

NEW YORK OFFICERS

One Coward in Thirty Years of Service.

HONOR OF FORCE KEPT INTACT

Striking Record for Bravery of Force From Which First Dismissal For Cowardice in Thirty Years Occurred This Week.

NEW YORK, Aug. 11.—Degraded in regulation military style, his straps and shield torn from his uniform, a member of New York's police force was dismissed this week in disgrace on a charge of cowardice in the face of duty. Rooted by his former comrades he left the station house after the first occurrence of the kind in three decades, which will go down in the city's history as a most remarkable event. For whatever may be said of the members of "the finest" in regard to graft pull and other undesirable elements of municipal service, the fact remains that the record of the force for bravery and heroism is a long and honorable one, of which the city police is justly proud. Not in this generation has New York known a dismissal for cowardice, it being more than thirty years since such a charge has been made against a policeman. Since the establishment of the old Metropolitan police force more than half a century ago this blackest of all charges has been made but twice. There have been crooks in the department, dishonest men and men neglectful of their duty but one and all with two exceptions in fifty years, they have possessed the saving grace of bravery. From the day in June 1857 when Policeman Eugene Anderson was killed in attempting to make an arrest, the list of those city protectors who have met their death in the discharge of duty and in the face of recognized danger has grown week by week until it now contains hundreds of names. If to this roll of honor be added that of the Fire Department, the number runs into the thousands. The average New York City cop only grins when the force is accused of graft but he is jealous of its reputation for bravery, as was instanced by the hoots which marked the official exit of the officer just dismissed. Not for nothing in this respect at least has the force been called "the finest."

People in New York who prefer bad eggs will have some trouble in procuring them after this. The city having taken up with more or less successful results bad street car service, bad insurance, bad officials, and in fact, anything that enough people complained of, will now turn its attention to the product of the gentle hen. That anyone should really prefer antique or "spot" eggs seems incredible, but it is nevertheless true that there are a good many thousands of citizens in the greater city who buy them and who are under no illusion as to the question of their freshness. This is in no sense due to a veneration for age such as is found among the Chinese, but partly to the fact that "ancient" eggs are cheaper and partly because they are more highly flavored. So large has the business grown of dealing in eggs which are not strictly fresh that the health department estimates that more than 2,000 dozen bad eggs are daily disposed of here for human consumption. The business has its own terms, there being a distinct difference between eggs which are classed as rotten and those which are merely "spot" eggs. Neither of course are good but in the latter class are to be found all those eggs, which have not reached the limit of badness.

This class includes eggs which, having been several days in incubators without giving a positive test for hatching, are shipped to New York to be eaten.

Many of these spot eggs are sold for manufacturing purposes, going into confections, cake and the like. In fact these tainted articles of consumption have achieved such a stable place in New York's commerce that a judge recently accepted 3,500 dozen of them as surety for the appearance of a defendant. The health department, however, is now putting extra inspectors on the job of driving them out of the market, and as it takes no Sherlock Holmes to detect them, it is believed that "tainted" eggs as an article of food are doomed in New York.

"Justice dispensed at all hours of the day and night" is the sign which Father Knickerbocker can now hang out for the first time in his history and it is believed for the first time in the history of his country. The inauguration of a night police court this week means that crooks can be haled before the bar of justice at any hour of the twenty-four instead of having to wait over night for the regular day sessions as formerly. The fact that the city has found it necessary to keep court for twenty-four hours a day for the sentencing of criminals should not be taken to indicate, however, that it has so many of these undesirable citizens as to be unable to handle them by day. While it is true that there is no failure in the crook crop, the bill to establish night police courts here is the first step to do

away with the graft of professional bail givers who have formerly made an easy, if dishonorable, living by holding up those persons, particularly women, who were arrested so late in the day as to make it necessary to postpone their trial until the following day. Under these conditions the arrested one must either spend the night in jail or give bail, the latter of which few of them were able to do. In consequence there has sprung up a class of professional bail givers who furnish the nominal amount asked—and it is not often over ten dollars—and then proceed to seek the unfortunate victim for an equal sum as a fee. With the establishing of the new court, however, arrests made at night will be handled promptly and it is believed the professional bail giver, a blot on the courts of justice of New York, will be driven out of business. The fact that during the first seven nights of this month the average number of arrests has been 473 shows the amount of work which the new court will have to handle.

While the state republican clubs have been reaching a condition of excitement over the abandoned farm of New York which is dangerous in hot weather, they have apparently entirely overlooked the fact of one Le Vano, near Peekskill, which far from being abandoned has suddenly developed into what is probably the most valuable farm in the state, if not in the country. The city needing ten acres of this remarkable farm is somewhat taken back to find that the land is valued at the modest price of \$54,500 an acre. The owner is evidently an agricultural Harriman, for when he bought the farm in 1903 he did not pay any such price for it by a considerable amount. But as soon as the owner became aware of the fact that the city needed ten acres of the land for the great aqueduct being constructed for the new water supply, the land began to accumulate surprising values. The owner suddenly discovered that he was the lucky possessor of a quarry, hunting grounds, a health resort and what he had formerly taken to be a mud hole was in reality a miraculous spring, features which made the land worth about a dollar and a quarter a square foot, or rather the most valuable land in the state. City officials, however, incline to a different view. Special Counsel Lyckman characterizing the demand for \$54,500 an acre for the land which the city needs as the most barefaced attempt since 1876 to hold it up. The whole thing would be farcical were it not for the fact that high officials have learned beyond a doubt that there is a movement on foot which practically amounts to a conspiracy among certain lawyers to hold up the city in its efforts to secure the right of way in the new aqueduct.

According to Thomas Sharkey, formerly of pugilistic fame, anyone who would have the nerve to rob him would steal the Brooklyn Bridge. Nevertheless he has just been robbed, not of mere money for which he cares not, but of possessions far dearer to his esthetic nature nothing less indeed than two "old masters." Since his retirement from the white light which beats upon a heavy weight champion, Mr. Sharkey spends his time at his cafe in New York and his home at Sheepshead Bay. He has gone in for art too, and was much disappointed last year when in France to have his offer of \$150 for the Venues de Milo refused. Mr. Sharkey's artistic temperament immediately recognized the worth of that work of art and he would have been glad to have it in his cafe. On top of this blow to his sensitive and art-loving nature comes the robbery just committed. Two pictures were stolen from the dining-room of his house which Mr. Sharkey says were genuine old masters. One was a picture of the race horse, Lomino, and Mr. Sharkey doesn't remember what the other was because he has so many pictures. He even has pictures on his ceiling—hand painted ones at that. It is not the money loss that the former prize fighter minds, although the two pictures were said to be worth over eleven dollars. What causes him to weep is the fact that anyone should dare to rob him. He has a clue, however, and says that if he catches the thief he will "make a parable out of him."

BREAK IN STOCK MARKET.

NEW YORK, Aug. 10.—The violent break in the stock market this week is usually attributed in the financial district to the hue and cry against corporations from many quarters. A vulnerable speculative position was undermined and ruining tactics by professional bears were actively employed. The growing contraction of money resources is a price element in the United States. The interior has begun to draw currency away from New York and large syndicate requirements had to be met for subscriptions due on new securities. The recession in the iron and steel trade and the decline in prices of copper kept awake to the probability of trade reaction. The stock market up prices are abetted to or below the prices of the March panic.

EDITOR GOES TO ST. LOUIS.

ST. LOUIS, Aug. 10.—Horace W. Seymour, formerly editor in chief of the Chicago Chronicle, yesterday assumed charge of the St. Louis Post Dispatch in the same capacity. The post dispatch is owned by Joseph Pulitzer, whose service Mr. Seymour entered shortly after the Chronicle suspended service.

WATERFRONT ITEMS

Kansas City Placed on Frisco Portland Run.

AMERICA ARRIVES FROM NORTH

Roderick Dhu Arrives in From San Francisco After a Quick Trip, Being Towed by the Tug Dauntless—Kansas City to be Placed on San Francisco Run.

Undaunted by the recent misfortunes which have befallen the line, R. P. Schwerin, general manager and vice-president of the Harriman transportation interests by the water route, has purchased the steamer Kansas City, a fine modern Atlantic coast liner, to ply in the passenger and freight trade between Portland and San Francisco. A message announcing the purchase was received this morning by J. H. Dewson, Portland manager of the San Francisco & Portland Steamship Company.

The Kansas City has been running between New York and Savannah, Ga., in the freight and passenger trade. She will leave for the Bay City at once and is expected to arrive in less than 60 days. Before she puts in an appearance the steamer Lawton, recently purchased by the same company, will be ready for service between Portland and San Francisco. Each is larger and more speedy than the Columbia. With them on the route the company officials at this end of the line are confident they will be in position to provide much better than a five days' service. Besides, it is the intention to keep the Costa Rica in commission to assist in taking care of the freight traffic.

Singular as it may seem, the Kansas City was built at Chester, Pa., the same place where the Columbia was constructed. The successor of the ill-fated steamer is of 3679 tons gross and 2163 tons net register. She is 327 feet long, 45 feet across the beam and 18.8 feet depth of hold. While she was built in 1889, she is equipped with all of the modern conveniences found on any boat turned out of the Atlantic shipyards at a later date. Her average speed is placed at 16 knots an hour, about two knots better than the Columbia's speed. She has space for accommodation of 500 passengers, and she can handle 3000 tons of freight at a trip.

The United States lighthouse tender Armeria, Captain Gregory, arrived in from Seattle yesterday morning after an extended trip to the buoy stations in northern and Alaska waters. The Armeria has been daily expected in Astoria for a week or more and she was gone three months, lacking one day. Captain Gregory reports that the voyage was of the usual routine order and there was little of incident happened during a cruise which was for the most part pleasant.

The Armeria is at present at the buoy depot undergoing repairs. Much needed painting is being done to parts of the boat which received hard usage on the trip north and the boilers are being cleaned and put in condition. "We all came back in good health," said Captain Gregory last evening. "We visited all the stations and buoys and replaced several of the buoys where they were needed. Our trip was a very busy one and we were all through the Alaskan waters; around Dutch Harbor, St. Michaels, and Norton Sound.

"While we were up north we had all kinds of weather. Sometimes it was bad and sometimes it was good. The good weather in that part of the world is certainly fine and there is no better scenery than that around the Aleutian Islands and farther on down the coast."

The Armeria will be several days in being overhauled and after this work is finished will be ready for another such trip as the one just concluded.

The City of Panama arrived last night and laid over at the O. R. & N. dock all night. She leaves out some time early this morning.

The Argyle arrived down yesterday from Portland and went out to Port Harford for a load of crude oil.

The Nome City arrived down last night with passengers and general cargo for San Francisco. She leaves out early this morning for her destination.

The steamer R. D. Inman is due today from San Francisco. She will go to Columbia mill and load 800,000 feet of lumber for return.

The Harvest Queen went up the river yesterday with the Susie M. Plummer and Conway Castle in tow.

The Roderick Dhu, oil tank, towed by the tug Dauntless, arrived in from San Francisco yesterday afternoon. She made an exceptionally fast trip up from the Bay City, leaving Wednesday afternoon.

The Nicomedia left out yesterday afternoon for Hong Kong with general cargo. She will stop at several Japanese ports on her way over. She has 5910 barrels of flour valued at \$21,276; 50,000 bushels of wheat at \$37,500, and

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general cargo valued at \$18,474. Captain Cann took her out over the bar and reports that the bar was a little rough when he passed over.

The steamer George W. Elder, Captain Jensen, left out yesterday morning with freight and passenger for San Pedro and way points.

The four-masted schooner King Cyrus was towed up the river yesterday.

The Asuncion arrived in yesterday with a cargo of oil and proceeded on up the river to Portland where she will discharge cargo.

The Lurline arrived down last night at 6:30 with freight and passengers.

The steamer T. J. Potter brought down 400 passengers for North Beach yesterday afternoon.

The Johan Paulsen with a cargo of lumber from Portland to San Francisco left out yesterday.

The steam schooner Charles Nelson left out yesterday for San Francisco with 750,000 feet of lumber on the deck.

The Redondo arrived in yesterday morning from Seattle with a general cargo and passengers for Portland.

The schooner Churchill is expected today and will load 100,000 feet of mining timber for San Pedro at the Columbia mill.

The schooner Irene lay in the harbor yesterday with 990,000 feet of lumber on her deck. She loaded at Prescott and cleared for San Francisco.

NO BUSINESS RECESSION.

According to M. Harriman There Will Be A Big Fall's Work In Business.

CHICAGO, Aug. 10.—A dispatch to the Record-Herald from New York, says: "E. H. Harriman yesterday gave his views regarding the state of trade. He said:

"I hear lots of talk of a recession in business, but see no signs of their recession. My advice from the West, southwest and northwest are that business is still at a top notch. So far as one can judge at present it looks as though we

were going to do a big Fall's work." Asked what he thought about the prospect for a return of confidence Mr. Harriman replied with a smile:

"This is beyond me. Investors and the public generally like individuals have their moods and changes. Meanwhile, we are going ahead and keeping our properties in first class shape. They are growing more valuable every day, and I doubt not that everything will turn out all right for values must tell in the end."

Mr. Harriman is soon to make his annual tour of the Harriman lines. He will be gone two or three weeks.

Astoria Theatre To-Night

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