

### WINDY CITY BARKEEPS WILL DISPENSE IT INSTEAD OF CHRISTMAS BOOZE.

(United Press Leased Wire.)  
Chicago, Oct. 28.—"Merry Christmas" from the barkeeper will not mean "Have one on me" in Chicago during the coming holiday season, according to an announcement made by the Cook County Liquor Dealers' Protective Association, which includes all the larger saloons in Chicago and the suburbs. It has been decided that all free drinks are to be absolutely prohibited this year and that "hot Tom" Jerry will have to be paid for on Christmas day the same as on other days of the year. New Year's day is included.  
The liquor dealers say they give away 100,000 drinks every year during the holiday season and that the temperance agitation has prompted them to refuse any more free.

### WILL ABOLISH LICENSED GRAFT

(Continued from Page One.)  
for the past year practically no sailors have been signed through the boarding-house for vessels flying the Norwegian flag. He says he has had to turn hundreds of sailors away because of not having berths for them.  
**Take Out City License.**  
George H. Wischusen and Charles Jones will operate the office. They secured an employment agency license this morning from the city and in view of the fact that there will be no boarding-house in the city, the necessity of a state license is obviated. The office opened this afternoon and will be conducted along the regular employment agency lines with the exception that a specialty will be made of sailors' jobs.  
The new plan will have the moral support of the former consul in the port and the shipping firms who are vitally interested in having the business of engaging sailors regulated along the best possible lines. Consul Cederbergh says the two men, Wischusen and Jones, came to him highly recommended, but nevertheles he doubted their character and standing before assuring them of the support of the shipping fraternity, so far as he has been promised. Wischusen is an ex-army and navy man and Jones, who came here from Ogden, Utah, was formerly engaged with a construction contracting firm.  
The plan as proposed by Consul Cederbergh is to place the sailor on the equal with other men hired out for work, doing away with the method of selling him like chattels. A fee of \$10 will be charged for the sailor, the man signed, and for that man only. For years past the price of a sailor in this port has been \$35 and up, about half of that amount in advance of the sailor's pocket upon his arrival at the ship's destination.  
**Will Save Men Money.**  
The advance was supposed to pay for outfits, clothes, bedding, etc., but it is said that these articles can easily be obtained by the men if they so desire at a nominal sum to be paid for by the ship and bought in the open market.  
Consul Cederbergh, who has given the problem of engaging sailors a great deal of attention, in speaking of the new proposition for furnishing crews, made the following statement:  
"The federal laws, and our own state law passed in 1903, as regards the shipping of sailors, have improved matters to some extent, but much remains to be done for the welfare of the seafaring man and the owner of foreign tonnage, to say nothing of the necessity for redeeming the good name of this port. In these last five years, very few, if any, cases have been reported in which sailors have been shanghaied, but rumors are still occasionally heard of sailors being induced to desert their vessels, the proof of which it is practically impossible to obtain.  
"However, desertions have decreased considerably in the last few years in this port, which I think has been due to the enforcement of the federal and state laws and perhaps also owing to the fact that tramp steamers have largely taken the place of sailing vessels."  
Consul James Laidlaw, in his annual report for 1904, says that in the year 1902 there were 49 per cent of desertions of the crews of British ships in this port, but in 1904 the consul reports it had decreased to 25 per cent. My statistics for 1907 show a large decrease in desertions.

**Hold Is Too Strong.**  
"In my opinion the licensed boarding-master of this port has yet too strong a hold on the shipping men, with the exception of our own Norwegian tonnage, and in this connection it is only fair to state that the first Norwegian vessel to enter this port since my appointment as vice-consul was in the year 1906.  
"During the year 1906 we shipped on our tonnage a total of 42 men, all through the boarding-master, paying for each man the statutory sum of \$30 per man signed by the crew and law to the boarding-master, totaling \$1,260, besides the \$5 shipping fee per man of \$215, which was collected by the boarding-master, and \$5 per day for a watchman on each of the eight vessels from this port to Astoria, averaging, including the railroad fare of the watchman back to Portland, about \$15 for each vessel, or a total of \$120.  
"As to the foreports, expenses must be added in favor of the boarding-master \$25 advance wages per man or a total of \$1,075, making a total in favor of the boarding-master for 42 men of \$2,415.  
**Ships Rightly Independent.**  
"I am determined to remedy this evil, if possible, at least so far as our Norwegian tonnage is concerned, and up to the first day of October, 1908, out of a total of 88 men shipped on Norwegian vessels, 80 have been shipped independent of the boarding-master, and the savings to Norwegian owners is \$2,955. Besides this saving the sailors themselves have offered in most cases to go for \$15 per month in preference to living the boarding-master one month's advance wages, thereby in most cases saving themselves money.  
"That the Norwegian tonnage is shipping its men independent is now known to the majority of the seafaring men. As to whether the sailors themselves are friendly to the independent system, allow me to state that in the month of September, 1908, we had three sailing vessels and one steamer to port, and during the month 167 seafaring men called at my office to ship, but only 21 of them could be accommodated. I questioned every one of these 167 men as to where they boarded or lodged, and only four of them stated they boarded in the boarding-house called the Sailor's Home.  
**Few Need the Advance.**  
"A very interesting point which developed in connection with our independent mode of shipping men is that out of the total of 80 men shipped I have taken some advance amounting to \$11,371, and a total average per man of \$142.14, which would indicate that a sailor in the independent system is better than any other man on shore, and consequently does not require a boarding-master's advance. It is further true that many sailors prefer to go to the sailor boarding-house simply because on most vessels coming into this

port it is impossible to ship independent. As to the watchman placed on vessels leaving port, in not one instance during the present year have we employed a watchman from this port to Astoria to protect or hold our men who shipped independent.  
**Grave for Captains.**  
"It is my contention that the majority of captains coming into this port can get their crews independent the year round. I am not prepared to state this positively as a fact, but know that many captains have had the opportunity to ship their crews independent, but failed to do so, considering the \$5 to \$10 per man returned by the boarding-master to them out of the amount charged the owners more than the saving of hundreds and thousands of dollars to the owners and crew. That the captains receive this rebate is no secret.  
"In my opinion the legislature should enact a law abolishing the boarding-master, reducing the fee from \$10 to \$15 per man, and the company is the charge of a shipping commission under the regulation of a state commission under whose supervision the boarding-master now exists."

### NEW KINK IN CASE OF CLEVELAND TRACTION

(United Press Leased Wire.)  
Cleveland, Ohio, Oct. 28.—The Central Trust company of this city today applied to the federal court for a receiver for the entire street railway system of Cleveland. The company is the trustee of three issues of bonds of the old Cleveland Railway company, of which the Cleveland Railway company is the successor.  
Following the defeat of the 3-cent fare franchise in the referendum vote and the determination of Mayor Johnson to contest the election, this action gives the complicated case another twist.  
When the petition was filed, Judge R. W. Taylor issued an order restraining both companies from expending money for the operation of the company except for labor and issued an order requiring the defendant company to show cause next Monday why a receiver should not be appointed.

### FOR DEMOCRACY'S FUND \$8,605 MORE

(United Press Leased Wire.)  
Chicago, Oct. 28.—The Democratic national committee announces the receipt of \$8,605 in additional contributions. Thirty-five contributed \$100 or more.  
Archibald McNeil of Connecticut, Daniel E. Conway and Herbert H. Lehman of New York and John T. McGraw of West Virginia each contributed \$1,000.  
The list includes H. A. Hornsien of California, \$100; the Bryan-Kern club of Anacosta, Mont., \$100; Samuel Newhouse and J. L. Rawlins of Utah, \$250 each; respectively, and M. G. Saunders of Colorado, \$100.

### CHICKEN THIEF TIED TO TREE AND BEATEN

(United Press Leased Wire.)  
Los Angeles, Cal., Oct. 28.—With his skull fractured, Casper Benson lies at the point of death as the result of being bound to a tree and beaten unmercifully by neighbors who found him in the chicken coop of C. L. Murphy last night. They suspected him of being the thief whose depredations have been a constant source of annoyance for some time. Benson accepted his punishment without a murmur until he was struck over the head a blow which was later discovered to have fractured his skull. Then he shouted for help and was rescued by the police. Over 60 miles of steel rails will have been laid by that time and 1,000 workmen will

### WINTER LAYOFF ON COPPER RIVER LINE

(United Press Leased Wire.)  
Seattle, Wash., Oct. 28.—A special dispatch from Cordova says the work of construction on the Copper River & Northwestern railroad is to be stopped for the winter November 10. Over 60 miles of steel rails will have been laid by that time and 1,000 workmen will

### POLICEMAN CAUSES POLICEMAN'S ARREST

One policeman had another policeman arrested last night. The officer was charged with allowing his chickens to run at large.  
When W. P. Courtney, who lives at 135 Vermont street, Pullman, reported for duty on the second night relief last night a warrant was served upon him by Sergeant Kienlin. It had been sworn to by H. C. Baies, a policeman who lives at 137 Idaho street. There is a vacant block between the Bales garden and the Courtney chicken-house, and the Courtney chickens, so Baies declared, made too many trips to his garden.  
Before Judge Van Zante this morning Courtney agreed to keep his chickens at home, and the charge against him was dismissed.

### MONEY LENDER DONE BY DEBTOR

Chicago Usurer Led Chase by Boston Woman, Who Loots and Flees.  
(United Press Leased Wire.)  
Chicago, Oct. 28.—Detectives here are awaiting word from Boston, where it is expected that Mrs. Martha Dunphy, alleged to be the wife of a wealthy Boston physician, will be arrested. Mrs. Dunphy is charged with having stolen money and jewels valued at \$9,000 from the trunk of Charles E. Giles, a Boston money lender.  
Giles says he knew the woman in Boston and that she became heavily indebted to him as the result of several loans he made her. She finally agreed to transfer a piece of property she claimed to have in California, to the money lender.  
The pair left Boston and went to San Francisco, where Giles says they registered as man and wife. The woman was unable to perfect her title to the property and they returned east, stopping at Chicago.  
Giles says he left his hotel one morning here and when he returned he found his trunk had been broken open and that money, jewelry and papers valued at \$9,000 were gone. The woman was gone, too.

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are the most delicious and the most wholesome of confections and have the largest sale of any in the world.  
They are sold in sealed packages, are always of the same superfine quality and always the best.  
The Walter M. Lowney Co.  
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Cocoa, Chocolate, Chocolate Bonbons

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