A A A A TH INDIANO	fessed that this man Jackson is a very	LOW DATE EOD COAIN	was delayed one day because of lack of	WORK ON DODTICT DAID		THE PALATIAL
KLAMATH INDIANS	fessed that this man Jackson is a very exceptional Indian. And the average sort are poor enough, making almost no	LOW RATE FOR GRAIN	fuel. The steamer is an oll-burner, and is the oll company is not allowed to keep	WORK ON PORTAGE ROAD		and the second
· · · · · · · · · · · · · · · · · · ·	use of the bounty which belongs to them, heedless of the opportunities which the		a quantity on hand here, it was neces- sary to wait until some arrived by rail. The steamers Melville Dollar, in the		"The secret of suc-	OREGONIAN BUILDING
	guardianship of the Government puts be- fore them.	TWO SHIPS TAKEN AT TWENTY- TWO AND SIX.	Woolsey Line, and the Leelanaw, bring- ing freight for the O. R. & N., are on	EVIDENCES OF REVIVAL OF THAT UNFORTUNATE PROJECT.	cess is constancy to purpose"	-
heir Reservation Is Literally	There are two well-equipped schools on	and the second se	the wiy up from San Francisco, and will reach Portland Sunday. The Dollar will		-Benjamin Disraeli	
a Principality.	the reservation, and all the children are	Cannebiere Cannot Get Bustness at		Spokane Men Originally in Mohr	One of the secrets of the un-	1040
	required to attend them, the theory of the Interior Department being that the	San Francisco, So Comes to Port- land for a Cargo.	Repairs are being made to the Colum- bia and Elder at the Willamette Iron	Transportation Scheme Said to Be Ready to Complete It.	procedented success of the	
	Indian is to be saved by the grace of "ed- ucation." The studies are similar to those		Works dock, while the steamers are laid up by reason of the engineers' strike. The		GORHAM CO.	
OUBTFUL SOCIAL PROGRESS	in which white children are disciplined; and in addition to the academic feature	Another low record has been made in the freight market. Two ships were fixed	general impression is that the labor dif- ficulty will soon be adjusted.	For several days past some men have been engaged in surveying on the unfin-	Silversmiths	
	of instruction there is a rather lame effort	yesterday for Portland grain loiding, the Canneblere and the Nesala. Both were	Nome Steamer Arrives.	ished part of the Paul Mohr portage rail- road. They have been in charge of Civil	For three-quarters of a	
he Educational System Is Not Doing	toward manual training. Giris are taught the domestic arts and boys are taught	taken at 22s 6d, the lowest rate paid here in five years.	SEATTLE, Oct. 24The Nome liner St. Paul reached port this morning from	Engineer Barlow, who has headquarters at The Dalles. The purpose of the new op-	century it has remained	
Anything for the Develop-	the rudiments of the several manual trades. I tried to be interested in it all,	The Canneblere is a French ship of 1759 tons. She is now at San Francisco, but	Nome with \$294,549 in transure, 416 passen- gers and news from the metropolis of	eritions is mid to mean that construction on that road is about to be resumed, with	constant to its purpose	
ment of the Indian Character.	but dld not find it easy to believe that much of any practical account was	owing to the demoralized condition of the market there, she will sail in a day or	Behring Sea to October 15, the date she	assurance that it will be carried to com- pletion. It is said that the mcn who are	of producing the very best silverware at the	
character.	being done. I have known the Indian too	two for this port to get a cargo. The ship, since her arrival at the Bay City.	following vessels at Nome on the lath:	causing this work to be done are Messrs. Wakefield, Peyton and Graves, of Spokane,	most moderate cost.	A State of the second
	long to share in the optimism of those who imagine that the physical and moral	has been offered at 188 5d, with no takers, for San Francisco loading. The North-	Garonne, Ohio, United States revenue cut- ter Bear, Newsboy, John S. Kimball and Elk No. 1. En route south she passed	the mcn who were in the original project for the Mohr transportation system in the	To-day, therefore, it is	
By a Staff Writer-Ninth Letter.	differences between him and the white man can be overcome by a school system.	western Warehouse Company, of this city, chartered her and will load her with	the Roanoke northbound, in Behring Sea,	Columbia Bàsin. Several weeks ago the report got out	enabled to offer a com-	
KLAMATH FALLS, Or., Oct. 22A ct very important in its relation both	When the theorists have got their Indian	barley for the United Kingdom. The Cannebiere has had a long search for	and also met the Oregon last Sunday. They reported all well.	that an adjustment of the affairs of the portage railway had been arranged, but	bination of distinguish-	
the present and future of the Klamath intry is the existence of the Klamath	boy or girl "educated" they will still, I think, have an Indian on their hands,	business. She went out in cargo from Barry to Fremantle, Australia, and from	Of the liner's passengers 226 left the vessel at this port and 180 will continue the trip to Sap Francisco. To Sap Fran	nothing authentic could be ascertained as to the purpose of the adjustment. It was	ed design, consummate workmanship and ster-	and the second second
lian Reservation, with its population 1200 Indians and mixed bloods. The	with the tendencies and weaknesses which characterize the race. I believe the ef-	there sailed in ballast July 23 for Saigon, where she arrived August 14. Being un-	the trip to San Francisco. To San Fran- cisco was consigned \$309.649 of the treas-	made to dispose of the property to inter-	ling material at a price	A AGERA A
ervation, which is approximately 40	fort to bridge over the space between bar-	able to get a charter there, she left five days later for San Francisco, where she		ests representing the Northern Pacific. Subsequently that was denied. It is now	no higher than that	Not a dark office in the building;
ics square-containing all told a little s than 1800 square mlles of territory-	barism and civilization-a space which it has taken our own race some thousands	arrived the 16th inst. The California city offered no better advantages, and Captain	The Cypromene Repaired. Robert Loller, who had the contract for	understood that all claims against the portage railroad have been sitisfied in one	demanded for produc-	absolutely fireproof; electric lights and artesian water; perfect sanita-
cuples the geographical middle of amath County, extending at one point	of years to pass-with the spelling book is the supremest folly; and I believe a great	Lefeuvre entered into negotiations with the Portland exporters, who took her. In	repairing the Cypromene, which was dam- aged in a collision down the river with	way or another, leaving the owners of the property to go ahead with it, and it is	tions of inferior quality.	tion and thorough ventilation. Ele- vators run day and night.
ross the line into Lake County. It is	cruelty is being inflicted upon the younger	spite of her trip half way around the	the Hassalo, has completed his job and returned to this city. Captain Roberts, of	now declared to be the purpose of those owners to complete the line and put it		
e very heart of the Klamath country, d the very best of it. It was selected	generation of Indians under this policy. Even if it were possible, which I believe	world in search of a cargo, the ship is no worse off, owing to the subsidy granted	the ship, also came up to settle his ac- counts, and is highly pleased with the	in operation, unless it shall be made more profitable for them to sell before the en-	All responsible jewelers	AINSLIE, DR. GEORGE, Physician 413-414
Lindsay Applegate 40 years ago, when had the whole country to pick from,	It is not, to "educate" the Indian into some approximation of the white man's	by the French government to the mer- chant marine.	work done by the ship carpenter. A new fore-topgallant mast was put in, and the	terprise shall reach the point where it can be put to work.	STERLING keep it	ANDERSON, GUSTAV, Attorney-at-Law613 ASSOCIATED PRESS; E. L. Powell, Mgr. 800 AUSTEN, F. C., Manager for Oregon and
i with a trained judgment, and an In-	character, it would be only to make him unbappy, since there is no place in the	The Nesala is a German ship of 1670 tons and is commanded by Captain Gerkins.	bowsprit repaired. The ship will sail out- ward in a few days.	Paul F. Mohr went to Honolulu in Au- gust, and it is said that he will remain		Washington Bunkers' Life Association of Des Moines, 1a
grity not universal in connection with dian affairs, he picked the best. The	world for the educated Indian. The ef-	Balfour, Guthrie & Co. are her charterers. The ship is now en route to Kaio Chou,	Broke Her Crank Shaft.	there to engage in business, though no positive information on that point is avail-		BAKER, G. EVERT. Attorney-at-Law
hole northern part of the Klamath asin, including a 20-mile frontage on	fect of education, I think, as it is prac- ticed here and at other Indian schools,	from Bramen, which port she left May 26. She is about due at her Chinese des-	PLYMOUTH, Oct. 24 The Hamburg-	able here.		MOINES, IA.; F. C. Austen, Mgr502-503 EENJAMIN, R. W., Dentit
e northeast side of Big Klamath Lake,	will be to develop the taste for things un- attainable, and therefore to fill the minds	tination, and should reach Portland in time for January loading, which her char-	American Line steamer Fuerst Bismarck, from New York, October 16, for Ham-	RAILS FOR KLICKITAT ROAD.	<b>HERACHERCERCENCE</b>	EERNARD, G., Cashier Pacific Mercantile Co
tensive reclaimable marshes at north, d the great Valley of Sprague River	of the rising generation with discontent;	Of conditions existing at San Francisco		First Shipment From Portland Yes-		Surgeon
the east, is reserved territory. The ca of hay lands is very great, and	and there will surely follow the deterior- ation of character which this mental habit	the Commercial News of the 23d said: "Every one who is familiar with the	in the passage owing to the breaking of the crankshaft of her starboard engine on	terday-More From Europe. The steamer Dalles City vesterday took		BENJAMIN, R. W., Dutist
ere is something like 600 or 700 square les of fine hill range, with about 500	produces. It is the common testimony of those who come into close contact with	vicissitudes of the grain freight market will recall some particular year of specu-	Sunday. She only used her port engine during the rest of the voyage. The vessel	the first shipment of rails from Portland to Lyle for the Columbia River & Northern		BOHN, W. G., Timber Lands
uare miles of very valuable pine tim-	the tribes here that the old Indians who	lative activity in the fore part of a sea- son, followed by disappointment as to	experienced fine weather.	Railroad. Another lot of 20 tons will go up on the Hercules today, and the ship-		EROWN, MYRA, M. D
. It has the very best of the water irces of this bountifully watered sec-	never heard of the spelling book are really better men and women at all essential	yield of grain, or as to prices, in the consuming markets, with the result that	Austrian Ship Stokers Strike. VIENNA, Oct. 24-Another strike of the	ments will continue until all the steel shall be delivered. Enough is now on hand		CAMPDELL, WM. M., Medical Referee Equitable Life
n of country, for it is on the reserva- n that the wonderful and wonderfully	points of character than the younger product of the educational system.	tonnage, chartered to arrive by specula- tors, was later put on the market regard-	stokers employed by the Austrian-Lloyd Steamship Company at Tricste has begun.	for laying about 20 miles of tmeck, and that work will be taken up early next		CANNING, M. J
sutiful springs described in a former	I believe the Interior Department is	less of consequences, and rechartered for anything obtainable, rather than have the	Twenty vessels are affected. The strikers demand that only such stokers as are ap-	week. Another cargo of ralls from Europe is due in Portland in about three weeks,	I hall PV /	CAUKIN, G. E., District Agent Travelers Insurance Company
ter are found. Great rivers of ex- sitely crystalline water burst from	wrong in its presumption that educa- tional training of the young ones com-	vessel, which could not be loaded by orig- inal charterers, go on demurrage. Very		and that will be enough to finish the track to Goldendale.		CHICAGO ARTIFICIAL LINE CO.; W. T. Dickson, Manager
mountainsides at several points, and	bined with the personal ownership of land will make the Indian capable of looking	little of that description of business has come with the decline in freights this	Marine Notes.	An incline is now under construction at The Dalles to get the rolling-stock of the	TRADE MARK	CHURCHILL, MRS. E. J., 716-71 COFFEY, DR. R. C. Surgson, 405-40 Cull Value, The Physics of Control Networks, 405-40
led by ditches over great areas of	out for himself for in the and I think he	year, but the market blds fair to be quite as much demoralized by an entirely dif-	The Matterhorn, which arrived at As- toria Thursday from Hamburg, brings 15,-	Columbia River & Northern from the O. R. & N. track to barges for transportation		Columbia TELEPHONE COMPANY 001-005-000-013-014-01 CORNELIUS, C. W., Phys. and Surgeon29
his great property, a principality in	will, generally speaking, be found as an in-	ferent but fully as potent a cause. Of the 13 bounty-fed French vessels in port,	50 harrels of Alsen coment consigned to	to Lyle. That will be done in a few days, and a locomotive will be taken over when	Beyond Question	COLLIER, P. F., Publisher; S. P. McGuire, Manager
elf, belongs absolutely to the 1200 In-	property to struggle with the world, he will quickly be despoiled and his descent	four are disengaged, and while lying in port are earning nothing, but must keep	Workmen were busy on the new Port		R Guild Guodion H	COUNTY PHYSICIAN 40 COUNTY AND
HI II under the guardianship of an	to possive will be made to the tester	the crew by the vessel, and in that and other ways are under considerable ex-	of Portland dredge Columbia yesterday, taking out the big fiyer and putting in a	Testifies in Behalf of Merger.		anty Co. of Chicago
ver C. Applegate. The immediate	is to be saved from ultimate vagabondism	pense. When at sea the bounty, it is said, more than pays running expenses, so that	smaller one. There is nothing wrong with the large one, but it was thought a good	E. N. Saunders, president of the North-	Hunter	DAY, J. G. & I. N
great that if it were sold for even a	under some system to restrain his un-	any freight is clear profit. Besides the four disengaged French bottoms in port	opportunity to test the efficiency of the smaller flyer before the dredge begins	western Fuel Company, in behalf of the defendant in the cage of the United States	13	EDITORIAL ROOMS
I-reasonable price it would make every	tereste Individuale like II-en Tech	there are 41 bound to this Coast, 29 to this port, one to San Diego, seven to Ore-	The Prince Louis, 173 days from Van-	vs. the Northern Securities Company was taken before Special Examiner Ingersoli	Whiskey	EQUITABLE LIFE ASSURANCE SOCI- ETY; L. Samuei, Manager; G. S. Smith,
a. The timber alone would probably	may safely be left to the management of their own affairs, but in the main the	gon and four to Puget Sound. Some, but not all by any means, of this fleet are un-	couver for Cardiff, has been posted as overdue at 15 per cent reinsurance, and	today. Mr. Saunders' testimony was main-	A THINKY	Cashier
could be sold without affecting the	Indian will have to be looked out for or	der charter. Those that are disengaged will not long lie idle, but taking what	the Fred E. Scammel, 175 days from San Francisco, for London, at the same rate.	Burlington by the Great Northern and the Northern Pacific on the shipment of coal.	is the most perfect whiskey sold.	FENTON, DR. HICKS C., Eye and Ear51 FENTON, MATTHEW F., Dentist
ue of the greater arable and grazing	moral and physical degradation,	they can get, will move. Recently, 18s		The saving to the consumer through this arrangement he estimates at 25 per cent,	It is made from the choicest of	GALVANI, W. H., Engineer and Draughts- man
	There is an illustration to this effect in the case of the non-reservation Pitt River	9d from this port, with grain to Europe, usual options, was accepted by a vessel	to 50 per cent; Beech Holm, 108 days from Newcastle, for Callao, to 35 per cent;	and he thinks it will regult in the location of more industries in this region,	select grain and undergoes in thorough ageing, thus securing	GLARY, DR. E. P., Phys. and Surgeon40 GIESY, A. J., Physician and Surgeon709-74 GILGERT, DR. J. ALLEN, Physician401-40
the development of the reservation has	tribe, which occupies a considerable stretch of country in the northeast corner	to arrive; a spot vessel has unsuccessfully pressed on the market at that figure, and	Glenmark, 190 days from Tacoma, for Liv- erpool, to 25 per cent, and Lynton, 128		perfection of flavor and bouquet.	GOLDMAN, WILLIAM, Manager Manhat- tan Life ins. Co., of New York
that there has been little need of	of California, not far below the Oregon	it is more than probable the French ves- sels, one or more of them, will accept	days from Pisagua to the Channel, to 15 per cent.	DENVER, OCt. 24The secretary of the	With the most fastidious buyers it is	GRANT, FRANK 5, Attorney-at-Law61 GRISWOLD & PPEGLEY, Tailors
y established on individual tracts, as-	line. In a settlement most unwisely made with these Indians something like 40 years	lower rates, and make the market for the disengaged tonnage so low that 188 Bd	Domestic and Foreign Ports.	National Livestock Association has re- ceived advice from Chairman Fren E.	THE FIRST SOUGHT	HAMMAM BATHS, Turkish and Russian
red to them permanently, and there is	ago, General Wright promised them that they should have independent settlement	will, before long, look like a big figure." There is a scarcity of vessels available	Tacoma, Oct. 24Arrived-German ship Carl, from Port Townsend, Salled-Schooner T. P.	McLeod that the Western Passenger As- sociation has granted a rate of one fare	a inc rinsi soudil in and	HAMMOND, A. B
d if there were 10 times as many, cul-	free from the control of an Indian agency	for cargo loading on the other side of the Atlantic. Portland importers are anx-	Emigh, from San Francisco, Boulogne-sur-Mer, Oct. 23Sailed-Noordam,	for the round trip from all points within its territory on the occasion of the sixth	THE FIRST BOUGHT.	HOLLISTER, DR. O. C., Physician and Surgeon
em by a comparatively cheap system of	Under this agreement they were given land in severalty, and since it was made	lously looking about for ships to put on the berth for Portland, but can find noth-	from Botterdam for New York. Cherbourg, Oct. 23Salled-Auguste Vic-	annual convention of the National Live- stock Association, which will convene in	Sinc	HD5E MAN, C. M., Attorney-at-Law416-17-18 JEFFREYS, DR. ANNICE F., Phys. &
rigation. In truth, there would seem most no limit to the possibilities of the	inalienable for a long period they have it yet; but they have not lived upon it in	ing suitable. Enough cargo is on hand or in sight to fill several ships. Rates have	toria, from Hamburg for New York. Plymouth, Oct. 24Arrived-Fuerst Bis-	Kansas City January 13.	B BOTHCHILD BROS. H Portland, Ore. H	Surg. Women and Children only
ituation if there were really any need	any regular or consecutive way, and have done little or nothing toward the devel-	gone up there, while grain freights have gone down on this Coast until they are	marck, from New York for Cherbourg and Hamburg, and proceeded.	Blekinson Takes New Job. KANSAS CITY, Oct. 24President	<b>ини</b> ниянияниянияниянияния	Mutual Reserve Life Ins. Co
What the policy of the Government	opment of industrial or domestic habits	almost equal, shipowners asking los to 18s	Queenstown, Oct. 24 Arrived-Merion, from	Stillwell today formally announced that		MACKAY, DR A. E., Phys. and Surg. 711-712

o make the most of it. What the policy of the Government of industrial or domestic habits. to make the most of it.

will be in the matter of this great prop-They have fallen into

erty can, of course, only be conjectured, existence, hanging about the outskirts of but it appears to me inevitable that after the Northern California towns, and gainthe Indians are established in severalty- ing their living, including much firewater, a settlement now slowly in process-the by small trading, thievery and the pros lands which they do not need and cannot use will be sold. And it is a consummation very much to be desired. To and civilization under the educational sysopen up this great tract for occupation | tem, but to no practical effect. They preby white people would of itself give the fer to be vagabonds, and vagabonds they whole Klamath country a prodigious list, will be until vice and disease shall make for wherever the white man settles he a painful and pitiful riddance of them from brings his civilized habit of industry, his the face of the earth. practice of thrift, his church , and his schoolhouse. There is room on the reservation lands, after the needs of the Indians shall have been provided for, for a population equal to the present population of Klamath County, with abundant resources for its prosperous living.

Of course, it is not meant by these remarks to suggest that the Indians be despoiled of their lands. Their rights are plain, and as firmly established as the guaranty of the Government can make them, and they must be respected as they ought to be. In other and similar cases -very notably in the case of the Umatilla Reservation-after all the native population had been provided for, the remaining lands were sold at auction under conditions which brought their full value, and the funds thus secured were invested in Government bonds for the benefit of the Indians. This method would be a natural and satisfactory one here. Nobody wants to "do" the Indians out of their property, but there is a very natural wish that the territory which they do not need and cannot use might be made available for purchase by white men.

Under the severalty system each individual of the Indians is entitled to choice of 160 acres; and their selections are guaranteed to them under conditions which make them inalienable for the term of 25 FEARS FOR MISSIONARIES years, the purpose of the limitation being to give time for the acquisition of domestic habits and business knowledge before bestowing the right to sell. This is a wise precaution, for it is certain that if absoto the Indians at this time, not one in ten would keep his tract-or the proceeds of its sale-a twelvemonth. It is, I think, very much to be doubted if they will ever acquire the self-control and thrift essenthai to an independent career. In the long run, the white man is pretty likely to get the lands,

There are, however, individual instance which go to stimulate hope for the Indian. Among the prysent population of the reservation there are a few Indians who display qualities of an exceptional kind. Henry Jackson, a full-blood of the Pitt River tribe, in his carly life a slave, is one of the substantial men of the country. His wealth, in addition to his lands. held under the usual tenure, is reckoned at \$20,000, being mostly in cattle and horses in which he works with the best breeds. He is a capable practical farmer and stochman, a shrewd buyer and a shrewa seller, and his standing for business reliability is as good as that of most white men. A prominent business man of Klamath County told me yesterday that he had

that he regarded him as an absolutely

sort of gypsy titution of their women. Efforts have been made to promote their reformation

The general administration of the Klamath agency has been good for the Indians, and they have more of the marks of civilization than at any other center of native life in this country. Every Indian is now nominally a farmer, in that he has a ranch of his own, some capital in the form of livestock, a house to live in, and the general "plant" of a more or less civilized home. While not diligent in the civilized sense, they make fair herdsmen and teamsters, and on the whole, under the careful and almost paternal authority of Agent Applegate, are doing well for themselves. But the initiative in all civilized ways comes from the agency headquarters, and it soon fails if not maintained by the agent's authority. Something in the way of progress has, indeed, been accomplished, but it is a progress enforced from the outside, not an outgrowth of better motives within or of an enlarged capacity for self-control. No greater mistake could be made than to infer from the superficial facts of the situation as the visitor sees it here, that the Indian population of the Klamath agency is capable of standing alone. Old citizens, men who wish the Indians well, know that with

all the apparent progress of the past 40 years there is little real progress, and absolutely no development of character. A. H. \_\_\_\_\_

## Like Rats in a Hole.

LONDON, Oct. 24 .- The English mission ary, Mr. Cooper, who was murdered at lute title with privilege to sell were given Fez. Morocco, recently, had a wife and two children, and there is great apprehension as to their fate, as well as that of four other woman missionaries, for it is known there has been a considerable recrudescence of anti-foreign feeling. Let-ters from the Kansus mission of Mequinez, composed of 12 Americans, describe the situation as critical. The missionaries say they are "shut up like rate in a hole."

## Capital of the Broom Trust.

NEW YORK, Oct. 24.-Arrangements have been made, according to the Tribune. for financing the proposed combination of broom manufacturers which, if formed, will have a capital of \$5,000,000. The total capitalization of the companies engaged in manufacturing brooms in the United States is about \$3,500,000, and their yearly output is about 42,000,000 brooms. The manufacturers who have been asked to give options on their plants represent 25 per cent of the broom industry of the country.

Roosevelt invited to Negro College. WASHINGTON, Oct. 24.-Booker T. Washington today invited President Roosevelt to visit the Tuskegee Institute ath County fold me yesterday that he had had many transactions with Jackson, and a Southern trip this Fall. The President promised to take the subject under con-"souare" man. But it must be con- sideration.

ANOTHER SNAKE RIVER BOAT. Norma Goes Into Service to Move

Wheat-Towing Facilities Better.

The O. R. & N. Co. yesterday put an-other boat in service on the Snake River, and will soon add a third. There are only 17 inches of water at Riparia, but the prospects are for a better stage in the near future. The company has been holding off, waiting for a rise, and believing that it is about at hand, has taken chances on it and put the Norma in serv-The Norma will be used in bringing

out the big wheat crop raised in the Snake River country. The Lewiston has been on a daily service between Riparia and Lewiston for several weeks, and when

the river rises six inches or a foot more the Spokane will also be put on the run, Captain Conway yesterday increased the towing service on the lower river by putting the Harvest Queen into the business. The Queen has been on the Portland-Astoria passenger route, while the Potter has been undergoing some repairs. The sidewheeler is again ready for opera-tions on her regular run, which will enable the company to relieve the pressure for towboats. In addition to the Queen, the R. R. Thompson and the Ocklahama are now engaged in moving wheat and lumber vessels up and down the river. Four ships are ready, two at both ends, to be moved. The Dynomene, with a full cargo of wheat on board, will go down, towed by the Queen, today, and the wheat sand. ship Chile may go tomogrow. The G. W. Wolff and the Matterhorn are at Astoria

waiting to be brought up. The tug Samson, which will do duty for the O. R. & N. Co. at the bar, has been taken down to the boneyard, where a few repairs will be made. She will go into commission in a few days.

BEING TOWED INTO PORT.

Steam Schooner Celin Has a Close

Call From Destruction. SAN FRANCISCO, Oct. 24.-The steam schooner Cella is being towed into port by the steamer Brooklyn. The Cella left Fort Bragg at noon last Wednesday, and mot with such heavy weather that her cargo of redwood lumber shifted. By the

Christians in Morocco Are Shut Up time she reached Point Arena, the regular port of call, the vessel was in a bad way.

and Captain Hansen notified his owners, Beadle Bros., of this city, of her condi-tion. They sent orders for the Brooklyn, on her way here with a cargo of lumber, to take the Cella in tow for this port. The Brooklyn left Point Arena Thursday evening with her tow. The unusually stiff gaie that was blowing from the southeast for the past two days caught the steamers at a great disadvantage, for with their cargoes they were unable to stand up against the tremendous seas and high wind. The parting of the hawser left

the Cella altogether at the mercy of the waves. She had already become water-logged, and the flooding of the engineroom made it impossible for the vessel to help herself, and the Brooklyn, after re-peated attempts, was forced for a time to abandon the idea of getting another line fast. The Cella's crew abandoned her, and were picked up by the Brooklyn, which afterward succeeded in getting another line on the Cella, saving her from destruction.

> CCASTWISE STEAMER TRADE. Prentlas Leaves for the South One Day Late.

The steamer Prontiss, in the Gray Steamship Line, left down yesterday morning. She loaded 175,000 feet of lum-ber here and will fill up at Kalama and Sature with Cale of the State Bar Rainier with Cedar poles for Sinta Bar-bara and Redondo. The Prentiss' sailing mote section of this state.

Southampton, Oct. 24 .- Sailed-Auguste Victoria, for New York, via Cherbourg. Naples, Oct. 24.-Arrived-Phoenician, from New York for Genoa. Moville, Oct. 24.-Salled-Corinthian, for Mon-

Moville, Oct. 24.-Salida-Corinthian, for Mon-treal; Ethiopian, for New York. San Francisco Oct. 24.-Arrived-Steamer Mackinaw, from Tacoma; steamer Queen, from Victoria; steamer Titania, from Nanaimo. Salied-Steamer Melville Dollar, for Portland; steamer Robert Dollar, for Scattle; schooner Salem, for Portland; steamer Wyeffeld, for Nanaimo; schooner John A., for Portland; Nanalmo; schooner John A., for Portland; Steamer Sequola, for Willapa Harbor; steamer Newburg, for Gray's Harbor; steamer G. C. Lindauer, for Gray's Harbor.



SAN FRANCISCO, Oct. 24.-(Special)-The officials of the operating department of the Southern Pacific declare that the dispatches which emanated from Tacoma to the effect that the company is prepar-ing to resume coal burning on its pas-senger locomotives, because bitumen becomes deposited in the flues of engines that burn oil, and that the company has placed orders in Washington for 25,000 tons of coal per month to replace oil as fuel, are absolutely without foundation. The trouble over the bitumen deposits in the flues is an exaggeration, as such accumulations are easily removed with

Officials say oll has proved such a suc ess that the company is committed to the policy of converting all of its loco-motives into oil burners. It is announced that cosi will be abandoned absolutely on all the lines of the company within a year. It is estimated that the oil burning engines on the Western division alone accomplished a saving of \$50,000 in the com-pany's fuel bill for the month of Septem-

# Minnesota Merger Case Next Week.

ST. PAUL, Oct. 24.-The attorneys for the state in the Minnesota suit against the state in the minnesota suit against the railroad merger have sont out notices that the first hearing of testimony be-fore the referre would take place next Wednesday. The state has about 70 days yet in which to take the testimony, but the work will be completed as soon as possible. Attorney-General Douglas said today that in order to save time and expense, as much as possible of the testi-mony taken in the Government case and also in the Peter Power cases would be stipulated. It is said that the Minnesota case will be taken up by the United States Court in January.

manager of the Pacific system of the Southern Pacific Company, today declined to make a statement regarding the report-ed intention of the firemen and engineers of this company to go on strike in the event of the company not meeting their

in a few days to make a statement regarding the situation, Mr. Agier replied: "I do not think it will be necessary."

### "Boss" Shepherd's Estate.

CHIHUAHUA, Mexico, Oct. 24.-It is aninced that the estate of the late Alexander R. Shepherd, better known as "Boss" Shepherd, far exceeds the esti-mate of \$6,000,000 in value, as originally made. It amounts to more than \$10,000,000. and consists almost exclusively of rich mines in the Batopolis district, in a re-



NEW YORK; W. Goldman, Mgr ... MARSH, DR. R. J., Phys. and Surg .... 404-406 MCGINN, HENRY E., Attorney-at-Law, 311-12 

QUIMBY, L. P. W., Game and Forestry

.. 701-703

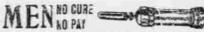
517 

STOW, F. H., General Manager Columbia 

WILSON, DR. HOLT C., Phys. & Surg. 105-101 WILSON, DR. HOLT C., Phys. & Surg. 507-508 WILLAMETTE VALLEY TELE, CO......614 VOOD, DR. W. L., Physician ...... 412-413-414

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Knows Nothing of Wage Demand. SAN FRANCISCO, Oct. 21.-J. Agler, demands for higher wages. "I know nothing officially regarding the demands of the men. We will do nothing

in the matter at present." Asked if he would be in a position with-