

STARVING CURACAO AND HER HATRED OF CASTRO

Partly for Business and Partly From Deviltry the Tyrant of Venezuela Has Arrogated Powers of Life and Death in the Dutch Island.

By FREDERIC J. HASKIN.
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Washington, Oct. 22.—Upon the determination of the issue between Venezuela and the Netherlands concerning trans-shipment of cargoes at Curacao depends the very life of the island colony which has kept the Dutch flag aloft since the days when the Dutch republic disputed with Spain and England the mastery of the sea. No matter what apparent rights of sovereignty Venezuela may assert in this matter, the question is one of life or death to Curacao. The island of Curacao produces nothing but a little rock phosphate is without water or agriculture, and depends solely upon its maritime interests for its life.

Why Venezuela Stops It.

A large ship from any European port comes into Curacao to be re-shipped to Venezuela. This is a great convenience, as it saves the necessity of calling at many ports, or it may be that part of the cargo is destined for a Venezuelan port which is too shallow for the large ocean-going ships. This arrangement was also good for any person in Curacao who might be disposed to evade the customs laws of Venezuela. If a Curacao schooner carried "trans-shipped" goods into a Venezuelan port it paid but the regular duties, while if the shipment had originated in Curacao, it would be the 50 per cent additional duty which has been charged against all West Indian ports for 35 years. Then again, the trans-shipment at Curacao afforded opportunity for smugglers to fit out schooners and get cargoes of contraband freight to be carried to some of the many inlets along the 2,000 miles of the Venezuelan coast. It is upon the opportunities afforded for evasion of the customs that Venezuela bases its defense of its action in stopping trans-shipment.

Give Home Labor the Jobs.

But, say the defenders of President Castro's position, it gives work to the dock laborers at Curacao which might be given to Venezuelan laborers. Therefore, the order that all trans-shipment of both imports and exports must be done in the Venezuelan port of Puerto Cabello is not a matter of principle, but of order. President Castro that ships bound for Venezuelan ports are not permitted to augment their crews during the passage from the home port to the port of destination. It was formerly the custom for the American ships visiting Venezuelan ports to take on an extra number of men at Curacao to be used in handling the cargo. This is now stopped and the ships must use Venezuelans.

Give Venezuela the Bakoff.

In this order respecting augmentation of crews of ships may be found another reason for the prohibition of trans-shipment at Curacao besides that respecting the customs. If the exports from Maracaibo were trans-shipped at Puerto Cabello as ordered by President Castro, there would be opportunity to assess heavy port charges in addition to the export duties now imposed. For the dock labor imposed upon foreign ships since the order of prohibiting the augmentation of crews was issued, the Venezuelan government charges 30 cents per hour for each man. The laborer himself gets only 30 cents a day. For a day of 10 hours the laborer makes 30 cents and the Venezuelan government gets a profit of \$2.20.

It is the fear of such charges as this which causes the merchants and exporters of Maracaibo absolutely to refuse to consent to have their freight trans-shipped at Puerto Cabello. President Castro defends his position by declaring that his action against Curacao is only in the interest of protecting his customs, and to protect the interests of the Venezuelan dock laborers. His consideration for the dock laborers is shown by the method of charging for their services.

The practical result of these orders has been that all shipping lines except the American Red "D" have withdrawn from the trade. The Red "D" had been compelled to retire its two largest steamers and to charter in their stead two small Norwegian steamers which can make the shallow port of Maracaibo. So far as Curacao is concerned, the blow has been well-nigh fatal. Everybody in Curacao, except the few phosphate miners, is dependent in some manner upon the trade with Venezuela. The men who formerly found employment as extras in the crews of ships bound for Venezuela are now out of jobs. The dock laborers who lived by working the cargoes in trans-shipment have nothing to do. The sailors who made their living on the small schooners that formerly plied between Venezuela and Curacao sit idle on the docks. The schooners are tied up. Their owners have no resources other than their business, and their business is gone.

Actually Starving to Death.

Many of the people of Curacao are quite content to live on 15 or 20 cents a day, but even that is no longer obtainable. Since last May there has been no work for anybody. The business has stopped. The clerks and some of them are putting up their shutters. Stagnation in the business houses is followed by starvation in the homes. The people of Curacao are actually starving, many poor negroes dying every week for no other reason than that they can't get any food. The government is giving what relief it can, but it is not possible to reach every case.

How Curacao Hates Castro.

If it is possible to add to the indignation of a starving man who sees in one person the cause of all his woes, the people of Curacao hate Castro even worse for the manner in which the blow was delivered than for the blow itself. Whatever explanation the Venezuelan government has to give, the Dutch will not forget the exact details of the issue of the order prohibiting trans-shipment in Curacao.

The bubonic plague broke out in La Guayra. Castro denied its existence and imprisoned the physician who discovered the disease. The plague could not be stamped out by an executive decree, even when issued by so great a man as Castro. Curacao naturally did not wish to be infected with the dreaded pest and took measures to protect itself. Early in the month of October the Venezuelan flag, although owned in Curacao, arrived at Willemstad. It had a clean bill of health from La Guayra and claimed to have been six days at sea, although La Guayra is but 120 miles from Willemstad. The Dutch authorities ordered the schooner into quarantine and forced it to clean up.

President Castro was still attempting to stamp out the plague by executive decree, and when he heard that Curacao had quarantined against La Guayra he was furious. Fearing Curacao as the asylum for revolutionists and undoubtedly deceived as to some features of the quarantine by the report of Constantino Lopez, he issued a reprisal. Thus it was that on May 14 the order was issued prohibiting trans-shipment of Venezuelan imports or exports in West Indian ports and requiring all trans-shipment to be made in Puerto Cabello.

J. Bull Is Saying Nothing.

Curacao was not the only place affected by that order. The British island of Trinidad lies almost within sight of the Venezuelan coast. Its port, Port of Spain, is practically a free port and it has enjoyed the same privileges as Willemstad, and it has also been a harbor for smugglers and an asylum for Venezuelan revolutionists. But Trinidad has other resources, its great asphalt mines and its own trade, so that the loss of the trans-shipment privilege was not so nearly fatal.

As yet the British government has not formally protested against the order in behalf of Trinidad. The British minister, Sir Vincent Corbett, has made the matter the subject of several conversations with the Venezuelan minister of foreign affairs, Dr. Jose Paul, but no note transmitted. Sir Vincent Corbett has just returned from a visit to Trinidad and there is great curiosity as to his attitude in the matter.

WHY NOT WINE OF CALIFORNIA?

Grape Growers Appeal to Roosevelt to Relax Shutoff Order.

(United Press Leased Wire.)
San Francisco, Oct. 22.—The grape growers of California are awaiting the president's response to their telegram asking him to reverse the ruling of the commissioner of Internal Revenue forbidding the use of American sweet wines as medicinal components. The telegram was sent yesterday as the result of a meeting of grape growers of the state in this city.

As an argument in favor of their stand as growers sent the text of a resolution passed by the Trans-Mississippi congress favoring the use of sweet wines in medicine.

O. N. G. MARKSMEN IN SKILL TEST

Fourth Regiment's Annual Rifle Shoot Is on at McMinnville.

(Special Dispatch to The Journal.)
Eugene, Or., Oct. 22.—The annual regimental rifle competition of the Fourth regiment, Oregon National Guard, commenced at McMinnville on October 19. In this competition each company will use its own range, and Colonel George O. Moran, executive officer, and Captain G. E. Houck, range officer, are making the rounds, superintending the contests at the respective stations of the different companies.

The regimental trophy contest is for teams of four men from each company and the regimental medal match allows 10 men to enter from each company, as well as all members of the staff. Each contestant is required to fire two sighting shots and 10 record shots on each of the ranges, which are 200 yards offhand, slow and rapid fire, 500 yards slow fire and 600 yards slow fire.

OFFICERS NAMED AT CONFERENCE

Annual Election of Baptist Ministers Is Held at Newberg.

(Special Dispatch to The Journal.)
Newberg, Or., Oct. 22.—At the Oregon Baptist Ministers' conference in session here, the following officers were elected for the ensuing year: President, R. E. Story, Pendleton; vice-president, A. E. Muraker, Portland; secretary-treasurer, W. W. Davis, Corvallis.

CZARINA MAY ROSE-DEASON

Physicians Say She Must Flee From the Terrors of Russia.

(United Press Leased Wire.)
St. Petersburg, Oct. 22.—Unless the czarina leaves soon for a sea voyage to the Mediterranean she will lose her mind, according to information conveyed today to the emperor by her physicians.

HIDE-AND-SEEK FOR BABY BOY

Mother Wrests Son From Father After Year's Interstate Chase.

(Special Dispatch to The Journal.)
North Yakima, Wash., Oct. 22.—After a chase that has extended over a year and has covered a large part of four states, Mrs. George T. Stone of Lemhi county, Idaho, finally recovered her 5-year-old son this morning. It was only after invoking the aid of the law that the mother finally secured possession of her child. It had been taken by the father when he deserted the mother and has been successfully concealed up to the present time.

It was a pathetic spectacle this morning when the mother clasped the child in her arms after the long separation, because of the fact that the little one was ill and may not recover. It was this illness which made it impossible for the father to longer conceal his whereabouts, or to continue avoiding the mother after she had located him.

It was a year ago this summer that the father forsook the mother, taking the child, which was then four years of age. The mother endeavored to follow him and traced him through Idaho and into Montana. After a year's chase at various places in that state he doubled back into Oregon, and then, when located, returned brought an order through Washington, finally coming to North Yakima, believing that he was safe here from further pursuit.

SAN FRANCISCO SPOTLESS TOWN

Uncle Sam's Plague Sharps Fear the Dreadful Rat No More.

(Special Dispatch to The Journal.)
San Francisco, Oct. 22.—For the first time in many months the shipping of this port may lie close to the wharves and piers without rat guards and other plague-preventing contrivances through the clean bill of health given the city by the United States public health and marine hospital service. The embargo on rats has been lifted, sulphur no longer assails the noses of longshoremen and the city is officially clean.

FALLS CITY COMPANY COMPLAINS OF RATES

(Salem Bureau of The Journal.)
Salem, Or., Oct. 22.—Falls City Lumber company is protesting because of alleged excessive rates for the former Falls City & Western railroad on the short haul of 10 miles between Falls City and Dallas. Ninety cents per 100 cubic feet of lumber or \$2.25 a car is the rate which is protested by the lumber company.

SEATTLE MAN CHARGED WITH EMBEZZLEMENT

(United Press Leased Wire.)
Seattle, Wash., Oct. 22.—Edward Marx Miller, 28 years old, bookkeeper for the local agency of the Pink & Grey company, has been arrested as a fugitive from justice. He is wanted in Cincinnati on a charge of embezzling \$1,200 from J. W. Darling of that city. He admits his identity but denies the Cincinnati charge.

LASTING POPULARITY CAN ONLY BE GAINED THROUGH INTRINSIC MERIT

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MILLINERY SPECIAL—Velvet and satin dress styles in all shades; regular \$4.50 and \$5 values, Friday and Saturday... **\$2.50**

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Empire, half and tight-fitting Coats **\$6.50** And an elegant lot of \$22 to \$25 values, Friday and Saturday at... **\$14.75**

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