GREAT FLOUR CARGO

Indrasamha Takes Biggest From Columbia River.

PORTLANDLEADSINTHATTRADE

Long List of Big Cargoes, Seven of Which Exceed 50,000 Barrels Each -Oregon Apples Entering Oriental Market.

The Portland & Asiatic liner Indrasamha cleared yesterday for Hong Kong and way ports with the largest cargo of flour that was ever taken out of the Columilia River, and with two exceptions the largest that was ever floated on the Pacific Coast: She has on board 52,579 barrels, valued at \$157,737. Reduced to wheat measure, this is equal to nearly 240,-300 bushels, enough to load two of the average-sized ships which come here. Portland leads all other ports in the United States, if not in the world, in the mber of immense flour cargoes which have been floated. The cargo of the In-drasamha is the seventh from this port drasamha is the seventh from this port in excess of 50,000 barrels, and the average for the seven was 51,474 barrels. It is also the 17th cargo in excess of 45,000 barrels, and the 25th cargo in excess of 40,000 barrels to leave Portland within the past four years. The total amount of flour carried by this fleet of 25 chips was 1,216. 230 harrels, an average of 46,770 barrels, a showing which has never been approached my other port in the United States, big cargoes which have cleared from Portland in the past four years and the versels carrying them were as follows: Stenmer-

Indradanta	. 04.01
Eva	52,00
Thyra	51,93
Indrapura	. 51,33
Thyra	51,96
Eva	50,96
Adato	50,42
Indrayent	49,53
Indrapura	49.54
Arab	47,80
Lennox	47,35
Abergeldie	46,28
Lennox	46,45
Mogui	46,34
Abergeldie	45,59
Indravelli	40,07
Bracmar	45.49
Mogul	44,99
Bt. Irene	44,73
Indraoura	
Mogul	43,01
Lennox	42,79
Braemar	43,06
Knight Companion	42,09
Indrapura	40.86
Braemar	40,07
and the state of t	-

During the period mentioned there have been fully as many more cargoes of flour cleared for the Orient of dimensions rang-ing from 25,000 barrels well up toward 40,000 barrels, a large number of them be-ing in excess of 25,000 barrels. Puget Sound cleared one steamer, the Goodwin, with a larger cargo than that of the Indrasamha, and the Arab took out a 55,00-bagrel cargo from San Francisco, but the ports of San Francisco, Tacoma and Seattle combined have never shipped seven cargoes in excess of 50,000 barrels, and have never shipped one-third as many cargoes in excess of 45,000 barrels as have been shipped from Portland.

October shipments of wheat and flour from this port promise to be the largest on record for this month, the cargo of wheat on the Lime Branch and the In-drasamha's flour cargo reduced to wheat measure together aggregating 497,000 a greater amount than was ever pefore taken out by the river on two

While her flour cargo alone was a record-breaker, the Indrasamha carried over 200 tons of miscellaneous freight, including over 1500 bales of cotton for Kobe and Yokohama. She also had about 20,000 feet Yokohama. She also had about 200,000 feet the operator. of lumber. By far the most interesting item on the manifest, however, was a consignment of nearly 1000 boxes of ap-ples for Port Arthur, Tien Tstn and A few trial shipments have by former steamers of the mands for higher wages made by the or-ganization affect only switchmen em-ployed in the Chiengo district. Portland & Asiatic line, but this is the first shipment of importance that has been made, and indicates that the samples sent over have been well received. If the apple buriness with the far East can be worked up to as good proportions rela-tively as the flour trade, the Orient will in time afford a good market for large quantities of Oregon fruit. The steamer ule is now uniform throughout the West, and the scale is known as the Chicago wage scale. The settlement of the dealso took a few onlone and potatoes and e usual heavy consignments of beer, ef, milk, etc., for Manila and other Ori-She will leave down the fiver this morning drawing 23 feet of

IT MAY BE INDEPENDENT Latest Theory of Great Central Railroad Support.

A new theory for the support of the Coos Bay Railroad enterprise has been evolved by those who have watched the ogress of affairs in the railroad world. Withdrawal of the St. Paul from the transcontinental field by its contract with the Union Pacific would have weakened the Coos Bay project if it had rested on St. Paul support, as indications for a time strongly pointed. But it didn't. And now come intimations that the Rock Island, snother of the big roads that would have use for a line to the Pacific scaboard, is about to tie up with the Union Pacific as the St. Paul did. But this rumor also seems to have no effect on the Salt Lake-Coos Bay line. That leaves the Missouri Pacific as the only important railway system without facilities for getting to the Pacific Coast. And Coos Bay line does not sem to rely

Now it is said by those who do not pretend to have inside knowledge, but who read events, that the Great Central Rail-read project is probably not directly related to any great vallway system; that it is probably fathered by men who see that such a property could not fail to have a good market when built, and who an well afford to make the investment.
All the avenues to the Pacific are now

centrolled by two men-Edward H. Haran and James J. Hill. Even the San-Fe does not get to the Coast without using Southern Pacific tracks. This arrangement is all right for the roads bound in these groups, but it is reason-able to suppose that independent lines do not relish the idea of being always at the mercy of the two men who now control outlets to the Pacific. The growing importance of Pacific commerce naturally lucreases the unrest of the independent interior lines. Possibly capitalists con-nected with one or more of the independent lines, "sizing up" the situation, see that an independent railroad from some such central point as Salt Lake City to some such seaboard point as Coos Bay cannot fail to be a valuable property, even if it shall be maintained as a totally independent line. It need have no corate connection with any of the great independent, or unharmonized, systems, in order to be a profitable railroad. It might remain unattached and yet serve the very best interests of all the independent lines of the East by enabling them to force concessions from the Har-riman and Hill combinations.

Prunes are going out by the carload over the new Washington & Oregon branch of the Northern Pacific, though the bridge over the Lewis River is not yet completed. The cars are taken across the This view of the case is regarded as more sensible than the expectation that some independent Eastern road will be fiver on scows hauled by a donkey enfound to be directly supporting the Great Central project. Somebody or some group of men having command of large That is the only link of the road that recapital could well afford to build the mains uncompleted.

road, for the future will surely bring a good market for it if the railroad signs of the times have any significance.

SERIOUS SHORTAGE OF CARS. Resumption of Coal Mining Increases Trouble-Will Be Worse.

ENTER CANADIAN PACIFIC.

Stronger Competition for Business

on Upper Puget Sound.

freight and passenger agent of the Bur-lington in the Puget Sound district, under the jurisdiction of the Portland office,

come and other Upper Sound points had to be transferred at Seattle to other

steamers, which caused expense and de-

lay. Now it has been arranged to make Tacoma the terminus for the Canadian

Pacific steamship, which will thus be enabled to serve the Upper Sound coun-try much better than heretofore, and the

new agency in Tacoma will afford facil-ities for getting the business. By this move the Canadian Pacific will become a

strong competitor in the Coast field of the

NEW RAILROAD INCORPORATED.

To Run From Columbia River to North Boundary of Washington.

Articles of incorporation of the Coal Creek Ralicond Company were filed in the County Clerk's office yesterday, by W. H. Moody, Albert Bettinger and J.

P. McInerny, capital stock \$60,000. The objects announced are to build and oper-

ate a railroad, commencing at a point on the Columbia River in section 35, township 8, range 3 west, in Cowlitz County, and running thence across and through the counties in the State of

Washington to the northern boundary of

the state; to own ferries, bridges, etc., across' the rivers and streams in the ounties of Cowlitz, Wahkiakum, Lewis Pacific, Thurston, Chehalis, Jefferson and Ciallam: to engage in the business of

transporting passengers, freight, etc.

Is Unarmed, but Drives Them Away,

Receiving Slight Wound.

At attempt was made to rob the O. R. & N. station at Grants, 22 miles east of

The Dalles, Sunday night. About midnight two masked men walked into the depot with guhs and ordered Night Operator W. S. Walker to throw up his hands. He didn't throw up his hands, and the masked men fired three or four shots, one of which made a slight wound on the wrist

of which made a slight wound on the wrist

of the operator. He pretended to be searching for a gun, and his assailants re-

To Be Settled in Conference.

CHICAGO, Oct. 27.-W. G. Lee, vice

grand master of the Brotherhood of Rail-

way Trainmen, stated today that the de-

"There is to be no excitement connected with this question," said Mr. Lee. "We have had contracts with the various

roads for 18 years, and the question of higher wages for Chicago switchmen will

be settled in conference. The wage sched-

mand for a new schedule will make sim-ilar conditions elsewhere. The increase

Railroad Notes.

General Freight Agent Miller, of the D. R. & N., will return Thursday from

yesterday from a trip to Sait Lake City.
Assistant General Passenger Agent
Chariton, of the Northern Pacific, left
last night for a trip of a few days in the

Marfager R. Koehler, of the Southern

Pacific, returned yesterday afternoon from San Francisco, where he was called for a conference with the head officers of

M. J. Roche, traveling passenger agent

Assistant Superintendent D. W. Camp

Hopsital, in this city, for treatment, He

James Anderson, general agent of the Canadian Pacific Rallway in Seattle, is

to take the position of traveling freight and passenger agent of the Wisconsin Central Railroad. His headquarters will

remain in Seattle, but he will be under the jurisdiction of the Portland office.

Owing to the pressure for cars and mo-tive power the O. R. & N. has abandoned

its purpose to ballast its track between the summit of the Blue Mountains and Huntington this season. Some difficulty

has been experienced in getting gravel, too, but everything will be in readiness for the work in the Spring.

Timber hunters are now coming from the East by the carload. A few nights ago the Southern Pacific received from

the O. R. & N. two cars of passengers for Roseburg, one car being from St. Paul and the other from Chicago, though the occupants of the latter car were most-ly Wisconsin men. All were seeking tim-

The Southern Pacific train from San

Francisco due in Portland Sunday even-ing, did not arrive until a little after noon

yesterday. A stub was made up at Rose-

burg and run in on time. The train due yesterday morning did not arrive until after 2 P. M., and the one due last night

was two hours late. These delays were

caused by a landslide in the Sacramento

asked amounts to 5 cents an hour."

his trip East.

the company.

ber land.

canyon.

Puget Sound country.

will arrive tomorrow.

States side.

NEW YORK, Oct. 27.—Railroad officials declare that the indications of a serious car shortage throughout the country are becoming more and more pronounced, and the outlook is causing no little ap-Steamer Robert Dollar Chartered to Take a Cango of Valley Grain to San Francisco.

prehension, says the Journal of Com-merce. The movement of general freight, both east and west bound, is reported to be unusually heavy. Under normal con-ditions the principal lines would find their facilities heavily taxed. The termination The demand for Oregon wheat for mill-ing purposes in California, coupled with the exceptional activity of the San Francisco market for the past few days, will result in a southward movement of wheat of the coal strike, however, and the re-sumption of mining has resulted in an sumption of mining has resulted in an abnormal demand for cars of all kinds from this state. Yesterday it was ansultable to carry coal by the anthracite roads and the heavy coal shipments are expected severely to tax the hauling power of these lines. All-rail grain has power of these lines. All-rail grain has was taken by the Northwestern Warenot yet started to come forward to any great extent, but will begin to move in from the Bay City at once. She will load the company and will be brought up from the Bay City at once. She will load large quantities next month, and then, judging from all present indications, the officials declare, the lines will witness one of the greatest car shortages on record. All the trunk lines are using their 2000 tons here, mostly Oregon Valley wheat. The grain is now awaiting the steamer at Victoria dock. This will be the first large shipment of wheat San Francisco this season. A number small lots have been taken south by reg-ular and tramp steamers in the consting utmost endeavors to enforce the per diem agreement to hurry the return of their

The steamer Melville Dollar, belonging to the same owners, arrived up early yes-terday morning with a full cargo of gen-eral merchandise, which is being dis-charged at Columbia dock, No. 1. She is consigned to Frank Woolsey. A full re-J. W. Draper, who has for the past seven or eight years been traveling turn cargo for San Francisco is awaiting.

CALIFORNIA MILLERS DRAW ON

THIS STATE FOR SUPPLIES.

The steamer Leelanaw, with freight from San Francisco for the O. R. & N. from San Francisco for the U. R. & N. Co., came up last evening, and docked at Ainsworth. She is on for only one trip, but may return if the difficulty with the engineers of the Elder and Columbia is not adjusted. the jurisdiction of the Portland office, will go to the Canadian Pacific Railway on the 1st of November, as general agent at Tacoma; This appointment is in pursuance of a plan of the Canadian road to enter more actively into competition for freight in the Upper Sound district.

The Canadian Pacific has been operating a steamer between Seattle and Vancouver. Any freight handled for Tacoma and other Upper Sound points had

CAPTAIN KENNEY KILLED. Lloyds' Surveyor at Tacoma Lost His Life by a Fall,

TACOMA, Oct. 27. - Captain John E. Kenney, marine surveyor for Lloyds, was fatally injured this morning by falling 20 feet into the hold of the British ship Pass of Balmaha. Several ribs were frac-Pass of Balmaha. Several ribs were frac-tured, and he was otherwise injured in-ternally. He was going down a ladder to inspect the lining of the vessel when he lost his held and fell. Although .84 he lost his held and fell. Although 84 years of age, he was a remarkably wellpreserved man. He was removed to the nospital, and died shortly after 2 o'clock

(Captain Kenney was well known to the old-timers in the Pacific Coast trade, having followed the seas nearly all his life in American ships until about a dozen years ago, when he retired to take a position as surveyor at Tacoma. He was lest in comamnd of the American ship Patrician. While nearly all of the shipping men along the front knew the un-fortunate captain, he was especially well known to Captain James Watts, who ressued him from death in the middle of the Atlantic Ocean 19 years ago. He was then master of the bark Halcyon, and was bound to Europe with oil when his ves-sel was dismasted and was lying water-logged with the rudder gone when Watts came along with the American ship John T. Berry and picked him and his crew up and took them to New York.)

MUST DISCHARGE MUD BALLAST.

Health Officers Demand It Because Mud Was Secured From China. ASTORIA, Oct. 27 .- (Special.)-The British ship County of Roxburgh is to be subjected to an order that has never before been enforced on a vessel in the Columbia Biver, and one result of which will be very expensive and cause her considera-ble delay. When the ship arrived from Shanghai last week her bill of health showed that she had on board 1050 tons of mud ballast, taken from the river bot-tom there, and the document stated that this was "probably dangerous" and might contain cholera germs. Dr. Earle, the United States quarantine officer at this port, placed the vessel in quarantine, and reported the facts in the case to the de-partment at Washington. This morning he received instructions from the depart-ment to have the ship takes to the quarantine station across the river, discharge the ballast, fumigate it with a solution of before permitting her to formally enter the port. To remove this 1050 tons of ballast and treat it with the acid will be a la-borious task, and there may be difficulty in securing men to do the work, which will be under the supervision of T. S. Trullinger, chief engineer at the station. After this work is completed it will be necessary to take new ballast to the ship before she can be moved from the station and towed to Portland.

The Crimping Evil.

PORTLAND, Oct. 27.—(To the Editor.)

The disgraceful episode which occurred yesterday upon a British vessel in our harbor cannot be passed by without com-ment. The treatment of officers and soliors in a foreign port is necessarily a factor in the popularity of a port, and no matter how great its commerce, it will cease to be of importance as a point of export when its acts, whether official or contrary to law, tend to cause seamen to desert. James H. Mulchay, rate clerk in the O. R. & N. general freight office, returned

For the sake not only of preserving the popularity of this port, but for common decency, let the people of this city cause the strong right arm of the law to descend upon such disreputable beings as this Billy Smith and the other people engaged in this disgraceful practice of crimping.

Movements of Transports.

SAN FRANCISCO, Oct 27.—Next Saturday the transport Logan, Captain Stinson, will sail for Manila, carrying about 100 recruits and casuals, and 200 parsengers. On the same day the transport Sheridan is due from the Philippines and for the Rio Grandes, has been reap-pointed district deputy for the American Association of Traveling Passenger Agents in the district of the Pacific Nagasaki, bringing six troops of the Ninth Cavalry, consisting of 530 men. 285 casuals and 134 sick, eight prisoners and five bell, of the O. R. & N., is down with tyhpold fever, and he will be brought from his home in Tekon to St. Vincent's insane. The Sumner, bearing General Chaffee and Vice-Governor Wright, of the Philippines, left Nagasaki four days ahead of the Sheridan, but on account of call-ing at Honolulu is not expected to arrive until next week.

To Improve London's Port. LONDON, Oct. 77.—A special commission summoned by the Lord Mayor, representing the mercantile, banking and manufacturing interests of the capital. met at the Mansion House today, to con-sider the improvement of the facilities of the port of London.

On motion of Lord Avebury, president of the Central Association of Bankers, the conference agreed to appoint a thoroughly representative committee to approach the government on the subject. The commission includes three representatives of the oldy convention which is tatives of the city corporation, which already had a special committee investigating the same question.

Hogs for Australia.

The exportation of frozen meat from Canada to Australia may at first seem like the carrying of the proverbial coals to Newcastle, but it is a fact that arrangements have already been completed for such consignments, and the first shipment will leave Victoria on the Miowera November 13. The Colonist says the ment to be shipped consists of frozen hogs and the refrigerator cargo space of both the Miowera and Accepted the letter willing. Miowera and Aorangi, the latter calling for Sydney December 12, has been pre-empted by the exporters. The cargo space in the refrigerating departments vessel amounts to approximately 150 tons

Coal Ship G. W. Wolff Arrives. The British ship G. W. Wolff has arrived up and anchored in the stream. She has 2500 tons of east and will go to the Pacific Coast bunkers this morning and begin discharging, Captain Thomas reports an uneventful passage from Swan- his recent trip through Mexico.

sea, from which port the ship sailed May 29. Contrary winds and more or less rough weather prevented very good time being made. The Wolff is under charter to Kerr, Gifford & Co., to load wheat, and THEY WANT OREGON WHEAT will get away some time in December.

> Carries Big Lumber Cargo. ASTORIA. Oct. 27.—(Special.)—The steamer Prentiss, which crossed out for San Pedro yesterday, carries a cargo of 177,000 feet of lumber and 168 cedar poles. loaded at Westport.

> > Marine Notes.

The British ship Allerton, from Barrow for Portland, was spoken August 12 in 57 south, 68 west. The agency for the charts issued by the hydrographic office has been placed with the C. F. Beebe Company. The British ship Celtic Chief, 1709 tons, now on the Sound, has been chartered at 19s 8d to load wheat for Australia. This

is the first Australia business of this kind worked in years. Mariners are notified by Lighthouse Inspector Milton that Blossom Rock buoy. San Francisco Bay, is reported to have neightly changed its position during the last gale. It will be replaced in its proper position on some as practicable.

position es soon as practicable A register of the boats plying on the Rhine River has recently been issued and Rhine River has recently been issued and contains some interesting statistics, showing that wooden ships are fast being superseded by iron ships in river as well as in other transportation. While during the years 1884 to 1892 the number of wooden ships increased from 4073 to 4807, this number decreased to 4695 in the 10 years from 1892 to 1992. The number of iron ships rapidly increased from 694 in 1894 to 1723 in 1892 and to 4296 in 1892.

Domestic and Foreign Ports.

ASTORIA, Oct. 27.—Left up at 6 A. M.—
Steamer Leclanaw. Outside at 8 A. M.—A
three-masted bark. Left up at 8:30 A. M.—
British ship Glenesslin and schooner Lizzle
Vance. Arrived dewn at 10:15 A. M.—British
ship Dynomene. Left up at 1:40 P. M.—Britlish bark Matterhorn. Condition of the bar at
4 P. M., rough; wind southeast; weather rainy.
San Francisco, Oct. 27.—Sailed—Barkentine
Gleaner, for Portland.
Yokohama, Oct. 27.—Arrived—Indrapura, from

Gleaner, for Portland.
Yokohama, Oct. 27.—Arrived—Indrapura, from Portland, Or., for Hong Kong.
Hong Kong, Oct. 27.—Arrived October 26—Doric, from San Francisco, via Honolulu.
Scilly, Oct. 27.—Passed October 26—Grosser Kurfurst, for Southampton and Bremen.
Bremen, Oct. 27.—Sailed—Bremen, for New York, via Cherbourg.
Cherbourg. Oct. 27.—Sailed October 26—Bremen, for New York.

New York, Oct. 27.-Arrived-Finland, from

ntwerp. Hoquiam, Wash., Oct. 28.-Arrived-Sch Hoquiam, Wash., Oct. 28.—Arrived—Schooner Wilson, from San Francisco, for Aberdeen; schooner Falcon, from San Pedro, for Aberdeen; schooner Falcon, from San Pedro, for Aberdeen; schooner Sophie Christensen, from San Pedro, for Aberdeen.
Seattle, Oct. 27.—Salled—Steamer Rainier, for San Francisco; steamer Denderah, for Tacoma. Arrived—Steamer Dobphin, from Skag-Way Steamer Linestilla from Skag-Way Skag-

coma. Arrived—Steamer Dolphin, from Skegway; steamer Umatilia, from Skagway; steamer Bobert Dollar, from San Francisco. Salied October 28—Steamer City of Seattle, for Skagway; steamer Umatilia, for San Francisco. Arrived—Steamer City of Puebla, from San Francisco; barkentine James Tuft, from Honolulu. Arrived October 21—British bark Lord Elgin, from Leiths. Arrived October 28—Japanese steamer Riejun Maru, from Hong Kong. Tacoma, Oct. 27—Arrived—Steamer City of Puebla, from San Francisco; ship S. D. Carleton, from Honolulu; steamer Edith, from fishing cruise; steamer Fingal, from Steveston, B. C. Salied—British steamer Dellih, from fishing cruise; steamer Edith, from fishing cruise; steamer Edith, from fishing cruise; steamer Fingal, from Steveston, B. C. Stritish steamer Capiliano, for Steveston, B. C.; British steamer Capiliano, for Steveston, B. C.; British ship Powys Castle, for Queenstown; German bark Anna, for Queenstown.

Queenstown.

San Francisco, Oct. 27.—Arrived-Steamer
Quito, from Ladysmith; steamer Aztec, from
Nanatmo; steamer St. Paul, from Nome.
Salled-Barkentine Glenner, for Columbia River;
steamer Mackinaw, for Tacoma. New York, Oct. 27.—Arrived—La Gascogne, from Havre: Saxonia, from Liverpool and Queenstown.

AMEND BY-LAWS OF FAIR Directors Meet for That Purpose and

to Reorganize Committees The Lewis and Clark board will meet Friday afternoon to consider amendments to the by-laws of the company. The prostanding committees from 24 to 13, and will otherwise consolidate the workings of the board. There is little doubt that posed changes will lessen the number of the amendments will be made.

The legislative committee will be ap-pointed by President Corbett at this meeting or soon thereafter. This committec will be charged with important dutical in connection with obtaining appropriations from the Legislatures of Oregon and neighboring states and from Con-gress. By the proposed amendments the number of its members will be increased from five to 15. This wil enable the ap-pointment to the committee of all seven of the nonresident members of the board if such distribution of the membership is deemed advisable. This committee will be aided by the advisory committee, whose duties have been outlined more spe-cifically than under the existing by-laws, The president of the board will be empowered to appoint select committees for special purposes and also a Board of Woman Managers.

DAILY CITY STATISTICS.

Marriage Liceuses. Edward S. Petite Demange, 29; Ellen Pos James A. Vaughn, 57; Louisa McDonald, 42.

Real Estate Transfers.

and M. Mayer to C. T. Steinslein, lot 11, block 67, Sellwood.

Lewis Russell and wife to Augusta Schacht, part lot 32, Cedar Hill, lying north of south 60 feet of said lot.

Sunnyside Land & Improvement Company to J. D. Harms, lot 4, block 50, Sunnyside

F. and L. Breske to D. L. Ambier, lots 5 and 6, block B, Cherrydale..... Sidewalk Permits.

Silas Jones, Crosby and McMillen; 100 fer H. E. Patten, Russell and Gantenbein, repairs.

October 24, girl to the wife of V. Dunning, 412 East Alder street. October 23, boy to the wife of Charles O. Pick, 328 Front street. Contagious Disease. October 23, child of Thad S. Potter, 845 Union

venue, smallpox (mild).

Deaths. October 25, Louis L. Odell, 31 years, Wallace, Idaho; empyema. October 22, Rosy Bennett, 32 years, 474 East Cotober 23, Frank Baranoski, 14 years, St. Vincent's Hospital; septionemia. October 23, Sam Swenson, 25 years, Good Samaritan Hospital; malignant disease of the

Building Permits. J. Harrington, one-story dwelling. East Thirty-fourth, between Morrison and Belmont

C. Brown, one-story cottage, Florence

For Guaranteed Titles See Pacific Coast Abstract, Guaranty Trust Co., 204-5-6-7 Failing building.

To Refund Duties on Presents. WASHINGTON, Oct. 27 .- The Treasury Department today ordered the Collector of Customs at El Paso, Tex., to refund to General Harrison Gray Otis, of Los Angeles. Cal., the duties paid by him on per-sonal effects, consisting of presents for his family bought by General Otis during

WHILE SLOT MACHINES GREEDILY GOBBLE NICKELS.

Kilner Is "Out in the Country" and Lord Does Nothing Until He Gets Orders.

Charles F. Lord, the attorney of that "large organization of prominent East Side taxpayers," the Law Enforcement League, now admits that the prospect

seems dark for the work of the league.
"Mr. Kilner is out in the country just now, and will not return for several now, and will not return for several days. As I have no orders to take any new steps until his return, I don't know what move will be made yet. The decisions in the slot machine cases were a setback to us, and I suppose nothing further will be done along that line."

Unless the public-spirited and law-lov-ling members of the league can hit upon an object of reform which will bring an object of reform which will bring some public sentiment to their aid, the meteoric career of the mysterious Law Enforcement League will be quickly at an end. Every slot machine in the city is being worked to its highest capacity, and the pent-up sporting desires of several devotees have caused a few machines to be laid up for repairs, as the nervous strain on their delicate organism has been too great. The subterfuge of giv-ing a five-cent cigar for every nickel played into the machine has been abandoned and the good old straight game is again in vogue. The scheme of "beating the devil around the buah" was never popular among the victims of the slot machine habits and the cigar was often new ten-sided cubes which practically again.

The police took the wounded man to the Viacent's alleged accomplices.

LEAGUE LIES DORMANT stot machine. But the dice have been abandoned now, and the fascinating machine once more reigns supreme

> Lord Ceases Writing Letters. Sheriff Storey yesterday stated that he had not recently received any letters or other communication from Attorney Charles F. Lord, or the Law Enforcement League. The Sheriff remarked: "I doubt not that Mr. Lord's grinding meetine is out of order. At all events, I have not heard from him teday."

WOUNDS MAY BE FATAL. Johnson Seriously Stabbed by Rival

for Love of Dusky Dame It now turns out that the stab wounds which George W. Johnson, a colored Pallman car porter, received at the hands of Washington French, another colored porter, yesterday morning, at 51 North First street, may result fatally. One of John-sen's wounds, in the lower portion of his body, is more serious than was at first

supposed.

Johnson went to see a colored girl named Bertha Brown. She had been receiving attentions from Allen Clark, the colored She had been receiving barber, who is now in jail charged with stabbing three while men at First and Davis atreets, Sunday morning. Sunday night Johnson heard that Clark had been arrested, and, overjoyed at the fact that his dangerous rival for the affections of Bertha Brown was safe behind prison bars, he made up his mind to visit her but could not summon up sufficient courage until 2:30 o'clock yesterday morning. In the interval Berma Brown had secured another admirer, Washington French, Unaware of this fact, Johnson knocked at the door of the Brown girl's house, when French suddenly appeared, asking what the visitor wanted, "Ma honcy, Bertha Brown," replied Johnson, French, it is charged, smashed Johnson in the face left on the counter to the profit of the dealer. During the temporary eclipse of the machines the lovers of a little game have satisfied their passion by shaking Johnson yelled for help, and French dice, either of the regulation type or the calmiy shut the door and went to sleep calmly shut the door and went to sleep | keeper, who says Vincent procur

Beauty and Fitness Gorham

Silver displays not only the refinement of beauty but an admirable fitness for its purpose. This combination of beauty and fitness gives Gorham silverware its artistic character.



responsible jeweiers

stabbing, and was afterward sent to Vincent's Hospital Detective Coro and Policeman Carpenter were sed on the case, and Cordano knocked at the front door of the First-street se, while Carpenter guarded the rear Rubbling his eyes as if he had just awakened out of sleep, French appeared at the front door, and was quietly arrested. He was subsequently arraigned before Municipa! Judge Hogue, and was held in \$5000 ball for further hearing.

Arrested for Fake "Wire-Tapping." NEW YORK, Oct. 27 .- John Vincent, nlins Dondorf. was arrested today. fake "wire-tapping" game. plainant is Thomas Jordan, a saloon in from him. The police are looking for

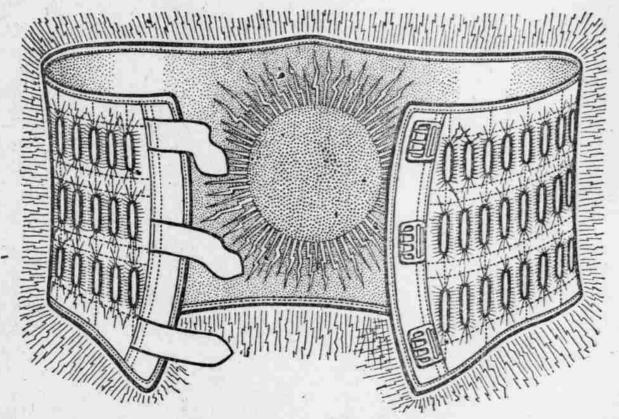


Greatest in the World

QASOARETS known, but the greatest advertisment ever printed could do no more than get person to try CASCARETS once. Then comes the test, and if CASCARETS did not prove their merit there would not be a sale of nearly a MILLION BOXES A MONTH. This success has been made by the kind words of our friends. No one who tries CASCARETS fails to be pleased and talk nicely about them. CASCARETS are easiest to buy, to carry, to take, to give. THE PERFECT HOME MEDICINE. They are a perfect cure for Constipation, Appendicitis, Biliousness, Sour Stomach, Sick Headache, Bad Breath, Bad Blood, Pimples, Piles, Worms and all bowel diseases. Genuine tablet stamped CCC. NEVER SOLD IN BULK. All druggists, 10c, 25c, 50c. Sample and booklet free. Address Sterling Remedy Co., Chicago or New York.

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No burning-no blistering-no skin polsoning-no charging the batteries with dangerous acids. A dry, seeching current applied direct to the nerve centers controlling the nervous system. Even the very worst cases find a cure under our wonderful MAGNO-MEDICINAL TREATMENT. All diseases that affect the nervous system or caused by impurity of the blood, are speedily and permanently cured.

For the purpose of popularizing my wonderful MAGNO-ELECTRO treatment, I am going to send to each sufferer who writes to me at once my NEW MAGNO APPLIANCE absolutely without any cost. FREE AS THE AIR YOU BREATHE. All I ask in return is that you recommend me appliance to your friends and neighbors when you are cured. Are you a strong, vigorous, manly man? If not, write for my ELECTRO-MAGNO APPLIANCE to day. Send your name and full particulars of your case. It matters not what you have tried, how many belts you have worn without re-

Hef, my new method will cure you. Why suffer from WASTED VITALITY or any form of NERVOUS ORGANIC DISEASES when my MAGNO-ELECTRO APPLIANCE will restore the declining forces to the strength and vigor of robust manhood?

Cures permanently all NERVOUS and SEXUAL DISEASES-LIVER, KIDNEY and STOMACH TROUBLES, RHEU-MATISM, VARICOCELE, CATARRH of the BLADDER, INFLAMMATION of PROSTATE GLAND, Spermatorrhoea, Nervous Debility, Nocturnal Emissions, Losses, Drains of any description, Weak Back, Skin Diseases, Blood Poison, Neglected or Badly T-eated Cases of Gleet, Stricture, Rheumatism, Pain in Back, Spinal Disease, Constipation, Asthma, Lack of Nerve Force and Vigor, Sexual Exhaustion, General Debility, Urinary Diseases, Insomnia (sleeplessness). Throat Troubles, Paralysis, Epileptic Fits, Neuralgia, Lumbago, Dropsy, Piles, Bright's Disease, Catarrh, Indigestion, Lung Diffi-

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Write to-day and I will send the appliance absolutely free of cost

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