

GRAVES IN THE SEA

Ninety-six Persons Perish in Wrecking of a Steamer.

LOST ON THREE KINGS ISLAND

Ellingmire, Bound From Sydney for Auckland, Goes Down and Only Forty-one of Those on Board Are Saved.

MELBOURNE, Nov. 10.—The British steamer Ellingmire, bound from Sydney, N. S. W., for Auckland, has been wrecked on Three Kings Island. Forty-one of those on board the steamer were saved, and 96 are missing.

(The steamer Ellingmire belonged to Huddell, Burt & Co., of Melbourne. She was used in the general passenger and mail service carried on by this company between the colonies and along the coast of Australia. She was built in 1887, and was of 1960 tons register. Three Kings Island is a small group of islands 33 miles northwest of New Zealand.)

The last steamer carried 190 passengers. She was wrecked Sunday morning. Six of her boats and two rafts left the vessel. Twenty-seven of the steamer's passengers and 15 of her crew have landed in New Zealand. Steamers have been sent to search for the rafts and four of the boats which are still missing. Lloyd's report that 37 of the passengers have been saved, but it is feared the remainder have been lost.

CUSTOM-HOUSE TRANSACTIONS.

Heavy Business Done in This District Last Month.

The monthly summary statement of the transactions of the Portland Custom-House in October show a healthy increase over the business done in the preceding month, though the value of exports is slightly less than in October, 1901. Domestic exports in the past month amounted to \$1,417,886, as compared with \$1,272,916 in September, and \$1,611,976 in October last year. The total receipts of the Custom-House from all sources last month were \$29,035, against \$28,882 in September and \$29,297 in October, 1901. The transactions of the past month were as follows:

Vessels entered from foreign ports.....	6
Vessels cleared for foreign ports.....	15
Vessels entered from domestic ports.....	15
Entries of merchandise for duty.....	5
Entries of merchandise free of duty.....	19
Entries for warehouse.....	13
Entries for export to adjacent States and provinces.....	37
Entries from warehouse for consumption.....	134
Entries for immediate export.....	47
Total number of entries of all kinds.....	231
Entries for consignment to duty.....	1
Certificates of registry granted.....	1
Licenses for coastwise trade.....	2
Licenses to vessels under 20 tons.....	9
Total number of licenses.....	12
Value of exports.....	\$1,417,886
Receipts from all sources.....	\$29,035
Duties on imports.....	\$28,882
Miscellaneous customs receipts.....	\$153
Official fees.....	\$50
Total.....	\$29,035
Amount of refunds and drawbacks paid.....	\$69,112

ASTORIA MARINE NOTES.

ASTORIA, Nov. 10.—(Special.)—A fine of \$500 was placed on the British ship Riversdale today by Collector of Customs Robb. The vessel arrived in from Hamburg on Saturday, and failed to bring the consular bills of health as required by law. Captain McCully did not plead ignorance of the law as an excuse, but said he left the matter of clearing the ship wholly to the agents, who handed him what he supposed were all the papers required. He will appeal to the Treasury Department and as is usual in such cases the fine will probably be mitigated to \$15.

The schooner Nokomis cleared at the custom-house today for Valparaiso, Chile, with 69,021 feet of lumber and a quantity of tools and building paper, loaded at St. Helens. Her cargo is valued at \$548.

Over a Hundred Coal Carriages.

The Journal of Commerce estimates that over 100 steamships have been chartered in England to bring coal to this country. It gives a list of about 50 of these chartered vessels, of which more than 40 vessels are to bring coal to Boston. It is estimated that the cargoes will average about 4000 tons, or in excess of 150,000 tons to arrive before the end of November. This great influx of steamships is demoralizing the outward freight market. A charter is noted of a steamship from Boston with 175,000 bushels of grain for Hamburg at the lowest rate upon record. Even lower rates are feared as the arrivals of the extra steamships increase.

Adventures of a Whaler.

SAN FRANCISCO, Nov. 10.—The whaler Bowhead arrived today from the Arctic. The Bowhead reports that the steam whaler William Baylies is en route to San Francisco. On board the Baylies is the crew of the whaling schooner Penelope, which sailed from this port nearly three years ago with a crew of six. After accumulating a cargo worth \$30,000 the little vessel struck an iceberg and was rendered unfit for service. Her cargo was transferred to other whalers, and the schooner, which was formerly a pleasure craft at San Diego, was sold to natives for bone and skins.

Towboat Kept Busy.

The towboat Deckham had a lively day of it yesterday. She arrived at the morning after towing a ship to Astoria, and was at once put to work making harbor moves. First she shifted the Clan Galbraith from Welder's dock to the Oceanic dock, and then moved the little bark Ingersoll from Montgomery No. 1 also to Oceanic. At noon the Ancenic was taken from Albers' dock across to the flouring mill. In the afternoon the steamer left down the river with the four-masted schooner Fearless, which has a lumber cargo for Shanghai.

Wanderer Off the River.

The four-master that has been beating about off the mouth of the Columbia for several days is not the German bark Nara from Hilo, as was reported, but is the German bark Wanderer, 2198 tons, Captain Fadenen, 25 days out from Santa Rosa in ballast. Bar Pilot Johnson was put aboard the vessel last Friday.

Marine Notes.

The Lodore moved from the stream to Welder's dock yesterday.

The steamer Melville Dollar will sail from San Francisco today for Portland.

The schooner Roy Somers has cleared

CONTEST OVER CROSSING

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But Latter Promptly Obstructed New Crossing With a Locomotive—Case in the Courts.

Domestic and Foreign Ports.

ASTORIA, Nov. 10.—Arrived today at 9 A. M.—German ship Adolf, German bark Magdalena and steamer Alliance. Condition of the bar at 5 P. M., rough, and southeast gale. San Francisco, Nov. 10.—Arrived at 7 A. M.—Steamer Despatch, from Portland, 5:10—Steamer Alaska, from Nainaimo; schooner Lily, from Tongue; steamer Edith, from Seattle. New York, Nov. 10.—Sailed—Mantua, for London. Lizard, Nov. 10.—Passed—Rotterdam, from New York, via Naples. Liverpool, Nov. 10.—Arrived—Tunis, from Montreal. Genoa, Nov. 10.—Arrived—Karamania, from Seattle. Seattle, Nov. 10.—Arrived—Steamer Dolphin, from Skagway; steamer Charles Nelson, from

REPUBLICANS ELECTED TO CONGRESS FROM COLORADO.



H. M. Hogg.

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THROUGH TOURIST SLEEPERS.

First Train from Portland for St. Louis and Memphis.

The first through tourist sleeping cars between Portland and St. Louis and Memphis will begin service this month on the Union Pacific system. Wednesday, November 25, the first through tourist car for St. Louis will leave Portland, going over the O. R. & N., the Oregon Short Line and the Union Pacific to Denver, over the Rock Island to Kansas City, and thence over the Wabash to St. Louis. The next day, November 26, a through tourist car will leave Portland for Memphis over the same route to Denver, thence over the Colorado & Southern to Amarillo, Tex., and thence over the Chicago, Oklahoma & Gulf through Little Rock to Memphis. The St. Louis car will leave Portland every Wednesday evening at 8:30, and the Memphis car every Thursday evening at 8:30.

PANAMA AND THE CANAL

Disposition of Money Received by Government for Concession.

NEW YORK, Nov. 10.—El Mercurio, a newspaper of this city, lately has been publishing a series of interesting articles regarding the different phases of the canal question, cables the Panama, Colombia, correspondent of the Herald. In a recent issue, referring to the Panama Canal Company's titles, it says: "It being our most earnest wish that the new Panama Canal Company should be able to present its titles clear and transfer to the United States its privileges, rights and properties on the isthmus without any embarrassing legal impediments, we think it advisable that it should settle and cancel as soon as possible all pending suits here, especially in those cases, where the company already has been condemned in several instances by the local courts and the supreme tribunal of Bogota to pay amounts due based on previous judgments. "Attention is also called to the embargo buildings in this city, the principal one of which, where the company has its main offices, has been in the hands of a receiver for several months past. All embargoed property here could be released on payment by the company in full of the amounts due to local creditors."

UNION PACIFIC REPORT.

Large Increase in Earnings and More for Dividends.

NEW YORK, Nov. 10.—The annual report of the Union Pacific Railroad Company was made public today. The total income was \$36,521,655, against \$30,040,273 last year; the surplus over fixed charges was \$14,582,175, as compared with \$12,503,000 last year, and the surplus after the payment of all dividends was \$6,515,961, as against \$4,554,601 last year. The report says that a failure of the corn crop in one section lapped by the Union Pacific lines was nearly offset by an extra yield of other crops on other parts of the system, and an enormous increase in shipments of industrial products made a gross increase in all shipments. There was an appropriation from the year's income of \$2,600,000 for betterments, improvements and equipment, an increase of \$200,000. The capital stock was increased \$2,016,257 and the funded debt decreased \$284,300.

URGED TO BUILD TO COAST.

Extension Under Consideration by Denver, Northwestern & Pacific.

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ROOSEVELT ACCEPTS INVITATION.

CANTON, O., Nov. 10.—The Republican League's invitation to President Roosevelt to attend the coming McKinley Memorial banquet on January 23 has been accepted. The President is expected to make an address.

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"I have used 'Force' Food all summer. I regard it as the best nutritive food of the day—combining all the nourishing elements known."

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Franklin Brooks, for State-at-Large.

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is due to the recent visit of George M. Boleyn, the Holland capitalist, and his son to Denver, and that they are urging Mr. Moffat to build a road through San Francisco instead of stopping at Salt Lake.

PLEASED WITH OREGON.

Colonel Richardson, of Department of Agriculture, Writes.

Colonel R. W. Richardson, of the Department of Agriculture, who attended the recent good roads' convention in Portland, apparently carried away a pleasant impression of this state. Writing from Omaha to General Passenger Agent Craig, of the O. R. & N., Colonel Richardson said:

I take this opportunity to tell you how much I enjoyed my recent visit to Oregon and of my pleasant impressions of that splendid state. After a long ride across the brown, seared plains and buttes of the Central West, one cannot measure the delight of the winding roads of the Cascade region. The Cascade, plunging into the wide magnificence of the Columbia and finding peace and plenty in the beautiful Valley of the Willamette. Oregon surpassed my expectations. World's Fair Commissioners Deach and Wethered and others had told of its wonderful resources and possibilities, but I made liberal discount for their enthusiasm.

Oregon combines many favorable conditions for its people and for the settler who is seeking a home. Its timber, mineral, agricultural and horticultural resources are unexcelled. Her valleys are rich in soil; her sun-kissed slopes and mountain sides are clothed with nutritious grasses and yellow and sweet with fruits and flowers; her streams clear and deep, beautiful with fish—a no small consideration in her natural resources. Her cities and towns are substantially built, up to date and busy with the hum of industry and commerce. The long, straight roads are open to the East and of the Middle West. Her people are well awake, broad, generous and hospitable, giving a warm welcome to the stranger and homemaker. Her railroads are equal to those of any state in the Union in proportion to her resources, and her people are loyal and devoted to her interests and the chief factors in her development.

In fact, all her ways are to be commended except her highways, which now promise to be improved.

If a stranger of the experience and opportunities of Colonel Richardson was so favorably impressed with Oregon, Mr. Craig believes others will be, and this is the ground of his faith that great growth is coming to the state. A new interest in development here has been awakened and a new welcome is extended to the homemaker.

THAT TRAFFIC ALLIANCE.

Union Pacific With St. Paul and Northwestern.

Wall Street Journal.

There have been reports lately to the effect that the traffic alliance between the Union Pacific and St. Paul gave the St. Paul company advantages over Northwestern. The Wall Street Journal, however, says that these reports were untrue, but are now able to add that while arrangements at the moment are slightly in favor of Northwestern, the intention is that St. Paul and Northwestern shall stand in exactly similar relations to Union Pacific. Each company is to have exactly the same right over Union Pacific lines and Union Pacific is to have exactly the same right over St. Paul and Northwestern. The purpose is that St. Paul and Northwestern shall have facilities over Union Pacific substantially equal to those which the latter have over their own lines. The St. Paul and Northwestern lines are to be built to the coast, while Union Pacific is to have approximately the facilities by either line east of Omaha that it would have if it owned the lines of St. Paul and Northwestern. The fundamental idea is that neither St. Paul nor Northwestern shall have any inducement to build to the Pacific Coast, and that Union Pacific shall have neither inducement nor opportunity to ally itself with any other line or lines east of Omaha.

RAILROAD ENDS REVOLUTIONS.

Track Now Completed Between Santiago and Havana.

SANTIAGO DE CUBA, Nov. 10.—Several of the officials of the Central Railroad arrived here today, having come all the way by rail from Santa Clara, to which point the road has been completed. The Central Railroad is the greatest Cuban achievement of American enterprise and makes future revolutions practically impossible.

Santa Fe's New Project.

TOPEKA, Kan., Nov. 10.—General Manager Mudge, of the Santa Fe, has returned from the West, where he has been inspecting the route for the proposed New Mexico cut-off.

Mr. Mudge, in discussing the project tonight, said:

"Work on the cut-off will be commenced as soon as the right of way can be secured. The road will not be ready for use for two years. It is intended primarily for a freight route and the maximum westbound grade will be about 20 feet to the mile. The Rio Grande will be crossed at Belin."

"The proposed cut-off from Brazil Springs to some point in Texas to form a short line to Galveston is still in a very unsettled state and will not be built until after the completion of the cut-off through to Mexico."

Illinois Central's Answer.

FRANKFORT, Ky., Nov. 10.—The Illinois Central Railroad Company today filed in the office of the State Railroad Commissioner its answer to the complaint filed by the commissioner with the Interstate Commerce Commission regarding the merger of Southern lines. For answer the company makes general denial of the charge that its stock and bonds have fallen into the hands of J. P. Morgan & Co., as owner or as trustee for the stock or bondholders. They deny further that

they have entered into any contract with the other railroad companies mentioned as co-defendants and say that the Illinois Central and Lines controlled and operated by it are independent and that the charge that they are in collusion with other lines is untrue.

Ties and Rails for Stillwell's Road.

SAN FRANCISCO, Nov. 10.—The Examiner says:

Port Stillwell, formerly the port of Topolobampo, on the Gulf of California, is the destination of large consignments of crocodiles from this city and steel rails from the East via Cape Horn for the Kansas City, Mexico & Orient Road. Three steamers with steel rails are now on their way up from Cape Horn to Port Stillwell.

The new road is to be 1600 miles long, from Kansas City to Port Stillwell. Over 500 miles of the line are already graded. It is proposed to run a steamship line to the Orient in connection with the railroad.

New Railroad Construction.

PHOENIX, Ariz., Nov. 10.—A construction train of 14 cars and 25 men arrived this morning to begin track-laying on the Phoenix & Eastern Railroad. The grade is now finished for several miles, and the graders will be able to keep ahead of track gangs at least as far as Tempe.

Railroad Notes.

President R. E. Lytle, of the Columbia Southern, is absent on a business trip in Montana.

General Freight Agent Miller, of the O. R. & N., has returned from a business trip to San Francisco, and he will leave tomorrow for a 10 days' stay in the Puget Sound country.

Trains from the East over the Union Pacific have been arriving in Portland much nearer to schedule time the past few days, and it is hoped to get them back on the time card by the end of this week. The labor situation on the Union Pacific is said to be much improved.

Headache, indigestion, biliousness, dyspepsia and stomach troubles are cured by Hood's Sarsaparilla.

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CONFER ON FRANCHISE

CITY OFFICIALS AND PORTLAND RAILWAY COMPANY MEN.

They Argue About Proposed Blanket Franchise—Mayor Approves O. W. P. Co.'s New Franchise.

The ordinance granting the Portland Railway Company a franchise on Ford street the Portland Heights route, which was passed by the Common Council at its meeting on November 5, and which now awaits the approval of the Mayor, was taken up and considered at an informal conference of the city officials yesterday afternoon. Those present were: Mayor Williams, City Auditor Devin, President A. L. Mills, of the Board of Public Works, President L. Zimmerman, of the Common Council, and President O. F. Paxton and General Manager F. I. Fuller, of the Portland Railway Company. A number of other Councilmen and members of the Board of Public Works said they would be present, but they failed to attend.

The conference was strictly informal, and two or three persons who dropped in felt compelled to withdraw when they received a polite hint that invitations had not been issued to the general public. It appeared to be understood that several Councilmen did not attend for the reason that such invitations had not been issued, and the conference had to get along with the presiding officers of the executive and legislative branches of the public bodies.

The only real business which came before the meeting was the mooted question of the Portland Railway Company exchanging its present franchises for a blanket franchise of 25 years covering the streets over which the company's lines now run. The representatives of the city and the railroad company were present for the best interests of all, but Mr. Paxton and Mr. Fuller held a different opinion. They could not see whereby they would be ben-

Getting Back on Third Street.

The Third-street car track has been completed and cars will resume running there today as far as Yamhill street, but that is the Irvington and the Upper and Lower Alhambra cars will get back to their accustomed course on Third street. The "S" cars will continue to run on Second street for the remainder of the week, giving time for the cement to set well on the newest part of the improvement between Yamhill and Salmon streets. At the beginning of next week all cars will take their regular route on Third street. They have been off that street since September 15.

Railroad Taxes in the Courts.

DENVER, Nov. 10.—The sales of the Denver & Rio Grande and Colorado Southern Railroad property in Arapahoe, Park and Rio Grande Counties, which were advertised to be held today for nonpayment of taxes were prevented by injunctions issued by Judge Hall in the United States Circuit Court. The effect of the applications for injunctions is to throw the controversy between the railroads and the state authorities into the Federal Court. Similar applications for injunctions will follow, directed to all counties offering their railroads for sale.

Cascarets
CANDY CATHARTIC
THEY WORK WHILE YOU SLEEP

ANNUAL SALE 10,000,000 BOXES Greatest in the World

A MILLION HEALTHY, MANLY AMERICAN MEN, fathers of families, business men, statesmen, mechanics, farmers, lawyers, ministers, doctors, bookkeepers, bankers, sailors, soldiers, traveling salesmen, railroaders, laboring men, men in every walk of life, in every line of activity, keep their bowels regular with CASCARETS Candy Cathartic. They tell other men about the wonderful merit of this wonderful little tablet. They take CASCARETS home to their wives and families. The consequence is a sale of nearly A MILLION BOXES A MONTH, made by merit and appreciation. A man who keeps his bowels regular with CASCARETS Candy Cathartic, can keep strong and healthy even without much exercise, for when the bowels are regular and the digestion strong the system is safe and the muscles, brain and nerves will have inexhaustible elasticity and life. All druggists, 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped O.O.C. Sample and booklet free. Address Sterling Remedy Co., Chicago or New York.

FREE MAGNO-ELECTRO APPLIANCE FOR WEAK MEN

Nature's Remedy—A New and Successful Treatment for Weak Men—Young Men, Middle-Aged Men, Old Men
If You Really Want to Be Cured, Now Is Your Opportunity.

No burning—no blistering—no skin poisoning—no charging the batteries with dangerous acids. A dry, soothing 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-ELECTRO APPLIANCE absolutely without any cost. FREE AS THE AIR YOU BREATHE. All I ask in return is that you recommend my 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 relief, 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, RHEUMATISM, VARICOCELE, CATARRH of the BLADDER, INFLAMMATION of PROSTATE GLAND, Spermatorrhoea, Nervous Debility, Neuronal Emissions, Losses, Drains of any description, Weak Back, Skin Diseases, Blood Poison, Neglected or Badly Treated Cases of Gleet, Stricture, Rheumatism, Pain in Back, Spinal Disease, Constipation, Asthma, Lack of Nervous 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 Difficulties, Weakness, Sciatica, Gout, Varicose and Hemorrhoids.

My wonderful MAGNO-ELECTRO APPLIANCE has astonished the world. Thousands of sufferers have already been cured, why not you? No tedious waiting for renewed health and strength. My appliance cures quickly, and what is more, you stay cured. Remember.

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

DON'T SEND ANY MONEY

ADDRESS **PROF. J. S. BEECH,** Dept. 3, No. 49 Ellis Street San Francisco, Cal.