

LENIENCY WILL NOT BE SHOWN

Collector of Customs Malcolm Says Launch Owners Must Obey Law.

NORMAN CASE WILL STAND AS PRECEDENT

Inspectors Hold That Collector Has Right to Seize Craft When Owners Are Found Guilty of Violating Pilot Rules.

Collector of Customs Malcolm will strictly enforce the provisions of the law governing boats on these waters, so he declared yesterday afternoon in discussing the fine imposed against a Norman, who a few days ago was found guilty by the inspectors of having failed to obey the rules when his launch, the Lotus, collided with the launch Nancy off the foot of Meade street on Sunday evening, August 11. Norman's launch was seized by the collector Friday afternoon and is now under government seal. It will be held until Norman either pays the fine or has it remitted by the department in Washington.

"We do not propose to let these launch men escape as easily as in the past when there were no rules governing them," said Collector Malcolm, "because if we do, a frightful accident will be the result some day and then the government officials will be held to blame. I understand that few of the private launch owners consider the responsibility placed in their hands when they take out a party of friends or even go out alone in a power craft.

Move to Prevent Disasters.

"They may easily run into and sink another boat carrying a number of people and it is to prevent such accidents that this department will henceforth insist that the rules adopted by the board of United States supervising inspectors and approved by the secretary of commerce and labor be strictly obeyed.

The law calls for a fine of \$500 for any violation of the rules and it will be imposed every time a case is passed to me by the inspector with whom it rests to say whether or not the rules have been violated. The Norman case is the first one of its kind to come before us here, and he may appeal to the chief of the department, but I cannot say with what result. My position in this matter will be exactly the same as in cases where launch operators are found guilty of having failed to properly equip their boats with lights, life preservers, etc.

It is held by some boat men that the government has no right to seize a vessel of less than 15 tons register for failure to comply with the rules governing and operating boats, but the inspectors say that in this those who so contend are wrong.

Inspector Quotes Law.

In support of his stand, Inspector Edwards quotes a paragraph which states that all rules relating to lights, fog signals, steering and sailing, contained in the act approved June 7, 1897, and applying to steam vessels, shall also apply to all vessels propelled by gas, fluid, naphtha or electric motors, and to all such vessels and steam vessels on the Atlantic and Pacific coast inland waters, with the exception that the red and green lights on open vessels of 10 tons and under propelled by gas, fluid, naphtha or electric motors, may be exhibited from a combined lantern showing a red light and a green light, as described in act approved June 7, 1897, in lieu of all other lights required for vessels under way.

The inspectors held Norman at fault for not blowing his whistle when he saw the Nancy approaching. The Nancy took the "wrong side of the road," but her master signified that such was his intention when the boats were close together by two blasts of the whistle.

NOTICES TO MARINERS.

Many Missing Buoys Will Be Replaced At Early Date.

Captain E. Winne of the Norwegian steamer Admiral Borge, who is reported to the government that off the coast he passed large logs floating close together, and that they are dangerous to navigation. The logs are 40 or 50 feet in length and about 4 feet in diameter.

Commander Werlich, light house inspector of this district, has issued notice to the effect that a P. S. first-class canon, reported missing August 24 at entrance to Coos bay, will be replaced as soon as practicable. He also reports that a P. S. first-class canon marked "S. C. Black" will be replaced with a canon 1 by a bell buoy without other change. Buoys missing in Wrangell strait, Alaska, will also be replaced as soon as possible.

Inspector R. F. Lopez of the twelfth district, comprising California, makes the following announcements:

Notice is hereby given that about September 25, Santa Rita buoy, a H. S. first-class buoy, will be established about 10 miles from the southeast of Westland rock buoy No. 1, entrance to Port Harford, San Luis Obispo bay, California.

"Notice is also given that about the

American Restaurant

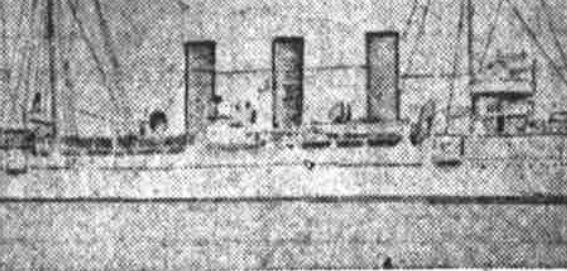
CORNER THIRD AND COUCH STS.
OPEN DAY AND NIGHT.
Dinner from 11 a. m. to 8 p. m.

Soup.

Chicken with Rice (Free with Meats).
Crab Salad, Mayonnaise Dressing. 20c
Lettuce. 10c
Fried Halibut. 15c
Fried Chicken. 15c
Fried Tenderloin of Beef. 15c
Sauce. 25c
Half Cracked Crab. 20c
Boiled Potatoes. 10c
Steamed Little Neck Clams. 20c
Boiled Beef Tongue, Piquant Sauce. 20c
Chicken Pot Pie. 30c
Porter and Chicken. 25c
In Cream. 25c
Fried Calves Brains a la Poulette. 25c
Beef Shoulder of Mutton and Turnips. 20c
Pickled Pig's Feet, Potato Salad. 20c
Paprika Schnitzel. 25c
Fried Apples and Bananas. 20c
Baked Pork Spare Ribs, Browned. 20c
Sweet Potatoes. 25c
Veal Sausage, String Beans. 20c
Fried Apples and Bananas. 20c
Stewed Codfish, Family Style. 15c
Corned Beef Hash, Poached Eggs. 15c
Fried Potatoes and Vegetables. 15c
Port and Beans. 15c
Half Spring Chicken on Toast. 20c
Pear Cobbler. 10c
Fried Apples and Bananas. 20c
Roast Chicken with Dressing. 20c
Roast Pork with Dressing. 20c
Roast Lamb with Dressing. 20c
Roast Veal with Dressing. 20c
Green Corn on the Cob. 10c
Cauliflower in Cream. 10c
Fried Egg Plant. 10c
Watermelon on Ice. 10c
Cantaloupes. 10c
Coffee, Bread and Butter and Potatoes. 10c
Dinner With All Meats.

AMERICAN RESTAURANT.
Corner Third and Couch Sts.
Dinner from 11 a. m. to 8 p. m.

PRIDE OF THE SWEDISH NAVY NOW VISITING IN AMERICAN WATERS.



Armored Cruiser Fylgia and Prince Wilhelm.

BEE BEHAVES WELL.

Willamette Iron & Steel Works Completes Another Craft.

The new steam schooner Bee behaved splendidly on her trial trip from the Willamette yesterday afternoon and will soon be turned over to her owner, J. Lindeman, of San Francisco. The machinery was installed by the Willamette Iron & Steel works and it was to display the working of the machinery that the trip was made. A few invited guests enjoyed the ride and enjoyed the delicious refreshments.

The Willamette Iron & Steel works has installed the machinery on the steam schooner Jim Butler, J. H. Marboffer and Helene during the past few months and will soon begin the installation of the machinery on the steam schooner Gray's Harbor, which is now being built at Hoquiam. Beadle Bros., who started the boat, sold her recently to Sudden & Christensen, of San Francisco. The Gray's Harbor will be towed here in about two weeks for her machinery.

CAPTAIN MUDIE DEAD.

Master of Steamer Strathford Buried at Sea in Atlantic.

In a letter to John Austin of this city, E. J. Kiddie, second engineer on the British steamer Strathford conveys the news of the death of Captain Mudie on August 11, when the steamer was off the coast of the American coast bound from New Caledonia for New York. Captain Mudie made many friends here a few months ago, when the Strathford loaded wheat at Coos dock for the Seattle. The letter gives the details as follows:

"Captain Mudie fell down the stairs of the cabin and hurt himself internally. None of us thought he was badly injured; in fact he seemed to be getting better, when on Wednesday, the 14th, he suddenly collapsed and died in a few minutes. We buried him at sea the following day. It was a very sad thing, and came as a great shock to us all."

The letter continues: "After having discharged the wheat cargo taken on at Portland, the steamer proceeded to New Caledonia and loaded for Seattle. From there the steamer will sail for Puget sound, presumably with a cargo of coal for Bremerton."

ALONG THE WATERFRONT.

The steamer Breakwater arrived at Oak street dock shortly before midnight bringing passengers and freight from Coos bay.

The steamer Redondo from Seattle is discharging 500 tons of coal at Astoria and will not reach Portland until Monday night. She is scheduled to sail Tuesday night.

The Hartman liner City of Panama will be at Alsworth wharf early this morning. She was expected last night but failed to make her dock before dark and anchored in the river over night.

The German steamer Eva will shift to Alaska dock early Monday morning where she will discharge 1,200 tons of sulphur preparatory to beginning to load flour for Vladivostok.

The original liner Numania is at the O. R. & N. Albin dock loading. She will sail sometime during the early part of this week. The cargo will consist mainly of flour.

The British ship Celtic Chief will be here this fall to load wheat for Europe. She was chartered by the Port and Flouring Mills company a couple of days ago. The same company has chartered the British ship Port Patrick.

The steamer Alliance will be launched from the drydock at 9 o'clock this morning and shifted to Couch street to load for Coos bay. She is booked to sail Wednesday night.

The American ship Berlin which arrived yesterday at Astoria from Nushoot, Alaska, will come to Coos bay to discharge her cargo of canned salmon.

MARINE NOTES.

Astoria, Aug. 31.—Condition at the mouth of the Columbia. 6 p. m. Smooth, wind n.e. 8 miles, weather clear.

Arrived at 8:45 and left up at 11:45 a. m. steamer City of Panama from San Francisco. Arrived at 7:30 a. m. steamer Redondo from Seattle. Arrived at 7:30 a. m. steamer Dauntless from San Francisco. Arrived at 7:30 a. m. steamer Breakwater from Coos Bay. Arrived at 11:45 a. m. steamer King Cyrus from San Francisco. Arrived at 11:45 a. m. steamer Excelsior from Portland. Tides at Astoria.—High, 7:25 a. m., 5:8 feet; 7:08 p. m., 5.5 feet. Low, 1:15 a. m., 1.5 feet; 1:00 p. m., 3.4 feet.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Redondo, Seattle. Sept. 2
G. W. Elder, San Pedro and way. Sept. 3
Johan Poulsen, San Francisco. Sept. 3
Alliance, Coos Bay. Sept. 5
Costa Rica, San Francisco. Sept. 5
Breakwater, Coos Bay. Sept. 7
City of Panama, San Fr. Sept. 11
Roanoke, San Pedro and way. Sept. 16
R. D. Inman, San Francisco. Sept. 16
Alasia, Ger. ss. Sept. 16
Nicomedia, orient. Oct. 1
Numania, orient. Oct. 20

Regular Liners to Depart.

Breakwater, Coos Bay. Sept. 2
R. D. Inman, San Francisco. Sept. 3
City of Panama, San Francisco. Sept. 3
Redondo, Seattle and way. Sept. 3
Costa Rica, San Francisco. Sept. 5
Alliance, Coos Bay. Sept. 5
G. W. Elder, San Pedro and way. Sept. 5
Costa Rica, San Francisco. Sept. 5
Johan Poulsen, San Francisco. Sept. 10
Roanoke, San Pedro and way. Sept. 12
Arabia, orient. Sept. 15
King Cyrus, Astoria. Sept. 15
Nicomedia, orient. Oct. 10

Vessels in Port.

Yola, Br. sh. Elevator dock
Dalgoner, Br. sh. Columbia No. 2
Bea, Am. sch. Alameda L. & S. W. Co.
Conway Castle, Br. bk. Greenwith
Slam, Gr. sh. Portland Lumber Co.
Alliance, Am. str. Couch street
R. D. Inman, Am. str. Couch street
Beulah, Am. sch. Astoria
Vincennes, Fr. bk. Columbia No. 1
North King, Am. tug. Astoria
Antelope, Am. sch. Foot of Lincoln
Churchill, Am. sch. Astoria
Numania, Ger. str. Alaska
Queen Alexandra, Br. str. London
St. Nicholas, Am. sch. Astoria
Alverna, Am. sch. St. Johns
St. Louis, Fr. bk. Pacific Coast bunkers
Lakme, Am. str. Westport
Compeer, Am. sch. Astoria

WILL EXCLUDE UNDESIRABLES

Europe Approves Plan of United States to Exclude Foreign Criminals.

(United Press by Special Leased Wire.)
London, Aug. 31.—A new stringent immigration law, framed to exclude the "undesirable classes," yet drawn with the approval of European nations, will probably be the outcome of the American immigration commission's visit to Europe this summer. The commissioners are on their way to the States to lay their report before congress. While members will not discuss this subject for publication, the correspondent of the United Press is in a position to assert that the European nations' consent to the exclusion of many of their citizens has been practically secured.

There was little for the commission to do in northern Europe, as few English, Irish, Scotch, Norwegian or Swedish immigrants are undesirable. In Italy, Austria-Hungary, Russia, Turkey, Asia Minor, Greece and the Balkan states the case is difficult. It is from here, too, that the bulk of the immigrants start to the United States. The commissioners had not only government consent to the exclusion of "undesirables," but to provide for government inspection of emigrants before embarkation.

Both from the military and economic standpoint emigration is opposed in Germany, which nation readily agreed to the commission's views. With 250,000 emigrants leaving Italy annually industries are suffering and agriculture falling into decay. Italian emigrants, however, invariably return or send their savings back to Italy. In Italy's present troubled financial condition this money is a God-send. How to prevent criminals to emigrate is the most difficult problem to solve. It is hard to detect them. That the question requires great care and study is admitted.

England's new alien acts were studied with great interest. It is probable one of the provisions will be grafted into the new immigration law in America. This allows a judge or magistrate to order the deportation of any alien convicted of crime. The order is carried out as soon as the alien has completed his sentence.

PRIMARY CAMPAIGN IN NEBRASKA ENDS

(United Press by Special Leased Wire.)
Lincoln, Neb., Aug. 31.—The bitter, vituperative and abusive anti-primary campaign in the Republican party for judge of the supreme court closed to night, with both sides claiming victory.

Managers for Chief Justice Sedgwick and Judge Marshall, who were waged a fierce campaign through the press for weeks. Reese is the candidate of the progressive element, which was victorious a year ago.

PROSECUTION RESTS IN HARVESTER CASE

(United Press by Special Leased Wire.)
Topeka, Kan., Aug. 31.—The state finished taking testimony today in the case against the Harvester eye and land company, accused of violating the antitrust laws. Attorney-General Jackson says the evidence is stronger than he had expected to secure.

AFFLICTIONS OF THE EYE

Successfully Treated by "ACTINA"

EYEGLASSES MAY BE ABANDONED

There is no need of cutting, dragging or probing the eye for the relief of most forms of disease, as a new method—the Actina treatment—has been discovered which eliminates the necessity of former tortuous methods. There is no risk or necessity of experiment as many people report having been cured of falling eyelids, cataracts, granulated lids and other afflictions of the eye after being pronounced incurable through this grand discovery.

Rev. C. Brunner, Pastor of the Reformed Church, Bridgeport, Conn., writes: "So far your Actina has done me good and my eyesight has greatly improved and I have good hope that, by continuing, my eyesight will be restored."

Mrs. T. F. Moyle, Watford, Wis., writes: "About two years ago I was taken with trouble in both eyes and nearly went blind, and it was thought an operation would be necessary. I sent for an Actina last April and it has taken all the inflammation out and my most forms of disease, as a new method. Mr. A. O. T. Pennington, Special Agent Mutual Benefit Life Insurance Co., Kansas City, Mo., writes: "Having used Actina for several years, I cheerfully recommend it for the cure of eye, ear and throat affections. It cured my mother of cataracts."

Thousands of other testimonials will be sent on application. "Actina" is purely a home treatment and is self-administered. It will be sent on trial, postpaid, if you will send your name and address to the Actina Appliance Co., Dept. 681, 811 Walnut st., Kansas City, Mo., you will receive absolutely free, a valuable book—Prof. Wilson's Treatise on Disease.

COAL SHIPS EN ROUTE.

Belen, Fr. bk. Newcastle, A.
Claverdon, Fr. sh. Newcastle, A.
Wiltshire, Am. sh. Newcastle, A.
Port Patrick, Br. sh. Newcastle, A.
St. Mirren, Br. sh. Newcastle, A.
Crillon, Fr. bk. Newcastle, A.
Ardenor, Fr. bk. Newcastle, A.
Eugene Schneider, Fr. bk. Newcastle, A.
Buffon, Fr. bk. Newcastle, A.
Castle Rock, Br. sh. Sydney, A.
Redhill, Fr. bk. Newcastle, A.
Knight Templar, Br. ss. Newcastle, A.
Tymeric, Fr. str. Newcastle, A.
Henry Willard, Am. str. Newcastle, A.
Thordis, Nor. str. Morovan, Japan
Homeward Bound, Am. bk. Newcastle, A.

TRAMP STEAMERS EN ROUTE.

Elsa, Nor. ss. San Francisco
Africa Monarch, Br. ss. Japan
Jethou, Nor. ss. San Francisco
Inveran, Br. ss. Port Los Angeles

OIL STEAMERS DUE.

Atlas, Am. str. San Francisco
Maverick, Am. ss. San Francisco

EN ROUTE TO LOAD GRAIN.

Gael, Fr. bk. Puget Sound
Turgot, Fr. bk. Puget Sound
Miltonburn, Br. bk. Santa Rosalia
Dumfrieshire, Br. sh. Port Los Angeles
Sully, Fr. bk. San Francisco
Celtic Chief, Fr. sh. Honolulu

There Are Millions In It

It is now a foregone conclusion that thousands of mining men are turning their attention to the new gold country of southeastern and southern Utah, known as the Gold Basin of the west. East of this country lies the famous San Juan mines, which have produced over fifty millions during the last eight years. To the northward lie some of the richest mines of Utah; westward lies the Colorado of the west and the Gold Fields of Nevada.

This new and marvelous gold country will soon know a most wonderful industry in the near future; perchance within the year thousands of sturdy toilers will be working on the rich banks of the famous San Juan River. Then towns and cities will spring like magic into being. Billions of dollars of gold await the formative action of men.

This newly discovered Eldorado awaits the invasion of a powerful fleet of strange ships, ships that sail on seas of their own creation; these great steel monsters dig their own waterway and carry the same with them. Onward over these self-made seas these monsters travel never to return—plowing their way through mighty acreage of rich gold-bearing fields, absorbing the streams of treasure as they go and leaving in their wake mounds of boulder and bedrock.

No stranger ships ever sailed the seas than those that now cruise back and forth on the arid plains of the Golden West, tearing their way through the productive orchards, waving grain fields and stretches of desert sands. Stranger than fiction are these creations of modern mining engineers—"The Gold Ships of the Plains"—the Gold Dredges, that are scooping millions from the earth every day, will soon invade this new country in Southern Utah, on the San Juan River, San Juan County. Active operations will soon begin on 4,000 acres of proven rich gold-bearing placers, the property of The Gold Dredging Company of America with offices in Portland, Oregon.

The properties of this company consist of ten rich gravel bar placers and fifteen sandstone placers. All lands are located, titles and water rights have been secured. The roads leading to the property are all in first class condition. Dolores, Colorado, 140 miles distant, is the nearest shipping point; good autos making the trip in one day. It has been arranged to take anyone who means business and wishes to see the property direct from the train to the properties and let the interested party or parties see this new and rich property for themselves.

This valuable property lies in a broken country of high mountains and elevated plateaus. The latter are mostly composed of a sedimentary deposit of iron and finely ground quartz. This so-called sandstone is a gold-bearing deposit varying in altitude above the river level from a few hundred to several thousand feet. The San Juan River runs through gorges out through this deposit.

The magnitude of this natural gold-bearing deposit is almost beyond the scope of human realization. Its tonnage can scarcely be estimated; it is seemingly infinite. It lies mostly in stratified beds and is so soft as to be mashed between the fingers or dissolved with little difficulty in water when subjected to pressure. It is composed of fine bits of quartz loosely cemented together with iron oxide, mostly of a red or brown color.

The assay values of the gravel bars show that from 30 cents to \$1.98 per yard may be saved by amalgamation. Assay values of the sandstone deposits run from 45 cents to \$5.35 per ton. Figuring on the lowest valuation in all cases, the gravel bars are worth at 30 cents per yard \$26,136,000 and at the least will leave \$17,424,000 net profit. The sandstone deposit will be 45 cents per ton minus 25 cents for treatment, aggregating a net profit of \$348,480,000. These figures result from the lowest assays, while it may be shown that tests in many cases greatly exceed these values, the former are assured facts proven by careful experiment.

For the one purpose of installing a dredging plant of 3,000 yards daily capacity together with all the necessary apparatus for the saving of the gold and silver values, this company is now allowing a number of shares to be taken at 10 cents per share. At the lowest calculation 432 per cent on the original investment will be realized during the first year; with such profits this company can and will install machinery aggregating six times the above estimated capacity within 20 months from the time of the first successful operations. This increased output will insure a net earning of \$1,296,000 per year or 1296 per cent on the entire capitalization.

Where can you find a better investment? Plenty of water for power and other purposes—millions of gold—an assurance of at least \$1,296,000 per year profit or a profit of 51.85 per cent on each share issued—at this time these shares are being rapidly snapped up at only 10 cents per share—all stock non-assessable. It will pay you to write to The Gold Dredging Company of America for further details of this splendid proposition—it means wealth to you in the near future if you can arrange to investigate this proposition at once.

In writing to the Company for further information and literature kindly mention that you saw this notice in the Pacific Miner. We hope to tell you of other excellent facts concerning this property in the near future. The officers and men at the head of The Gold Dredging Company of America, Office, Suite 26-28, 142½ Second Street, Portland, Oregon, are all men of sterling integrity and experienced mining ability. They have the goods and are prepared to deliver them.

Not in the High-Rent District

Little Rents Little Expenses Little Prices

And For These Very Reasons

IN ORDER TO PROPERLY AND FITLY OBSERVE ONE OF THE GREATEST NATIONAL HOLIDAYS WE WILL CLOSE ALL DAY LABOR DAY, MONDAY, SEPTEMBER 2.

We cannot bring before you too often or too forcibly the fact that our little rents and little expenses enable us to quote you little prices. And remember our goods are all of the highest quality. When you know that it comes from Calef Bros. you know that we stand behind it with a guarantee that it MUST be perfectly satisfactory and just as represented.



Our assortment of Library Cases is taking up too much room. It is absolutely essential that we move them, to make room for our fall stock, which is arriving daily. In order to do so we quote:

\$20.00 Library Cases...\$15.00
\$21.50 Library Cases...\$16.50
\$17.50 Library Cases...\$12.50

No real dining room is complete without a China Closet. It preserves your china and sets it off to the best possible advantage. There is no reason why you should not have one, and a nice one, too, when we are quoting:

\$33.50 China Closets...\$25.00
\$28.00 China Closets...\$24.00
\$23.50 China Closets...\$19.00

STEEL RANGES

Everything points to a probability of an early winter. You should be thinking of your Range. Every housewife who takes pride in her cooking and baking cannot but be interested in our celebrated Toledo Steel Range. These celebrated Ranges embody every quality essential in a good range. They are offered at prices which will come within the reach of every pocketbook.

\$1.00 Per Week Buys Them 364 to 370 E. Morrison Street

Calef Bros. FURNISHERS

HOME LIFE

Get Full Particulars At Once