California

$33 to California, second-class, one way, daily until Oct. 31.

from Chicago

Laborers can get steady employment in San Francisco all winter at high wages.

Also $62½ from Chicago, first-class, round trip, daily until Sept. 14.

Also $75 from Chicago, first-class, round trip, daily until Sept. 15.

Proportionate rates from other points.

Visit Grand Canyon of Arizona en route.

Harvey serves the meals.

Ask F. T. Headey, Gen. Agt. A. T. & S. F. Ry. 151 Griswold St. Detroit

Santa Fe — All the way

DON'T WANT SCHOOL SITE

FAIRVIEW CITIZENS WILL ENLARGE PRESENT BUILDING.

Exciting Meeting Almost Had Sensational Ending.

After a great deal of talking, which became rather excited at times, the citizens of Fairview at their mass meeting last evening to pass upon the purchase of a new school site, resolved by a vote of thirty-five to three that an addition of four to six rooms should be made to their present school building.

It had been expected that there would be a lively time over the rival claims of H. W. Hicks and Arthur E. Nichols for the principalship of the school, but no reference was made to their claims.

Toussaint Chene did a good deal of objecting to any consideration, whatever of the purchase of a new school site, and about a dozen citizens made speeches in which they urged that various things be done that had already been done. While Julius Otto, president of the new board, was talking on a point of parliamentary procedure, a citizen remarked to Chene, "Here's your chance to make $2."

Mr. Otto at once advanced in the man's direction and began, "If any man dares insinuate that I have made any money—"

"Oh, cool off," the other man said. "I wasn't talking to you. I was talking to Chene here about something else." Mr. Otto at once "cooled off" and went on talking. This was the only approach to a sensation during the evening.

After adjournment, President Otto said, "I understand that Mr. Hicks has secured a new position. Arthur E. Nichols, the new principal, is in active charge of the school, and things are running smoothly. My daughters signed no petition for the retention of Hicks. Through spite, an attempt has been made to stir up trouble here, but feeling has subsided. Mr. Hicks removed his property from the school yesterday morning. Town Marshal Lansing reports here daily merely because his duty as a truant officer makes it necessary."

PIERCE WAXES BITTER

DENOUNCES STANDARD OIL INTERFERENCE WITH HIS CO.

Says Competent Men Were Replaced With Incompetents.

St. Louis, September 11.—The hearing in the ouster proceedings of the state of Missouri against the Waters-Pierce, the Standard and the Republic Oil companies, was resumd today. H. Clay Pierce, chairman of the executive committee of the Waters-Pierce Co., who was on the witness stand all day yesterday, was the principal witness again today.

Cross-examined by Attorney-General Hadley, Mr. Pierce explained what he termed the vicious usurpation of authority in the Waters-Pierce Co., of which he was president, by R. P. Tinsley, who had been sent here by H. M. Tilford, of the Standard Oil, to assume the duties of auditor.

Pierce declared that Tinsley discharged 200 employes of the Waters-Pierce Co., and filled their places with Standard men. In numerous places, he asserted, the employes substituted by Tinsley were incompetent.

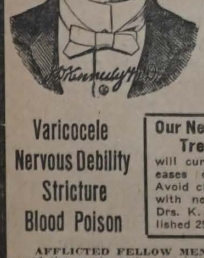
"He became so vicious," asserted Pierce, "that his refusal to obey instructions amused President Finlay to the extent of breaking down his health and forcing him to go to Europe to recuperate."

Attorney-General Hadley asked who wrote the typewritten statement he read at the hearing yesterday concerning the Waters-Pierce company's agreement with the Standard company in Texas resulting from negotiations conducted by an inexperienced agent. Mr. Pierce replied that he had written it himself, but under persistent questioning he asserted that he was not willing to declare himself its author. The hearing was then continued until October 16. Attorney-General Hadley left tonight for Jefferson City.

The third annual meeting of the National League of Fourth Class Postmasters of the United States will begin in Chicago today with a representation of 150 delegates from every state in the union.

FOUR DISEASES THAT WRECK MEN

DRS. K & K



Varicocele
Nervous Debility
Stricture
Blood Poison

Our New Method Treatment will cure these diseases or no pay. Avoid cheap doctors with no reputation. Drs. K. & K. established 25 years.

Varicocele
Nervous Debility
Stricture
Blood Poison

AFFLICTED FELLOW MEN—If you are in secret trouble and need the services of a specialist, don't go to some cheap falkir or second-hand doctor. They will take you under treatment whether you are curable or not because they must have your money. You don't go to a second-hand store for reliable goods. Almost daily we are consulted by victims who have been improperly treated by these incompetent doctors. WE WILL CONSULT WITH YOU FREE OF CHARGE AND GUARANTEE YOU A CURE OR NO PAY.

DISEASES WE GUARANTEE TO CURE

BLOOD DISEASES were for ages supposed to be incurable. This ancient idea still exists in the minds of many physicians who continue to salivate their patients with mercury, potash and other mineral poisons, which, instead of forcing the disease out of the system, drives it deep in, where it lies dormant for a time, and then breaks out again in the form of some frightful skin, blood, or bone disease. We cure Blood and Skin Diseases to stay cured forever. Our New Method Treatment is indorsed by the best physicians of America and Europe. Hundreds of patients in Michigan have been cured by us 20 years ago, and no return of the disease since.

WEAKNESS Men, many of you are now reaping the result of your former folly. Your vitality is failing, you will soon be lost unless you rouse yourself. Nervous Debility is never at a standstill. Unless you resist it, it will master you. Our New Method Treatment never fails in curing Nervous Debility, despondency and weakness. It stops all weakness, vitalizes the nerves, purifies the blood and restores the vigor of manhood.

STRICTURE The New Method Treatment dissolves the strictures, cures them and removes permanently all obstructions, checks all irritation, soothes the prostate gland and heals up any complications of the Bladder and Kidneys.

ASSOCIATE DISEASES In curing a disease of any kind we never leave a remnant to develop into other reflex complications. If the case is Varicocele, the weakness caused by it disappears. If it is Blood Disease, any and all skin, blood and bone symptoms are healed up and removed forever. If it is Nervous Debility, the many distressing symptoms following in its train and indicating a premature decline of physical, functional and mental power are totally removed and rapidly replaced by the youthful energy of robust manhood.

CONSULTATION FREE If unable to call at our offices for personal examination send for a Question Blank for Home Treatment. Cures guaranteed or no pay. Booklets sent free.

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Hours—9 a. m. to 8 p. m. Sundays, 10 to 12 m. and 2 to 4 p. m.

LAKE MARINE NEWS

STRANDS IN THICK SMOKE

STEAMER ROSEMOUNT ON THE ROCKS BELOW DETOUR LIGHT.

Southwest Breeze Sweeps Smoke Away From the Straits.

Detour, September 11.—The Canadian steamer Rosemount, coal laden for Fort William, is on the rocks about twelve miles below the Detour lighthouse. The steamer is three feet out and will have to lighter part of its cargo before it can be released. It is said not to be leaking much.

The accident was caused by the thick smoke from forest fires in this vicinity, which covers the surface of Lake Huron.

The Rosemount is one of the fleet of English built vessels owned by the Montreal Transit Co., and is valued at $90,000.

Mackinaw City, September 11.—The smoke which has hung over the Straits of Mackinaw and the lower end of Lake Michigan for several days, rendering navigation dangerous, has been cleared away by the brisk southwest wind which set in during the night. At noon the wind was twenty-two miles an hour and the weather was clear.

BIDS HAD WIDE RANGE

DUNBAR & SULLIVAN'S LOW TENDER ON DOWN-RIVER WORK.

There was a wide spread in the prices bid for dredging section No. 3, in the lower Detroit river, as indicated when the tenders were opened yesterday afternoon in the office of Col. C. E. L. B. Davis, United States district engineer. Prices ranged from 19 7-8 cents to 60 cents a cubic yard. Bidders and prices follow: Dunbar & Sullivan Dredging Co., Detroit and Buffalo, 19 7-8 cents; Great Lakes Construction Co., Buffalo, 22 1-2 cents; Detroit Dredging Co., Detroit 23 cents; Great Lakes Dredge & Dock Co., Chicago, 37 cents; G. H. Breymann & Bros, Toledo, 37 cents; Buffalo Dredging Co., Buffalo, 60 cents.

The part of the river known as "Section 3" begins nearly abreast of the north end of Bois Blanc island, and extends from deep water below the Limekiln crossing down to the improved channel at Sec. 4, on the Amherstburg reach. The section is 600 feet wide and about 5,300 feet long. There is no bed rock in the material to be removed, which is composed of clay, sand, loose stones or boulders, and large buried boulders. A depth of twenty-one feet of water will be provided and the successful bidders have 150 working days in which to complete the contract, which will involve a cost of something like $55,000 or $60,000.

The Dunbar & Sullivan Dredging Co. has section 2 nearly completed, and will likely begin on the latest section as soon as formal notification of acceptance of their tender is received. They have had work in the river in the vicinity for several years. There was a strong desire on the part of other bidders to receive the work, but the figures of Dunbar & Sullivan killed their hopes.

STEEL SLOW IN ARRIVING

BUILDING OF STEAMERS IS DELAYED AT SUPERIOR YARDS.

Duluth, September 11.—Because of the non-arrival of material needed for the work, it is expected that the keel of the 600-foot freighter for the Pittsburg Steamship Co. will not be laid until the last of the month. The larger part of the plates and other steel needed for the vessel have been on the ground for some time, and much of it has already been worked up. Nothing can be done in the actual construction of the boat until the arrival of the keel material.

The Pittsburg steamer, which is 617 on the yard records, going down where the Townsend was built, is not, which is being built for the Hawgoods, and has been started on the east docks, is very little advanced but there is every reason to expected to progress rapidly. It will go into the water some time in the winter in order to make room for the Acme, which is to take its place.

Indications are that the Pittsburg steamer will follow soon after to make way for No. 519. Should this be the case there will be two winter launchings within a few weeks of each other, something that has never before happened in the history of the cards.

Fireman in Serious Condition.

While coming across Lake Erie on the tug Peerless, on which he had shipped at Cleveland as fireman, Engineer Peter Sickon was overcome by heat. He was placed on the tug Brockway at Amherstburg, where he collapsed and fell heavily to the deck, sustaining painful injuries. Sickon was restrained with difficulty until the tug arrived here yesterday, where he was taken to the Marine hospital. At the hospital it is said he will recover.

Towsend Has Moderate Cargo.

A cargo of but 10,863 tons of iron ore is being carried in the new 600-foot E. Y. Townsend, now on her maiden trip down the lakes from Duluth on its maiden trip. Although clearance papers issued at Superior gave 11,500 tons as the cargo permissible, Capt. Sullivan did not deem it the part of wisdom to carry such a load in the steamer on the initial trip. Great things are expected of the Townsend before the season closes.

Owners Abandon the Mills.

Notice has been received by Col. C. E. L. B. Davis, United States district engineer, from D. W. Mills, of St. Clair, that the owners of the wooden steamer Nelson Mills, sunk in the Mill Makokee, in the St. Clair river last week, have abandoned the wrecked boat to the underwriters. Nothing will be done by the government in the matter until the expiration of thirty days, unless word is received from the underwriters within that time.

Steamer Falcon Released.

Charlevoix, September 11.—The steamer Falcon, which stranded in the smoke three miles north of this place yesterday, was released at midnight, after 150 tons of iron ore had been thrown overboard. The steamer was apparently uninjured.

Mataafa in Dock All Winter.

Duluth, September 11.—Good progress is being made in the repairs of the steamer Mataafa, but it is expected here that the boat will remain in drydock at the Superior docks all winter. The steamer will be ready to receive a cargo at the opening of navigation.

Pickett is Bound Over.

Ann Arbor, Mich., September 11.—Willis Pickett, who was arrested upon complaint of Deputy Pure Food Inspector Munn for selling adulterated honey, was bound over to the circuit court today under $200 bonds. State Analyst Robinson swore that the honey was adulterated. Pickett claims that he simply sold for other parties.

Grandy Follows Companion.

Reports from Cleveland say that the schooner William Grandy, of the standard Stewart's tow, which went ashore at Euclid Beach during the storm of a couple of weeks ago, when its companion schooner, the Potter, caught fire and burned, has also been turned in the adjustment. The Grandy was owned by the L. P. & J. A. Smith Co., of Cleveland.

Pere Marquette Appointment.

General Passenger Agent H. F. Moeller of the Pere Marquette announces that he has appointed John J. Forster traveling passenger agent of the Pere Marquette, with headquarters at Chicago, vice Herbert Lang. Mr. Forster has been the Chicago agent of the Northern steamship Co.

CAPT. CHARLES McINTOSH.
Widely-Known Master Passes Away Unexpectedly After Career of More Than Fifty Years on the Lakes.

DELAY GROWS LONGER

CAR SHORTAGE IS SEVERELY FELT BY LAKE FLEET.

FOURTEEN BOATS WAITING FOR COAL AT CLEVLAND.

Middle-of-October Charter Made at Duluth at 3 1-2 Cents.

Cleveland, September 11.—The shortage of cars is being felt worse in the lake trade than at any time this season, and the work of loading vessels is slow at both ends of the route. Some ore carriers will be held three days at upper lake ports and fourteen coal boats are waiting at local docks for loads.

A steel steamer, to load after the middle of October, was chartered at Duluth today at 3 1-2 cents. There is no change in ore or coal freights.

Chicago, September 11.—One charter made up the day's business in grain freights, that of the Reid fleet of corn to Georgian Bay. Rates were strong at 1 1-2 cents to Buffalo.

Two Big Boats Interlock and Choke Soo Canal

Sault Ste. Marie, September 11.—Navigation through the American canal was delayed for three hours this afternoon, when the downbound steamer Perkins, with a beam of fifty-six feet, and the up-bound steamer Steinbrenner, which is fifty feet wide, tried to pass in the narrows, where the channel is exactly 106 feet across.

The fender strake on the Steinbrenner became fastened in such a manner as to wedge the two boats together and the blockade was complete.

Three tugs finally succeeded in towing the two craft down stream together until a wider place in the canal was reached, when they were separated and continued on their voyage.

VESSEL PASSAGES.

Detroit.

Detroit, September 11.—Up: L. C. Hanna, Pope, 8:30 Monday night; F. W. Gilchrist, 10:20; D. M. Whitney, 12; Scranton (old), 7:30; Corsica, 2; Cogebic, Bilwahiki, 7; Jno. Owen, Pabst, 8; Mary McGregor, 8:40; Saranac, 11; Sylvania, 12:15; Spokane, 12:40; Alpena and consort, 1; Jno. Smeaton, 2:30; Senator, 3:20; Miller, 4:15; Schoolcraft and consorts, Troy, 4:40; Wisconsin, 5; Parks Foster, 6:40; Clemson, 7; L. L. Eddy, 8; Cuddy, 8:35.

Down: Fryer, Advance, Willis, 8:30 Monday night; Murphy, Moore, Tadousac, 9:20; Parent, Ogemaw and consort, 10:20; Cowle, Hesquiahonk, Yale, 11; Ely, 11:40; Masak, Walter Scranton, 2:40; Frontenac, Tuttle and barge, 3; Auburn, 3; W. A. Rogers, 3:30; West, 10:40; Choctaw, City of Rome, Flint and consort, 11:20; W. S. Brown, 12:20; Superior, 2; Buffalo, 2:20; Michigan, Stanton, Chemung, 3; Saginaw, Crosby, King, 3; Reis, Kensington, 3:20; Italia, Amazon, Robert Holland and barges, 4; Clement, 4:40; Coralia, Main, Admiral, Chicago, 9; Eads, Wahcondah, French, 5:30; Reed, 8; Superior City, 6:40; Robert Mills, 8; Umbria, 8.

The Soo.

Sault Ste. Marie, September 11.—Up: Saxon, Curry, 8:20 Monday night; Hayward Sultana, 10; Bangor, Ketchum, Wheelback, Marina, 10:30; George Peavey, 11; Sill, 11:30; James Davidson, midnight; Watt, 1 Tuesday morning; Russel, 1:30; Wilbur, 2; Allison, Sunaton, 2:30; Harvey Brown, 3; Antrim, Schuck, 3:30; McDougall and shackbank, 5; New York, 6; Malleus, Hanna (small), 10; Flagg, Warriner, Chisholm, Montagnie, 11:30; steinbrenner, 12:30 noon; Ketchum, Light, Saunders, 2:30; Pallki, 3; Monarch, Corsica and whaleback, 4; Turret Crown, 7; Marthum, George, Wise; Sequehanna, 8:30.

Down: Westcott, Kalkaska, Fryer, Leonard, 9:30 Monday night; Linn, W. L. Brown, 12:40 Tuesday morning; Pawnee, Edwards, Orion, 3:20; Midland Queen, Nye, 4:30; Townsend, 5:40; Gary, 6:20; James Wallace, George Gould, T. Blaby, Pontiac, 7; Capt. Wilson, Jenness, Boston, Plymouth, Saginaw, 8; Steel King, 10:20; Laughlin, 11; Clarke, 1 p. m.; Saginaw, Perkins, 2:30; Imperial, 4:30; Panama, Chieftain, 7.

Port Huron.

Port Huron, September 11.—Down: Walter Scranton, Frontenac, 8:10 Monday night; Mataafa, 9:40; Coralia, 11:50; William Rogers, 1; Wood, 1:10 Tuesday morning; unknown steamer, 2:30; Holland and consort, 3; Rands and consort, 4:40; Pontiac, 5:40; W. A. Mack, 6:30; Italia, Amazon, 8; Coralia, Main, 8:40; Michigan, Reis, Stanton, 9:50; Kensington, Huntington, 9; Admiral, 9:30; Clement, 11; French, 11:30; Reed, 11:50; Eads, 12; Wahcondah, 12:30 p. m.; Superior City, 2; Robert Mills, 3; Oriental, 3; Sonoma, Presque Isle, 3:20; Thew, 4:30; Mary Bayer, 5; Choctaw, 6:40; Cadillac, 8:50; Robert Wallace, 9:40; Louisiana, 7; Iroquois (wash), 7:40.

Departed: Robert Mills.

The Straits.

Mackinaw City, September 11.—Up: Riddle, Vance, 8:30 Monday night; Helena, 9:50; Wilbert Smith, 10:30; Iron Age and consort, 11; small steamer and consort, 12; Lewiston, 4 Tuesday morning; Mecosta, 10:15; Sumac, 10:40; Oneonta, 11; Three Brothers, 1 p. m.; Samuel Mather, Tioga, 3:15; Kalkaska and consort, 4:40; Perkins, 6.

Down: Huron, 8 Tuesday morning; Sturgis, 8:20; Glasgow and consort, Jupiter, 4; Seneca, 8:30; Elton Wilkinson, Marathon, 11; Oliver, 2; Kelton, 2:40; Ogdensburg, 5.

Wind southwest, 14 miles; cloudy.

Welland Canal

Port Colborne, September 11.—Up: Archbald, Dominion, Stevenson, Kyle.

Down: Davidson.

SAILS ON LAST VOYAGE

CAPT. CHARLES McINTOSH DIES SUDDENLY AT DETROIT HOME.

Had Been on Lake Vessels More Than Fifty Years.

After an illness of only a few hours, Capt. Charles McIntosh passed away at his residence, 198 Congress street east, late Monday night. He was 77 years of age, and known all around the lakes as a skillful navigator.

Capt. McIntosh had sailed the great lakes for more than fifty years, and for a great portion of that time had been a master, his skill and sterling character having gained him early promotion. He began sailing when 18 years of age, having some from a farm near Goderich, Ont., where his parents settled when he was 4 years old. He was born in Scotland.

The distinction of sailing the first Canadian steamer carrying the mails to Lake Superior belongs to Capt. McIntosh, who was master of a vessel running to Ft. William. Afterward he sailed many large passenger steamers on Lake Michigan, among them the Sheboygan, of the Goodrich line, and the City of Chicago, of the Graham & Morton fleet.

Some eight years ago the veteran sailor left the lakes and returned to his home in Detroit, only to find himself back again in the steamer City of the Straits for a season or two, while it was being operated under charter on the Georgian bay route. For the past five years Capt. McIntosh had been living quietly at home and had been in good health up to last spring, when he was overcome by pneumonia. He did not fully regain his health, and a sudden chill during the day on Monday forced him to take to his bed.

More than fifty-three years ago Capt. McIntosh and Miss Catherine M. McGregor, of Goderich, were united in marriage, their golden wedding anniversary having been observed in January, 1903. They had resided in Detroit better than a quarter century. He is survived by Mrs. McIntosh, five sons and a daughter. The daughter is stationed at Kansas City, as a member of the Order of the Sisters of Loretta, her title being Sister Mary Assumpta. The sons are: Capt. John L., of the steamer John F. Eddy; Capt. Murray W., of the steamer Arizona; Capt. Charles A., of Windsor; W. Seymour and Frank A., of the McIntosh Crane Co. All of the children will probably be able to attend the funeral.

A brief service, with low mass, will be held at the Jesuit church this morning, and the remains will be taken to Goderich, where the funeral service and interment will take place.

PACKAGE FREIGHTER SOLD

STR. HILL WILL RUN BETWEEN BUFFALO AND LAKE SUPERIOR.

The wooden package freight steamer Charles B. Hill, formerly the Delaware of the Anchor line, has been sold by the Great Lakes Engineering works to parties who will operate the boat in the miscellaneous package freight trade between Buffalo and Lake Superior ports. Though President Pessano, of the Great Lakes Works, is not in position to give the names of the new owners, and declined to discuss the sale of the boat, it is known that the present owners already operate several boats in the miscellaneous trade.

The Hill was acquired by the Great Lakes Engineering works when they built the new steel steamer Delaware for the Anchor line. Two more wooden steamers, the Conestoga and the Montana, are owned by the shipbuilding company and are in the market. Inasmuch as tenders have been made for them, an early sale is not improbable.

The Hill was built at Cleveland in 1878, and is 232 feet long and 36 feet beam. It is being fitted out at the Ecorse yard for early service.

VESSEL MOVEMENTS.

Lake Erie.

Buffalo, September 11.—Arrived: Sinaloa, Aztec, Pueblo, Mistec. Cleared: Coal, Columbia, Wilkesbarre, Chicago; Brazil, Sheboygan; Saturn, Milwaukee; Chicago, Superior; Ketchum, Duluth; Raleigh, Chicago; William H. Mack, Craig, Mitchell, Superior.

Cleveland, September 11.—Arrived: Castalia, Orton, Fryer, Moore, Fillmore, Brainard, Matthews, Tadousac. Cleared: Coal, Fryer, Superior; Coal, Hitchcock; Martin, Spademan, Algoma Mills; light, Peter White, Duluth.

Toledo, September 11.—Arrived: Fayette Brown, Onoko, Cherokee, Nyanza, Goodyear, Wallace, Wm. Edenborn. Cleared: Coal, Lilly, Mt. Clemens; Curtis, Racine; Spokane, Milwaukee; Senator Clark, Superior; Maud, St. Clair; Grammer, Fassett, Sheboygan; light, Masaba, Superior.

Erie, September 11.—Arrived: Wawatam. Cleared: Coal, Foster, Chicago.

Lorain, September 11.—Arrived: Cowle. Cleared: Coal, Pabst, Milwaukee; Greene, Owen Sound.

Conneaut, September 11.—Arrived: Albright, Sellwood. Cleared: Coal—Brower, Superior.

Fairport, September 11.—Arrived: W. L. Smith, Major. Cleared: Light—Penobscot, Duluth.

Ashtabula, September 11.—Arrived: Rees, L. C. Smith, City of Genoa. Cleared: Light—Gratwick, Duluth.

Lake Superior.

Duluth-Superior, September 11.—Arrived: Earling, Donnecona, Colgate, Ball Bros, Marola, Ericsson, Western Star, C. Neff, Donald Map Gould, Dunsmuir, Ore-Morgan, Gates, Nashing, old Gratwick, Branford, Nicholas, Black, Fairbairn, Ball, Conley, Cornell, Lake Erie, Lake Ontario—Houghton, Stewart, Two Harbors. Merchandise—Mahoning, Buffalo. Lumber—Langell, Arcola, Lake Erie, Erie Stars.

Two Harbors, September 11.—Arrived: Saxona, Quebec City, Kenge, Scottish Hero, Thomas. Cleared: Butler, Roman, Empire City, Bryn Mawr, Poe, Houghton, Maida. Lake Erie ports.

Ashland, September 11.—Cleared: Ore—Cambria, 10; Corona, Erie ports. Lumber—Schooner Bradford, Buffalo; Tiger, Detroit.

Marquette, September 11.—Arrived: Livingstone, Pioneer, Chattanooga. Cleared: Welvin, Joliet, Maruba, small Mather, Cleveland; Superior, Ashtabula.

Lake Michigan.

Chicago, September 11.—Arrived: Haskell, Rutland, Syracuse, Simla. Cleared: Merchandise, Mohawk, Coderus, Ogdensburg, Manchester, Buffalo; light, Mueller, St. Joseph's Island; Halsted, Prentice, Duluth; Seguia, Owen Sound.

South Chicago, September 11.—Arrived: Napiea, Madagascar, Sauch Chunk. Cleared: Grain, Lackawanna, Buffalo; Wissahickon, Fairport; light, Ellwood, Ballin, Superior; Volunteer, Buffalo.

Milwaukee, September 11.—Arrived: Lagonda, Fleetwood, Shaughnessy, Armenia, Purnia, Tacoma. Cleared: Gilchrist, Hand, Buffalo, Schlesinger, Chicago.

Escanaba, September 11.—Arrived: Niagara, Davidson, Baltic, Iron Age, Tom Rolf, Ravenscraig, Departed, Olympia, Benseniaer, Veronica, Lake Erie.

Manitowoc, September 11.—Arrived: Wenas. Departed: Buell, St. Ignace.

Waukegan, September 11.—Arrived: Busch.

Racine, September 11.—Cleared: Canisteo, Menominee.

Green Bay, September 11.—Arrived: Wilbert Smith, Oconto.

MORE SPEED AT FLATS

IT IS PERMITTED SINCE OPENING OF NEW CANAL.

NO HARD-AND-FAST RULES TO BE ISSUED FOR A TIME.

Some Down-bound Boats Slow to Use New Channel.

Since the new canal for down-bound vessels was opened at the St. Clair Flats it has been necessary for the government custodian at that point to hail many vessels which continued to use the old channel in coming down, and to notify the masters that the new cut was ready for use.

On inquiry, Col. C. E. L. B. Davis, United States district engineer, said yesterday that considerable timidity had been shown by captains in making use of the new canal. This is particularly the case after dark, and in the instance of the smaller boats. Masters seem to prefer the old cut, where the way is fenced in on both sides. When notified, however, captains said they would sail through the new cut on their subsequent trips down. That they are keeping their word seems to be shown by the fact that nineteen freighters passed through the new cut in two hours yesterday, between 11:30 a. m. and 1:30 p. m.

General use of the new cut will conduce to better time by the vessels, as Col. Davis has not issued any hard-and-fast rules to govern navigation at that point. The opinion is held here that nearly full speed may be made now by boats going in either direction.

New Navigation Aids.

"A faster speed than eight miles an hour, the limit for navigation of the old cut when used by both up and down bound vessels, will be permitted without restraint," said Col. Davis. It is the intention to try the plan of making faster time through the new channel, the work of the season Col. Davis will have accumulated data which will form the basis of recommendations to the department at Washington as to the regulations to be issued for future navigation of the two channels.

Masters are notified that the westerly edge of the new St. Clair Flats cut, which is the starboard side of down bound vessels, is marked by six black spar buoys by day, and by six white lights at night. The aids to navigation are now in place.

MARINE NOTES.

The steam yacht Helen has been sold by John A. Patton to William T. Brown of Detroit.

Capt J. H. Sinclair, of Port Huron, who has been sailing the passenger steamer City of Holland, has accepted the position of master of the steamer Sachem, owned by the Mitchell & Rowland Lumber Co., of Toledo.

Complaint that the steam yacht Grace carried forty-four passengers on one trip, when its license allows thirty-eight as a maximum load, has been filed with the collector of customs. Substantiation of the charge will mean a fine for the owner.

It was expected that the steamer Frank Peavey, which was ashore in Lake Superior recently, would leave the yard at Superior some time last night or this morning. The steamer City of London will take the Peavey's place in the drydock.

Escanaba Docks Damaged.

An account of serious damage to docks at Escanaba, by a heavy storm, will be found on the first page of this issue.

New Articles Filed.

Articles of association of Foerstering Brothers Co. were filed yesterday with the county clerk. The purposes of the incorporation are: "Manufacturing, buying and selling of supplies, machinery and tools for bakers, confectioners, hotels and ice cream makers." The capital stock is fixed at $6,000. The incorporators are: G. H. Foerstering, H. Foerstering and R. V. Foerstering.

Detroit Brass Works yesterday filed certificate of increase of capital stock with the county clerk. The increase is from $125,000 to $250,000, all common stock, divided into 25,000 shares of the par value of $10 each.

American Machine Manufacturing Co. yesterday filed with the county clerk an amendment to its incorporation papers increasing its capital stock from $40,000 to $68,000 and making the $28,000 increase preferred stock.

Treasury Statement.

Washington, September 11.—Today's statement of the treasury balances in the general fund, exclusive of the $150,000,000 gold reserve, shows: Available cash balance, $140,065,244; gold coin and bullion, $111,379,936; gold certificates, $8,316,450; silver coin and bullion, $1,721,000; silver certificates, $6,420,309; United States notes, $7,705,976; treasury notes of 1890, $14,634; national bank notes, $27,780,175; total receipts this month, $17,080,175; total receipts this year, $122,975,627; total expenditures this month, $14,900,000; total expenditures this year, $138,562,172.

National bank notes received today for withdrawal retrieval, $735,301; government receipts from internal revenue, $236,135; customs, $767,765; miscellaneous, $38,617; expenditures, $796,000.

The mayor of Lima, Penn., has presented Mrs. Root, wife of the American secretary of state, with a beautiful gold chain, in links of which are set diamonds and rubies and upon which is enameled the coats of arms of the city of Lima.

REGRET HIS DEPARTURE

Panama People Appreciate the Work of Gov. Magoon.

Panama, September 11.—Gov. Magoon, accompanied by H. D. Reed, who is to be acting governor of the canal zone after the departure of Judge Magoon, and W. S. Sands, secretary of the American legation here, called on the members of the national assembly after the close of the session. An impromptu reception in Gov. Magoon's honor took place and speeches were exchanged.

Shortly before this incident the assembly unanimously adopted a resolution deploring Gov. Magoon's departure from the Isthmus and thanking him for the valuable services he has rendered to Panama.

AMATEUR BASEBALL.

Continued From Page Nine.

to get in this tourney, of the class and with a claim on the class title, call on Will B. Wreford, at The Free Press sporting office, not later than 5 o'clock this evening. A final meeting of team managers only will be held at 9 o'clock Thursday evening, when a schedule will be drafted. The tourney will start on Sunday.

Good Game to Hickory A. C.

Hickory A. C. took a well played game from the Ivanhoes, winning out 12 to 11 and Mebius doing excellent work behind the bat. Score:

Innings	1	2	3	4	5	6	7	8	9	R	H	E
Ivanhoes	0	0	0	0	0	2	0	0	0	2	7	1
Hickory A. C.	4	0	0	0	0	0	1	0	7	12	7	2

Batteries—Zems and Bradof; Wilkens and Mobius.

Misfits Trim Chicago A. C.

Misfits defeated the Chicago A. C. in an interesting game by the score of 5 to 3. Ashley, of the Misfits, pitched the ball, striking out eleven men. Connolly, who played center field, starred at bat, getting three hits and a home run at bat, and also made a fine one-hand catch. Score:

Innings	1	2	3	4	5	6	7	8	9	R	M	E
C. A. C.	0	0	2	0	1	0	0	0	0	3	7	2
Misfits	0	0	1	0	1	0	3	0	1	5	12	1

Batteries—Rouse and Ashley; Ewell and Pausk.

Sparrow Wins Long Distance Race.

New York, September 11.—Charles J. Swain's Sparrow, the winner of the Reliability trials on Monday, won the long distance race from Atlantic Highlands to Poughkeepsie and return today in the second day of the carnival of the Motor Boat Club of America. She covered the course in 6 hours 43 minutes and 33 seconds, finishing 49 minutes ahead of Payne Whitney's Artful, which she defeated by one hour and 49 seconds. The Sparrow had an allowance of river hours, while the Artful got less than two hours allowance.

In the last race the X. P. D. N. C. averaged 26 miles an hour. The Artful today averaged a little over 21, while the Sparrow made less than 20.

UNION BEER GIVES ENERGY

Are you going about your work with lagging steps? Union Beer is an energizing tonic and while this delicious beverage is in no way a medicine, yet it is so rich in malted grain and best German hops as to make one of the best tonics known. Hundreds of people drink it to keep in perfect health. Phone E. 1047.

UNION BREWING CO.

WE CURE MEN FOR $12.50

Until Sept. 15th We Will Treat Any Single Ailment Except Rupture and Blood Poison for $12.50 for the Fee.

OTHERS MAY TREAT, BUT WE CURE You must come to us sooner or later; why not now? Refuse to suffer longer on promises of others.

We cover the entire field of special and chronic, deep-seated, complicated, difficult diseases.

We want every man who is suffering from any special disease or condition to come and have a talk with us. Any man whose weakened system is crying out for help through disease, or who has been guilty of indiscretions or excesses, is safe in life until such time as his errors have been corrected.

BLOOD POISON

On account of its hideousness, poison in the blood is the worst of all diseases. Once the system is tainted with it, the disease may manifest itself in the form of scrofula, eczema, rheumatic pains; stiff or swollen joints; eruptions or copper-colored spots on face or body—little ulcers in the mouth or on the tongue, sore throat, copper colored patches, falling out of the hair or eyebrows, and finally a leprous-like decay of the flesh and bone. Our specific treatment for this terrible, varied and modified to suit each individual case, is an unfailing cure to which a vast army of restored men today owe their sturdy health.

No Money Required to Commence Treatment.

You do not pay us until you are satisfied and you are restored to health. Can we say more? You may consult us free of charge and get our opinion without any cost to you. Call and let us explain our methods of treatment. We cure Varicocele, Hydrocele, Rupture, Stricture, Prostatic Ailments and all Diseases of Men. SPECIAL DISEASES and chronic cases cured. All burning, itching and inflammation stopped quickly; cures effected in short time.

KIDNEY, BLADDER AND PROSTATIC DISEASES.—We cure all irritation, frequent desire or stoppage, pain in back and catarrhal conditions.

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