



SMUGGLERS ARE CAUGHT IN ACT

Thirty Undeclared Trunks Seized from La Savoie With Car Load of Goods.

FORTY THOUSAND IN VALUE

Dressmakers' Plans to Bring in Valuable Gowns Frustrated by New Customs Rule Regarding Release of Baggage—Labels Used Vainly.

NEW YORK, Sept. 14.—The French liner La Savoie brought in today the biggest consignment of undeclared trunks, called in the vernacular of the customs officials "sleepers," ever shipped from Havre by dressmakers banded together to cheat the government of customs duties.

Thirty of the trunks were taken to the public stores' seizure rooms for closer examination than could be given to them on the pier. It is estimated that between \$30,000 and \$40,000 of dutiable material is in these trunks.

The round-up of the dressmakers caused considerable confusion on the pier and at one time there were exchanges of strong language between inspectors and the women whose goods had been seized. A tall and plump young woman, who calls herself Madame Hughes, had in her possession a large quantity of goods which she did not declare aboard the ship, including one trunk which she admitted did not belong to her. This was one of the 30 sent to the seizure room.

She protested so vigorously against personal search, that Colonel John M. Bishop, the deputy surveyor in charge of the searching force, decided that some of her plumpness was fictitious and he ordered an inspectress to take her back aboard the ship and find out. Madame Hughes said at the bottom of the gangplank with a shot of heat that on her honor she had nothing. When she got to the top of the gangplank, however, her indignation simmered. She wilted completely and said:

"I may as well confess. I'm loaded down."

The inspectress unwound from Madame Hughes' person about \$300 worth of lace and dressmakers' material. Madame Hughes' trouble put the other unsuspected dressmakers in a state of consternation and they went away without making any effort, as it is suspected they have frequently made in the past, to get the "sleepers" off the pier.

The way they did this was by attaching labels certifying that the trunks have been inspected to them. Any expressman then might take the trunks out past the inspector in charge of the gate. His duty was merely to see that the label of inspection was on the baggage.

Another dressmaker who got into a serious difficulty was Madame Kilgannon. She failed to enumerate several trunks which contained gowns and other dressmakers' materials. There were no foreign labels on the gowns, although they appeared to be brand new, and Madame Kilgannon said they were of domestic manufacture. But she was in such a hurry to get away that the acting deputy collectors, Harris and Raszekiewicz, decided to have her detained.

In the confusion, which was greater than has ever occurred upon the French line pier, she escaped them and two inspectors, who knew her were sent out into West street after her. She had entered a cab and was driving away when the inspectors gave chase, following her about a block at top speed before they got the cabman to stop.

She was brought back to the ship and subjected to personal search and all the labels that had been cut from the gowns in her trunk were found concealed under her clothing. All her trunks were seized.

BLUEJACKETS ARE HEROES.

WASHINGTON, D. C., Sept. 13.—The navy department today made public the fact that through a fire in her coal bunkers on the morning of September 5 the battleship Indiana, now undergoing repairs at League Island navy yard, narrowly escaped destruction, the ammunition in the adjacent magazines being safely removed only through the exhibition of the greatest courage on the part of the officers and crew.

No damage resulted from the fire, which was caused by spontaneous combustion of coal.

The work of removing the ammunition from the adjacent twelve-inch and six-inch magazines was, according to the report, proceeded with quietly. The two magazines and the shell room became dangerously heated and were flooded to a depth of twenty inches.

Lieut. Commander Sticht directed the fire party, consisting of Gunner L. C. Hull and nine men, who entered the magazines and removed the ammunition. The six boxes nearest the bulkhead were so hot as to be handled with difficulty, while the bulkheads and thirteen-inch shells burned the hands and blistered the paint.

The coal on fire was flooded and removed from the bunkers, and the bulkheads and shells were sprayed with water until the temperature dropped to normal.

The following men, who first entered the magazines, were recommended for bravery by the commander: C. W. Leisgang, E. Rowe, C. Bartunick, J. L. Gratton, H. A. Linderman, E. J. Gross, C. Sheppard and L. Oster.

COIN LEFT ABROAD

Host of Americans Visit Across 'The Pond.'

TWO HUNDRED THOUSAND

Estimated That One Hundred Million is Squandered by Tourists in Europe—Europe Satisfied.

NEW YORK, Sept. 14.—To all appearances there are as many American tourists in London as ever, says a London dispatch. Regent street, Oxford street and the Strand are filled with them. Theoretically, the American season is over, but there is an abundance of ocular evidence that it is still on.

All authorities agree that the number of visitors from America to London this year has been unprecedented. Unprecedented, too, is the amount of money the invaders have spent and are spending.

Estimates as to the amount of American money that will be left in Europe this year run all the way up to \$75,000,000. Elisha Flagg, general agent of the American Express Company in London, believes that this outside estimate is not exaggerated.

"I estimate," said Mr. Flagg, "that the Americans who have visited Europe this year number 150,000. Even should this figure prove slightly above the exact number, the amount of the expenditure will be more than equalized by allowing each visitor an average of only \$500. Doubtless a large percentage of tourists are students, teachers and wives and daughters of small business men who come here with letters of credit and travelers' checks for, perhaps \$500 to each person. If they were the only sort of Americans abroad it would be easy to calculate the American expenditure in Europe. But there is an unknown quantity. It consists of the growing minority of very wealthy men and women who come here with motors or buy motors abroad and live at the most expensive hotels at the most aristocratic resorts. Their expenditures ran into tens of thousands per head, so I should say that an estimate of \$100,000,000 of American money brought to Europe this year would be conservative."

SOUNDINGS TELL OF BIGGER DEPTH

Pilot Mc Vicar Says Warships Can Cross Bar More Safely Than Tramp Steamers.

ADVOCATES SECURING DREDGE

With Modern Article Channel Over Bar Could be Dug to Thirty Feet at Low Tide in From Two to Three Months—Can Take Ships Drawing 27 Feet.

PORTLAND, Sept. 14.—"Soundings show that the Columbia River bar has a deeper channel and is in better shape than it has been for eight years. Any warship in Uncle Sam's Navy can cross without taking half the chances that are assumed by the tramp steamers visiting Astoria and Portland. I can take any ship across the bar drawing from 26 to 27 feet of water."

So declared Captain McVicar, a Columbia River bar pilot, who was in the city yesterday afternoon. He has been piloting ships in and out over the bar for the last 30 years and is generally regarded as being one of the most skillful following the business.

"Another thing," continued the veteran pilot, "with a modern dredge the channel over the bar could be dug out to a depth of 30 feet at the low water stage in from two to three months. With this done any ship in the world could enter the Columbia River and depart loaded to capacity by watching the tides. This would not be necessary for the craft now operating out of Pacific Coast ports, as they could come and go in low tides.

"Dredging is all that is needed down there to bring about results. This has been demonstrated at every big port in the world situated on a river. With the bar deepened to that stage it would be a small matter to make the river channel correspond with it. Consequently the commerce of Astoria and Portland would take a forward move that would be astonishing.

"The little dredging done by the Chinook helped the channel to no small degree. Another instance of the results that can be accomplished along this line may be seen by the work done by the little dredge W. S. Ladd. She deepened the channel three feet through the bay off Tongue Point in two months. The task was just as difficult as though she had been working on the bar. The sand and sediment where she was employed shift just as badly as at the mouth of the river. The government ought to be persuaded to get a modern

dredge and operate her on the bar and do it with unnecessary delay. As soon as such a step is taken the shipping interests and others concerned may rest assured that a deep, safe channel from Portland to the sea would follow in the course of a few months."

FREIGHT RATES UNFAIR.

Corvallis and Eastern Railroad in Bad Condition.

ALBANY, Or., Sept. 14.—B. F. Jones has embodied his charges against the Corvallis & Eastern Railway Company in a formal complaint presented to the railway commission yesterday. He says 10,000 passengers passed over the line to Newport and Albany between June 1 and September 1 and as a result of the overcrowded condition the lives of passengers were endangered.

Hundreds of ties in the road are so rotten that they will not hold the spikes. The complaint further says that the company sells tickets on a boat in Yaquina Bay which has only a capacity of 100 and often 350 people are on the boat and house scow on top; that through tickets are sold discriminating against safe boats, and names July 24 and August 19 as days when the train was crowded.

As a separate complaint Jones charges discrimination in freight rates. He says the company charges \$60 to \$63 per car load on freight from Toledo and Elk City to Albany, and only half that amount from Mills on the end of the road east of Albany.

Complaint was also entered by L. Shreve of the Stayton Electric Light Company charging that the petition presented to the Corvallis & Eastern Railway Company by the principal business firms of Stayton asking for an agent for the depot at Kingston was ignored by the railway company.

NEAR THE THRONE.

Fairbanks Believes Methodist Ministers Should be There.

ALBION, Mich., Sept. 14.—Vice-President Fairbanks and Governor Warner were guests of honor at the Michigan conference of the Methodist church today. Fairbanks in an address said:

"As I walked up the street this morning from the depot with the great band of Methodist soldiers marching arm in arm, I thought if in the New Jerusalem there is anyone entitled to be nearest the throne it is the Methodist minister."

TRY TO TAKE LAND.

IMPERIAL, Cal., Sept. 14.—The land fraud difficulties, which have been promising for some time to ripen into sensational stages, took a new turn today. At a meeting of a number of the best known farmers held here a vigilance committee was organized to protect the rights of land claimants. No more land is left for filing, but the people are pouring in seeking claims that may be possibly taken from others. There are some instances of attempts made to take forcible possession.

RESTRICT ALIEN EMMIGRATION

Immigrants Not Intending Citizenship to be Banned Say Several Senators.

INVESTIGATIONS IN EUROPE

After Investigating Conditions in European Countries, Committee of Congress Return to New York—Decorates Mrs. Bennett with "Order of Kindness."

NEW YORK, Sept. 14.—United States Senators William P. Dillingham and Asbury C. Latimer and Representatives William S. Bennet, Benjamin F. Howell and John L. Burnett, who have been looking into the conditions of things at the sources of immigration in Europe, arrived yesterday by the White Star liner Cedric from Liverpool and Queenstown.

Senator Dillingham said the commission had visited every country in Europe from which America received alien home-seekers. They had paid particular attention to the subject of preventing the coming of criminals into this country. The senator said that in most of the countries he had visited, particularly Italy, there was a strong sentiment against emigration. The chief reasons for emigration from Europe were a widespread knowledge that labor is more generously rewarded in America than at home, the advice and financial assistance of relatives and friends who have already emigrated to America.

Senator Dillingham said: "The constant and long continued drain upon the rural population, from which class the majority of emigrants come, and the general prosperity which now prevails, have produced a scarcity of farm labor.

"In some parts of Europe emigration is not without its benefits to the country the emigrants leave. For example, there is a decided tendency on the part of aliens of certain nationalities to send back to their native countries the larger part of their earnings in the United States. The total amount of money thus transferred each year is enormous. Added to this is a desire on the part of nearly all the seaboard countries of Europe to build up a merchant marine and the carrying of emigrants is in many cases essential to the success of such enterprises."

Representative William S. Bennet of New York and Mrs. Bennet, who returned from Europe yesterday by the White Star steamship Cedric, had some interesting experiences while aboard. Mr. Bennet was a member of the committee that investigated immigration conditions in Europe and Asia Minor. While in Turkey a call was made upon the Sultan. The Turkish ruler was very courteous and decorated Mrs. Bennet with the insignia of the "Order of Kindness," and ancient Turkish society.

BUYS 100,000 OUNCES OF SILVER.

WASHINGTON, Sept. 13.—The director of the mint purchased 100,000 ounces of silver today for delivery at the New York assay office. The price paid was 68.601 cents a fine ounce, which is slightly lower than the rate prevailing on former purchases.

WESTERN MEN WIN.

Multnomah Club Heard From and Frisco Gets World's Record.

NEW YORK, Sept. 14.—Forrest M. Smithson, of the Multnomah Athletic Club, of Portland, today won the 120 yard hurdle handicap at the meeting of the New York Athletic Club. Smithson was the scratch man. Ralph Rose of the Olympic Club of San Francisco, broke a world's record in throwing the eight-pound shot, which was held by Martin Sheridan. Rose excelled Sheridan's record by six feet.

NO COAL FAMINE.

President Elliott Disclaims Such a Prospect in Northwest.

BILLINGS, Sept. 14.—The talk of a coal famine in the northwest has been greatly exaggerated, according to President Elliott of the Northern Pacific Railroad, who was in Billings early this morning, having returned from a trip to the coal fields at Bridger, Bear Creek and Red Lodge. In fact, Mr. Elliott expressed himself as convinced that there would be no coal famine.

"From the outlook at present I do not believe that there will be a coal famine," he said while talking to a newspaper man. "The Northwest will not experience such a coal shortage as last winter for the reason that shippers are taking time by the forelock and are ordering large quantities of coal which will be consumed at a later date. From reports that have been submitted to me there are at present 365 cars of coal in the local yards billed to cities in the states west of here, while there are several trainloads of coal in the yards at Laurel for cities in the state. Such shipments as these are received daily from the mines south of Billings, and the sidetrack at Bridger is filled with cars being loaded with coal all the time."

The great problem that is confronting the management of the road, according to Mr. Elliott, is the congestion of freight. He said that the Northern Pacific was experiencing great difficulty in handling its freight business, despite the fact that during the past year it has increased its rolling stock 285 locomotives and 11,000 cars.

PREPARE FOR RACE

American Yachtsman Plan Defender of America's Cup.

HERESCHOFF PLANS BIG SLOOP

Since Issue of Challenge Yachting in the East Has Been Greatly Stimulated and Biggest Contest in History is Planned For Next Year.

BRISTOL, R. I., Sept. 14.—Announcement of the fourth challenger for the America's cup by Sir Thomas Lipton has revived interest regarding yachting. Designer Herschhoff refused to comment on the anticipated race next year but it is known that he has been in conference with former Commodore Morgan of the New York Yacht Club, who managed the Columbia in 1901, also with C. Oliver Iselin, who had charge of the Vigilant in 1899 and the Reliance in 1903.

From an authoritative source it has been learned that Herschhoff has completed preliminaries for designs for a 90-foot sloop yacht, according to the so-called universal style. It is said this yacht is an enlarged Avenger, which has been so successful during recent races.

PORTLAND SENDS "PILLS."

Cigarettes Sent to Spokane by Mail Orders.

SPOKANE, Sept. 14.—Although the law prohibiting the sale of cigars has been in effect less than two weeks, tobacco establishments in the city with stores outside have hit upon the mail-order route as a means of supplying smokers of the "pills" with the material they desire.

The method used is for the purchaser to leave his name and address with the local store together with the cost of the order, no sum less than 50 cents being received, and in the course of a few days a packet comes from Portland by mail. Printed forms are filled out in the presence of the purchaser, a carbon being used, one copy being kept by the local establishment and the other being sent to Portland.

AUTO ACCIDENT INSURANCE TICKETS

GET INURED IN CASE OF A BLOW UP, SMASH UP, COLLISION, BREAK DOWN, IN CASE OF ARREST, ASSAULT BY IRATE NATIVES ETC.

NO AUTO TRIP SHOULD BE MADE WITHOUT OUR AUTO INSURANCE TICKETS

GARAGE

When some enterprising insurance man goes into the auto accident insurance.