LAW NOT AT FAULT

But the Law Officers, Says Consul Laidlaw.

DENOUNCES CRIMPS' METHODS

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

British Consul Laidlaw takes a hand the enti-crimping agitation. He is indignant that public sentiment tolerates the practices of the runners, and he is even more indignant that the pub-lic 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 dees as a crime.

"I defy any man to show a port in the world where crimps are harbored as they are here. I tell you, the evil has got to

These were the words yesterday of Brit-h Consul James Laidlaw. Mr. Laidlaw has represented the English Government at Portland for a long period, and is thoroughly acquainted with the present situa-tion and the conditions that have led up to it. He has been through all the turmole that this port has had over crimp-ing for the past 28 years. Mr. Laidiaw 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

"If public sentiment could be awakened "If public sentiment count he awarened to the seriousness of the situation," Mr. Leidiaw remarked, "It would put the runners and crimps out of business add wouldn't take any time to do it, either. There are enough laws now. What is needed is not more laws, but enforcement of the laws already presumed to be in full force and effect. These laws are not in full force and effect, nor anywhere near it. If the Federal and state statutes were put into exercise, they would reduce the

Mr. Laidlaw was asked which of the two sets of laws would meet the present situation best. "Both," he rejoined, forcefully, "both,"

We are told that the Federal law does not cover the case now at issue. I will not argue this question. But I do most emphatically declare that the Oregon state law covers it. If the Federal law reaches short, what's the matter with the state law? The Oregon statute has complete and comprehensive provisions for the pun-ishment of all runners and crimps, not only for enticing sailors from ships, but for harboring sailors who desert. What more do you want? Could any law be more explicit than that section of the code printed by The Oregonian Tuesday?

'The Prosecuting Attorney says: 'But complaints have been filed before us, have no evidence and no case to work Let them bring their case before us and we will prosecute. It is for the ship owners or their agents or their repre

sentatives to give us a case."
Why is it? I ask. The evidence is plain that the law is violated. The evidence is plain as to who violated it.

"When an open crime is committed, such as robbery or murder, do the authorities sit idly by and wait for the case to be brought before them? No; the Prosecut-ing Attorney sets about to gather evidence

crime. It is for the agents of the law to put the machinery of the law in motion. This duty does not devolve upon the ship-cwners or their representatives, any more than if the crew committed murder or robbery in port. Foreign This duty does not devolve upon the ship-owners or their representatives, any more than if the crew committed murder or rob-bery in port. Forcing or enticing a crew to desert is a crime, just the same as is murder or robbery.

The A. J. West sailed from Santa Rocalla, Mexico, August 7, for Aberdeen. No report of her loss received here. Own-ers discredit rumor from Aberdeen.

This reply quieted the feeling of anxiety

is he doing? Why doesn't he constitute himself a prosecuting officer and gather evidence against the crimps, as a police officer should do in an open crime like this? Evidence is easy to get, goodness knows; but no, indeed. This officer of the law, who is charged with the duty of en-forcing the law, won't enforce it, and tries to foist the burden off on shipmasters, who are entitled to the protection of the

"One harbormaster is enough if he will but do his duty. This duty of his is two-fold. It consists not merely of the har-bor routine, which is easy; it enjoins him to be a prosecuting officer in behalf of the to be a prosecuting officer in behalf of the City of Pornsand and the State of Oregon.

It is practiced. In the eyes of the law these runners are not carrying on a legitiber cargo consists of 20 tons of pig iron, mate livelihood. They are parasites on 175 sacks of soda, 19 barrels of soda and commerce, and their practice is an incu-bus which is preying on the trade of this The Cambronne is at Merzey dock, where

"blood money," because there are more men in the business. Did anybody ever hear the like? I suppose if there were 2000 blackguards in the business, blood money' would have to go up in order to keep them alive. Only blackguards would use such an argument. The runners here are blackguards, and the word is entirely too good for them. They infest commerce in a way that is vicious and deplorable. Besides, they prey upon the base passions of men in a manner that seals them as the most despicable characters in human

Why, these crimps have got to be such a power that a private citizen does not dare to proceed against them. Owing to the laxity with which cases are likely to be presecuted, the probability of conviction is not strong, and the way is opened to the crimps to sue for alleged damages. This in itself is enough to scare any private individual out of the endeavor to andict justice on the scoundrels. But with the officers of the law it is different. They have nothing to fear.

"I say it has come to essorry pass when commerce is held up and made to pay tribute to a lot of blackguards, such as infest this port. It is an abomination with which the public is not acquainted, or it would repress the evil. Why, no ship that comes here can escape their extortions. If a captain is so fortunate as to sscape past Astoria to Portland and back again to Astoria with all his crew, the crimps down there hold him up by having members of his crew arrested for alleged theft or other misdemeanors. The sallors plead guilty and the crimps have succeeded

and I regret to say that crimping is carried on there, too. But the practice there floes not reach the enormity that it does here, though I must say there is little to pick and choose between the two. For your information I might say that crimp-ing has entirely ceased in San Francisco,

lowed by the state laws—55 per man. In this state the sum would be \$10 per man, which is certainly a heavy enough tax on commerce, for men of their stamp to levy for their support. "A public sentiment is needed in Port-land to drive out this evil,"

GOVERNMENT WILL ACT. Has Directed District Attorney Hall

to Move Against Crimps. OREGONIAN NEWS BUREAU, Wash ington, Aug. 21.—The Secretary of State has requested the Department of Justice to investigate complaints made by the British and French consuls at Portland that the practice of "crimping" is being widely conducted at that port and as a result many of the saliors on British and French vessels entering the port are deserting.

Serting.

The Attorney-General has called upon District Attorney John H. Hall to investigate the charges, and if the law is being violated he is to use every means at his command to put a stop to the practice of crimping. of crimping.

The foreign consuls at Portland for-warded their complaints through their embassies here making them state papers, which are not made public. It is learned, however, that greatest complaint is made against one Sullivan, keeper of a sailors' boarding house, that he is induc-ing British and French sailors to desert their vessels. Attorney Hall has not re-ported to the President yet. Under treaty relations with England

and France, the Government is bound to return deserting British and French sali-ora, who desert, if they can be located, but there is much difficulty in proving their identity. Furthermore, in past years where proceedings have been taken against boarding-house keepers, charged with crimping, it has been almost im-possible to detain witnesses until ses-sions of court are held, and prosecutions enerally fail. While every possible seans will be employed to stamp out the violations of the law, if any exist, little uccess is looked for.

The complaints in the present case say

crimping is almost entirely limited to Portland on the Pacific Coast, being slightly practiced at San Francisco and

WEATHER IN NORTH PACIFIC. Mr. Beals Will Issue Monthly Bulle-

tins of What May Be Expected. Forecast Official Beais hereafter will ssue statements in the daily weather harts of what weather may be expected each month in the North Pacific Ocean. They will be in the nature of bulletins

The bulletins will be changed each month The August statement is as follows: "August is a quiet month over the east-ern portion of the North Pacific Ocean. South of intitude 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 ever they desire to confer with the in-spectors 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 Cap-tains Edward and Fuller is the only one in the building that does not have such an instrument. They are spared a lot along the entire American coast have a tendency to back a few points to the south and fogginess obtains its maximum freon the Oregon and Washington

based on the law of averages in past years

The southwest winds in the China Ser are the lightest of the year, except when interrupted by typhoona. These violent storm originate between 8 degrees and 20 degrees north latitude, in the waters adjacent to the southern portion of the Philippine Islands, and move at first north-westward, when they recurve and move northeastward."
"These bulletins will enable people who

have friends at sea in North Pacific waters to see what weather their friends are likely to encounter on the voyage," said Mr Beals yesterday.

ANXIETY OVER SCHOONER. . 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 wave that recently swept the Gulf of California and had been capsized and that all on board had been lost. As there seemed no way of verifying the rumor, which started through informa-tion received by the Sailors' Union here

"Portland has a good a set of prosecuthere, as it would hardly be possible for the West to have been wrecked without at the crimping evil in the proper light.

"Portland has a Harbor-Master, What 1,000,000 feet, for Santa Rosalia, Mexico. She was commanded by Captain Gonerud, who had his wife with him, and carried a crew of 11 men, all shipped from this port.

> SHIPS REACH PORTLAND. Cambronne, Euphrosyne, Bramble-

tye and Transit. The British ship Euphrosyne, the French bark Cambronne and the American schoon-Sty of Porsiand and the State of Oregon.
"No, sir, I don't look upon crimping as legitimate business, in whatever degree tons of coke and 800 barrels of fireclay.

port to an extent the public does not realize.

"The runners say they must have more Kingdom for Girvin & Eyre.

The Euphrosyne is in the stream. She is on the disengaged list.

The Transit began discharging yesterday blood at Davidge's. She will return to San Fran cisco with lumber, loaded by the Port-iand Lumber Company.

The British ship Brambletye, also conl-laden, arrived yesterday. She will be load-ed with grain for South Africa by the Portland Flouring Mills.

· IRALDA WILL BURN OIL Steamer Will Not Use Wood for Fuel After This Week.

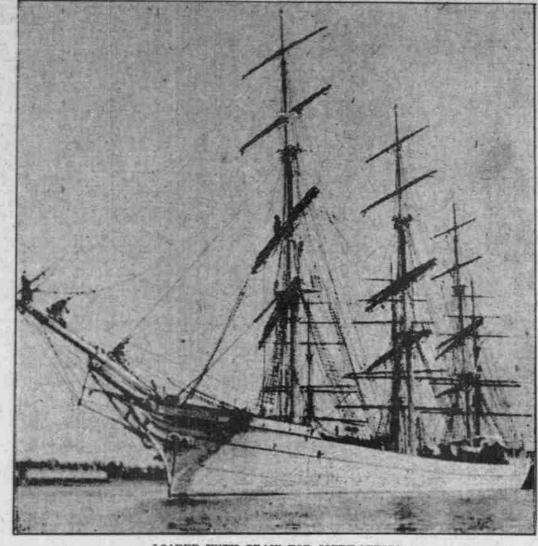
The steamer Iraida will be running or oil fuel next week. Permission to instal oil burners in the boat has been granted by the Government and yesterday it was announced to the owners of the boat by the local inspectors of steam vessels. The steamer is already equipped with necessary tanks and the work of changing to oil burners will be quickly done.

The experiment will be watched with interest by owners of other steamboats. 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 Shanghal, British ship County of Roxburgh was reported yesterday as fixed for October loading at Portland. She is a vessel of blead guilty and the crimps have succeeded to the succeed two disengaged ships in port, the Euphrosyns and Dimsdale, are holding stiffly for 2% 6d. One of them has been offered 2% 2d, but her owners refused it. An improvement in freights is reported all along the coast.

Marine Inspectors Need a Telephone. owing to the fively prosecution carried on by state officials in that city, and crews are now secured for the sum legally alBRITISH SHIP SIERRA ESTRELLA.



LOADED WITH GRAIN FOR SOUTH AFRICA.

in their new ofce in the Custom-House building. A large number of complaints have been made by steamboat men who are inconvenienced by lack of communi-cation facilities with the office. When-ever they desire to confer with the in-PORTLAND BUSINESS MEN DISCUSS NEW PROJECT.

of steam vessels, are without a telephone

an instrument. They are spared a lot of trouble in answering telephone.

of trouble in answering telephone calls, but steamboat men don't like it that

Will Carry 3000 People.

BELFAST, Ireland, Aug. 31.—The White Star line steamer Cedric, 21,000 tons, the

largest liner afloat, was successfully isunched at Harland & Wolff's yards here today. She is 700 feet long, has 75 feet beam and a depth of 42 1-3 feet. Her car-

beam and a depth of 49 1-3 feet. Her carrying capacity is 18,400 tons, and 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

nortgage 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.

to the Mercantile Trust Company, of New York, and is to secure the issue of bonds.

Extensive Repairs to Columbine.

house tender Columbine, which arrived it this morning from Seattle, after an absence of three months, has been exten-

sively repaired. She has received a new boiler, amokestack, ventilators, patent steam steering gear, foremast, electric

sidelights and headlights, besides a num-

Canadian Fast Service. QUEBEC, Aug. 21.—Premier Murray, of Nova Scotia, who has just returned from

England, is authority for the statement that the Eider-Dempster Steamship Com-pany will obtain the contract for the Canadian fast line. There is no official

Losses on Steamer Service.

ST. PETERSBURG, Aug. 21.—The Kot-ine, the official organ of the Russian

Naval Department, says there has been a loss of \$1,250,000 on the steamship service

QUEENSTOWN, Aug. 21.—The White Star line steamer Germanic, from New York August 13, arrived here at about \$:30

this morning, having been delayed a few hours Sunday, owing to the breaking down

Marine Notes.

The steamer Despatch cleared yesterday with 575,000 feet of lumber for San Fran

The Rountenburn moved into the stream yesterday after receiving a stiffening of

Government Inspectors Edwards and

Fuller will go to Astoria Saturday on offi-

The American schooner Forest Hom cleared at the Custom-House yesterday

The German ship Peter Rickmers en-

tered the Columbia River yesterday. She was sighted off the river Tuesday. The

British bark Austrasia, sighted the same

The schooner John A., lumber-laden for

San Francisco, started down the river yes-terday in tow of the Ocklahama. At Rai-

Campbell, also laden with lumber for San Francisco.

Domestic and Foreign Ports.

San Francisco, Aug. 21.—Arrived-Steamer Coronado, from Gray's Harbor; schooner Al-calde, from Portland; steamer Edith, from Seattle, Salled-Sally Spartan, for Seattle; steamer Signal, for Coos Bay; steamer Arcata,

for Coos Bay; steamer Newburg, for Gray's Harbor.

Queenstown, Aug. 21.—Salled—Westernland, for Philadelphia, Majestic, for New York, Naples, Aug. 21.—Arrived—Allet, from New

York. Liverpool, Aug. 21.—Sailed—Bohemian, for

New York, Aug. 21.—Salled-Fuerat Bla

marck, for Hamburg, etc.; Barbarossa, for Bremen, via Cherbourg.

Plymouth, Aug. 21.—Arrived—Auguste Vic-toria, from New York for Hamburg, and pro-

Havre, Aug. 21.—Arrived—La Lorraine, from-New York. Liverpool, Aug. 21.—Arrived—Commonwealth, from Boston. Salled—Pretorian

Bremen, Aug. 21 .- Salled-Maine, for New

York. Rotterdam, Aug. 21.—Batied-Statendam, for

New York.
Lizard, Aug. 22 -- Passed--Pennsylvania, from
New York for Plymouth.

Naples, Aug. 21 .- Arrived -- Aller, from New

Harris' Trunk Co., for trunks and bags.

21.-Arrived-Ger

Plymou Aug.

Queenstown.

nter the Ockiahama picked up the sch

with lumber for Tsing Tau, China.

started a couple of years ago in tion with the Chinese Eastern Railway. Germanic Delayed in Passage

of her main pumps.

cial duties.

day, is still outside.

confirmation of the statement

ASTORIA, Aug. 21 .- (Special.)-The light-

To Assure Success of Enterprise Bond of \$15,000 Must Be Given Stenmship 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 Alaska, and was the direct outcome of 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 feeting the meeting adjourned, with the feeling that the line should and would be started, the first ship to sail from Portland about

September 35.

The meeting was entirely informal, and there was no chairman, everybody being at liberty to say what he wanted to concerning the plans on hand. Those who took part in the discussion were: A. H. Devers, J. L. Lang, L. Y. Keady, I. B. Hammond, I. G. Davidson, J. F. Watson, F. A. Spencer, F. A. Jones, Captain Hathbone and Secretary Moore, of the Board of Trade and the Portland-Alaska Transportation Company. On being asked the nature of the question at issue, Mr. Moore nature of the question at issue, Mr. Moore made the following statement:

"About four months ago the matter of a line with Alaska was brought up before the people, but at that time there was nothing done toward making it a success, for the general feeling of the city seemed to be unfavorable. After the articles of incorporation had been secured, and officers elected, the matter was dropped, until about two months later, when Mr. J. P. Rudd, secretary of the Alaska Miners' Association, arrived in Portland to act for his organization. His proposition was that the association to the supposition was that the supposition was the supposition was the supposition was that the supposition was th "About four months ago the matter of about \$20,000." Alaska Miners' Association, arrived in Portland to act for his organization. His proposition was that the association that we will carry won't make any dif-

through. We should succeed, for has shipped 70,000 tons of freight in Nome country this season, and there are now 10,000 men in the city and surround-ing country, half of whom will come out this season. If the association does not

"Well, we can get 800 passengers on the return trip, that will give \$25,000. Freight should net \$16,000, and adding the two to-

should net \$15,000, and adding the two to-gether, we will have \$15,000 as the gross proceeds of the trip. The expenses will be for the ship, \$11,250; coal, \$2000; other expenses, including the meals, about \$10,-000, so that the total profits would be

TO BACK ALASKA LINE? would deposit \$10,000 in a Portland bank, and the Portland-Alaska Steamship Company would agree to charter a steamship and sent it to Nome not later than Sep-tember 25, to get a load of miners and bring them to this city. The miners were to be transported for \$35 apiece, and we were to get as much freight to take on the trip as the boat would carry. After some negotiations, we secured an option on the "Indiana" to do the work. The owners agreed to let us have the ship for \$50 a day, and to furnish meals for the passengers at \$1 a day per passenger. Rudd also stipulated that we were to get 40 per cent of the proceeds, and the as-sociation 60 per cent. We signed a con-tract with him, and he went back to Alaska to get the \$10,000 which is to be deposited here in Portland. Now the shipowners come forward with the request that we bond ourselves to them, so that they will not lose anything in the matter if the enterprise fails to go through. We should succeed, for Seattle

fill the ship, there ought to be no dif-ficulty in geting a full load of passengers. Then, too, we can get part of our cargo going up, at Seattle."

Here Mr. Jones stated that Rudd had secured the help of a Seattle man to secure part of a cargo in that city.
"We ought to have some figures on the subject from Mr. Moore," said Mr.

"ALL WRIGHT-FOR MORE THAN BALP & CENTURY" A Sure Cure for Gonorrhoss.

WPIGHT'S INDIAN VEGETABLE PILL CO., New York.

ference to them," explained Mr. Rath-Mr. Moore stated that all of the miners

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

worth the risk of raising the bond for the shipowners.
"I think that Portland is anxious for the trade," said Mr. Devers, "but the business men don't seem to want to pay for it. When'I came here we had it all, but we thought that it was a bother, so we let the Seattle people take it and were glad of it. Then the boom came along and we had a chance to repent of our action. I am willing to subscribe. our action. I am willing to subscribe, but I don't like the idea of going out and asking the people for the money. We can come out even on the matter anyway,

come out even on the matter anyway, even if there is no profit."

"In any case the loss will be less than \$10,000. Beside we will have a line ready for Spring," said Mr. Moore.

Here Mr. Lang wanted to know what the liability would be. Captain Rathbone estimated it to be about \$6000, if there were to be no freight or passengers either way. If the association did not show up with the money it pledged, it would be \$16,000.

Here Mr. Watson explained that the bond of \$15,000 that the shipowners wanted was to secure themsedves against the \$11,20 that was to be paid them later for ship rent.

for ship rent.

There was some talk of risk, and Mr. Devers said, "Well, Scattle didn't have anything to lose, so they went ahead on the Alaska business and came out

Mr. Lang was of the opinion that if he association's 10,000 was here, that the association's 10,000 was here, that Portland people would readily sign the bond for the shipewners. In any case he thought it would be a good plan to see what could be raised before the money

came down from the North.

There was some talk as to how long it would take to hear from Rudd, and as to how long the steamer owners would hold their offer open. Mr. Rathbone seemed to think they were impatient for seemed to think they were impatient for the Portland people to act, and that they would not hold the offer open much longer. This being the case, Mr. Lang suggested that the owners be bonded for some small amount to keep the steamer ready until the Portlanders could find out if Rudd was really going to show up with his check. No definite action was taken on the matter, but it was understood that an effort be made to see who would back up the company on the present plan, and also to see if the owners could not be made to hold their offer open a little longer. In the meantime Mr. Moore will see what he can do in the matter, and another meeting will be called in a few days to hear a report on the success of his efforts.

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



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Fidgety

people are lacking in

nervous strength. The

weak, care-worn, melan-

choly, headachy, and low-

spirited men and women

are easily excited, impa-

tient, fidgety, and unable

to sleep at night. Worn-

out nerves must be built

up, and the vitality of the

whole system replenished

"The least bit of noise or sudden

iar would nearly drive me crazy, and I was just too idgety for anything. I was so nervous that I could not rest or sleep. The first dose of Dr. Miles' Nervine brought me sleep, and after that I got well fast."

Mrs. A. R. MORRELL, Arcola, Ills,

Dr. Miles'

Nervine

builds up the nerves,

strengthens the brain, and

fortifies and refreshes the

Sold by druggists on guarantee.

Dr. Miles Medical Co., Elkhart, Ind.

whole system.

before relief can come.

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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 go through a hot day with much more comfort than when I used to out hearty mean breakfasts. It has taught me how to live.

Chame furnished on application.'