

CHINAMEN FIGHT FOR FREEDOM

Sailors Make Desperate Effort to Escape From British Steamship Epon.

MATE'S ATTACK ON ONE STARTS GENERAL REVOLT

Government Officials, Though Sympathizing With Chinese, Help in Putting Down Disturbance—Six Extra Watchmen Guard Crew Now

Double the force of watchmen from the United States immigration office has been placed on board the British steamship Epon to prevent members of the Chinese crew from carrying out their repeated threats of deserting at the first favorable opportunity.

A riot took place on the upper deck of the steamer Saturday, which came near being attended with several fatalities. Before it could be quelled the coolie sailors had to be intimidated with guns and finally beaten into submission with clubs. They had started to go ashore in a body when the officers of the vessel and the immigration men blocked their passage at the head of the gangplank. A battle ensued, which terminated only after the Chinamen were beaten and lay helpless on the deck.

The row was started, it is said, by one of the mates of the steamer taking offense at a member of the crew because he did not perform a piece of work quickly enough. The mate attacked the sailor, and according to eyewitnesses, beat him with his fists. It was then that the other sailors rebelled and declared their intention of walking ashore.

As this proceeding is against the laws of the country, the representatives of the government had no other recourse than to line up their forces on the side of the officers of the ship. They refrained from drawing guns, however. The rioters were eventually put to rout, but they declared they would be avenged for the wrong done their companion.

On learning of the situation Immigration Inspector Harbour decided to increase the force of watchmen to make sure that the crew may not be able to carry out its threats. Six men in the employ of the government are now on board the steamer. Were it not for the exclusion law, the officers at the immigration office say they would be pleased to see the Mongolians get the best of the argument by coming ashore. It is explained that they are treated worse than dogs by some of the officers of the ship.

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REPAIRING DESPATCH.

Will Cost Five Thousand Dollars to Put Steamer in Shape.

F. P. Baumgartner, local agent for the California & Oregon Coast Steamship company, received word from San Francisco yesterday that it would cost about \$5,000 to repair the steamer Despatch and that she would be ready to resume service in a week. As soon as she has been put in condition the steamer will sail for Portland.

While lying at her dock in the Bay City the other day she broke out in the engine-room of the Despatch. The damage proved not as great as was at first believed. She had just come off the drydock, where she had been given a thorough overhauling.

SEVEN STEAMSHIPS.

Big Fleet in River to Receive Foreign Cargo.

Two more big British tramp steamers, the Strathmore and Cape Antibes, are in the river, and will reach Portland this afternoon. It is probable that the oriental liner Arabia will arrive at Astoria today, bound for Yokohama. This will make seven steamships here to receive cargoes for foreign ports. The other four are the Kerkira, Epon, Crocydon and Blackheath.

The Strathmore and Cape Antibes are under charter to the Portland & Astoria Steamship company, to transport flour cargoes to Japan. It is estimated that they will take out close to 100,000 barrels. The Strathmore came from Yokohama, and the Cape Antibes from Moll by way of San Francisco. Both will drop anchor in the stream, and it will be impossible for them to secure berths at the docks.

The Arabia sailed from Yokohama for Portland on November 21, and it is expected that she will reach the mouth of the Columbia river this evening. Frequently she completes the passage in 16 days. A full cargo of freight is awaiting her for the outward trip. It will be made up of flour and eastern shipments.

COAST TRADE BOOMS.

With Fleet Twice as Large, Each Boat Has All She Can Handle.

Although there are more steamers on the coast route than ever before, each of them is bringing a greater quantity of freight coming north than last year when the fleet was not half so large. Attention was called to this fact this morning by Captain Doran, master of the steamer Columbia, which arrived yesterday from San Francisco.

He explains that the Portland & San Francisco Steamship company has four steamers in service this season, while last year it had only two. Furthermore, he asserts that each of the additional vessels is bringing just about as much freight as each of the small fleet of last year, which proves that the traffic has almost, if not wholly, doubled in volume in the past 12 months.

Besides other lines have entered the field and are doing a big business. Among the new coasters are the Cascade, Northland, W. H. Kruger, Redondo, Eureka, Roanoke, South Bay and Nome City. Heretofore the shipments from San Francisco to Portland were rather light, and for that reason the navigation companies hesitated to place additional vessels on the route. But if business should continue to increase at the same rate it has during the past year it is held that the present large fleet will be inadequate to take care of it.

The Columbia arrived at 1 o'clock yesterday afternoon, completing the quickest passage she has made for several months.

ALONG THE WATERFRONT.

Thomas Murray, a well-known seaman along the Pacific coast, has accepted a position as first officer of the British ship Estancia, which is entering upon her new duties this morning. This is the vessel on which Captain Townsend lost his life while coming around Cape Horn. Former First Officer McBurney is now her commander.

Laden with a grain cargo, the German ship Tarpenbek left down this morning bound for Cape Town, South Africa. She is the only ship to arrive and depart this season which did not lose any of her sailors by reason of desertion. To celebrate this the Seamen's institute presented the tars with a box of cigars.

The British bark Dunborne got more grain on board than it was thought advisable for her to carry and it was decided to discharge a portion of it. The vessel has moved out into the stream and will leave down in a day or two bound for the United Kingdom.

Nickum & Kelley have started the work of building a new barge at the Portland shipyards to take the place of the barge which was wrecked the other day at La Cama. It will be 130 feet long and 22 feet wide.

After an uneventful voyage the steamer Homer arrived this morning from San Francisco and will sail tonight on the return trip with a full cargo of general freight.

The work of discharging coal from the British ship Elthamwood will be completed today. Captain Pritchard, her master, and Carpenter W. J. Bryan have been confined to their rooms during the past few days suffering from severe attacks of grip.

The British ship Wray Castle moved to the Centennial dock this morning to discharge ballast.

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MULTINOMAH OWES BUT NOT MUCH

Would Be Entirely Out of Debt but for Extra Road Work Done This Fall.

OWED HALF A MILLION ONLY THREE YEARS AGO

When Fiscal Year Closes, Says County Treasurer Lewis, County Will Owe Not More Than Twenty Thousand Dollars.

Multnomah county will close the fiscal year with fewer liabilities than for 12 years past. The county will be practically free from debt, the only obligations being the warrants for road work, which will have to be indorsed by the county treasurer when they are presented from now until the end of the year.

The estimates of the receipts and expenditures made the first of the year showed the county would have no liabilities at its close, but an unusually large amount of road work this fall made the expenses heavier than estimated. This has been due to the unusually dry weather, which permitted a great amount of improvement to be made to the thoroughfares in the county. Instead of expending an average of \$5,000 a month for road work, the bills will foot twice this sum.

"The road fund is exhausted," said County Treasurer Lewis this morning, "and I will have to indorse the remainder of the warrants for road work. There will be sufficient in the general fund to meet all other expenses until the taxes begin to come in next spring. We will close this year in better shape than for 12 years. We are practically free from debt now. I do not anticipate that the warrants which will be presented for road work will aggregate \$20,000. At the close of the year 1902 the liabilities of the county amounted to \$519,000.

"We would have been prepared to begin the new year with a clean slate if it had not been for the extra road work. For the past three months the weather had been favorable to improving the roads and the county has taken advantage of this, so that twice the amount of improvements anticipated are being made."

ports that operations are progressing satisfactorily.

The contract for making repairs to the British ship Falls of Dee has been awarded to the Vulcan Iron Works.

United States Inspectors Edwards and Fuller went down to Astoria this morning to inspect the steamer Jordan. They will return this evening.

It is probable the work of loading the British steamer Blackheath with a lumber cargo will be completed tomorrow.

MARINE NOTES.

Astoria, Dec. 11.—Arrived at 7:55 a. m. British steamer Cape Antibes, from San Francisco; left at 11 a. m. British steamer Cape Antibes.

San Francisco, Dec. 11.—Arrived at 7 a. m. steamer Senator, from Portland; arrived, schooner Virginia, from Portland.

Astoria, Dec. 10.—Arrived at 5 and left up at 6:30 a. m. steamer Columbia, from San Francisco; arrived down at midnight and sailed at 11 a. m. British steamer Labuan, for Japan; left up at 6 a. m. steamer Anselon; arrived at 8 and left up at 10 a. m. steamer Homer, from San Francisco; arrived at 3 a. m. and left up at 2 p. m. British steamer Strathmore, from Yokohama; sailed at 8:45 a. m. steamer Alliance, for Coos bay and Eureka and Costa Rica, for San Francisco; sailed at 10:30 a. m. steamer F. A. Kilburn and Eureka, for San Francisco; arrived down at noon. British ship Dunborne, arrived at 2 p. m. British ship Clan Graham, from San Francisco.

San Francisco, Dec. 10.—Sailed at noon, steamer Jennie, for Portland; sailed, ship Passaic, for Columbia, for Portland; arrived, steamer Whittier and schooner Matthew Turner, from Portland; at 3 p. m. barkentine Portland, from Portland.

Astoria, Dec. 11.—British ship Enpharose sailed for Queens town for orders at 11 a. m.

Astoria, Dec. 11.—Condition of the bar at 5 a. m. smooth; light north wind; weather clear.

MUNICIPAL ELECTION IS HELD IN BOSTON

(Journal Special Service.)

Boston, Dec. 11.—The municipal campaign which closed today is in many respects the most interesting in the history of Boston. The voters tomorrow will have their choice among five candidates for mayor. Four of the number are regular party nominees, while the fifth is running on nomination papers. The regular Democratic candidate is John F. Fitzgerald and the regular Republican candidate, Louis A. Frothingham. Judge Henry S. Dewey, who contested unsuccessfully for the Republican nomination, is running as the People's candidate.

In addition, tickets have been named by the Municipal Ownership and Socialist-Labor parties. The Democrats are predicting the election of Fitzgerald by a plurality of at least 17,000, which is slightly under the normal Democratic plurality. The campaign has been conducted on purely local issues and the chief interest has arisen from the factional fights within the ranks of the old parties.

NEW MANAGEMENT FOR TOLEDO CREAMERY


(Special Dispatch to The Journal.)

Toledo, Wash., Dec. 11.—The Lewis Valley creamery, located at this place, has been reorganized and placed under new management. For the last year it has been under the management of Winlock parties to such an extent that all the product bears wrappers showing it to have been manufactured at Winlock instead of this place. Hereafter Toledo will receive proper credit.

GRAND REVIEW HONORS.

Christiana, Dec. 11.—The new King, Haakon VII, who is Prince Charles of Denmark, finds himself unable to exercise one of the dearest prerogatives of royalty—the bestowal of honors. In the Norwegian abolished all titles of nobility in 1821, and now only the proud townsman gets the equivalent of our "knight" in front of his name. The plain counterman is plain John Smith.

Nothing plainer? Never mind if physicians have failed to cure you. Try Dr. W. Norton Davy. No failure there. 50 cents, at any drug store.



Do practical Xmas shopping. Buy practical Xmas gifts. Come early while our magnificent lines are full and unbroken. Extra salesmen from now on.

Nothing more appropriate for a Xmas gift than a

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A Few Chiropractic Facts

ABOUT DISEASE AND ITS CAUSE, BY

Dr. F. H. STEWART

Disease is a condition of the organism whereby one or more of its functions are interfered with, and consequently not performed easily. Luxation of bones in the skeletal frame, and especially in the spinal column, are the cause of pinched nerves—and what are pinched nerves but disease—manifestations of obstructions in the human body? What must we do to relieve this pain? Treat the symptoms and effects of the cause of this disease by filling your stomach up with poisonous drugs and ruining your stomach, too? No; have the cause removed and the effect will stop. Would you have the jeweler treat your watch if it stopped running? No; he would remove the obstruction in the works and get it in running order again. The same thing is done in chiropractic adjustments for the human machine. We remove the obstruction and, nature being free to perform her normal functions, you are quickly restored to health.

Do not have the symptoms and effect treated, but instead let Dr. F. H. Stewart remove the cause by removing the nerve pressure, caused by the luxations of the bones of the body, and, as we said before, especially in the spinal column. There is no charge made for diagnosing your ailment, and we can refer you to people that have been cured.

Take Chiropractic Adjustments and get well. Office, Room 29, Lewis block, Portland Or. Hours: 10 to 12, 2 to 5:30, 7 to 8 p. m.

IN A WEEK

We Cure Gonorrhoea in a Week

We Cure Gonorrhoea in a Week

The doctors of this institute are all regular graduates, have had many years' experience, have been known in Portland for 15 years, have a reputation to maintain, and will undertake no case unless certain cure can be effected. We guarantee a cure in every case, or undertake or charge no fee. Consultation free. Letters confidential. Instructive BOOK FOR MEN mailed free in plain wrapper.

We cure the worst cases of piles in two or three treatments, without operation. Cure guaranteed.

If you cannot call at office, write for question blank. Home treatment successful.

Office hours, 9 to 5 and 7 to 9. Sundays and holidays.

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Office in Van Hoy Hotel, 45th Third Street, Corner

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