

PAY TAX OR BE NED

Delinquents in Occupation Licenses to Be Prosecuted.

CITY ATTORNEY TAKES A HAND

Proceedings Will Be Brought in the Municipal Court—Those Convicted Will Pay Fines and Taxes, Too—Many Rush to Pay Up.

City Attorney McNary took a hand in the occupation tax game yesterday, with the result that judgments from the amount of fees paid to the Treasurer, a fresh deal is desired by the delinquents. The City Attorney held only one card, and that seemed to be sufficient. All that it denoted was that delinquents hereafter will be prosecuted in the Municipal Court, where, if convicted, they will be fined for violating the ordinance. Under the ordinance a penalty of from \$5 to \$200 or imprisonment in the County Jail for a period not to exceed 90 days, or both, may be imposed. Then, in addition, the convicted person must pay the occupation tax. Hereafter persons arrested have been allowed to go free on condition that they paid the license.

Before and after Mr. McNary's declaration was made public, 21 physicians, surgeons and dentists paid the tax to City Treasurer Werlein and received their receipts from City Auditor Devlin. The average tax paid was \$2.50, which indicates a practice of from \$200 to \$300 per year. None of the physicians who are supposed to derive an annual income of \$400 were among the 21, or at least no tax of \$5, which such wealthy members of the profession would have to pay, was recorded. The largest fee received was but \$5, and it was paid by a physician whose receipts range from \$100.00 to \$250.00. His previous receipt showed that his tax was only \$2.50, but he told Mr. Werlein that a mistake had been made somewhere, as he was in the third class of physicians as prescribed by the ordinance. He did not want his requested increase in his tax given any publicity, but several persons who were standing near by, and who recognized in him an old and prominent practitioner, soon scattered the news about the City Hall.

No other physician asked to have his tax increased. In fact, a number of them who are well known in the city, and who are prominent in their respective districts, preferred to remain in the sixth class, which requires a fee of only \$1 per quarter on a practice of \$200. Some of these are also some of the others who were in arrears, and two or three paid for eight quarters. Several paid for two quarters, and the others for various periods.

Among the last to pay during the day were two old and prominent practitioners. Both were so late in coming that they had been listed among those who intended to test the validity of the ordinance, but had denied the imputation. One, who had never before missed the quarterly day had been called away several times as he was about to go to the City Hall, and he said that on one of these occasions he met an old friend, also a member of the profession.

"Where are you going in such a hurry, W?" asked the friend, looking at his watch.

"To the City Hall," was the answer.

"Who's sick there?" was the next inquiry.

"No one; just going to pay my license."

"Don't do it," advised his friend. "I'm going to break that law."

"The next day," laughed the doctor, "I saw in the paper that my friend had been arrested as a delinquent, and the day after that he had paid the tax. I saw him this afternoon and asked him if he had fought the law, but he did not feel like giving me any information on the subject."

Among the merchants who paid the tax were Fisher, Thorsen & Co., \$48 for six quarters; S. Rosenblatt, \$37 for five quarters; and Lipman, Wolfe & Co., \$100 for the past and current quarters.

Warrants for the arrest of delinquents were issued yesterday as follows:

Alvah D. and Horace S. Butterfield jewelers, delinquent since January 1, 1901; John Montz and Henry Cleave, stove manufacturers, delinquent since October 1, 1900; Charles J. B. Malarky, fish dealer, delinquent since October 1, 1901; John Giesey, physician, delinquent since July 1, 1901; James H. Yates and Merritt A. Raymond, grocers, delinquent since October 1, 1900.

ROOST ROBBED BY A SHARK

Robber Caught in the Act, Chicken Feathers Between His Teeth.

New Orleans Times-Democrat.

It is not often that a shark breaks into a man's henhouse and steals his chickens. Such a case, however, is on record at Pointe-a-la-Hache. Emmet Hingle told the story as he showed a visitor around his father's back yard, which was full of lively and intelligent young chickens. Mr. Hingle has only had a few years' experience as a lawyer. His veracity is therefore unquestioned. He introduced the matter by remarking:

"We lost a great number of our chickens last year by a shark."

"White or colored?" asked the visitor incredulously.

"A shark, man—a shark from the Gulf—eight feet long."

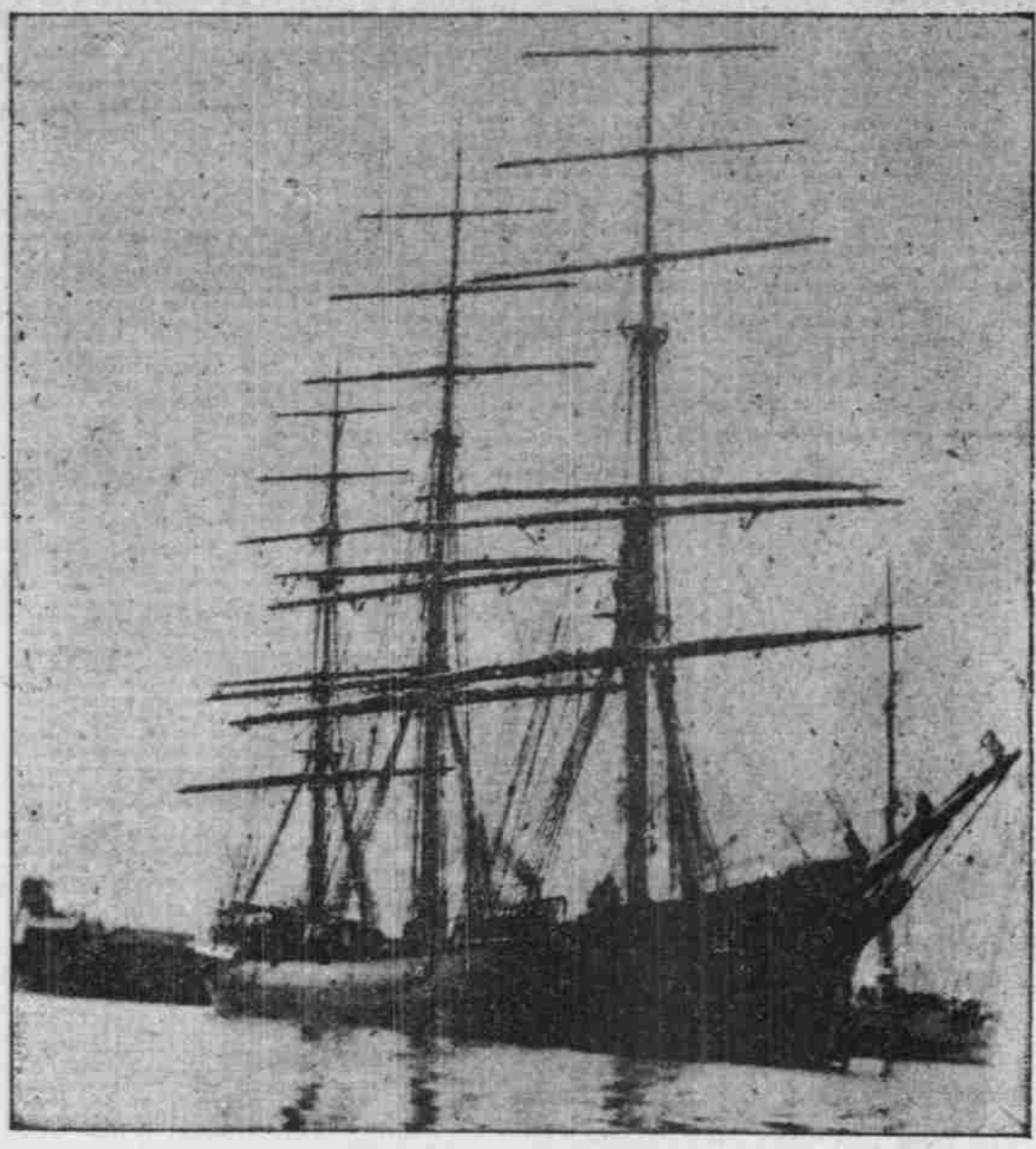
"Did he walk all the distance or come in a fish car?"

"The affair is not as impossible as you are inclined to believe," remarked Mr. Hingle in an aggrieved tone. "You notice the levee in front of the house. Well, each year during the equinoctial season, a strong southeast wind blows the waters of the Gulf into Pointe-a-la-Hache and floods the town. The water is three or four feet deep. We have to go in on skiffs from the front of the house to the levee. Last year, as usual, when the floods commenced, we drove all our chickens into the big henhouse. Naturally, when the flood became deep they could not come down to us. In order to get them we rigged up a rope parallel to each roost, and slowly pulled a basket of corn from one end to the other. In this way the chickens had to eat the standing up."

"I did not know that chickens ever ate sitting down or in a reclining position," interjected the visitor. "However, that may have been their custom during the days of the Romans."

"It was only a method of expression," continued Mr. Hingle. "I meant that the chickens stood on the roost and ate the corn as it passed before them. They had a basket. Well, we had been feeding them in this way for a few days when we noticed that they had begun to diminish in number. We then began to count each morning, and found that four or five disappeared each night. We finally decided to watch. I rigged myself up a platform in the chicken-house and went out to spend the night. From 10 o'clock until a nothing happened, and I was becoming pretty well tired, thinking probably that the negro who had been robbing the henhouse had seen me and would not make another attempt while I was there. As the gray light began to dawn, however, I heard a series of splashes, and, looking toward the rear, I saw a large shark jumping the fence as they had been hurdles. Naturally I was very much surprised. When the shark had jumped our fence he disappeared under the water. I was looking around for him when I heard a noise in the henhouse and looking down I saw the shark. He had come in by diving through the

BRITISH SHIP ESKASONI.



GRAIN LADEN FOR SOUTH AFRICA IN PORTLAND HARBOR.

NEW LINE OF STEAMERS

WILL OPERATE BETWEEN PORTLAND AND COOS BAY.

Increased Facilities Required for Business That Is Offering—Capital, \$1,000,000.

Preparations are under way for a new steamer line between Portland and Coos Bay. The basis for this move is that the Gray Steamship Line, now operating the steamer Alliance on this route, does not accommodate the traffic now offering in view of the development operations that have been started in the Coos Bay country. On the last two trips of the steamer from Portland, she was fully laden with freight and passengers of the Portland Railway Company and its allied interests, and she could not carry all that was offered. And the shippers declare that the officers of the steamer manifested not only a lack of friendship but positive animosity toward them, which, added to the lack of accommodations, could not be borne. Therefore the Great Central Steamship Company, with an authorized capital of \$1,000,000, will be incorporated next Wednesday to own and operate a line of steamers between Portland and Coos Bay.

Purchasing Agent McDonald left last night for Puget Sound to negotiate for the purchase or lease of a vessel suitable for the Coos Bay service, and it is expected that the new line will be in operation within a week. Later it may extend the operations to other ports, domestic and foreign.

St. John's as a Terminal. NEW YORK, Aug. 22.—Sir Robert Bond, Premier of Newfoundland, has sailed from Liverpool, speaking with regard to the proposed new Atlantic service, he said he hoped St. John's would be the terminal port on the Canadian side, says the Times' London correspondent. In this case the passage from Liverpool would be shortened by 22 hours.

Scottish Minstrel on Return Voyage. British ship Scottish Minstrel sailed from Antwerp Wednesday for Portland on her return voyage. She left Portland last January with wheat for G. W. McNear. The vessel has a register of 150 net tons. Her last voyage to the United Kingdom was made in 190 days.

Brass Works in the Trust. NEW YORK, Aug. 22.—The United States Shipbuilding Company has just absorbed the Ellanborough, N. J., Brass Works. It will be greatly enlarged and used as an adjunct to the Crescent shipyard. The purchase price has not been made public.

Inelapke Rock Reaches Port. British ship Inelapke Rock arrived at Astoria yesterday. She sailed from Portland August 1, 1902, days out from Portland. She sailed from the Columbia River April 4 with a cargo of \$2,113 cents of grain, valued at \$28.39. Her charterers were Kerr, Gifford & Co.

Guano Subsidy Increased. LONDON, Aug. 22.—It is rumored in Liverpool shipping circles that on the decision of the Guano Line not to join the shipping combine, the government, concerned largely to increase the company's mail subsidy.

Marine Notes. The British ships Porraet Hall and Khyber left up from Astoria yesterday.

The French bark Cambrienne began discharging cargo yesterday at Meise dock. The British ship Bramblie entered the Custom-House yesterday. She brings 240 tons of coal.

The steamer Lakme arrived at San Francisco yesterday from Portland with a cargo of lumber.

The British ship Sierra Estrella arrived down at Astoria yesterday. She is bound for South Africa.

The British bark Austrasia entered the Columbia River yesterday after having been outside since Tuesday.

The schooner Repeat arrived at San Francisco yesterday with a cargo of lumber which was loaded at Knappa.

The steamer Dispatch sailed from Astoria yesterday for San Francisco.

Domestic and Foreign Ports. ASTORIA, Aug. 22.—Sailed at 2 A. M.—Steamer Dispatch, for San Francisco. Arrived down at 2:30 P. M.—British ship Sierra Estrella. Left up at 3:15 P. M.—British ship Khyber. Arrived at 3:30 P. M.—British bark Austrasia, from Hong Kong. Condition of the bar at 4 P. M., moderate; wind northwest; weather foggy.

Algoa Bay, Aug. 22.—Arrived Aug. 2—British ship Inelapke Rock, from Portland.

Antwerp, Aug. 22.—Sailed Aug. 20—British ship Scottish Minstrel, for Portland.

San Francisco, Aug. 22.—Arrived Aug. 21—Schooner Repeat, from Knappa.

San Pedro, Aug. 22.—Arrived—Steamer Lakme, from Portland.

Queenstown, Aug. 22.—Arrived—Ultonia, from New York.

Charbourg, Aug. 22.—Arrived—Augusta Victoria, from New York.

Plymouth, Aug. 22.—Arrived—Pennsylvania, from New York.

New York, Aug. 22.—Arrived—Columbia, from Hamburg; Lucania, from Liverpool.

New York, Aug. 22.—Sailed—Cymric, for Liverpool.

Genoa, Aug. 22.—Arrived—Aler, from New York.

Moville, Aug. 22.—Sailed—Astor, for New York.

Liverpool, Aug. 22.—Arrived—Germania, from New York.

Tokohama, Sailed August 21—Victoria, for Hong Kong etc, from Tacoma.

Queenstown, Aug. 22.—Arrived—Campania, from New York for Liverpool and proceeded Southampton, Aug. 22.—Sailed—Southwark, from Antwerp, for New York.

Tacoma, Aug. 22.—Sailed—Steamship Shawmut, for Manila.

Seattle, Aug. 22.—Sailed—Steamer Queen, for San Francisco; schooner Corona, for Port Blakely. Arrived—Steamers Unatilla and Williams, from San Francisco; steamer Yawla, from Nootka.

San Francisco, Aug. 22.—Arrived—Barkentine Northwest, from Coos Bay; schooner Schump, from Tacoma.

Southampton, Aug. 22.—Arrived—Grosser Kurfurst, from New York for Bremen, and proceeded.

New York, Aug. 22.—Arrived—Philadelphia, from Southampton.

toria yesterday for San Francisco. Her cargo of lumber was received at Portland.

The American schooner Harvest Home is in the stream ready, for sea with a cargo of lumber bound for Teugtan, China.

The American schooner Transit finished discharging cargo at Davidson's yesterday and moved up stream to the Portland Lumber Company's mill. She will load with lumber for Hilo. Her cargo will be about 600,000 feet.

The schooner J. M. Weatherwax will finish a cargo of lumber today for San Francisco. She will take away 600,000 feet. She is moored below the Portland Lumber Company's mill.

SHIPS AND FIGUREHEADS.

Decline of the Wood Carver's Art for Ornamental Cutwaters.

New York Tribune.

Twenty-five years ago the shipcarver's trade flourished in all the ports of Maine. At that time the occupation of these cutters in wood is gone, for the chief product of their art, the figurehead, has almost disappeared from the merchant marine, along with the blue jacket and the tarpan hat of the merchant sailor. The profits of sea freighting are counted in larger figures now, save in the case of the small coasters, and modern appliances have relieved the sailor of much of his old-time drudgery and hardships, but the present age is altogether practical, and utility has driven romance forever from the blue water.

Men of middle age can recall the day when nearly every vessel was ornamented with some sort of a figurehead, but now one might search for days along the docks without seeing anything of the kind. The owners of vessels have an eye only to profits, and no money is spent for fancy carving of eagles and goddesses and horns of plenty to be mounted over the cutwaters, to give the craft a finishing touch and endow them with the distinct personality that a figurehead expresses in even greater degree than a name on the stern.

The figureheads of the old fleet afforded an interesting study. Some were illustrations of the vessel's name, others were whims of the owners or the captain, and still others symbolic of events occurring at the time the vessels were built.

The schooner War Eagle, for instance, was built in war times and she had for her figurehead a fierce-looking eagle, perched upon a heap of cannon balls, and with arrows clasped in its claws. The War Eagle was a vessel of more than ordinary size, and she carried an extensive end, being destroyed at Beaton by an explosion of asphalith in her cargo.

The schooner American Eagle was decorated with a gorgeous bird of freedom, and the brigantine Orion was liberally ornamented, stern and bows, with the symbols of this nation. The old steamer Exponent had a figure of John Marshall, holding in his hand the Constitution, and the schooner Express was covered with a portrait of a famous artist of that time, now hangs in the Peble House, in Portland, having been removed from the steamer when she was sold to go to the St. Lawrence River.

The vessels of the United States Navy are ornamented, as a rule, with the National coat of arms, while some ships, like the Olympia and the Massachusetts, carry elaborate decorations of the former's career, presided by the State of Massachusetts and placed between the forward turrets of the vessel, and the latter an elaborate decoration on her bows, symbolizing the deeds of the cruiser and her crew. The modern merchantman, however, generally has a straight, sharp stern, sometimes running off into a "fiddle-neck" under the weather, but after severely plain and utterly without beauty or expression.

SAY, DON'T FORGET.

For It May Be Worth Your Life to Be Next.

Don't forget that "Cupidine" removes all the effects of that disease, "Cupidine" cleanses and purifies the body, vitalizes and restores the nervous system, and strengthens the memory and faculties. "Cupidine" is a manhood-builder, and cures the tobacco and liquor habits. "Cupidine" has a reputation gained by 25 years of glorious success. Price \$1 per box or six boxes for \$5. For sale by S. G. Skidmore & Co., Portland, Or.

CASTORIA

for Infants and Children.

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles and cures Constipation. It regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

The Kind You Have Always Bought Bears the Signature of

Warranted Pure and Genuine. J. C. F. JONES & CO., 151 1/2 Front Street, New York City. Sole Importers for the United States, J. C. F. JONES & CO., 151 1/2 Front Street, New York City. Sole Importers for the United States, J. C. F. JONES & CO., 151 1/2 Front Street, New York City.

In Use For Over 30 Years.

THE PALATIAL OREGONIAN BUILDING



Not a dark office in the building absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

Rooms.

ANDERSON, AUSTIN, Attorney-at-Law, 413-414

ASSOCIATED PRESS, E. L. Powell, Mgr., 400

AUSTIN, F. C., Manager for Oregon and Washington Bankers' Life Association of Des Moines, Ia., 302-303

BAKER, G. E., Attorney-at-Law, 407

BANKERS' LIFE ASSOCIATION, OF DES MOINES, IA., F. C. Austin, Mgr., 302-303

BENJAMIN, R. W., Dentist, 214

BERNARD, G., Cashier Pacific Mercantile Co., 211

BINSWANG, OTTO, Physician and Surgeon, 407-408

BOHN, W. G., Timber Lands, 413-414

BROCK, WILBUR F., Circulator Oregonian, 401

BROWN, MYRA, M. D., 313-314

BRUEHE, DR. G. E., Physician, 412-413-414

CAMPBELL, W. B., Manager, 413-414

CHICAGO ARTIFICIAL LIMB CO., W. T. Dickson, Manager, 401

CHURCHILL, MARK, E. J., 311-312

COFFEY, DR. R. C., Surgeon, 405-406

COLUMBIA TELEPHONE COMPANY, 413

CONNELL, J. W., Phys. and Surgeon, 413

COLLIER, P. F., Publisher, S. P. McGuire, Manager, 413

COUNTY OF CLATSOP, 413

COW, C. F., Timber and Mines, 401

DAT, J. D. L. C. M., Physician, 413-414

DICKSON, DR. J. F., Physician, 413-414

EDITORIAL ROOMS, 413-414

EVINGTON, DR. J. F., Physician, 413-414

EQUITABLE LIFE ASSURANCE SOCIETY, 413

ETTY, L. Samuel, Manager, G. S. Smith, Cashier, 401

FENTON, DR. HICKS C., Eye and Ear, 411

FENTON, MATTHEW F., Dentist, 400

GAIVANI, W. H., Engineer and Draughtsman, 401

GEART, DR. E. P., Phys. and Surgeon, 406

GIESE, A. J., Physician and Surgeon, 406-407

GILBERT, DR. W. ALLEN, Physician, 401-402

GOLDMAN, WILLIAM, Manager, 413-414

Life Ins. Co. of New York, 413-414

GRANT, FRANK S., Attorney-at-Law, 417

GRANT, FRANK S., Attorney-at-Law, 417

HAMMAN BATHS, Turkish and Russian, 401

HALL, DR. H. C., Physician and Surgeon, 401

HOLLISTER, DR. O. C., Physician and Surgeon, 404-405

ILGEN, DR. H. C., Phys. and Surgeon, 413

JOHNSON, W. C., 313-314-317

KAUT, MARK T., Supervisor of Agents, 401

Manitoba Life Insurance Co. of New York, 413-414

MARSH, DR. R. J., Phys. and Surgeon, 413-414

MARTIN, J. L. & CO., Timber Lands, 401

McCOY, NEWTON, Attorney-at-Law, 413

McGILVER, DR. J. F., Physician, 413-414

McFADEN, MISS IDA E., Stenographer, 413

McGUIRE, S. P., Manager, F. F. Collier, 413

McKENZIE, DR. P. L., Phys. and Sur., 413-414

MEYER, HENRY, 413

MILLER, DR. HERBERT C., Dentist, 405-406

MORSE, DR. H. C., Phys. and Surgeon, 413

MOSSMAN, DR. E. P., Dentist, 413-414

MUTUAL RESERVE LIFE INS. CO. of New York, 413-414

NICHOLAS, HORACE B., Attorney-at-Law, 413

NILES, M. L., Cashier Manitoba Life Insurance Company of New York, 413

NUMBERS, DR. H. C., Phys. and Surgeon, 413

OLSEN, J. F., General Manager Pacific Mercantile Co., 413-414

OREGONIAN EDUCATIONAL BUREAU, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413

OREGONIAN INSTITUTE OF OSTEOPATHY, 413