# **GIVEN TO LAIDLAW**

Government Contract for Carrying Lumber to Manila.

## **EXTRA STEAMERS ON P.& A. LINE**

Browing Trade Between Portland and the Orient-Pilots Will Seek for Sheal Spots in the Two Rivers.

The Government contract for the trans-portation of 2,600,000 feet of lumber from Pertiand to Manila, for which bids were opened in this city last Friday, was awarded yesterday to James Laidlaw & Co., who made the lowest offer. It is not known yet what steamer will carry the lumber. Laidlaw & Co. gave the Governlumber. Laidiaw & Co. gave the Government the option of choosing one of three vessels, the Quito, Yeddo or Wyneric. Whichever one is selected will be here for loading by September 10. The bid of this firm was \$8.% a thousand. The only other bid was that of Taylor. Young & Co., \$9.25 per thousand. The lumber, which will be purchased in this city, will be used in the construction of barracks and other buildings in the Philracks and other buildings in the Phil-

The three vesseis named by Laidlaw & Co. are well known on the Coast. All are British steamships of the modero, large-carrying class. The Wyneric, which registers 124 tons and is commanded by Captain Nevin, is now on the way from Puget Sound to Nome. The Yeddo has a registered tonness of 2574 tons and is in charge of Captain Baird. The Outte in charge of Captain Baird. The Quito, which has been in this harbor before, is of 2163 tons, and Captain Shotten is still She is on the way to the Pacific Coast from Singapore

#### EXTRA STEAMERS ON CHINA LINE Too Much Business for the Regular P. & A. Vessels.

The China liner Indravelli, the next Oriental steamer to arrive here, is due at Victoria, where she will land Chinese pessengers, on the 21st. She will sail back on the return voyage about September 1. Between her departure and that of the steamer to follow her a month inter, the indrapura, an extra steamer will probably be put on by the Portland & Aslatic to take care of the accumulated westbound freight. For many months the steamers of this lin have not been able to take care of all the freight offered, and much of the flow demanding immediate shipment has been gent to the Orient via the Puget Sound lines. The one trouble with the business herefofore has been the comparative smallness of offerings of freight bound this way, but now that the Portland company has become so popular with im-porters no trouble is had in securing full cargoes, and the last few steamers have been compelled to leave freight behind on the other side.

business that the Portland & Asiati Steamship Company is regolating for the charter of a steamer to sail from this port about the middle of September. While the vessel may not go on the wed by another extra steamer salling mee between the scheduled dates of the indrapura and Indrasamba-that is, abou the middle of October. If the increase in traffic both ways holds out permanently, and there is no reason to believe that it will fall off, the Pertiand & Ashate fleet of three steamers will be enlarged by the permanent addition of according to permanent addition of according to the self-bound freight now accumulates to provide business for a fortnightly line, and the sastbound traffic is growing at a satisfactory rate.

as have not progressed far regulations have not progressed far enough for the announcement of the name of the first of the extra steamers, but it will no doubt be taken from one of the several fleets managed by Portland

### INABLE TO EXTER PORT. Deuse Fog Keeps Steamship Maskan Out of Straits of Fuen.

SEATTLE, Wash, Aug. 11.—For two days the freight steamship Alaskan has drifted about the Pacific Ocean, just out-side of Cape Flattery, unable to make the waters of Puget Sound on account of the dense fog. Her local agents received word from Tatoosh this morning that the vessel would probably remain out for an indefinite period. It may be a week be-fore the fog clears sufficiently to make The Alaskan has about 500 tons of gen

merchandise for this port, having calls at San Francisco and other California ports on her way north. The Scattle and New York, touching at Hono-lulu, and is now on her third voyage. Captain Nichols will not take the smallest chance of meeting with disaster in ar effort to pass the dangerous cape in th

Navigation has not been so difficult in years as it is about Cape Flattery at the present time. All of the captains of the occan-going steamships have been greatly delayed, and if it keeps up much longer schedules will be knocked to

#### PILOTS WILL TAKE SOUNDINGS. Preparing for Their Annual Trip of Investigation.

The Columbia River pilots are making preparations for their annual sounding trip down the Columbia. The latter part of the week Captains Empkea, Patterson, Peterson, Pope, Betts, Snow, Furchen, Coulsen, Pease and Balley will leave down on the Government tag Robert L. Lincoln for ten days of steady work. They will take along a full supply of provisions, solid and liquid, and will stay with the job until they have finished. The pilots will begin sounding at Asto-ria and work up the river to this city. The two Port of Portland dredges are doing fine work down at Willow bar. Since Saturday they have cut on an aver-age of 300 feet a day, and as a channel 9000 feet long is to be excavated there It is evident that they will soon be through with the work if they keep up the same pace. When the Willow bar nal is completed the dredge Portland will be brought up to this city to do some

# Alliance Has Full Cargo,

The steamer Alliance arrived up yester-day morning from San Francisco, Eureka and Coos Bay with 60 passengers and 700 tons of freight. The passengers and bag gage were landed at Couch-street doci gage were landed at Couch-street dock an other the steamer dropped down to Alnsworth dock to discharge her cargo. which consists of 1,000,000 feet of shingles and 100,000 feet of redwood lumber, of which 80,000 feet is for shipment to South Africa on the British ship Blythswood.

# Mate Asleep at the Wheel.

VANCOUVER, B. C., Aug. II.—The steamer Sasca, running from White Horse to Tuwson, ran on a rock while proceeding at it miles an hour across Lake Le-barge. Mr. Harvey, the mate, who had the wheel while Captain Bulley went be-low to funch, fell asless, and the steamer with no guiding power and under a full resist the demand for an increase in k-ad of steam crashed upon a rocky railway assessments.

ledge of the island in the middle of the

struck squarely on the starboars bow, wrenching her stem and tearing away the deck planking. The ablock was so great that it threw the sleeping mate over the wheel and half way out through the forward windows of the pilot-house.

Amethyst Ordered Sold,

Orders have been sent to the Receiver of Wrecks, at Victoria, to dispose at public auction the schooner Amethyst, of San Pracisco, which was wrecked and all of her crew drowned during a gale off the coast, in the Winter of 1902. She was en route to Sun Francisco from Co quille River with lumber, and turned turtle, and after drifting as a derelict for days floated into Barciay Sound, where duys floated into Barciay Sound, where she was found by Indians. These failed to get much of her cargo, after cutting a hole in her hull, and turned her adrift again, and she was later made fast in Ucciet Harbor, and placed upon her keel. She is a craft of 74.25 tops, and is 12 feet in length, with a beam of 26 feet, and 5.7 feet depth of hold.

Compulsory Pilotage in Virginia.

Under the act recently declared consti-tutional by the Supreme Court of Ap-peals of Virginia, compulsory pilotage fees from schooners and other sailing vessels entering the Virginia Capes can be collected. The state law provides that vessels entering the Virginia waters above-mentioned must take a pilot and allow fees. Warrants of attachments have been sworn against schooners M. D.
Crossey, Captain Haskell, and the Charles
A. Campbell, Captain Pearce, for refusal
to pay. The cases will be appealed to
the United States Supreme Court.

Glencona a Total Loss,

According to advices received at the San Francisco Merchants' Exchange, the British ship Giencona, previously re-ported as ashore at Ensenada, Argentina, while en route from Newcastle, England, for San Diego, Cal., is now submerged and abundoned by the salvors. The cap-tain had abundoned the ship soon after she went ashore. On August 1 the seas were breaking over the Giencona. Her cargo consisted of firebrick, coke and pig

Boston-Mediterranean Service,

BOSTON, Aug. 11.—The Cunard Steam-hip Company has announced the inauguation of a Boston-Mediterranean service competition with that of the Dominion Line of the international Mercantile Ma-rine Company. Two sallings a month will be made and the ports of call in the Mediterranean will be Gibraltar, Genoa. Palermo, Trieste and Algeria.

Manuanita Due From the Sound.

The lighthouse tender Manzanita is due from the Sound, where she has been supplying fog signal stations with coal dur ing the foggy season. Captain Calkins, lighthouse inspector of this district, will leave for the Sound in a few days on the Heather on a tour of buoy inspection. He will be gone about ten days.

Pilot Branches Renewed

ASTORIA, Aug. 11.—(Special.)—A regular monthly meeting of the State Board of Pilot Commissioners was held this after-noon, but the only business transacted other than of a routine nature was the renewal of the river branches of Pilots Henry Emkens, A. L. Pease and W. H.

The British bark Ravenswood, which sailed from Pisagua on May I for Tam-olco, takes the first cargo of nitrate shipped to that port.

The Harvest Queen left up from Astoria yesterday morning with the schooner En-deavor, and is scheduled to start back today with the schooners Virginia and David Evans

Among the shipping sales reported in Pairplay are those of the iron British bark Cardigan Castle, 1121 tons, to Norwegians for £359, and the steel French bark Aller Marie, 1721 tons, to the Societe Anonyme les Vailliers Dunkerquois.

A press dispatch from the Orient save that the ship Atias, which ran ashore off Putsu, not far from Yokohama, July 18, will be floated. When the vessel was stranded she was completing one of the futest voyages ever made to Yokohama from New York.

The Bureau of Navigation reports 117 vessels of 25,460 gross tons were built in the United States and officially numbered during July. Of this number 29 were sail and 88 steam, 69 were built on the Atlantic Coast, 17 on the Pacific Coast, 28 on the Great Lakes, and 14 on Western rivers. the Great Lakes, and 14 on Western rivers Captain Powers, a Vancouver, B. C., ma-iner, has designed a steamer to generate lectricity by her own movement through the waters, without loss of power. The principal of the invention is to drive a tunwater rushing through the aperture. electricity is to be generated by this wheel,

Foreign and Domestic Ports.

Foreign and Domestic Ports.

ASTORIA, Or., Aug. 11.—Arrived down at 3 A. M. and salled at 19:30 A. M.—Steamer Geo. W. Kider, for San Francisco. Arrived down at 6 A. M.—British hark Glencairn.

Left up at 11:30 A. M.—Schooner Endeavor. Arrived at 1 P. M. and left up at 3 P. M.—Steamer Despatch, from San Francisco. Condition of the bar at 5 P. M., smooth; wind, northwest; weather, cloudy.

San Francisco. Aug. 11.—Satisd at 12 M.—Steamer Columbia, for Portland.

St. Helena, Aug. 11.—Passed up at 6:15 P. M.—Schooner Endeavor.

San Francisco. Aug. 11.—Arrived—Schooner

M.—Schooner Endeavor.
San Francisco, Aug. 11.—Arrived—Schooner William Reston, from Whatcom; schooner Roy Somers, from Williapa Harbor; steamer G. C. Lindausc, trom Gray's Harbor; steamer St. Paul, from Seattle, steamer Cuarina, from Cook Bay; steamer Cordella Heald, from Requa-Sailed—Schooner Part, for Dutch Harbor; schooner Ivy, for Cook Bay.

Tacoma, Aug. 11.—Sailed—Steamer Centennial, for San Francisco; steamer Boulta, for

stall for San Francisco; steamer Bonita, for San Francisco; schooner Corona, for West

Yokohama, Aug. 11 .- Arrived-Empress of India, from Vancouver, for Hong Kong, Glasgow, Aug. II.—Arrived—Mongolian, from New York, Samaritan, from Poston, Lendon, Aug. II.—Arrived—Minneapolis, from

ol, Aug. 11.-Arrived-Dominion, from Montreal; Nomadic, from Portland. Nuples, Aug. 11.—Salled—Vancouver, for

Bristol, Aug. 11.-Salled-Iberia, for Mont-

Hamburg, Aug. II .- Arrived 6th-Kroonland, Hamburg, Aug.
rcm New York,
New York, Aug. II.—Arrived—North America,
trom Genoa and Palermo: Bovic, from LivSalted—Kronprine Withelm, for Bre-

Sew York, and Palermo, from Genoa and Palermo, for appeal. Salled-Kronprinz Withelm, for appeal, Salled-Kronprinz Withelm, for appeal, for Liverpool.

Lizard, Aug. 11.—Passed-Fredoriz and Hamburg.

Lizard, for Plymouth, Cherbourg and Hamburg.

Aug. 11.—Salled 10th—Aberdeen, for Hoquiam, Wash, Aug. II.—Salled 10th— Schooner W. F. Jewett, from Aberdeen, for San Francisco; steamer Santa Monica, from Aberdeen, for San Francisco, Arrived 10th— Schooner Geo. C. Perkina, from Siberia, for Houulam; schooner Halcyon, from San Pedro, for Aberdeen.

will be brought up to this city to do some work in the barbor, and the 20-inch Co-lumbia will be kept by the Government flown in the lower river.

Sown in the lower river.

Moville, Aug. 11.—Arrivel—Anchoria, from New York, Aug. 11.-Arrived-Mesaba, from

> Bruwhead, Aug. 11.—Passed—Westernland, rom Philadelphia, for Liverpool. Liverpool. Aug. 11.—Sailed—Saxonia, for Boston, via Quegostown, Scattle, Aug. II.—Salled—Steamer Santa Bar-bara, for San Francisco, steamer Centennial, for San Francisco, Artived—Steamer Cottage City, from Skagway, steamer Alaskan, from

Equalization Board Held Up.

San Francisco.

BOISE, Idaho, Aug. 11.—(Special.)— Yes formally met on Monday, it has not yet been able to do any business, as the abstracts of five counties are still miss-ing. All the counties in the north, ex-cepting Latah, are in the absent list, and Blaine in the south.

leaving the camp for other localities. At the headquarters of the miners' union it was asserted today that no more ore will be shipped from the camp to the mills and smelters of the United States Redining & Reduction Company and the American The railway tax agents are on hand to

FIRED AT HOLD-UP MEN

E. H. HAUSER PURSUES TWO HIGH-WAYMEN,

Robbers Lying in Wait for Saloonkeeper With \$100 Meet Warm Reception.

Walking with determination to the spot

Smelting & Refining Company until they concede an eight-hour day and agree to pay the union scale of wages.

CHESTER SEARLES MISSING Imitator of Dime Novel Hero Suspected of Another Robbery.

That imitator of a dime novel hero, Chester Searles, the 14-year-old boy who escaped from the home of the Boys' and Giris' Aid Society last Sunday and made good his escape after carrying off two suits of clothes which he had stolen on a previous occasion and a shotgun, is still

where he felt sure two highwaymen awaited him, firing at them as soon as they confronted him, chasing one more than a block through utter darkness, was the experience of E. H. Hauser last Sunday morning.

It was because Hauser saw the high-

CREATES A SENSATION AT BAR HARBOR.

MRS, CORNELIA BAXTER-TEVIS, OF SAN FRANCISCO.

The charges against Lieutenant John R. Edie, United States Navy, made by Mrs. Cornelia Baxter-Tevis, of San Francisco, are the sensation of the hour at Bar Harbor.

How the affair was kept secret so long is another matter of specula-tion. It was a week ago that Lieutenant Chase Courtney, a friend of Mrs. Tevis, called upon the heautiful widow and her sister, taking with him his chum, Lieutenant Edie. The ladies are occupying a handsome cottage where they received the young officers. As a result of that visit grave charges were preferred against Edie by Mrs. Tevis, of conduct un-

grave charges were preferred against Edie by Mrs. Tevis, of conduct un-becoming an officer and a gentileman.

Just what did occur at the cottage has not been fully explained, but it is whispered that Lieutenant Edie, shortly after being introduced to the beautiful young widow (she is only 3) years of age, sat with undue familiarity on the arm of her chair. From all accounts it seems that Lieutenant Edie was under the impression that the strict conventions were not to be observed, and that a delightful and lively evening was to be enjoyed in company with the beautiful girls from the West. Whether the evening ended then and there when Lieutenant Edie sat on the unconventional scat is not known, but certain it was that no time was lost by Mrs. Tevis in making the charges of ungentlemanly conduct against the officer.

conduct against the officer.

Then came a number of incidents in quick succession, which have set

Then came a number of incidents in quick succession, which have set society on edge and enlivened the dull times.

Captain Emory, of the battleship Indiana, received the charges against his subordinate, and, as usual in such cases, ordered a court of inquiry. There were accusations by the friends of Mrs. Tevis and indignant denials on the part of Lieutenant Edie's supporters.

The board of inquiry heard the testimany of Mrs. Tevis and her sister and of Lieutenant Courtney, who stood by his brother officer.

The incident was smoldering when Lieutenant Edie met Ernest A. Wiltsee at the Kebo Valley Club dance. Mr. Wiltsee is from San Francisco and is a well-known clubman and yachtsman. He is spoken of as the finnce of the beautiful widow. Dinner progressed at the club without a hitch and the men met casually in the dance that followed. Neither betrayed his feelings, but it was evident that the slightest mischance

betrayed his feelings, but it was evident that the slightest mischance would provoke trouble. Later in the evening the clash came when the two belligerent gentlemen came very near manling each other with their

peared, but angry words fell from the lips of both, and Wilsee, it is said, challenged the young officer to a duel. Eake chose pistols on account of the advantage he might have over the other with swords, in the exercise of which he is extremely proficient. He made it one of the con-

ditions that before the shooting the two men were to have a stand-up

Friends interfered and separated the men before the conditions could be accepted. Lieutenant Edle was ordered away for maneuvers and Wiltsee was carried off to Boston.

waymen lottering on the other side of the street from his saloon, East Burnside and smoking material, is camping in the East Third streets, that he was prepared woods about Mount Tabor. The boy

looks like a roung man of 20, is well dressed and has a good appearance. If he left the city he could put such a front that he would never be suspected of being a runaway boy unless he met some one

WANTS FENCES DOWN.

Suits Begun Agninst Cattlemen Alleged to Be Using Public Land,

and Wallace Counties

charged with having 14,000 acres unlawful-ly fenced, the C. P. Dewey Cattle Com-pany 8000 acros in Cheyenne, and the Mills-Wood Cattle Company about ten sections.

I welve other suits are in course of prep

aration against Western cattlemen of the same nature. This land is all in the Dodge City, Wichita and Wakeney Land Office

The penalty is a heavy fine if found

TACOMA, Wash., Aug. 11.-Robbers stered a second-hand store on the prin-

since Sunday morning and no important arrests have so far been made.

General Coolidge Returns.

SAN FRANCISCO, Aug. II.—General Charles A. Coolidge has turned over the command of the Presidio reservation to Lieutenant-Colonel Thomas C. Wood-

bury, of the Seventh Infantry. Colonel Coolidge was recently elevated to a Briga-dier-Generalship, and has just been placed upon the retired list and ordered

Developed Religious Mania

Bold Robbery at Tacoma,

street from his saloon, East Burnside and East Third streets, that he was prepared

to give them a warm reception. The hold-up that falled occurred soon after 1 o'clock Sunday morning a few minutes after Hau-

ser had counted his money and made ready to leave for the night. Chancing to

across Burnside street directly in front of

for a minute. I carry a 38-caliber revolver, and I had this ready in my hand as I stepped outside the saloon. The men were some 20 feet apart, and as I passed the

first one, who was hidden behind a wagen, both stepped out. I could see a gun in the hand of one, but I was the quicker and fired directly at them. I suppose I could have killed one had I almed better, but

the whole pince was very dark.

"Neither fired at me and one ran across the street and started over the Burnside.

street bridge. The other made off down

Elast Third street, and I ran after him.

He turned down East Couch, and as that is a very dark and dangerous place I was afraid to follow him. I might have shot

him, but, then, I might have got shot my-

"You see I had over \$100, and I wasn't going to let those men get it. Not for a

ne and neither had much chance to take a

Mr. Hauser was asked why he had not

ported the attempted hold-up to the po-ce station at the time.
"What good would that do?" was his

return. The ponice commit and toem. I told one of the policemen over my way about it and he said, 'What if you had killed them?' That would have been an awful thing to do, wouldn't it, kill a main with a gun in his hand whom you

were sure was about to hold you up and and in fact stepped out for that purpose."

had in fact stepped out for that purpose. The entire neighborhood about the east end of the Burnside bridge is in almost

absolute darkness and is an ideal spot for

the daring highwaymen to ply their call-

Strike Practically Closes All Mines,

CRIPPLE CREEK, Colo., Aug 11.-Prac-

tically all the mines in this district ex-

cept those operated by the Woods In-

vestment Company are closed down in consequence of the union

In consequence of the union miners' strike, which began yesterday. The number of miners on strike is esti-mated at 5700. Hundreds of filiners are

I fired right at the man nearest

The police couldn't find them.

the office of the Star Brewing Company, "Two friends were with me at the time, but I said to them that something would be doing, and asked them to stay behind

giance through the screen doors, he saw two men acting in a suspicious manner

Who was the first to infringe on the laws of hospitality has not ap-

How the affair was kept secret so long is another matter of specula

# WHAT IS THE REMEDY?

DECLINE OF AMERICAN SHIPPING IN THE FOREIGN TRADE.

New York Board of Trade and Trans portation Proposes to Make a Thorough Investigation,

The New York Board of Trade and Transportation proposes to investigate the cause of the decline of American shipping

It is a fact that the United States of 1819, with 7,000,000 inhabitants, owned more 1810, with 7,000,000 inhabitants, owned more registered tomage for oversea trade than the United States of 1903, with a population of 80,000,000. This tomage in 1810 was 881,000; it is now \$73,000, and, worse still, it showed an actual decrease of 6000 tons from the year before. In 1810 American ships and American saliors carried 91.3 per cent of their country's ocean trade, and, moreover, a great share of that of Europe. In 1851, though we had already lost our Atlantic steam lines and our shipbuilding was falling off, we still carried 52.2 per cent of our own trade and some of the trade of other nations. American ships last year conveyed only 8.5 per cent of our imports and exports. Our registered tomage in 1861 stood at 2.436,000. It stands now at \$73,000. Two-thirds of our once great and powerful deep-sea fleet has once great and powerful deep-sea fleet has vanished-and not one new keel for a deep-sea ship is being laid on either our Atlantic or Pacific coastline.

Meanwhile an ever increasing fleet of

foreign vessels throng our ports and mo-nopolises the carrying of more than insponses the carrying of more than inne-tenths of our import and export com-merce. The United States pays to these oreign vessels for conveying our freight and passengers upwards of \$100,000,000 a year. Much of this vast sum of money goes to steamers which are regularly en rolled on the "merchant cruiser" list of European governments, which are manned by navel reserve officers and sailors, and are available for service against us in

The British Empire has 14,900,000 tons The British Empire has 14,800,000 tons of merchant shipping; Germany, 2,360,000 tons; France, 1,480,000 tons; Norway, 1,-660,000 tons; Italy, 1,180,000 tons. By far the larger part of all these fleets is engaged in ocean carrying. But the United States which produces far more merchandise and now sends more abroad than any other nation, has a fleet registered for deep-sea commerce of only \$72,000 tons.

American commerce, the labor in the mines, the forests, the shops and in the mines, the forests, the shops and in the shipyards are interested in this question, and American farmers, whose products supply two-thirds of the value, and a much larger portion of the bulk, of our exports, are equally concerned with all other Americans in whatever will contribute to the employment of American ships, their active and sustained competition with foreign ships, and the inevitable reduction in freight rates sure to follow such increased competition.

# An Investigation Proposed,

The resolutions on the subject adopted by the New York body follow: Resolved, By the New York Board of Trad-ind Transportation, that there is imperativ-sed of the revival of American shipping is need of the revival of American shipping in the foreign trade. Our deep-sea tonnage has shrunk to one-third of the total of 1851, which used to most of our ocean commerce, which used to employ scores of shipyards and thousands of skilled mechanics and seamen, is now mor

skilled mechanics and seamen, is now monopolized by other nations.

Resolved, That the larger part of American commerce ought rightfully to be carried by American ships. The American people must have prosperous shippards and a great merchant feet, as a bulwark of their trade and the indispensable reserve of their fighting navy. Shipbuilding and navigation, bringing a fair gain to capital and labor, are as vital to the Nation's defense as armor-clade and guns. gain to capital and labor, are as vital to the Nation's defense as armor-clads and guns. Resolved, That a committee of five mem-bers, including the president of the New York Board of Trade and Transportation, be ap-pointed by the president to inquire into the aiarmingly depicted state of American ship-ping in the foreign trade; that this com-mittee be urged to lay the subject before com-mercial associations, labor associations, and mittee be urged to lay the subject before com-mercial associations, labor associations, and all interests concerned in the increase of our deep-sea tonnage; that the press of the cou-try be invited to help in ascertaining and recording public opinion as to the best means by which our shipping may be built up; that all sides of the question be discussed ther-cording and without regard to political or oughly and without regard to political or economic bias, and that the committee repor-its conclusions to the board no later than De-

Decline of Our Shipping.

Aaron Vanderbilt, the chairman of the caused the New York Board of Trace and Transporation to take up this subject at this time, made the following

We have with deep concern beer watching our shipping in the foreign trade steadily decline for many years, hoping something would be done to remedy mat-

"We see a great business of ocean trans portation to which the United States is one of the largest contributors, in which the finest ships afloat are engaged, and whose carnings run into the hundreds of dillions of dollars annually in

millions of collars annually in which American shipping participates to the extent of less than 19 per cent.

"As in 1861 the United States had three times as large a tonnage engaged in ocean transportation as we now have, we want to know what has caused the decline, especially as the present value of our for-eign commerce is four times larger than it was in 1861

"We want to know why our people don't "We want to know why our people don't build the larger part of the ships that carry our foreign commerce, and why our own people don't own and operate them. This is something that we be-lieve the whole country wants to know, and our purpose in trying to find it out is in order that in the discussion some thor-oughly, practicable, effective and accept-able solution of the problem how best to proceed to remedy this condition may be evolved. This, we believe, to be a timely, TOPEKA, Kan., Aug. 11.—Three suits were filed in the United States District court this afternoon by the United States Court this atternoon by the United States able so attorney against big cattle ranch firms in Western Kansan charging them with having Government lands under fence.

The Circle Land & Cattle Company in taking. evolved. This, we believe, to be a tim commendable and a popular under-

"Our hope and aim will be to keep the discussion free from partisan or political beat or bias. We are not concerned in contributing through this lesue to the 'political capital' of either party. It is a business question, pure and simple, in which the whole country is interested, and it should be considered and discussed in a business and temperate manner.

Free-for-All Discussion, "We shall ask the free ship advocates to explain whether they believe that for-eign ships should be admitted to our coastwise trade or confined wholly to our foreign trade, and whether they would have the laws repealed that require that, the masters and officers of American vessels shall be American citizens. Most cipal street of the city at noon and took \$70 from the cash drawer while the pro-prietor of the store was engaged in con-versation with customers. This makes the third desperate robbery in this city of all, in respect of this particular phase of the discussion, we desire to know how effective free ship laws in other countries have been in building up their merchant shipping, especially in Great Britain, whose ships have so long made her the unchallenged mistress of the seas.

"We shall set the subsidy advocates the state of the seas."

"We shall ask the subsidy advocates to make good, by acceptable proofs, their assertions that subsidies stimulate the building and economical operation of ships, and especially the claim that the subsidies which come from the people go back to the people in the lower freight charges resulting from subsidies. We shall also want to clearly define the dividing line between 'pay for carrying the mulis' and 'subsidies and bounties.'
"We shall also ask the discriminating

EUGENE, Or. Aug. II.—Mrs. Tenina bogie, an old resident of Eugene and a devout Christian woman, has become hopelessiy insane on the subject of religion. She was examined yesterday and committed to the asylum. The unfortunate woman is well known and respected here.

FOR LOSS OF APPETITE

Take Hersford's Acid Phosphate.
Excels in treatment of women and children, for debility and loss of appetite she in meeded here food and strangthening tonia.

"We shall also ask the discriminating dues and dues now in the dues and duties now in force on American ships and on the imports carried therein, as compared with foreign ships, or whether foreign ships and the goods they import should pay higher dues and duties than they now pay, and how we can discriminate against

ships bringing imports that are free of duties and ships that come here in ballast; also how serious the retaliation by other countries would be if this system were adopted, and how such possible re-taliation could be met without placing a

taliation could be met without placing a check upon our export trade.

"The line of our inquiries is to be eminently practical and trite generalties will be of little value to us, as, most of all, we desire specific details in connection with each policy advocated."

"We hope that commercial, labor and agricultural associations in all parts of the country will take this subject under discussion and debate, formulating their final conclusions in expressive resolutions. "The great political parties," concluded Mr. Vanderbilt, "have been promising for many years to enact legislation to build up our shipping in the foreign trade, but up our shipping in the foreign trade, but so far nothing effective has been accom-

plished.

"Perhaps the business people, the farmers and the wage workers can evolve a plan which will command the support of both parties and which can be discussed without reaffice." without partisan bitterness. That is what we hope for."

YAQUINA BAY HARBOR.

Hermann Will Renew His Endeavor to Have Improvements Made,

ALBANY, Or., Aug. 11.-(Special.)-Hon Binger Hermann was in Albany with his family last evening on the way to New-Mr. Hermann spoke quite freely about the improvements which are needed in the channel to the harbor at Yaquing Bay, stating that he intended to renev his efforts of years ago to have the Ya-quina harbor deepened so as to accommo-date the largest vessels. He declared that mercantile ships were continually being built larger, and that the demand from all sections was for deeper harbors to ac-commodate the advance in shipbuilding. The Congressman thinks he can con-vince his associates at Weshington that the Yaquina Bay Harbor can be made one of the best on the Coast, deep enough to accommodate any vessel navigating the ocean, and he intends to exert himself to secure the appropriation necessary for the

FRUIT PACKERY FOR ALBANY. Installed This Fall, Will Work on the Prune Crop.

ALBANY, Or., Aug. 11.—(Special.)—The fruit packing establishment of Fortmiller & Lasselle Bros. will be a new and important industry in Albany this Fall. The building for the packery is now almost complete, and by the time the fruit sea-son opens the structure will be equipped with all the modern appliances for caring for fault.

with all the modern appliances for caring for fruit
Especial attention will be given to prunes, which constitute by far the greater part of the fruit output of Linn County. Prune trees this year are loaded with fruit, and the new packery will play an important part in caring for the out-put and furnishing a market at home.

Killed by a Playmate.

KAMLOOPS, B. C., Aug. II.—Willie Ed-monds, aged 6, was last night shot and killed by Charles Newman, aged 7. Charles took a revolver from the ro of H. G. Ashby, one of his mother's lodgers, and loaded it. William Ed-monds, his playmate, said "Shoot it?" Young Newman fired, the ball entering Edmonds' forehead. He died in a few minutes.

# DAILY CITY STATISTICS.

Building Permits.

Thomas Muir, East Twenty-sixth, between East Ankeny and East Burnside, two-story dwelling, \$1500. dwelling, \$1500.

J. R. Grack, East Tenth, between Florence and Alberta, repairs, \$450.

Danish Church, East Ninth, between East Grant and East Lincola, church, £1000.

J. M. Nickum, Umaitlia avenue, between East Fifteenth and East Seventeenth, two-story dwelling, \$1500.

Macieny Estate Company, Third and Pine, remove building and excavation, \$2000.

D. C. Striegt, East Twelfith, between Clinton and Ivon, two-story dwelling, \$1500.

Mrs. Lee Hoffman, Twenty-second and Everett, repairs, \$3000.

erett, repairs, \$600.

Mrs. Welitze, Minnesota avenue and Failing, additions, \$50,

Deaths. August 10, Fred E. Frank, County Jail August 5, Charles P. Devery, 50 years, 480 North Fourth, killed by tandelide, July 29, Mrs. Mary A. Sherry, 48 years, 32

August S. Lina M. Kaurin, 77 years, 405 Morris, paralysis. August T. Sarah G. Saylor, 28 years, 871 First, tuberculosis. Births. August 6, girl to the wife of H. A. Nodine

August 4, boy to the wife of Olaf Vole 544 Gantenbein avenue.

August 7, boy to the wife of Frank Polchn. August 7, girl to the wife of John F. Snuf-ing, Wiberg Lane.

Real Estate Transfers. Robert Hulme and wife to Magnus Aller, lot 4, block 2, Bavis' Highland addition
Portland Woolen Mills to Oregon Water Power & Ballway Company, part of block 163, Sellwood
Portland Transfer Company of Oregon to J. Dolphin, 101 16 and east 10 feet of lots 1 and 2, east 10 feet of north Inne feet of lot 3, block 11, Lul Prochetel's addition, Albima Same to Kute A. Fox, lots T and S. block 13, Williams Avenue addition. The Title Guarantee S. Trust Company to John C. Muller and wife, lot 9, block 3, Worth Irrington.
Mrs. Annie Fisher to M. C. Jackson, lots 10, Il and 12, block 52, Sellwood W. W. Expey to Albert H. Grischow, the east half of the northeast quarter of section 15, township 2 N., range 2 W. William S. Frances and wife to W. W. Espey, northeast quarter of southwest quarter of same

The Italian government has just erec a fortress on the great Chaberton summit opposite Brincan, for the defense of the Simplen tunnel. This fort is 10,600 fee

What is wanted of soap for the skin is to wash it clean and not hurt it. Pure soap does that. This is why we want pure soap; and when we say pure, we mean without alkali.

Pears' is pure; no free alkali. You can trust a soap that has no biting in it, that's Pears'.

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## THE WHITE MAN'S BURDEN.

Until recent years it was thought this awful load would ever remain, but at last science has crowned the effort with success in giving to humanity Abbey's Salt of Fruits, which is today lifting the burden of Constipation, stomach and bowel disorders from millions of sufferers all over the world; without an exception the greatest discovery within the realm of medical science.

A most pleasant tasting tonic laxative is Abbey's Salt. It clears the bowels regularly and without the slightest discomfort, keeps the stomach clean and sweet, quickens the action of the liver, clears the head and tones up the whole nervous system. Abbey's Salt of Fruits does not depress the heart. It is at once the simplest, most natural and most effective remedy for all the ills and ails which afflict the human stomach, bowels and liver. The white man has many burdens, but out-weighing them all is that monster which causes him so much pain and suffering. Abbey's Effervescent Salt is indorsed by the leading physicians, and sold by the druggists in all parts of the civilized world. Guaranteed free from opiates and drug stimulants. If you are not using it send for a trial bottle free today. Address the Abbey Effervescent Salt Company, Ltd., 9 Murray street, New York City; 144 Queen Victoria street, London, England; 712 Craig street, Montreal, Canada,

# Verge

Of Insanity Despite Doctor's Care.

Nervous Cramps in Hands and Feet.

Dr. Miles' Nervine Was My Salvation.

Sieeplessness is at once a symptom and a disease. Just as soon as the nerves become deranged the patient suffers from sleepless-ness. Deprived of their natural rest the nerves soon lose all force and vitality and while sleepiessness is a symptom in such cases it frequently becomes chronic and remains the chief effect of disordered nerves. Dr. Miles' Nervine quiets the nerves and strengthens them; soothes the tired brain and permits sleep; restores lost energy and vitality and brings sleep, health and strength.

"Previous to our coming to the territory three years ago, we lived in Virginia, and it was there that I got acquainted with the wonderful powers of Dr. Miles' Nervine. I had been under the doctor's care and taking his medicine for over two years, but the nervous trouble that was gnawing my life away grew steadily worse. I had nervous cramps in my hands and legs, which would draw up and pain me so that I could not sleep at night. Often I never closed my eyes for days and nights together. The doctor finally told me he could do nothing more for me and that I was on the verge of insanity. He told me I might try your Nervine as a last resort, and it proved to be my salvation. When I had used four bottles of the remedy together with the Nerve and Liver Pills I had regained my former good health."—Mrs. MARTHA I. SHEFFER, Omer, Oklahoma.

All druggists sell and guarantee first bot-tle Dr. Miles' Remedies. Send for free book on Nervous and Heart Diseases. Address Dr. Miles Medical Co., Elkhart, Ind.

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