

LAW NOT AT FAULT

But the Law Officers, Says Consul Laidlaw.

DENONCES CRIMPS' METHODS

No Other Port in the World, He Says, Has Permitted the Evil to Reach Such Dimensions.

British Consul Laidlaw takes a hand in the anti-crimping agitation. He is indignant that public sentiment tolerates the practices of the runners, and he is even more indignant that the authorities do not enforce the laws which he declares are ample to protect the shipowner. The alleged actions of the runners in the Elba case he denounces as a crime.

"I defy any man to show a port in the world where crimps are harbored as here. I tell you, the evil has got to the limit of endurance. It is here. These were the words yesterday of British Consul James Laidlaw. Mr. Laidlaw has represented the English Government at Portland for a long period, and is thoroughly acquainted with the present situation and the conditions that have led up to it. He has been through all the turmoil that this port has had over crimping for the past 25 years. Mr. Laidlaw is indignant that the abuse has been so long tolerated and that it has been permitted to grow to its present proportions. It has fastened itself upon the commerce of this port, he says, all on account of the apathy of the public.

WEATHER IN NORTH PACIFIC.

Mr. Beals Will Issue Monthly Bulletin of What May Be Expected. Forecast Official Beals, hereafter will issue statements in the daily weather charts of what weather may be expected in the North Pacific Ocean. They will be in the nature of bulletins based on the law of averages in past years. The August average will be expected to be a quiet month over the eastern portion of the North Pacific Ocean. South of latitude 33 degrees the northeast trades prevail, while to the north of this line the prevailing winds are westerly. As the sun retreats southward the winds along the entire American coast have a tendency to back a few points to the south and foginess obtains its maximum frequency on the Oregon and Washington coasts.

ANXIETY OVER SCHOONER.

A. J. West Reported Lost, but Rumor Lacks Confirmation. ABERDEEN, Wash., Aug. 21.—This city was greatly excited yesterday over the rumor that the big four-masted schooner, A. J. West, one of the finest vessels in the West & Slade Timber Company's fleet, had been overtaken by the tidal waves that recently swept the Gulf of California, and had been captured and that all on board had been lost. As there seemed no way of verifying the rumor, which started through information received from the sailors here from San Francisco, the Marine Exchange in that city was queried as to the truth or falsity of the report, and the following answer was wired: "The A. J. West, a four-masted schooner from Santa Rosalia, Mexico, August 7, for Aberdeen. No report of her loss received here. Owners discredit rumor from Aberdeen." This reply quieted the feeling of anxiety here, as it would hardly be possible for the West to have been wrecked without news of her loss reaching the Exchange. The West cleared from here early in July with a full cargo of lumber, nearly 1,000,000 feet, for Santa Rosalia, Mexico. She was commanded by Captain Generod, who had his wife with him, and carried a crew of 11 men, all shipped from this port.

SHIPS REACH PORTLAND.

Cambrose, Euphrosyne, Brambletye and Transit. The British ship Euphrosyne, the French bark Cambrose and the American schooner Transit arrived at Portland yesterday and entered at the Custom-House. The Euphrosyne is bringing 200 tons of coal from Newcastle, N. S. W. The Cambrose comes from Leith, Scotland, with 500 tons of pig iron, 27,500 firebricks, 104 tons of coke and 50 barrels of freichy. The Transit is from San Francisco, and her cargo consists of 20 tons of pig iron, 150 sacks of soda, 10 barrels of soda and 43 barrels of sulphur.

IRALDA WILL BURN OIL.

Steamer Will Not Use Wood for Fuel After This Week. The steamer Iralda will be running on oil fuel next week. Permission to install oil burners in the boat has been granted by the Government and yesterday it was announced to the owners of the boat by the local inspectors of steam vessels. The steamer is already equipped with necessary tanks and the work of changing to oil burners will be quickly done. The experiment will be watched with interest by owners of steam vessels who are only waiting to see the success of the venture before resorting to the fuel themselves. The price of cordwood has been advancing lately, and the use of oil will effect considerable saving in fuel bills.

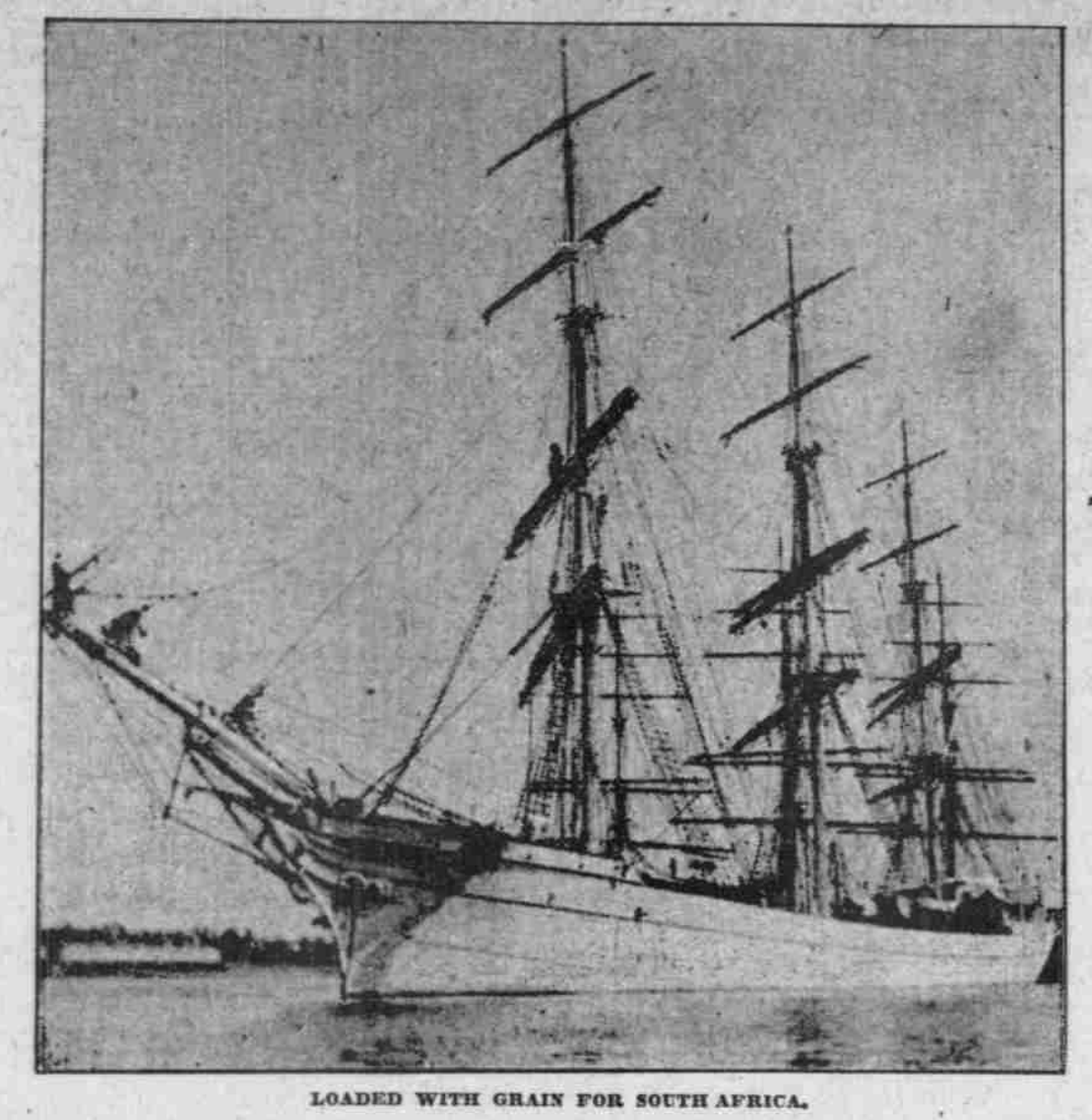
CHARTERED FOR OCTOBER.

British Ship Roxburgh, Which Comes From Shanghai. British ship County of Roxburgh was reported yesterday as fixed for October loading at Portland. She is a vessel of 220 net tons and came from New York by way of Shanghai. Her rate of charter is understood to be 25¢. This is looked upon as the minimum rate at which nearly all vessels may be obtained at present for the United Kingdom. The two disengaged ships in port, the Euphrosyne and Dimsdale, are holding stiffly for 25¢. One of them has been offered 25¢, but her owners refused it. An improvement in freights is reported all along the coast.

Marine Inspectors Need a Telephone.

Captain E. S. Edwards and Captain George F. Fuller, Government inspectors of steam vessels, are without a telephone in their new office in the Custom-House building. A large number of complaints have been made by steamboat men who are inconvenienced by lack of communication facilities with the office. Whenever they desire to confer with the inspectors they have to go to the Custom-House. This causes loss of time and a great deal of grumbling. Attempts to move the department at Washington to see the need of a telephone have so far not been successful. The office of Captain Edwards and Fuller is the only one in the building that does not have such an instrument. They are spared a lot of trouble in answering telephone calls, but steamboat men don't like it that way.

BRITISH SHIP SIERRA ESTRELLA.



LOADED WITH GRAIN FOR SOUTH AFRICA.

TO BACK ALASKA LINE?

PORTLAND BUSINESS MEN DISCUSS NEW PROJECT. To Assure Success of Enterprise a Bond of \$15,000 Must Be Given Steamship Owners. A number of representative business men of the city met yesterday at the office of the Chamber of Commerce, on Washington street, and talked over the matter of establishing a steamship line to Nome, Alaska. The meeting was called by the committee of the chamber on the offer of the Alaska Miners' Association to furnish the passengers for the first trip, and to help the company in several other ways. After a pro-and-con discussion had lasted for over an hour, the meeting adjourned, with the feeling that the line should and would be started, the first ship to sail from Portland about September 21.

Will Carry 3000 People.

BELFAST, Ireland, Aug. 21.—The White Star line steamer Cedric, 21,000 tons, the largest liner afloat, was successfully launched at Harland & Wolff's yards here today. She is 700 feet long, has 75 feet beam and a depth of 49-1/2 feet. Her carrying capacity is 35,400 tons. She has accommodations for 3000 passengers. It is said that the Cedric will be ready for service in the Autumn.

Shipbuilding Trust's Mortgage.

NEW BRUNSWICK, N. J., Aug. 21.—A mortgage covering the entire property, franchises and good will of the United States Shipbuilding Company, the new combination of shipbuilding firms, has been filed in the office of the County Clerk. The mortgage was for \$15,000,000. The Mercantile Trust Company, of New York, and is to secure the issue of bonds.

Extensive Repairs to Columbine.

ASTORIA, Aug. 21.—(Special.)—The light-house tender Columbine, which arrived in Astoria from Seattle, after an absence of three months, has been extensively repaired. She has received a new boiler, smokestack, ventilator, patent steam steering gear, forecast, electric lights and floodlights, besides a number of other improvements.

Canadian Fast Service.

QUEBEC, Aug. 21.—Premier MURPHY, of Nova Scotia, who has just returned from England, is authorized by the statement that the Elder-Dempster Steamship Company will obtain the contract for the Canadian fast line. There is no official confirmation of the statement.

Losses on Steamer Service.

ST. PETERSBURG, Aug. 21.—The Kolline, the official organ of the Russian Naval Department, says there has been a loss of \$2,500,000 on the steamship service started a couple of years ago in connection with the Chinese Eastern Railway.

Germanic Delayed in Passage.

QUEENSTOWN, Aug. 21.—The White Star line steamer Germanic, from New York August 13, arrived here at about 9:30 this morning, having been delayed a few hours Sunday, owing to the breaking down of her main pumps.

Marine Notes.

The steamer Dispatch cleared yesterday with 575,000 feet of lumber for San Francisco. The Rountenburn moved into the stream yesterday after receiving a stiffening of grain. Government Inspectors Edwards and Fuller will go to Astoria Saturday on official duties. The American schooner Forest Home cleared at the Custom-House yesterday with lumber for Tsing Tau, China. The German ship Peter Rickmers entered the Columbia River yesterday. She was sighted off the river Tuesday. The British bark Australia, sighted the same day, is still outside.

Domestic and Foreign Ports.

San Francisco, Aug. 21.—Arrived—Steamer Coronado, from Gray's Harbor; schooner Alameda, from Portland; steamer 2230, Seattle. Sailed—Ship Spartan, for Seattle; steamer Signal, for Coos Bay; steamer Arcata, for Coos Bay; steamer Newburg, for Gray's Harbor. Queenstown, Aug. 21.—Sailed—Westernland, for Philadelphia; Majestic, for New York. Naples, Aug. 21.—Arrived—Alber, from New York. Liverpool, Aug. 21.—Sailed—Bohemian, for New York. New York, Aug. 21.—Sailed—Fuseli Bismarck, for Hamburg, etc.; Barbarossa, for Bremen, via Cherbourg. Plymouth, Aug. 21.—Arrived—Auguste Victoria, from New York for Hamburg, and proceeded. Havre, Aug. 21.—Arrived—La Lorraine, from New York. Liverpool, Aug. 21.—Arrived—Commonwealth, from Boston. Sailed—Pretorian, for Quebec and Montreal. Bremen, Aug. 21.—Sailed—Maine, for New York. Rotterdam, Aug. 21.—Sailed—Statenland, from New York. Lisard, Aug. 22.—Passed—Pennsylvania, from New York for Plymouth. Queenstown, Aug. 21.—Arrived—Germanic, from New York. Naples, Aug. 21.—Arrived—Alber, from New York. Harris' Trunk Co., for trunks and bags.

reference to them," explained Mr. Rathbone.

Mr. Moore stated that all of the miners would have to spend something here during their stay, probably \$50 apiece, and that would mean \$10,000 more money in the city this winter. This would be worth the risk of raising the bond for the shipowners.

A.B.C. BOHEMIAN.

Best and Purest Beer. Bottled only at the Brewery.

THE AMERICAN BREWING CO., St. Louis, Mo.

Order from Fleckenstein-Mayer Co.

Fidgety

people are lacking in nervous strength. The weak, care-worn, melancholy, headachy, and low-spirited men and women are easily excited, impatient, fidgety, and unable to sleep at night. Worn-out nerves must be built up, and the vitality of the whole system replenished before relief can come.

"The least bit of noise or sudden jar would nearly drive me crazy, and I was just too fidgety for anything. I was so nervous that I could not rest or sleep. The first dose of Dr. Miles' Nerve Tonic brought me sleep, and after that I got well fast."

When you suffer from sick headache, dizziness, constipation, etc. remember Carter's Little Liver Pills will relieve you. One pill is a dose.

Dr. Miles' Nervine builds up the nerves, strengthens the brain, and fortifies and refreshes the whole system.

Sold by druggists on guarantee. Dr. Miles Medical Co., Elkhart, Ind.

Dr. Miles' Nervine

Mellin's Food children represent perfect and healthy childhood.

SEND A POSTAL FOR A FREE SAMPLE OF MELLIN'S FOOD.

Mellin's Food Co., Boston, Mass.

For all Hard Wet Wear Non-Aqua Waterproof Boots, Creamedors, and Street Shoes are the best.

Ask your dealer. Illustrated catalogue.

STRONG & GARFIELD CO. Shoemakers, Boston

"FORCE"

The Ready-to-Serve Cereal.

Jim Dumps gazed out on sidewalks hot And looked in vain for one cool spot; And vowed he ne'er again would eat A lunch of heat-producing meat. Once more has "Force" restored his vim, Although 'tis hot, he's "Sunny Jim."

makes comfort possible on a sweltering day.

Sweet, crisp flakes of wheat and malt—eaten cold.

Helps Him to Keep Cool.

"Force" is a blessing to hot humanity. I find since eating it—and I want it every morning—that I am able to get through a hot day with much more comfort than when I used to eat heavy meat breakfasts. It has taught me how to live.

(Name furnished on application.)