-tance to the eastward of the wreck. It will not get into Portland until his morning. There were plenty of dining cars and sleeping cars for the accommodation of all passengers held at the wreck, so no transfers were made, the trains being held until the track was cleared.

WOMEN AND COLOR LINE. Mrs. Hidden on the Recent Debate at Portland Club.

VANCOUVER, Wash., Dec. 6 .- (To the VANCOUVER, Wash., Dec. 6.—(10 the Editor.);—As a great deal of misappre-hension may arise in regard to the atti-tude of the Portland Woman's Club on the "colored question," from the report of their discussion which appeared in a recent issue of The Oregonian, I beg leave to make a few corrections in justice

Although the various opinions and views of the individual members of the Portland Woman's Club may not be of great value to the world at large, yet, in order to command our own respect, we must claim to be sufficiently intelligent to know that the question of the status of the colored race was not left to the de-cision of either our club nor the great bienulai which shall meet at Los Angeles next Spring. The question which is agitating all clubdom is, Shall colored clubs have representation in the biennial? This question was introduced in our meeting on Tuenday. A motion to "indorse the Massachusetts amendment in regard to reorganization," which in reality brings up the color question, for Massachusetts desires to do away with individual club representation and allow only representation through the state, all federated clubs in the state to hold direct membership in the state federation, and that shall include membership in the General Federation, thus giving free representation to all clubs through their sev-eral states in the General Federation. Georgia, on the other hand, desires that membership in the General Federation shall consist only of individual clubs, state federations to exist only as state organizations to enlarge and develop the work of each state; each state to decide apon its own membership, which shall not thereby acquire membership in the Gen-

eral Federation. There are other points of difference in the amendments proposed by these two Si states, but we only give those which re- J. late to the question before us.

As has been stated, the debate might

have been introduced as well by a motion to indorse the Georgia amendments in regard to reorganization, as those of net, a Massachusetts, for in either case the ac-ceptance or rejection of these amend-ments will settle the question of colored representation in the blennial, for the

I think it is a mistake to say that our club "took a position against colored women as fellow club-delegates."

We have no objection to their being numbers of clubs and delegates to state federations, but we want, as Georgia puts it, to have each state "decide upon its own membership which shall not thereby acquire membership in General

Federation of Women's Clubs.

This seems to be the fairest proposition yet made in the way of settlement of the difficulty. Each state should de-cide upon its owr membership and leave it to Mother Federation to say upon what terms she may gain admittance to her blennial family, thus making it possible North and South.

Some confusion arose in our meeting from the fact that many ladies supposed we were discussing whether we should permit colored women to become members of our club instead of the question of colored representation at the biennial. When we recall the fact that only one colored woman has ever asked for repre-fair way to be fully as hard hit by the sentation in that body, and that there is a disasters to the Northwestern grain fleet question whether they would, as clubs as they were a year ago. It will be reand state federations, desire to affliate membered that they were subjected to with us at present, we can see the foolishness of allowing the union and har-mony which has heretofore existed between the women of the North and South to be disturbed and broken by

over-jealousness.

It is not a certainty that the hand which we would extend to them under guise of federation would be an altogether uplifting one.

No one doubts but that many colored women have become efficient and able two ships from the Columbia and two from Direct Sound mutting into way ports. which we would extend to them under guise of federation would be an altogeth-

women have become efficient and able members of clubs. The question of their ability and worth is not under dis We believe that the entire Southern as well as Northern club world is loval to principles of the emancipation procla-

We were born of a desire for the elevation of women, and we have no excuse for our existence save the needs of humanity. Let us, then, weigh carefully the power and influence which has come to the world in lines of reform, education, philanthropy, through the various wom-en's organizations and especially through the marvelous union of the women of the North and South in the General Federa-tion, and consider whether it will pay to revive the old hostile feeling which has almost if not quite passed away, in order to obtain an imaginary benefit for colored

will regard the feelings and circumstances of our white sisters of the South also

The Oregonian does not see how any misapprehension may arise from its report of the recent debate on the color line question at the Portland Woman's club; nor does it see wherein Mrs. Hidden has corrected it or made the position of the club more clear. The Oregonian said that the "substantial result of the debate appears to be that it (the club) took position against colored women as fellow club delegates" to the Los Angeles blennial. From the course of the debate The Oregonian is able to draw no other inference.

A NEW BIBLE.

Episcopal Committee Will Complete

Its Work Today. thorized by the late General Convention in San Francisco, to be read in all Epis-copal Churches in the United States, has been in process of completion by the commarginal readings mittee on marginal readings which has sat at the Episcopal General Seminary in this city since last Tuesday, and will conclude its work tomorrow (Saturday), says the Times. It was stated that an English firm had undertaken the publication of this Bible without expense to the

Commission are ordered to be printed in

very latest renderings, although the reading of them is permissive only, not oblig-

Greve's Ointment is needed in every home wrecking. Two tramps were intercepted It cures all skin troubles, burns, humors, etc.

STEAMSHIP

EIGHT MAMMOTH CARRIERS TO LOAD HERE IN DECEMBER,

German Bark Nymphe Wrecked In the Orient-November Customs Business-Three Grain Cargoes,

in at Astoria yesterday morning and left up in the afternoon. She is consigned to James Laidlaw & Co., and is under charter to the Eastern Lumber Company. who will load her with lumber and Gov-ernment stores for the far East. The foreign steamship business out of this port will this month break all records for a corresponding length of time. No less than eight big steamships with a combined carrying capacity of nearly 50,000 tons will load here for the Orient and for Europe. The first of these to get away will be the big whaleback steamship Guernsey, which the Pacific Export Lumber Com-pany is dispatching for the Orient and Manila with lumber and miscellaneous

Two new steamships, the Pembrokeshire

net, and 4294 tons gross register. Her dimensions are: Length 200 feet, beam 48.1 feet, depth of hold 20.5 feet. The

Argyll, which is also on her maiden trip, is a turrent deck steamship 340 feet long, 45.5 feet beam and 27.2 feet depth of hold.

She is 2280 tons net, and 2540 tons gross

The Knight Companion, of the Portland

& Asiatic Steamship Company, is due from the Orient next week, and the Strathgyle, of the California & Oriental

Steamship Company, is due a few days later. The steamship Folmina, under charter to the Pacific Export Lumber

Company, is due about December 20, to load Government stores and lumber, and

the Palatinia is due about the same time to load wheat. While this will be the largest number of steamers ever loaded

UNDERWRITERS HARD HIT.

German Ship Nymphe Added to List

of Wrecked Grain Ships.

is starting in, the underwriters are in a fair way to be fully as hard hit by the

Cape Wrath, and the German bark Bertha,

Heavy losses were also suffered through

the damages sustained by the Edmund

from Puget Sound putting into way ports

in distress after leaving the port from which they cleared. If the Ernest Reyer

and the Baroda are not floated, it will make a total of five ships chartered for

Portland wheat loading which have been

lost prior to arrival.

Advices just received in this city report

the German bark Nymphe as wrecked

at Rock Island on the Japan coast about two weeks ago. A cable from Yokohama

reports the ship a total loss, but a por-

tion of the cargo may be saved. No lives were lost. The French bark Fervaal.

while en route from Antwerp to Portland

under charter for wheat loading, was lost off Cape Horn a few months ago, sev-

eral of the crew perishing in the wreck.

The third of these total losses in addition to the Baroda and the Ernest Reyer, was

the British ship County of Haddington,

which sailed from New York for Yoko-hama last February, and was never heard from afterward. The Baroda, which was

erroneously reported affoat a few days ago, is still on the beach near Bandon, and

has not improved her position or condi-

CUSTOM-HOUSE BUSINESS.

Receipts for Duties for November

Were Over \$32,000.

The report of the Collector of Customs for the month of November shows the following business handled:

Number of vessels entered from for-

eign ports Number of vessels cleared for foreign

ports Number of vessels entered for domes

tic ports Number of vessels cleared for domestic

Number of entries of merchandise for

duty Number of entries of merchandise free

of duty
Number of entries for warehouse.
Number of entries for immediate transportation without appraisement.
Number of entries for consumption
liquidated

mber of entries for warehouse liqui-

ous customs receipts

nt of refunds and drawbacks

THREE MORE CARGOES.

Grande Duchesse Olga, Strene and

Francois Coppe Finish Loading.

Three vessels finished loading yesterday, the German ship Sirene and the French

harks Francois Coppe and Grande Duchess Olga, but none of them have cleared yet. This makes a clean-up of all of the

vessels that are near to the finishing point.

but as the late arrivals are badly needed, they will be rushed out as speedily as

possible. The Norwegian bark Olivia and Francisco

.....\$12,645 14

\$32,989 50

Number of certificates of enrollment

ipts from all sources-

of duty

received during the recent gales.

by the hammering she must have

From the manner in which the season

GREAT INCREASE IN PORTLAND BUILDING.

The following comparative statement of the number of building

permits issued in Portland during the months of October and Novem-

ber, 1901, and the corresponding months of 1900, gives an idea of the

vast increase in the building business during the present year. It

must be understood that the buildings erected this year have nearly

all been dwellings, the great majority of them being two-story

houses costing from \$2000 to \$3000. There have been some more ex-

pensive houses, ranging from \$8000 to \$10,000, and one to cost \$30,000,

but the number of business blocks put up has been comparatively

here in a single month, there are enough in sight for January loading to make says he thinks the Discovery is all right, nearly, if not fully, as good a showing and that her delay has been caused by the

cember, through the disappearance of the which has broken adrift. The Manzanita British ships Andrada, Rathdown and will place her in position again at the

earliest opportunity

in the afternoon,

ver for Sydney.

from New York.

the British ship Riversdale arrived up yesterday afternoon, and will commence discharging ballast today. With the de-parture of the fleet from Astoria, the inport list would be down to small propor-tions again, but it will have numerous ons within the next few days, now that the gale has quieted down.

OVERDUE ELK NO. 1 ARRIVES. Voyage From Nome in One Great Storm Was Most Eventful.

PORT TOWNSEND, Wash, Dec. 6 The British steamship Foreric arrived in at Astoria yesterday morning and left up in the afternoon. She is consigned down five pasengers, and, according to their story, the steamer had a most eventful voyage. On the way down the Elk encountered almost one continuous gale, and was compelled to seek shelter at every available place. The first of the steamer's mishaps occurred on the night of November 3, when her rudder was carried away during a severe storm. The little craft during the entire night was tossed about at the mercy of the ele-ments. When daylight came, it was found that the craft had drifted dangerously close to the rocky beach, and Captain Dunham determined to put the craft on the beach. A jury rudder was rigged, and while seeking a favorable place to land. and the Argyil, each on its maiden the Eik struck a rock and her condensers voyage, are due within a few days from the Orient to load wheat for Europe. cessfully beached, but before the rudder The Pembrokeshire is the latest addition and condensers could be repaired a storm

ty of the Elk was endangered by

steamer Discovery at Wood Island on No-

vember 14. Grave fears have been enter-tained for the safety of the Discovery.

She sailed from Juneau for Dutch Harbor with the United States mail and a few

passengers on November 1, and should have reached her destination before the

stormy weather. He thinks the Discovery has had to lay in shelter, and only put

out when something like good weather

TO TOW LIGHTSHIP BACK.

Manzanita Leaves Out With Moor-

ings for Umntilla Reef Vessel.

Tiger Lost a Chance to Get Out.

The steamship Tiger, with a cargo of lumber for the Orient, had an excellent

opportunity to go to sea today, but when

broken and useless. This has been taken

apart and it will take a day or two to re-

Launch for Alaska Cannery.

A contract was let today by the Muir

Glacier Packing Company to Wilson Bros.,

of this city, for building a gasoline launch

to be used as a tender for the company's

cold storage plant in Alaska. The dimen-sions of the boat will be: Length, 55

feet; beam, 12 feet. She will be equipped

with a 32-horsepower gasoline engine. The launch is to be completed by February

26 and will make the trip North under her

Fleet Moving Again.

Domestic and Foreign Ports.

ASTORIA, Dec. 6.-Sailed at 9 A. M .- Steam

at 4 P. M.-German ship Susanne, from Guay

of the Seas, from Ladysmith; schooner Glen

Brisbane, Dec. 6.-Arrived Mosna, from Van-

Hamburg, Dec. 6.—Arrived—Neko, from Ta-coma, San Francisco, Guayaquil, etc. London.—Sailed December 5—Marquette, for New York.

Liverpool, Dec. 6.-Sailed-Bovic, for New

New York, Dec. 6 .- Arrived-Pennsylvania,

from Hamburg.

Queenstown. Dec. 6.—Arrived—Campania,
from New York for Liverpool.

Havre, Dec. 6.—Arrived—La Champagne, from

Liverpool, Dec. 6.-Arived-Germanic, from

New York.
Hamburg, Dec. 6.—Arrived—Patricia, from
New York.
Genoa. Dec. 6.—Arrived—Fuerst Bismarck,

Arrived at 7 P. M .- British ship Pul

The raging main smoothed down a lit-

pair it before the steamship can leave.

ASTORIA, Dec. 6 .- The lighthouse ten-

OUT WITH CHINESE COOKS

DEMAND OF THE FEDERATED TRADES COUNCIL.

Union Men Will Not Eat in Restaurants With "Chinks" in Kitchen -Wages for 1905.

"Down with the Chinese cooks!" was the keynote of the meeting of the Federated Trades Council last evening. This and the consideration of the question whether or not higher wages should be demanded during the 1996 Fair were the important matters discussed at the gathering of the union delegates. Every chair in the hall was filled, there being 100 men present, with President George M.

Orton in the chair.

The following new members were admitted: J. Summers, J. O'Keefe and Thomas Parkinson, representing the Sta-blemen's Union.

The painters' union received a letter from the iron-trade strikers in San Fran-cisco, thanking it for a donation of \$10, and saying that there were still severa

Secretary A. A. Bailey was instructed Secretary A. A. Balley was instructed to get a list of factories making union-made pants. It seems that while picnty of suits may be found in Portland bearing the union label, it did not seem possible to find individual pairs of pants bearing the union label,

Some steps were taken toward furthering the pian of leasing a building in which all labor unions might meet. The idea is to fit up a headquarters building for all the labor unions of the city, and to have in it a reading-room and general headquarters. It is intended to house all the unions in this way for a while, but in the meantime to arrange for buying a lot and putting up a building that will be the property of the unions. The different unions will soon send delegates to a meeting specially called to arrange this mat-ter. The committee was given another week in which to investigate further,

Delegate George Oertel reported that all the marble-working shope in Portland were now unionized.

Delegate Curtis made a report that everything was now satisfactorily arranged among the grainhandlers.

A. A. Duke reported that he had organized the hardwood-finishers and the rig-

gers and shipliners.

Messrs, Bailey, Stanton and others reported that they had been out visiting different unions in the interest of the 190 Delegate Thaver brought up the matter

to the well-known fleet of "Shire" liners, came up and the craft had to be worked which are so well known in this port. off by the use of sails, and for three days of the labor unions not raising wages during the 1905 Fair. He thought that if She comes here in command of Captain she was buffeted about in a helpless con-J. Kennedy, who was last in command dition. On November 10 Kadiak was J. Kennedy, who was last in command of the old Monmouthshire when she ran out of this port as a regular Oriental liner. This new Shire was launched in July. She is a steel steamer of 2367 tons the unions made any such agreement they should first require the other par-ties to give bonds that there would be no increase in rents or cost of living during and Kadiak the worst storm of all was experienced and all on board had given Another delegate said that his land

another delegate said that his tand-lord had already notified him of a \$2 raise, and that cost of living had gone up much faster than wages. This matter is under the consideration of a committee. Secretary Balley was instructed to teleup hope of reaching shore. Besides hav-ing a heavy sea to contend with, the safeforming from the spray, which struck her and weighted her down forward. Several graph to Delegate Morgan at Scranton Pa., the remainder of cash due him. The times all hands were called to cut away ice. The entire voyage was a stormy one and the weather was remarkably cold, and when the vessel arrived the crew and representative of the Teamdrivers' Union volunteered to make up any deficiency that might exist. passengers were a happy crowd.

The Elk reports having sighted the mail

A delegate asked why some restaurants had union cards in their windows and Chinese cooks in their kitchens, and the matter was discussed at length, Mr. Duke explained how a "No Chinese" sign had been put up in front of the Elk restaurant, and how, at the request of prominent restaurant-keepers, the CNef

of Police had had it removed. Most of the delegates present protested against members of unions cating at restaurants which did not display union cards, and it was related how four mem-bers of the ironworkers' union had gone into a restaurant, and, before ordering their meals, had asked the waiters to show their union cards. When the wait-ers could not do this, all four union men

valked out, der Manzanita left out this afternoon for Port Angeles with cables and mooring sign the agreement with the Walters' Al-

Reports from all local unions made, showing the conditions of trade,

PERSONAL MENTION.

Dr. D. Y. K. Deering, Sheriff of Union County, is at the Imperial. an effort was made to raise her anchor it was found that her steam windlass was L. A. Loomis, president of the I. R. & N., is in the city on matters connected with the road.

A. J. Pickard, a prominent cattleman of Eugene, is in the city on business, and is a guest at the Perkins Hotel.

H. M. Kinney, of Winona, Minn., who is at the Portland, is one of the largest wagon manufacturers in the country. William Hanley, of Burns, who is at the Imperial, is a prominent cattleman, and is in Portland on a business trip. Mr. and Mrs. William Laughlin and nine children, of North Yamhili, are in the city for a few days, and are guests at | finally decided from the circumstances and the Perkins Hotel.

W. T. Hume, ex-District Attorney, who has been in Alaska for some time past, returned to Portland yesterday. Mr. Hume's family is spending the Winter in

tle off the mouth of the river yesterday, San Francisco. and steam and sail craft were crossing H. F. Prael, secretary and manager of in and out all day. Two of the delayed the Clatsop Mill Company, of Astoria, is in the city. The Clatsop Mill was burned last February, since which time the comgrain fleet, the Crown of India and the Thornilebank, crossed out, and the big Oriental liner, Indrapura, resumed her in-terrupted journey from Portland to the Orient. Two lumber cargoes went out for pany has operated a mill at Rainter. Plans are now under way for the erection of a new mill at Astoria, which will have a distant ports, the little schooner Joseph capacity of 125,000 feet of lumber a day. Russ sailing for Honolulu and the bark-entine Echo for South Africa. The big Frank Jaynes, of San Francisco, man-ager of the Pacific Coast lines of the tramp steamship Foreric arrived in from Western Union Telegraph Company, was in the city yesterday, en route from Sethe Orient in the morning, and the Ger-man ship Susanne, arrived from Guaymas attle to the California metropolis, Jaynes has been making a tour of the Coast with R. C. Clowry, of Chicago, vice-president of the company.

Samuel Elmore, vice-president of the er Fulton, for San Francisco; British ship Thornliebank; British ship Crown of India, for Queenstown or Falmouth for orders; British steamship Indrapura, for Hong Kong and way ports. Arrived at 11:30 A. M. and left up at Columbia River Packers' Association, of Astoria, who has been in the city for eral days, returned home yesterday. The annual election of directors of the as-sociation will be held in Astoria next week, at which time A. B. Hammond 1 P. M.—Steamer Columbia, from San Fran-cisco. Sailed at 1 P. M.—Barkentine Echo, for Cape Town. Arrived at 11 A. M. and left up at 2:15 P. M.—British steamship Foreric, from Muroran. Salled at 12 noon—Schooner Joseph Russ, for Honolulu. Salled at 1:50 P. M.—Steamer Elmore, for Tillamook. Arrived will probably be re-elected president and Arrived at 11 A. M. and left

NEW YORK, Dec. 6.-Northwestern people registered at New York hotels to-day as follows: From Portland-Dr. Fenton, at the Astor; H. Bamberger, at the Broadway Cen.

wood, from Talcahuano. Condition of the bas at 5 P. M., smooth; wind south; weather San Francisco, Dec. 6.-Arrived-Ship Glory From Tacoma-B. B. Terner, J. B. Cromwell, at the Holland,
From Seattle—J. Berkman, at the
Broadway Central; T. M. Stern and wife, dale, from Tacoma; ship Two Brothers, from Tacoma, Sailed-Schooner Ruth E. Godfrey, for Tacoma; steamer Isqua, for Astoria. Coronel, Dec. 6.—Arrived—Milton, from San at the Marlborough.

> Bad Fire at a Logging Camp. HOQUAIM, Wash., Dec. 6.-The bunkhouse at Hanson Bros'. logging camp, at Oxford, burned yesterday at noon. All the clothing of the crew of the was destroyed along with about \$200 in money. The total loss will exceed \$2000. The fire originated by the burning of giant powder, which Frank McDonald was thaw ing out by the stove.

Damage Suit Goes to Jury.

The trial of the suit of Evanson vs. the Bunker Hill & Sullivan Mining Company, to recover \$10,000 damages for the loss of a finger, was concluded vesterday afternoon, and given to the jury. Up to hour last night the jury were still out.

from New York.

Seattle, Dec. 6.—Salled—Steamer Al-Ki, for Skagway; steamer Cottage City for Skagway.

Arrived December 5—British steamer Glenogle, from Tacoma; Italian steamer Luigi Clampl, from Talcahuano; British ship Nelson, from Portland; 6th, steamer Robert Dollar, from San Francisco; steamer Walla Walla, from San

ARE YOU GOING EAST!

If so, call at No. 124 Third street. Low-est rates and best accommodations via Rio Grande Route, either via Huntington or Sacramento.

ROYAL Baking Powder



Makes Clean Bread

With Royal Baking Powder there is no mixing with the hands, no sweat of the brow. Perfect cleanliness, greatest facility, sweet, clean, healthful food.

The "Royal Baker any Pastry Cook"—containing Cook "—containing over Soo most practical and valuable cooking receipts—free to every patron. Send postai card with your full address.

Alum is used in some baking powders and in most of the so-called phosphate pow-ders because it is cheap, and makes a cheaper powder. But alum is a corrosive poison which, taken in food, acts injur-iously upon the stomach, liver and kidneys.

CAUGHT MEN ON A BOAT

SUPPOSED DALLES THIEVES TAKEN BY A DEPUTY SHERIFF.

Returning From Green Execution He Falls in With a Trio Who Are Thought to Be Robbers,

James McIntosh, C. E. Potts and John Daly were arrested at the foot of Alder street at 4 o'clock yesterday afternoon, as they were landing from the steamer Tahoma, on suspicion of being the men who gagged and robbed C. A. Lawton, a painter, at The Dalles, at 8 o'clock Wednesday night. The arrests were made by Deputy Sheriffs Harry Meyer, Edward Gunderson and Penumbra Kelly, but the credit of the capture is due to Deputy Sheriff Fred Matthews who came down on the steamer from the Cascades with the men. H. P. Emery, employed at the Courthouse as a carpenter, rendered valnable assistance.

Messrs, Matthews and Emery went to Stevenson, Wash., to witness the hanging

of James G. Green.

Mr. Matthews saw the account of the robbery which occurred at The Dalles in The general understanding arrived at was that the matter of Chinese cooks would be soon settled, and that all restaurants would find it to their advantage to sign the agreement with the Wellson's Shorth. Shortly after boarding the steamer Tahoma on the homeward trip, Matthewa observed three men sitting together, and after passing them a couple of times noticed paintmarks on two of their coats Calling to mind that the robbery at Th that the paint stains might be tell-tale

> Matthews kept his own counsel, and resolved to follow up his clew with discretion. There were several Sheriffs on the steamer, including Sheriff Deering, of Union County. Mr. Matthews made it a point to get close to the suspects along with one of the Sheriffs, and then would address the officer by his official title in front of the men in a loud tone of voice, carefully watching the result. Several times in calling out the name of Sheriff Deering and others in this way, he observed that the men acted nervously, and would get up and walk away. This sort of thing was continued, Matthews, however, not disclosing to any of the other officers the game he was working. He actions of the three men to arrest on reaching Portland. He disclosed his plans to Emery, and instructed the latter when the Tahoma touched at Al-bina to get off and telephone to the Sheriff's office for assistance. This Emery did, with the result that Deputies Kelly, Meyer and Gunderson responded. Had they not arrived in time Matthews could have sked some of the county Sheriffs to help

The men were safely lodged in the County Jall, and on the person of one of them \$39 was found. A few dollars each was found on the other two, which, allowing for the fares from The Dalles, just about makes up the amount of the robbery, \$50 The prisoners were interviewed by Chief Deputy Sheriff Thielsen, and Deputies Meyer and Kelly. They all told the same story in the main. They stated that they had been employed at Ogden and vicinity the third they had been employed at Ogden and vicinity. by the Utah Construction Company Daly was a rockman, and the others dirtmen. They got through and traveled over the Short Line in easy stages to The Dalles, drinking and having a good time on the way.

Daly, who has no paint on his clothes and who is neatly dressed and has an honest look, states that he went to bed in a hotel at The Dalles at 4 o'clock, and that the others were let into the room by the landlord with his passkey at about 8 o'clock. He professes to know nothing whatever of the actions of his two com-panions between those towns. As 8 o'clock was supposed to be about the time of the gagging and robbing of Lawton, the two men may have perpetrated the deed and retired to bed immediately afterward to avoid capture or attracting at-

Daly states that he worked a year for the Utah Construction Company, receiving \$70 per month, and that some years ago he was employed by Smith & Brooks railroad contractors at Portland. He says his acquaintance with the other two men was not intimate. Sheriff Kelly at The Dalles was notified and the men will be held until he arrives

George Ellot and Music

Cornhill.

George Eliot has several things to say

about music as it was practiced in Middle-march and its vicinity, and it is as certain that, like Miss Austen, she knew what she was talking about, as it is that Middle-march was a real place, and that the Brookes and Vincys and Cadwalladers and Chettams were real people. We like Mr. Brook all the better for not carrying his "advanced" views into the region of mu-sical art. "A woman should be able to sit down and play you or sing you a good old English tune; that is what I like, though I have heard most things—been at the opera in Vienna, Gluck and Mozart, everything of that sort. But I'm a con-

servative in music; it's not like ideas; I stick to the good old tunes." Neither Dorothea nor Mr. Casaubon cared about music, and George Eliot, evidently taking some such view as Mr. Austen Leigh, forgives Dorothea on the ground of the "small tinkling in which domestic art chiefly consisted at that dark period." In Middlemarch it was the fashion to sing comic songs "in a rhythmic way, leaving you to fancy the tune, very much as if you were tapping a drum." No doubt the "Humors of Bartlemy Fair" and the "Skein of White Worsted at Flint's" were in the Middlemarch repertoire, as well as "So Miss Myrtle is Going to Marry" and the "Musical Wife." It is hardly remembered now that George

Ellor's husband, G. H. Lewes, wrote nov-els. He loved music as well as she did. and in his "Ranthorpe" and "Rose, Blanche and Violet" his young ladies sing Paisiello and Rossini, some of them going so far as to adore Beethoven, who was not at that time so popular a favorite as in these day of Richter concerts. Indeed, one of them makes a reference to a wellknown story of the Philharmonic Orches-tra bursting into laughter the first time they played his composition.

MR. RALPH BINGHAM

Philadelphia's Most Popular Singer and Entertainer, Pays High Tribute to

DR. BULL'S COUGH SYRUP.



MR. BALPH BINGHAM.

PHILADELPHIA, Pa., Sept. 11, 1961. strain on my throat so exhausting as to practically make it impossible for me to continue without resorting to a tonic. A long lecture often leaves me with a very sore and hoarso throat, and at such times I find DR. BULL'S COUGH SYRUP simply invaluable as a soother and strengthener. So much do I think of this remedy that I am never at home without a bettle of it, and on my tours through the country I never fail to luclude DR. BULL'S COUGH SYRUP in my grip. In fact, it is as essential to my success as are my songs, stories or violin. Very truly yours, RALPH BINGHAM. strain on my throat so exhausting as to prac-

Be sure you get Dr. Bull's, the or cures. See that the "Bull's Head" is package. All reliable druggists sell it. bottles 20c. Refuse substitutes and che tations; they do not cure and are injur

SMALL DOSE-PLEASANT TO TAKE. FREE-A Beautiful Calendar and Medical Booklet free to any one who will write A. C. Meyer & Co., Baltimore, Md., and mention this

GIFT HINTS

DECEMBER 7, 1901.

Ma and Pa

Ma and Pa never bint. Just the same they would Appreciate a bright, Handsome pair of gold Spectacles, with just a Little extra vision Thrown in, in place of their Antiquated, wabbly steel Frames, as a Christmas Gift from those they love.

WALTER REED The Optician

133 Sixth St. Oregonian Bldg.