

MEN LEAVE SHIP

Steamer Elba Loses Nearly All Her Sailors.

BOARDING-HOUSES ARE BLAMED

But They Deny They Used Improper Influences—Three Deserters in Jail

—German Consul Persists in His Duty.

The old subject of sailors deserting their ships at the instigation of boarding-housekeepers was cruising about yesterday and today, and kept all sail well filled. Nearly the entire crew of sailors of the German steamship Elba deserted yesterday night. If this is true, the story, perhaps the sequel would not be so far off, but the action seems to be only in the first chapter.

On Wednesday three sailors left the ship. The story goes that O. Lohan, German Consul, at once demanded that they return to the vessel, and compelled the master, H. Brubach, to do so. The arrangement was that the sailors would remain on board until the trial in the United States Court. The report is that this aroused L. M. Sullivan, one of the boarding-house-keepers, to demand that the "Kobos" be put on the affair, and to threaten if this were not done to take all the sailors off the ship. Consul Lohan is a new man in this port, and whether given in experience or not, he did not see what the boarding-housekeepers were doing, and flatly said as much. He is said to have remarked that he didn't care a German continental about the boarding-house-keepers; that the question was none of their business, and that he would do his duty even in spite of the lower world and high water.

It is not known whether Sullivan's threat had anything to do with the sailors' desertion, but that much is not. All that is positively known is that the delivery took place, that the ship was cleaned out of sailors almost as slick as a whetstone, and that Sullivan was on hand with a boat to take them away. He denies, however, that he is responsible for their desertion, and declares they went ashore of their own free will. He asserts that neither he nor any of his associates set a foot on the vessel or in any way violated the law. Yesterday he and Peter Grant, one of his partners, talked freely, and did not deny their connection with the desertion as outlined above. The other side of the controversy, however, was as much as an oyster.

"Those men deserted of their own accord," said Sullivan. "I was on the dock when they came off, but I made no improper or illegal influences. The boatswain led the way. He threw out the gangplank. He left because he was not satisfied with the treatment he received on board. He is an American citizen. There he is in the next room."

Peter Grant talked along the same strain, respecting the proper rights of ships," said he. "We did not go on the ship, and did not instigate the desertion at all. Can we be blamed for the desertion of the men to come ashore?"

"Yes, we expect to get the censure and condemnation of the public in this case. But if the public only knew the actual conditions of this business, it would not be ready to call us to account."

The British ship Empress grounded at the mouth of the Willamette yesterday. She was in tow of the Harvest Queen and in charge of Pilot W. H. Pope. The vessel is in 25 feet of water.

A large amount of dredging is necessary at the mouth of the Willamette. The river is between seven and eight miles long, and the fall of the falls of the river makes immediate dredging imperative. Complaints are heard that the city dredge was not sent down sooner. The dredge has been at work at the mouth of the river for about two weeks.

boat, but we have experienced awful times since we left New York. Several times, in terrible gales, we nearly lost our drag anchor, owing to the gear chafing away. We voyaged 365 miles. We had great trouble with the kerosene, as the tanks which held it broke, and the oil flooded the cabin. My boy became ill and homesick. I suffered greatly from exposure and fatigue in the cockpit. We made the American line steamer Kroonland August 1 in the mid-Atlantic. After this we encountered a series of most severe gales, and the hardships were so great that we feared that we would not survive. We did not speak another vessel until August 13, when we met a fisherman 90 miles off the Scilly Islands. These last 90 miles were the longest I ever ran in my life. I would not hesitate, however, to try the voyage again."

Canadian Subsidized Steamers

OTTAWA, Ont., Aug. 14.—An order of the Canadian government was adopted yesterday approving of the arrangement through the Canadian Ministers in London for steamship service between Canada and South Africa. Service will begin in October, and steamers will sail from Montreal and Quebec in Summer and Halifax and St. John's in Winter. In South Africa, steamers will call at Cape Town and probably Durban and another port.

LONDON, Aug. 15.—In its issue of this morning the Daily Express asserts that Canada will subsidize, to the extent of \$15,000, and Great Britain to the extent of \$35,000 a year, the new line of steamships to be established between Canada and South Africa, which is the suggestion of the green plan elaborated by Colonial Secretary Chamberlain to make the British Empire independent of American and foreign supplies of food, etc. Lord Stratford and Mount Royal and Sir Wilfrid Laurier assisted, according to the Daily Express, in arranging Mr. Chamberlain's plan, which has the sympathy of King Edward and the Prince of Wales. Captain C. H. Bailey has thrown in his lot with the shipping lines concerned in the amalgamation, and the same combination is arranging for a fast steamship service between Canada and Great Britain.

Notice to Mariners.

Office United States Lighthouses, Inspector, Twelfth District, San Francisco, Cal., Aug. 15, 1902.

Notice is hereby given that the repairs to the fog-bell machinery at Alcatraz Island, San Francisco Bay, California, have been completed, and on and after this date the bell will be sounded as usual during thick or foggy weather.

This notice affects the list of lights and fog signals, Pacific Coast, 1902, page 16, No. 22, and the list of beacons and buoys, Pacific Coast, 1902, page 21.

By order of the Lighthouse Board.

J. B. MILTON,

Commander United States Navy, Inspector of Twelfth Lighthouse District.

To Relieve Captain Farny.

NEW YORK, Aug. 14.—A letter received today by the secretary of the Poetry Association from Captain Samuel W. Bartlett, of the club's steamer Windward, dated Domino Run, Labrador, July 24, four days after leaving Sydney, says:

"Everything works smoothly, and am in hopes of reaching Elat August 5, and then we shall have no difficulty in crossing Smith's Sound and finding Farny. Hope to see you in New York September 30 with the best news."

The four days run of the Windward from Sydney to Domino indicates satisfactory work of her new engine, and she has the increased speed expected.

Much Dredging Is Needed.

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Shipbuilding Trust Mortgage.

ELIZABETH, N. J., Aug. 14.—A mortgage for \$5,000,000 was placed on record here today in the Union County Clerk's office. It is given by the United States Shipbuilding Company, recently formed by Lewis Nixon, to the Mercantile Trust Company. The new company's trust covers all the plants acquired by the United States Shipbuilding Company, whose capital is placed at \$45,000,000, and it will be recorded in the various states and counties where branches of the company are located. The mortgage is to run for 30 years.

Steamer Ashore.

ST. JOHN, N. B., Aug. 14.—The British steamer Domino, Captain Gray, from Rotterdam for Bremen, with a cargo of grain and general freight, ran aground in the harbor of Steamer Aug. 14.—Arrived—Steamer Indiana, from Nome.

TACOMA, Aug. 14.—Arrived—Steamer Oscar, from Ladysmith; Sailed—Schooner Sehomie, for Victoria; steamer St. Paul, for St. Michael.

SAN FRANCISCO, Aug. 14.—Arrived—Schooner Gien Apt, for Portland; steamer Queen, for Victoria; steamer St. Paul, for St. Michael.

SEATTLE, Aug. 14.—Arrived—Steamer Aberdeen, for Portland.

NEW YORK, Aug. 14.—Arrived—Augusta Victoria, for Hamburg etc.; La Touraine, for Havre; Grosser Kururst, for Bremen, etc.

QUEENSTOWN, Aug. 14.—Arrived—Oceania, for New York; Rhymland, for Philadelphia.

Glasgow, Aug. 14.—Arrived—Astoria, from New York.

LIVERPOOL, Aug. 14.—Arrived—New England, for Boston, via Queenstown.

ROTTERDAM, Aug. 14.—Arrived—Noordam, for New York.

LIZARD, Aug. 15.—Passed—Graf Waldersee, from New York for Plymouth, Cherbourg and Hamburg; Sanktork, from New York for Southampton and Antwerp.

HOGHORN, Aug. 14.—Arrived—Augusta Victoria, from San Pedro for Guayaquil.

STEAMER, Aug. 14.—Arrived—Augusta Victoria, from San Pedro for Guayaquil.

STEAMER, Aug. 14.—Arrived—Steamer Newburg, from Aberdeen for San Francisco.

QUIET ON WATER FRONT.

Two Grain Ships Have Complete Cargo—Schooner Alcalde Sails.

The harbor is unusually quiet these days. Activity is confined wholly to loading the several lumber schooners in port.

The Eskimo yesterday finished loading wheat at the flouring mills. The Sierra Estrella with complete cargo loaded into the stream yesterday and shipped a crew. The Dimesdale is at Oceanic dock discharging coal and will have all her cargo out this week. The Roundbottom at Montgomery dock No. 2, has finished unloading ballast and will be ready for cargo today. The steamship Elba is at Alton getting ready to take on cargo for South Africa.

The Forest Home and John A. are at North Pacific Mills loading lumber. The Forest Home is receiving a deck cargo.

The Alcalde sailed yesterday morning for San Francisco with nearly 400,000 feet of lumber. The trim barkentine Amaranth has begun to take on a cargo of piles at Weller's for China.

CROSS OCEAN IN LAUNCH.

Captain Newman and Son Reach Fathoms After Terrible Voyage.

FALMOUTH, England, Aug. 14.—Captain Newman and his son, Edward, arrived here tonight in the 38-foot launch Able Abbott Low, in which they sailed from New York July 9. In an interview with a representative of the Associated Press, Captain Newman said:

"The launch has proved herself a noble

NO MORE STREET FAIRS

ELKS' GRAND LODGE PROHIBITS THEM AFTER THIS YEAR.

Important Action Taken by International Typographical Union—Philippine Reunion.

SALT LAKE CITY, Aug. 14.—Street fairs, or carnivals, held under the auspices of Elks' lodges were absolutely prohibited by the Grand Lodge of that order. For some time opposition to this method of raising funds has been growing, it being considered that they were not in accordance with the fundamental principles of the order, and the report of the committee on laws and rules recommending that they be prohibited was adopted overwhelmingly. The new law will not go into effect until January 1, as many lodges in different parts of the country have already made plans for the holding of such fairs prior to that date.

The Grand Lodge of Elks finally adjourned today, after fixing the date of the 1902 reunion at Baltimore for Thursday, July 21. The newly elected Grand Lodge officers were installed with all the solemn ceremony of the order, and a number of important work was accomplished, including the adoption of the report of the Elks' National Home committee, locating the home for aged and indigent Elks at Bedford City, Va. The property secured for this purpose was formerly the Hotel Bedford, and was purchased by the committee for \$12,000. The building was constructed at a cost of \$30,000. The report recommends the expenditure of \$10,000 to \$15,000 in repairs before it is opened, and also recommends that the Grand Lodge make a change in the organic law of the order, making it compulsory that applicants for membership be required to procure a physician's certificate of freedom from disease before being admitted.

The prize drill of marching clubs, scheduled for Saturday, was discontinued, but one competitor appeared, the Denver lodge. It was given a prize of \$500 for its drilling.

East and west trains were laden with homeward-bound Elks tonight, though thousands will stay over tomorrow and go on the excursions to the big mining towns and other state points of interest. Many will also stay over until Monday to witness the Jack Root-George Gardner gong contest.

The Butte band did not appear at Saltair this afternoon in order to play off the tie with the Denver band, and the judges gave first prize to Denver. Butte is awarded second prize, and the Third Artillery band of San Francisco third prize.

The grand trustees met at the Knutson Hotel tonight and reorganized for the ensuing year. Joseph T. Fanning was elected chairman, and D. O'Shea secretary.

MEET NEXT AT WASHINGTON.

Important Action Taken by the International Typographical Union Convention.

CINCINNATI, Aug. 14.—The International Typographical Union, in its annual convention today, took important action regarding the interchange of type, matrices, and caps, and between one and two thousand members.

Also, a resolution was passed in connection with the American Federation of Labor and the regulation of "regulars" and substitutes, and other practices in composing rooms. There was a close contest between Washington and Newark for the next convention. The former city won because it was thought the former could do more for favorable legislation by meeting at the National capital than at any other place.

President Lynch announced that next sessions would be held hereafter in order to complete the business of the convention this week.

The fight between the American Federation of Labor and the American Labor Union, which has been continuing, came to an end yesterday.

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