

WHITE FLAG IS UP

Captain Bruhn Makes Truce
With the Runners.

GETS CREW OF 14 AT \$65 EACH

Mayor Williams Looks Into Crimping—District Attorney Chamberlain Replies Vigorously to Consul Laidlaw.

Captain Bruhn and the sailor boarding-house runners have made a truce. By its terms the German steamer Elba is to get a crew of 14 men at reduced rates, paying \$65 each. This is \$20 or \$25 lower than "list" rates. The captain has entered into the truce in order to get his ship out of port without delay. The incident is not a closed one, however, for Mayor Williams is looking into it. He refuses to reveal what course he is in view, but there is no doubt that the city officials and Harbor-Master will be spurred to further activity to repress the evil.

District Attorney Chamberlain takes issue with the opinion of British Consul Laidlaw, printed in yesterday's Oregonian. He says the disposition of Mr. Laidlaw to put all responsibility for the non-enforcement of the law against crimping on the officials is unfair and no one knows it better than he.

"The Oregonian struck the keynote to the situation in an editorial in its issue of the 21st inst. when it said:

"The Elba would stay here and help abolish crimping, if it were not that the delay would cost her owners money. But until some such condition is met, crimping will go on. It is folly for owners to insist that the law be enforced, and then to refuse to permit the chief sufferers by the practice to do so, leaving the burden on others. Crimping will never be done away until the owners and agents combine to do it. This is the true nature of the matter. Everything else is idle and foolish."

Referring to the Elba affair, Mr. Laidlaw says that it is an open crime. No one has ever done me the honor to call on me in reference to the matter, and only two days since, I was informed by the United States District Attorney that the German Consul at one time, and the captain of the Elba, and the chief engineer at another, had been to see him, and I requested him to assure the captain of my willingness to prosecute the offenders against the sailors. Mr. Hall not only promised to deliver the message, but said he would come to my office with him.

The next day he informed me that my message had been delivered, and that when the captain learned that to successfully prosecute it would be necessary to detain here the mate and chief engineer, he declined to prosecute and refused to accompany him to my office.

How Can He Prosecute?

"Who then is to blame for this failure to prosecute? What service can I do by investigating the matter? The circumstances of the crime against the Elba, when the captain is unwilling that the two main witnesses shall remain in testimony."

Little over one year ago, the grand jury investigated this whole trouble, and did indict one of the sailor-boarding-house men for enticing seamen to desert from a British ship. That there might be no charge of unfairness on the part of the law officers such as the British Consul now makes, the attorneys for the shipowners were invited to assist in the prosecution. A trial was had and the defendant acquitted. One or two common sailors were detained here as witnesses, while the officers of the ship and the responsible witnesses left the port as soon as the ship was loaded, and before the trial could be had.

In the meantime these same shipowners adjusted their difficulties with the sailor boarding-houses, and all went merrily as a marriage bell.

Again, at the instance of the British Consul, some time since, some of these same boarding-house men or their emissaries were arrested for a violation of the state law.

Asked to Dismiss Case.

"When the matter came up for hearing at the preliminary examination, it was difficult to get the British Consul's office to assist in procuring the attendance of the officers of the ship at the trial, and the shipowners were obliged to procure, as they did, the attendance of the ship's officers before one of the deputies of this office and said it was not desired to prosecute in case further and asked to have it dismissed. The case was then dismissed. There was nothing to do but to dismiss. The owners did not want the ship detained for the trial. The result was an action by one of the defendants against the ship for malicious prosecution.

"Who was to blame for this but the British Consul, his son and the officers of the ship?"

"Again, last December when such a tempest in a teapot was raised by the six French ship captains in this port because their sailors had been induced to desert, I caused a subpoena to be served on each to appear in my office at a given time to testify in reference to the matter. At the time set, instead of the witnesses appearing, I received a communication subscribed by each of the captains, as follows:

"I have agreed with Sullivan to take 14 men for \$65 each," said the master of the Elba, when seen yesterday afternoon, in the lobby of the Belvedere. "I came to an agreement with him yesterday morning. What else could I do? I was obliged to have a full crew to leave the port. I can't do anything," this with an expressive shrug of his shoulders, "and I am glad to have my sailors on board and get out of this port."

"Did you have any trouble in coming to an agreement with Sullivan?"

"No; how could I? I saw him in the morning, and he said to me, 'The sailors, agreeing to give him \$65 each for them, do you consider that somewhat excessive?'"

Here again the caution shown by the captain, who does not wish to jeopardize this prospect of leaving Portland as soon as possible, came into play, for he declared that that was a matter of the custom of the port. When asked what he was usually obliged to pay, he replied that he gave one month's advance, or from \$25 to \$30, so it can be seen that he is still paying in excess of what is usually considered a fair price, where the crimps do not have full sway.

The German Consul, as well as the Mayor of Portland, has been informed of the steps taken by Captain Bruhn in preparing to leave port, neither making any comment.

"What the German Consul is going to do, I don't know," remarked Captain Bruhn. "I don't tell me. When I told him I had secured a full crew, he replied that that was my own business. He knew I could do nothing else, that I had to leave with the ship."

Conference With the Mayor.

Then the conversation turned to the matter of the conference held in the morning in the Mayor's private office, with the Mayor, the Harbor Master and the captain present.

"The Harbor Master told me the Mayor wanted to see me," answered Captain Bruhn, in reply to a question. "Three days ago he wanted me to come, so I went to his office this morning. It was not business. He simply asked me all about the trouble on the Elba. I told him the same story that the newspapers have had about the sailors being taken away. I was there with him only a few minutes, and he did not say what he was going to do, or express himself in regard to it. Three days all there was to it. He may be going to do something. He didn't say. I will leave the matter of following this up to other people."

Further than this, the captain declared that the three deserting sailors who were arrested and are now in jail awaiting his pleasure will be taken when the Elba leaves this port. Yes, I think I will like to take them with me," he announced, with evident pleasure in his eye that a part of his men, at least, had not escaped him.

Mayor Williams was quite reserved in the matter of the talk. He had with the city official and the ship's captain yesterday. "I treated it as entirely confidential," he replied, when asked to give a statement of what had happened, "and cannot give out any information until the Elba sails. The question is under investigation, and some time in the future I may be able to give you some news."

"Can you say anything in regard to the subject of crimping, in general?"

"Not at this time," was the reply. "I want to look into the subject thoroughly, and that has not been done."

It is also evident that Captain Bruhn hardly believes the Harbor Master has done his full duty, although he is too polite to make any such assertion. When asked the direct question, he gave a significant laugh and said he would rather

not answer such a question; that he would not know, anyhow.

Another phase which is brought to light and has been lightly touched upon heretofore, is whether a boarding-house combine has decided that, in view of the approaching storm, it would be a wiser policy to trim its sails, or in other words, to reduce its price, which has nearly hit the \$100 mark, to \$85. While this is still above the lawful price that can be demanded, it is somewhat of a reduction and may be in the nature of a truce.

District Attorney Talks.

If the Elba crimping affair is an open crime, as British Consul Laidlaw asserts, District Attorney Chamberlain says nobody has yet called upon him in reference to it. Captain Bruhn, of the Elba, refused to prosecute, because he does not desire to have the mate and chief engineer detained here, which would be necessary if the case were taken into the courts. Mr. Chamberlain yesterday reviewed attempts that have been made in the past year to check the practice of crimping. He insists that the only reason the practice has not been checked is that shipowners and their representatives have refused to co-operate with the civil authorities.

Mr. Chamberlain said:

"Mr. Laidlaw insists that there are enough laws now to put the runners and crimps out of business. That what is lacking is not more laws but enforcement of the laws already presumed to be in full force and effect; that these laws are not in full force and effect nor anywhere near it, and that if the Federal anti-trust statutes were put into exercise, they would reduce the trouble."

"The Consul shows a disposition to put all responsibility for the non-enforcement of the law at this port upon the officials. This is unfair and no one knows it better than he."

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BLACKSMITH FOUND DEAD

MYSTERIOUS END OF PETER BAUCHE, WELL-KNOWN MAN.

His Body Is Discovered Near Jefferson-son-Street Turntable, With Drunken Companion Near By.

In some mysterious manner Peter Bauche, a French blacksmith, came to his death on West Jefferson street, near the turntable, at about 11:45 o'clock last night. His body, still warm and bleeding, was discovered by a woman named Kleth at 11:55 P. M. The woman, Mrs. J. P. Chapman, street near Jefferson, had gone out to look for a little pet dog, and was walking up Jefferson street when she stumbled across what she supposed to be a drunken man lying on the south side of the street about 75 feet west of the Chapman-street intersection. Mrs. Kleth quickly notified Conductor L. C. Fones, of the Portland Railway Company, and he in turn summoned Officer Conors.

Fones was the first man to reach the unfortunate Bauche, whom he found lying face downward in a pool of his own blood, his feet projecting out over the edge of the curb into the street.

The news spread rapidly through the neighborhood, which is commonly known as Goose Hollow, and a small crowd had soon assembled around the dead man. Coroner Finley and the police were notified of the occurrence, and after a careful inquiry into the circumstances surrounding Bauche's death the body was placed in the dead-wagon and conveyed to the morgue.

Inquiry throughout Goose Hollow reveals the fact that Bauche and a number of comrades had been on a carousal during the evening, and that at 10 o'clock they left Gottlieb Rapp's saloon, just across the street from where the body was discovered. "Bull" White, one of these companions, was found at 1 o'clock this morning on Columbia street in a state of intoxication. He was taken to the police station and locked up.

Bauche was a Frenchman, about 35 years of age, and weighed perhaps 200 pounds. He conducted a blacksmith shop at 26 Front street. He leaves a widow and one daughter, who reside on Seventeenth street, between Columbia and Clay. He was an active member of the Minnehaha Tribe, No. 2, Improved Order of Red Men.

A search through the dead man's pockets disclosed an empty purse, a jackknife and \$5.00 in silver. He was clad in the garb of a laboring man, and wore a black derby hat. Those who discovered the body say that the man could not have been dead more than 10 minutes, as the body was still quite warm. How he came to his death is a puzzle that may never be known. The nose was bleeding from wounds that might have been caused by blows from some blunt instrument, or for some contact with the sidewalk. He was inclined to advance the fool play theory, while others believe the man was seized with a sudden fit of apoplexy or heart failure.

CROPS AND RAILROADS.

No Discrimination in Sections as to Heavy Hauls.

New York Journal of Commerce.

The Department of Agriculture computes that in 1900 the corn crop was 2,165,102,518 bushels, of which 478,417,502 bushels was shipped outside the counties in which it was raised. On this basis the consumption in the counties where raised—and this is practically on the farms where raised—was 1,686,685,016 bushels. The department makes the crop of last year 100,000 bushels less than this, after doing the best it can to make its figures coincide with the census. Even if the census figures for 1900 lead us to believe that the department did not go so far as it should in raising its figures, the aggregate production last year could not have much exceeded the farm consumption and hence the corn crop of the year before. The farm consumption was curtailed last year; we had news of the feeding of inferior qualities of wheat, and feed was made the usual "rough feed." Still there must be a smaller percentage of a small than of a large crop that is shipped away.

When we turn to export figures we have determined that the corn crop of 1900 was only one-seventh as much as in the previous year. The decrease as compared with the year before—and that was far from being a record-breaking year—was 15,000,000 bushels. This would make about 18,750 boatsloads, or in round figures, 20,000 cars. Some of this was lost to water routes, but the greater part of it would have afforded long-haul freights to the railroads.

These comparisons give some idea of the value to the railroads of such a corn crop as is now promised. An increase of 66 per cent in production means very much more than that in the case of other crops, for haul. Corn will be used on the farm more freely than last year, but most of the increase of production will be shipped outside the county where it was raised. Two years ago the amount so shipped was 478,000,000 bushels. This year's crop promises to be 455,000,000 bushels more than the crop of 1900. Crops almost always turn out heavier than the best condition indicates, so that the increase over 1900 may be expected to run well over these figures. Corn was used freely on the farm that year, for there was an abundance of it; but, making a liberal allowance for the increased consumption, 300,000,000 bushels, or over that, will be shipped out of the county more than in 1900-1. But the contrast with 1900-2 would be very greater than that, for if the farm consumption of the year before was reduced 20 per cent from that of the year before, which may be seriously doubted, there was not a great deal over 200,000,000 bushels of corn last year that was shipped out of the county where raised, while the crop surpassed all records. But the increase in oats, in bushels, promises to be more than double the loss in wheat. In weight the disparity would be far less. Of oats, as of corn, the greater part is consumed in the county where raised, which means nearly the same thing as on the farm where raised. The crop of last year was not so short as to drive farmers to great economy in its use, though the high price was a temptation to sell as much as they could. But the loss of production fell mainly on the amount shipped out of the county. In 1900 the production is reported to have been 80,000,000 bushels, and the amount shipped out of the county 50,000,000 bushels. There was no occasion for economy in its consumption in that year, and much the greater part of the excess of this year's crop over that of 1900, 108,000,000 bushels, will be added to the portion of the crop shipped outside the county. As compared with last year the increase crop promised is about 190,000,000 bushels, the greater part of which will be added to the portion of the crop shipped away.

The Northern railroads have no monopoly of the business heavy crops assure, for the cotton crop promises to be a large one.

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

Store open tonight until 9:30—Usual concert on the Third Floor.

Meier & Frank Company

"Peninsular" Stoves and Ranges—Fifty models for heating or cooking purposes—\$8.75 to \$65.00

Picture Framing Done to your order in a satisfactory manner—The best workmanship, largest line of mouldings and lowest prices.—Second Floor.

Men's Furnishings

Particularly good bargains for men today—Store being open until 9:30 tonight gives those employed all week an opportunity to take advantage.

Men's Bretelles French Suspenders, the regular 25c quality at, 14c

Men's fine Stock Ties, silk striped madras, best patterns, \$1.00 quality, 85c

Men's fancy Hose, newest effects, all sizes, the 50c grade for, pair, 38c

Men's Four-in-Hands in green, red and tan effects, the 50c grade at, each, 38c

Men's medium weight natural wool Underwear, shirts and drawers, garment, 88c

Men's fine grade Madras Golf Shirts in best patterns, big value, \$1.33

New styles in men's pleated bosom Shirts, just received, \$1.50 each. New line of \$1.00 stiff bosom Shirts.

Grocery Prices

Phone Private Exchange 4.

1 oz. Schiller's Lemon Extract 15c

2 1/2-lb. cans Libby's Chipped Beef 25c

White or Yellow Macaroni, box 25c

22 lbs. Sugar for \$1.00

4-lb. can Baker's Cocoa 25c

6-oz. bottle ripe Olives for 15c

15-oz. bottle Queen Olives for 30c

2 bottles Snider's Catsup 35c

Singapore Pineapple, cube 15c

Horseshoe Mustard 10c

5 cans Deviled Ham for 25c

1-lb. can Armour's Sliced Bacon 25c

1-lb. can Ground Chocolate 25c

3 packages Jell-O, assorted flavors 25c

1 comb Honey for 15c

Marquise Cherries in alcohol 65c

Whole Pig's Feet, can 10c

Albert Roche's Sardines, can 10c

3 packages Saratoga Chips 25c

1 quart Hill's Olive Oil 90c

100-lb. sack Sugar \$4.25

(BASEMENT.)

Picture Department

Some extraordinary values in our big Picture Department on the Second Floor. We sell Pictures as we sell Dry Goods, and that's why the picture Store keeps going forward by leaps and bounds.

16x20 colored Pictures by Howard Chandler Christy, framed in 2-in. moulding, 2-in. gilt liner, six subjects, \$2.98

Framed art Nouveau Pictures of ideal women in Oriental poses, 8 x 10, 95c

Framed Water-Colors—Landscape, Marine, etc.—Framed in gilt, black or brown, 9x14-in., great value, \$1.35

Bed August Department "Linen Sale"

Is complete with every style and size of Iron or Brass Beds, Cots, Children's Beds, Cribs, etc. Then Mattresses, Springs, Comforters and Pillows can also be purchased here to best advantage. (Third Floor.)

Accounts for our selling the finest Table Linens and Bed Linens at such remarkable low prices. Towels, Toweling, Sheets, Pillow Cases, Bedspreads, all are included. It's the right time for Linen buying.

WEDDING AND VISITING CARDS

W. G. SMITH & CO. LEADING ENGRAVERS. Third Floor, Washington Building. Over Litt's

CLARY'S "THE FAIR"

329 WASHINGTON ST., IMPERIAL HOTEL BLDG.

Wrappers today, only each..... 25c

Flanchette Wainings, good patterns, per yard..... 25c

Outing Flannels, extra heavy, special..... 25c

Unbleached Muslin, as good as others charge more money for, per yard..... 25c

Applique and Cream Gullion Trimmings per yard..... 10c, 15c, 18c and 20c

This is Hosiery day! Children's Heavy Ribbed Hose, per pair..... 10c

Ladies' Hose, drop stitch, a bargain, per pair..... 10c

Our Ladies' Shoes, turn or wait, are guaranteed; price..... 10c

gets no credit whatever. Should she lose—and every broker must go wrong in predictions once in a while, then there's the devil to pay."

Brokers say that a woman does not seem to be able to realize that there is a possibility of losing in speculating in stocks. Therefore she is what a gambler would call a "bad loser."

Sometimes the spectacle is ludicrous in the extreme, but more frequently it is sad one. Many women with the gamblers' instinct, who, besides seeking the excitement attendant upon the speculation, hope to get wealthy in a few days, go into the money market, and when the necessities of life for themselves and their families. The result of the fall in the latter instance is pitiable. To the broker it is nerve-racking.

Silk Coats Received by express yesterday—Monte Carlo Coats in peau de sole silk, broadcloths, velvet and taffeta silk—Beautiful styles.

Hosiery Snaps

Fresh, crisp Hosiery at almost half-price—Superior styles and quality value that should make these hosiery counters the busiest place in the store today.

50 dozen Ladies' Colored Silk Embroidered Ankle Hose, finest quality, Hermsdorf dye, variety of patterns, all sizes, and 30 dozen Ladies' handsome Black lisle lace Hose, Hermsdorf dye, and all sizes—Every pair in the lot 50c value, for today only, pair 29c

Special lot of Children's Fancy Hose, in stripes and dots, sizes 5 to 8, all the regular 35c and 50c values, for 23c Pair

Men's Clothing Spec's

The wise man looks ahead. Even if you have no need for new clothes today you will have before long, and when the season opens bargains like we offer today won't be found anywhere.

Men's all-wool Cassimere and Tweed Suits, in good materials and patterns, \$5.00

Men's all-wool \$10.00 Suits, in splendid styles and materials, correct cuts, all sizes, \$6.95

Men's Cheviot and Cassimere Suits—all the \$12.50 line we offer today at, \$9.35

Choice of our entire stock of \$15.00 Suits, in all the best materials and styles, for \$11.85

All the \$17.50 to \$25.00 Suits we offer at prices below cost.

12 1/2c Gingham 8c

Cutting off thousands of yards of these fine 12 1/2c Gingham at 8c yard—The great majority of Portland shoppers are showing their appreciation of this rare bargain by buying liberally—Have you had your share?

27-inch Striped and Checked Gingham, light and medium dark colorings—A great purchase of 20,000 yards, which we are offering at about forty per cent below 8c value, yard.

Boys' Clothing

Boys' Blue Serge and Mixed Cheviot Sailor Suits, 3 to 10 years, \$5.00 line, for \$3.95

Boys' all-wool Suits, light and dark mixtures, 8 to 14 years, \$3 line, \$1.98

Boys' 2-piece Suits, all-wool chevrons and cassimere, 8 to 16 years, \$3.75 value, \$2.40

Young Men's \$10.00 Suits, for \$6.85

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