LARGE SUM COLLECTED

Indications Are That 1903 Delinquent Tax Roll Will Be Small One.

TIMBERMEN MAY PAY TAXES

Six Have Failed to Do So, but Two Probably Will Settle Before October Fourth, the Last Day.

Total tax roll	$173,447.91
Collections to date	142,557.19
Amount outstanding	$ 30,890.72

On the first Monday in October, the 4th, the 1903 tax roll will become delinquent. All property owners who fail to pay their taxes before that time will be assessed the additional penalties provided by law. Sheriff Linville and his deputies are now making collections on the roll, and payments during the past few days have been satisfactory.

Under the new law property owners have been enabled to pay their taxes in two installments. The second installments have been due for some weeks, and collections now being made are largely "second halves." Although this year's roll amounted to almost $174,000, only about $16,000 will be collected on the installment plan, owners having very generally made full payment.

Of the balance of about $31,000 remaining to be collected, $8000 will be collected from those land owners who took advantage of the installment plan. This will reduce the amount to about $23,000. Two of the delinquent timber land owners, John E. Dubois and C. H. Wheeler, will, it is understood, make payment before October 4, which will add an additional $7000 to the amount received, and reduce the amount outstanding to $16,000. Between now and October 4 a considerable portion of this $16,000 will doubtless be paid, so the indications are that the delinquent roll will be a small one.

The timbermen protested against the increased valuations this year. In many instances timber land valuations were materially raised and the timbermen, acting concertedly, declined to make payment. They offered to compromise, but the county refused to accept anything less than the amounts assessed. The big owners who are still delinquent are C. H. Wheeler, Charles A. Rust, the Whitney Company, Blodgett & Co., John E. Dubois and O. A. Ritan. The last-named has paid his individual tax, but has failed to settle the assessments against his partnership holdings. Should a few of the delinquent timbermen pay up, the roll will be very small October 4. Considering the increased valuations this year collections have been excellent.

BITTEN BY INSANE MAN.

Trained Nurse Shows Symptoms of Rabies.

New York, Sept. 9.—Apparent proof that insanity may be communicated like hydrophobia is shown in a case attracting much atention from physisians at Bellevue hospital. The subject is Nellie Halpin, a trained nurse who was bitten on the hand by an insane patient in the Kings County sanitarium nearly a year ago.

Since then the wound frequently has given Miss Halpin great pain and never completely healed. About two months ago she began to show signs of mental disturbance. These grew longer and finally her friends had the young woman removed from her home to the hospital. She now suffers severe convulsions resembling the manifestations of rabies while the mental delusions are almost continuous.

CUBAN TRADE IMPROVING.

Havana Vessels Carry Full Cargoes From New York.

New York, Sept. 9.—Houses in this city actively engaged in trade with Cuba report a distinct revival in business throughout the island, according to the Journal of Commerce. Wednesday's steamer went out absolutely filled with cargo and tomorrow's steamer, one of the largest plying between here and Havana, has been compelled to leave over 1000 bags of oats for lack of room. Sugar is now quoted on the basis of 4 5-16 cents for 96 test, duty paid and the large crops of sugar and tobacco, together with the flotation of the loan on which payments are now being made to the Cuban government, are said to be in a large measure responsible for the improved business conditions.

Montana Phone Line for Farmers.

Of the farmers' telephone line in Flathead county, Mont., 150 miles of wire are now up, and the company expects to put up 150 miles more, making a total of 300 miles of wire, which will be used in connecting 200 farmers with Kalispell and the telephone exchange when it is fully completed, says Electricity. About 600 telephones are in use, and the line is being hurried to completion.

BASEBALL.

Pacific Coast.

At Los Angeles—Portland, 1; Los Angeles, 12.

At San Francisco—Morning game: Oakland, 2; San Francisco, 1. Afternoon game: Oakland, 2; San Francisco, 0.

At Seattle—Tacoma, 4; Seattle, 0.

Pacific National.

At Boise—Salt Lake, 1; Boise, 1.

At Spokane—Butte, 8; Spokane, 2.

American.

At Detroit—First game: St. Louis, 1; Detroit, 3. Second game: St. Louis, 5; Detroit, 0.

At Philadelphia—First game: New York, 2; Philadelphia, 3. Second game: New York, 1; Philadelphia, 7.

At Cleveland—First game: Chicago, 0; Cleveland, 4. Second game: Chicago, 5; Cleveland, 3.

At Washington—Boston, 7; Washington, 0.

National.

At Pittsburg—Chicago, 1; Pittsburg, 3.

At New York—First game: Philadelphia, 4; New York, 6. Second game: Philadelphia, 0; New York, 0; called in fifth inning on account of darkness.

Attention, Eagles.

There will be a special meeting of Astoria aerie, No. 17, tomorrow (Sunday), September 11, at 2 p. m., for the purpose of receiving applications and extending membership rate one week.

HERMAN WISE, President.
C. E. FOSTER, Secretary.

GRANT CASE IS DECIDED

Justice's Court Jury Finds Seiner Not Guilty of Violation of License Law.

GROUNDS NOT IN THIS STATE

The Oregon Authorities Had No Authority to Tax Him for the Privilege of Fishing in the River.

A justice's court jury yesterday found Alexander Grant not guilty of having operated a seine without an Oregon fishing license. The case was argued at length by A. M. Smith, attorney for Mr. Grant, and the jury evidently was convinced that Mr. Grant's grounds were not in this state, and therefore that he was not liable to the license law of Oregon. The jury was made up of C. S. Wright, Henry Spellmeir, William Humbel, D. J. McVicar, C. M. Curbirth and John A. Montgomery.

Deputy District Attorney Abercrombie, for the state, undertook to show that Mr. Grant's grounds were in this state, and introduced in evidence an Oregon deed alleged to have been issued to the grounds in question. The defense showed, however, that this deed was to another tract of tideland. Summing up his case, Mr. Abercromble called attention to the fact that the act of congress admitting Oregon to the union provided that the states of Oregon and Washington should have joint jurisdiction over the waters of the Columbia river. He tried to convince the jury that the concurrent jurisdiction provision of the act was sufficient to justify the action of this state in levying licenses under the fishing laws.

Mr. Smith introduced considerable testimony to show that the grounds were in Washington. He stated that in the act admitting the state of Oregon the middle channel was defined as the boundary line, and that the grounds of Mr. Grant were north of that channel. Several pilots were put on the stand to prove this allegation. So far as the concurrent jurisdiction provision was concerned, it gave the two states joint control of the waters of the Columbia, but not of the lands of the river.

The outcome of this case will have the effect of depriving the state of Oregon of a large sum of license money, as many of the seining grounds which have heretofore paid license to Oregon are located north of the channel which is claimed to be the boundary. However, the license money is used for the maintenance of hatcheries, which are operated for the benefit of seiners as well as trappers, gillnetters and packers, so there is little probability of any concerted effort on the part of seiners to deprive this state of license money. The outcome of yesterday's case was all along expected by the deputy district attorney.

Sunday at the Star.

No more enjoyable way of passing the time tomorrow is presented than at the Star. Here the people who delight in up-to-date amusement, good comedy, bright spectacular acts, novelties and refined performances find exactly what they want. New bill Monday.

FORMAL TREATY IS SIGNED.

British and Thibetan Officers Subscribe to Agreement.

L'Hassa, Tibet, Sept. 9, via Gyangtze, Sept. 9.—Colonel Younhusband, head of the British mission, and Thibetan officers signed a formal treaty today in the apartments of the dalai lama at Potla. The details of the treaty will be published later by the foreign office at Simla. The dalia lama is supposed to be well on his way into Mongolia, and the officers insist that this action amounts to abdication. The administration is now carried on by the council of regency. Arrangements for the return of the British mission are complete.

SURPLUS LANDS SOLD.

Government Disposes of 16,000 Acres in Grand Ronde Reserve.

Washington, Sept. 9.—Acting Secretary of the Treasury Ryan has accepted bids for 16,318 acres of surplus lands of the Grand Ronde Indian reservation, Oregon, for which the government will receive $66,587. The land, which is sold under special act of congress, was disposed of in quarter-section tracts to a number of purchasers.

Big Fire in Mexico.

Progeso, Mexico, Sept. 9.—Fire has wiped out an entire block of business houses. The loss is $1,000,000.

A marriage license was issued yesterday to Jack Peterson and Elizabeth McDonough.

NOTED HUNGARIANS.

Large Number en Route to Congress at St. Louis.

San Francisco, Sept. 9.—Count George Karolyi and Baron Piret-Behain, two distinguished noblemen of Hungary, are here awaiting the arrival of Count Albert Apponyi, one of the leading orators and statesman of that country. With 60 other prominent Hungarians, these noblemen have been delegated to attend the international parliamentary congress at St. Louis.

GIGANTIC TOBACCO TRUST TO BE FORMED AT NEW YORK

Three Concerns Which Earned $22,000,000 Last Year May Go Into Combine Within Short Time.

New York, Sept. 9.—By the action of the directors of the American Tobacco Company, the Consolidated Tobacco Company and the Continental Tobacco Company, meetings of the stockholders of the three organizations have been called for September 30, at which plans will be put before the stockholders for the consolidation of the three concerns into one corporation, to be known as the American Tobacco Company.

The earnings of the three companies amounted to more than $22,000,000 in 1904.

ARE RETURNING FOR WORK.

Former Strikers Show Up and Ask for Old Positions.

Chicago, Sept. 9.—More than 600 livestock-handlers who went out on a strike appeared at the office of Manager Skinner, of the Union Stockyards and Transit Company, to apply for their old positions. He had previously announced that he would employ all the old men needed.

None of the stockhandlers were taken back, being informed that they would be sent for when needed. It is understood that before going to work they may be required to sign an agreement setting forth that they return as individuals and not as an organization.

Members of other unions were not so much in evidence when work was begun at the packing-houses today. Most of the men did not know that the strike was off. President Donnelly has received a telegram from the last member of the international executive board of the butchers, giving permission to call off the strike.

Business Agent Golden, of the teamsters, said that the teamsters will go back to work as an organization or not at all.

The following statement was issued by James Tracy, secretary of the Allied Trades conference board:

"The strike was one of the most remarkable that has ever occurred in the United States. It was remarkable for the absence of disorder, although 50,000 men and women were involved. It proves that labor organizations are law-abiding bodies and their members are engaged in a peaceful effort to uplift the masses. It is remarkable for the fact which is attested by the police, that our ranks were practically unbroken in spite of most adverse conditions. It is remarkable because it was a fight against some of the largest corporations in the world in behalf of unskilled workers. The self-sacrificing heroism of the struggle has never been told, probably neevr will. Like all strikes, it ended in a victory for the workers, because rather than risk such a struggle the employers will be ready to treat with the unions in the future on an equitable basis. Every union will retain its solidarity and will come out of this struggle stronger than ever."

Hamlet of Millionaires.

A model hamlet to be inhabited exclusively by the families of 10 millionaires of York, Pa., is to be built midway between that city and Dover on an 80-acre farm, which was recently urchased by P. C. Wiest, one of the millionaires, who is the originator of the project, says the New York Herald. Nothing except palatial homes will be built. Each abode will have seven acres of ground, and there will be a common park. There will be a common fund for the employment of a small army of landscape gardeners. Daniel F. Lafean, representative in congress from this district, will be among the residents of the village.

THE OLDEST CAR IN AMERICA.

Relic of Early Railroading Kept in a Roundhouse at Plainville, Mass.

The car that stands in the roundhouse at Plainville, Mass., is the oldest railroad coach in the United States, and as such makes a pathetic appeal to all people who remember the earliest days of railroading. It recalls the days when it was admired by all the countryside as it rolled over the rails between Boston and Providence at a pace which today would be regarded as almost funereal. Today it stands neglected and forlorn, covered with the dust of many years, and enmeshed by countless cobwebs—a rusty, useless old thing in a remote corner of the roundhouse, says the Chicago Chronicle.

To the younger generation it seems almost incredible that this primitive vehicle could possibly have been the predecessor of the magnificent Pullman of today. Its outlines suggest a stage coach rather than a railroad car, and the jolting of the crude structure was but little broken by the delicate looking springs beneath it.

The roof of this venerable conveyance was used to accommodate passengers on days when travel was "heavy" or the weather fine. Time has made many ravages on this old coach, and to keep it from further injury it has been necessary to nail boards across the sides and over the wheels that mar the quaint effect.