12

BLUE FOR PORTACE

Board of Trade Report on Paul Mohr Road.

SAYS PORTLAND IS TO BLAME

Negotiations for Control by Outside Influences on Small Investment-**Prospect** for Alaska Steamer Service-Car Wheel Factory.

Considerable interest was manifested in the Board of Trade meeting held last night. The most important matter was the report of the committee on railroads reciting what had been done toward rehabilitating the Paul F. Mohr transportation enterprise and placing the blame for non-success at Portland's door. Chairman Austin, of the committee hav-ing in charge the matter of promoting a steamship line to Alaska, reported the prospect favorable for getting that enterprise on its feet if responsible people ould take an interest in it. President Beach, Secretary Moore and Mr. Austin were appointed a committee to get retible leadership for the ship line. The secretary's pay was raked from \$100 to \$150 a month. Several communications were received, among them one from a manufacturer of car wheels at Knoxville, Tenn., making inquiry about the condins for establishing his industry here. These were referred to the proper com-mittees. There was some discussion about a proper location for the proposed drydock, and Secretary Moore and Messra. Rankin, Guinean, Rountree and Fisk were appointed to investigate the matter and report to the board.

Status of The Dalles-Portage Road. Joseph Gaston, chairman of the com-mittee on railroads, made the following statement of the condition and prospects of the Paul Mohr portage railroad around the dalles of the Columbia River:

the diffes of the Columbin River: I greatly regret that I am unable to report the success of the Board of Trade plan to complete the portage railroad, and that there are no prospects of the immediate completion of that road on any other plan. The plan this board proposed was a good one. It proposed to adjust, harmonize and satisfy all the con-flicting interests in that property by an ar-rangement that should liquidate all old claims and vest the property in a new company. It provided a contract with both the old com-panies which should cancel all the old mort-gages and refire all the stocks and bonds of the Columbia Hailway & Navigation Company. This last named company had failed in its con-tract to complete the road; but as it had ar-pended a large amount in grading, bridging and for thes and rails and other materials, it had a percent a large amount of granus, we we do for the and rais and other materials, it had a claim at deast in equity which was entitled to consideration. And besides this, the construc-tion company was in high to various persons, subcontractors, laborers and merchants, fourdrymen and millmen in this city who had per ed labor on the road or furnished materials for it on the steamboats that were built. These for it on the strainboats and were duit. Incom-creditors were unpaid, and although most of them had no legal recourse against the rall-road itself, as they could file no liens on it, yet they had acted in good faith towards the enterprise, and not only this board, but also Mr. Mohr, thought that the reorganization of the concern should be so shaped as to provide for cured creditors, and the plan adopted these discourse creations, and the plan adopted did so provids for them. And besides these claims there were chattel mortgages on the rails in the track, contractors' liens on the right of way, bankers who had advanced money to both the old companies on their bonds and noise, and general creditors of the construction notes, and general creditors of the construction company for merchandise, materials and serv-lees, all of which had claims justly, if not le-gally, entitled to consideration; and which, it appeared to this board, should be merged in the new deal and by funding them in a long boad, make the enterprise pay and settle up and clear off everything, as it was well able to do if the road was completed as proposed.

epared and signed to intermediate points,

ing bank, who objected to the proposition be-cause it was not a good bargain, and because it called for too much money and stock to settle with the lien creditors and old stockhold **BIG SHIP AND SMALL RATE** ers, and because they hold that it was a schem ull chestnuts out of the fire for some

The holding back of a third class of men who elleved that procrastination was the best pol-cy to "freeze out" the oid company and get he property on better terms than now offered the property on better terms than now oncrea-the property on better terms than now oncrea-The discouragement produced by the pession-ists who argue that the portage railroad hav-ing siready failed, will be sure to fail again, and that any money put into it would be wasted and lost.

and finally the opposition of the optimists, who pretend to believe that, on account of the recent Congressional appropriation the country will get the benefits of an open river in a few months by a Government canal and locks, and, herefore, it is useless to have a portage road tt mli

was objected also that certain of the old stockholders should have the management. This objection was promptly met by offering-the management and expenditure of all money to Messra. Watson, Burrell, Mills and Flanders -- and better names than these cannot be found

And so the time in which this important enterprise should have been financed and work commenced was wasted in meetings, anathy and indifference, and for want of a triffing out-iny. Portland has lost its greatest opportunityat the most critical period in the career of the city-to control the means of dominating and controlling the commerce of the North Pa-

Giffe Coast for all the future. On May 17, the rails in the track were sold under a decree of the court; on May 24, the property and rights of way of the company were sold by the Sheriff to satisfy contractors' were sold by the Sheriff to satisfy contractors liens, and the further effort to interest cap-italists to take the property and hold it to pro-toot the interests of this city, has been aban-doned. A few individuals, not heretofore in-terested in the matter, are now taking steps to purchase in the Sheriff's titles to the port-age railroad property, buy up the outstanding bonds and foreclose the existing mortgages, so as to get a clean tille to the property for the least nossible outlay of cash. This proceeding may take sears of illighton, but in the end it will wipe out all the floating debt, unsecured creditors and old stockholders, and give the purchasers the most influential and valuable piece of property in this country, for its cost. It will then be independent of all other in-terests, and will be operated or sold out so as to make the most money for its owners, without regard to the interests of Forthand. This report was looked upon as ending liens, and the further effort to interest cap-

project for the present. It was filed without further action.

GOULDS AND COOS BAY.

Intimation From Chicago That Is Old in Portland.

CHICAGO, July 7 .- Renewed activity in ing the surveys of the proposed line of railroad to Coos Bay, with an ex-tension probably to Portland, Or., and the acquirement of options on properties at the former place that will be very valua the former pince that will be very valua-ble only in the event of the completion of the road, have started speculation as to the interest behind the proposed line. It is being pointed out that the railroad att-uation west of the Rocky Mountains favors the supposition that the Gould inter-est would profit most largely by the con-struction of a new line from Salt Lake to Coos Bay, and the Eastern Oregon coun-try. Such a line would give the Goulde a route through to the Coast.

Complaint About Machinery Bates. CHICAGO, July 7 .- Complaint has been nade the rates on muchinery to the Northwest over the Northern Pacific and Great Northern have not been taken into con sideration in the recent reduction of general freight rates to the distributing points in that territory. Fully 30 per cent of the machinery which goes to the Northwest is from Chicago. Farmers at intermedi-ate points between the Mississippi River and the Pacific Coast say that the carload rates on this class of freight to Spokane, one of the interior distributing points, is \$96 more than the rate of Coast points. It is also made apparent that while there is a flat rate from Eastern terminals of these roads to the Coast of \$1 \$5 per 100 pounds

MAMMOTH GERMAN VESSEL CHAR-TERED FOR 1903 LOADING. small Vessel Chartered for Flour Loading-Work Begun on New

Tug for the Government. Advices from New York yesterday re port the charter of the German bark Al-ster to load at Portland in January, 1968,

at 25s. The Alster is a mammoth craft of 2335 tons net register, and is accord-ingly the largest craft yet listed for new-searon loading. The vessel is now at Antwerp discharging a cargo of wheat from Puget Sound, and it is not known whether she is coming direct to Portland from Antwerp or by way of California ports. Local exporters disclaim knowl-

edge of the charter, and regard it as a speculative venture, or possibly an engagement made by Fowler & Co. New York exporters, who have announced their intention of operating in this field during the coming season. The German bark Werra, one of the smallest of last season's grain fleet, has also been char-tered to load flour at this port in No-

vember or December. She is a wressel of \$57 tons net register, or less than one-third the size of the mammota Alster, and is the size of the mammota Alster, and is the only vessel on the en route list

This report was looked upon as ending the service of the Board of Trade in the

corted that the German bark Aster, now

bound to the west coast of South America with cargo, is unable to secure a cargo at the nitrate ports, and will come north to load wheat. FRIEND OF THE SAILOR.

Judge Hanford, of Seattle, Awards Wages to a Deserting Seaman. Judge Hanford, in the United States District Court at Seattle, has just rendered

smaller than 1000 tons net register. The Alster has never visited Portland, but a number of other ships of the same line

the Atlantic in ballast to secure a cargo

a decision which will be of considerable interest all along the coast, where sailor described and a for the covery-day occurrence during the shipping senson. The Judge has given a judgment for a libellant in the action of an American seaman, him-self practically a deserter, to recover wages for services on a foreign ship. Similar action has been commenced against a great many/ships in Portland at various times, but the decision of Judge Hanford's is said to be the first rendered in favor of the sailor. The Brit-

ish ship Troop was the vessel which is held responsible for the deserter's wages, and as her owners are pretty good fight-

ers, the case may be appealed. In the course of his written opinion Judge Hanford calls attention to the fact that rigorous laws have been enacted by the United States for the sup-pression of schemes and devices by sharpers, crimps and boarding-house men to cheat sailors out of their wages, and these laws, the court declares, by their own provisions, apply as well to foreign vessels as to vessels of the United States. Michael Blake, an American citizen, joined the British ship Troop at Phila-delphia. He claimed to have been put aboard the vessel without his consent; in fact, "shanghaled." On the shipping arfact, "shanghaled." On the shipping ar-ticles a signature purporting to be his apthe road was completed as proposed. Fates. Competition for through business ticles a signature purporting to be his ap-To carry out this idea of the board, articles is the alleged cause of the higher rates to peared, and he was classed as second mate. The articles also showed that he had been paid one month's wages in ad-

maics, the captain promising to forward them to the King upon his arrival in port here. The relic, together with coins valued at more than \$10,000, had been recovered **GOVERNOR SAVAGE HERE** from the sea by native fishermen, at a point near Kingston, and turned over to the British officials, who, upon discovering the inscription, decided to send it to King Edward as a coronation gift. Captain Scott was about to sail and he agreed to bring the bell to New York. The relic was in two parts, having been broken by the blasting necessary to re-lease it from the rocks. Captain Scott rold the story of the bell and a few hours told the story of the bell, and a few hours later it was mysteriously removed from the ship's hold.

THE MORNING OREGONIAN, TUESDAY, JULY 8, 1902.

NEW GOVERNMENT STEAMER. **Contractor Joseph Supple Preparing**

to Start Work on the Craft. Joseph Supple, who received the contract for building the new steam Gevernment tender for Forts Stevens and Canby, is making preparations at his boatyard to commence work. The lines of the vessel have been laid out on the floor surface, and the heavy timbers are on hand,

The boat is to be completed in five months. The ship carpenters' strike has no effect on Government work, as all employes work eight hours per day. The new boat will be 85 feet long, 18 feet wide, and feet deep. She will be provided with fore-and-aft compound engines, 10- and 22-bore cylinders, with 14-inch stroke, and with a weter-tube bolier. The boat will have capacity for 160 passengers. The contract price is \$23,000. Owing to the strike, Mr. Supple says he does not expect to do much private work at present.

Tug Swamped at Vancouver.

have been here, among them being the Alsteruter, Alsterkamp and Alsterschwan, the latter again heading for the Coast VANCOUVER, B. C., July 7 .-- The tug superior, Captain Marchant, was lost in he harbor at 4 o'clock this afternoon. under charter to load at either Portland or Puget Sound Her crew of seven were all rescued by boats from H. M. S. Sheerwater. The Superior was towing in a boom of logs Unless the Alster brings outward cargo from Europe, the rate will not prove very remunerative for her owners. Rates on and, getting in the tideway, was swamped. She will probably be a total loss. The vessel was owned by Captain French. oll to the Orient have fallen so low, how-ever that it hardly pays a vessel to cross

Domestic and Foreign Ports.

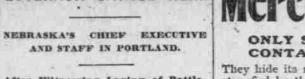
and then repeat the performance on the Pacific before she can find another one. The British ship King David, well known in this port, has been chartered to load oil at New York in August-September at weather clear. Antworp .- Salled July 4-British ship Bidston Hill, for Portland. Callao, July 7.-Arrived prior to July 7-Barkentine Chebalis, from Astoria. New York, July 7.-Arrived-Anchoria, from 17 cents one port or 15 cents two ports in Japan. This is 10 cents per case under the rate prevailing a year ago, and makes a difference of nearly \$10,000 in the profits of a single voyage of the ship. Nitrate freights are also very dull, and it is re-SPECH. Plymouth, July 7 .- Arrived-Kronpring Wilelm, from New York. Gibraltur, July 7.-Arrived-Aller, from New York for Nables and Genoa. West Hortlepool.-Sailed July 5-Mathilda, om Tacoma. Plymouth,

Dolphin, from Skagway.

Hoquian.-Salled July 6-Schooner Charles Haquian.-Salled July 6-Schooner Charles Hanson, from Aberdeen for Bristol Bay, Alas-ha, schooner Charles R. Wilson, from Aberdeen

AGAINST BUCKET-SHOP. Decision in Kansas City Stock Brokers' Case.

KANSAS CITY, July 7 .- Judge Hook, in e United States District Court today, n handing down a decision in the suit brought by the Chicago Board of Trade brought by her Christie Grain & Stock Com-against the Christie Grain & Stock Com-pany of Kansas City, to prevent the use of the Chicago board's quotations, held against the bucket shop on almost every point. An appeal to the United States point. An appeal to the United States from the number of "Colonels" one might result of the bulket is the best Mayor Omaha ever had. He is singer and an all-around "good fellow." From the number of "Colonels" one might filed a year ago the Chicago Board of Trade claimed a proprietary right in its quotations and under the new bucket shop guilty. When asked whether they are Relaw sought to compel grain speculators in different states to pay for the use of them. The Christle Company fought the case on the ground that the Chicago Board of Trade itself was a bucket shop without standing, and further, that its quotations the form of an application by the Board of Trade for a temporary injunction. Judge Hook grants the temporary injunction. Christie's attorneys announce that a supersedens bond wou uld be given which would operate to stay the execution of the decrees pending appeal. With the injunction stayed it will be possible for Christie to continue getting his quotations by secret means, as he has been doing, without rendering himself llable for contempt of court. The suit also enjoins the Western Union Telegraph Company and the Postal Telegraph Company from distributing or giving the Chicago board's quotations to the Christie Company. The decision was something of a surprise to Mr. Christie and his attorneys. It had been expected that it would be in line with the rulings of the United States Courts at Cincinnati and Indianapolis recently, which declared that the Chicago Board of Trade was without standing in court because of its own violations of the



After Witnessing Laying of Battle-Ship's Keel in Scattles Party Starts on Its Homeward Trip.

Governor Eara P. Savage and staff, of Nebraska, arrived on the 11:10 o'clock train last evening from Puget Sound, where they went to witness the ceremony of the laying of the battle-ship Nebras-ka's keel. The party spent the night in their private car at the Union Depot. Gov-

ernor Savage, who was considerably fa-tigued with the day's travel, retired early, before the train reached Portland, but a member of the Gubernatorial staff was seen last evening and gave out the following statement;

"We were royally entertained while in Seattle, the people there doing everythin possible to make our visit a pleasant one On Saturday we were escorted to the Puget Sound navy-yard, where we saw the famous battle-ship Oregon and the Wis-consin, the latter being in the drydock. The party boarded the big ship, which was floated out into midstream. This was a decidedly novel experience, as most of us had never been on board of a real warship On Surday we hundred on the transport On Sunday we lunched on the transport Warren, as guests of Captain Cannon, and at 2:30 P. M. became guests of the Knighta Templar of Seattle, for a delightful ride

"On Friday, evening we were given a

sumptuous banquet at the Hotel Rainier Grand, by the Scattle Chamber of Com-merce, ex-Senator John B. Allen acting as toasimaster. On Saturday evening the party attended the Grand Theater, as guests of the Scattle Daily Times. The laying of the keel of the Nebraska was indeed an interesting ceremony, and one that will be remembered for a long time. ASTORIA, July 7.-Sailed at 10:40 A. M .- We spent today at Tacoma as guests of the Chamber of Commerce, and were given a delightful reception. Our whole trip has We spent today at Tacoma as guests of the Chamber of Commerce, and were given been a pleasant one, and we appreciate the genuine Western hospitality that has been accorded us. This Pacific Northwest is a great country with a great future." The party will spend the day in Portland, breakfasting at the Hotel Portland, and afterwards viewing the sights of the city. Their special car Leicester will be attached to this evening's Southern Pacific overland, the party going to Los Angeles, July 7.-aSiled-Patricia, from New York. is as follows: Governor Ezra P. Savage and wife, Brigadier-General L. W. Colby, Adjutant-General and Chief of Staff; Colonel G. E. Jenkins, Quartermaster and Commissary-General, and wife; Colonel C. D. Evans, Surgeon-General, and wife; Conton; Carthagenia and Columbia, from New York. Sailed July 5-Arcadian, for Montreal. Seattle, July 7.-Sailed July 6-Steamer Cen-tennial, for Nome; steamer City of Topeka, for Skagway. Arrived-Steamer Despatch, from San Francisco; steamer Indiana, from Nome; tivamer City of Seattle, from Skagway; steam-er Delibhin from Skagway. wife; Colonel C. F. Scharmann, ald, and wife; Colonel John B. Watkins, aid, and wife; Colonel James G. Martin, aid, and wife; Colonei F. E. Moores, aid, and wife; Colonei I. W. Waynick, aid, and sister; Colonel Frank M. Rublee, aid. attache to staff, and wife, and Thomas H. Benton, ex-Auditor of Nebraska. Adjutant-General James A. Drain, of Washington, accompaied the party to this city.

The party is thoroughly representative of Nebraska, and includes many of the leading citizens of the state. Colonel James G. Martin is in the livestock commission business, and is one of Nebraska's largest ranch-owners. He is one of Gov-

ernor Savage's warmest supporters. Colo-nel Frank E. Moores is Mayor of Omaha and, according to the testimony of others, publichns, one of the visitors replied



They hide its repulsive form, and this serpent disease, stupefied by these drugs, lies dormant until the effects

have worn off or treatment is discontinued, when it breaks down the mask and becomes as full of life and venom as ever. Mercury and Potash may dry up the sores and eruptions, but at the same time they drive the poison back into the blood and system, where it feeds upon the tender tissues, membranes and nerves, finally breaking out in most disgusting sores and even destroying the flesh and bones.

Mercury and Potash cannot accomplish a radical and permanent cure. They have a palliative but not curative effect upon this treacherous snakelike disease. These drugs produce mercurial Rheumatism, destroy the teeth and corrode the membranes of the stomach and bowels, causing inflammation and dyspepsia, nervousness and general derangement of the system.

S. S. S. is a Specific for Contagious Blood Poison, and the only antidote for the peculiar virus, that spreads so quickly throughout the system, corrupting the blood and infecting every organ and fibre of the body.

S. S. S. destroys the serpent, and eliminates every atom of poison from the blood, it makes a thorough and radical cure of the disease, and at the same time builds up the general health. S. S. S. contains no minerals of any kind, but is a purely vegetable remedy and we offer \$1,000 for proof to the contrary.

Write us about your case and our physicians will cheerfully advise without charge. Our home treatment book will be sent free to all who desire it. THE SWIFT SPECIFIC COMPANY, Atlanta, Ga.





rute a new m Columbia filver Company, with a capital stock of \$1,000,000. For stock in this new company, the contract provided that the owners of the portage road should sell and transfer the road portage road should sell and transfer the road and all its rights, property and franchises of every description to the new corporation; that the new company should thereon issue \$300,000 first-mortgage bonds, bearing interest at 6 per cett, and, being a first lien on all the prop-erty so rescived from the old company, and on all additions to such property in the way of terminals, extensions of the line and steam-boats built; which \$300,000 of bonds were to a discound of at use to the present of Portland bedisposed of at part to the people of Portland, Lewiston and towns in the Inland Empire, and with \$133,000 proceeds of the bonds, pay off all the claims of the liep creditors, chatted mortgages and bank debts, and with the reing \$167,000 of such proceeds, to complete

maining slot.000 of such proceeds, to complete the portage road to Columbus, provide equip-ment, terminal facilities and one steamboat and four barges on the upper river. To settle the claims of the unsecured, cred-itors of the construction company (who were mostly Portland merchants and millmen), the contract provided that they should have second-motiones bonds or stock of the new company mortgage bonds or stock of the new company, norspace bonnes or stock of the new company, or if they preferred to do so, to have first-mortgage bonds equal to the amount of their claims, provided they would take and pay for an additional amount of first-mortgage bonds equal to their claims.

equal to their claims. To give the bond purchasers a volce in man-aging the road, the contract provided they should have a bonus of \$50 stock given with each \$100 bond, and that none of the stock in the new company should ever be sold or trans-ferred to any competing railroad company or its officers or agents, and that all the stock issued to the present owners of the road in issued to the present owners of the road in payment of their interests should be placed in payment of their interests about on placed in escrow for three years, subject to an option to the purchasers of the bonds, and to the Board of Trade, whereby the bond purchasers or the public could, through the Board of Trade, pur-chase the entire interest of the present owners of the property, the first-mortgage bonds being received at nor as each and that from the received at par as cash; and that from the received at par as cash; and that from the opening of the road the freight rates, by the road and connecting boats, should be at least 25 uer cent less than existing rates between same points and distances, and that the river line should meet any future cut in rates which competing roads might make. Of course, there was a time limit on the ex-cution of this plan which would be enforced

ecution of this plan, which would be enforevaluation of this plan, which would be enforced by expiration of equilies of refearpition under the Sheriff's sales of the property in the State of Washington. But there was ample time to have carried if out and protect all the rights, equilies and just claims of every creditor of the road if there had been any real hearty framecial support eiven it in Portland. Thus the road if there had been any real hearty financial support given it in Portland. This was the second effort to interest the business men of Portland in this important work, and it cannot be said that an earnest effort was not made. All the details of the plan were given to capitalists of commanding influence in the city, and submitted to the public for dis-custories, and everybody had a chance to make currentines all threach the months of March cussion, and everyoogy and a chance to make suggestions, all through the months of March, April, May and June. A canvass of leading capitalists was made in the towns of Lewiston, Spokane, Walls, Pullman, Geneses, Yakima and other towns interested in the upper bountry, and such encouragement was given by those people that the work was sure to be by those people that the work was sure to be a success if Portland would do half as well. Lewiston people alone offered to take \$63,000 of the bonds at par, and had the cash ready. And after canvasing the subject with the business men of Bastern Oregon and Washing-ton, and receiving so many assurances of sup-port, a canvass was made amog the capitalists and business men of Portland. Numerous meetings were held with leading capitalists, merchants and property-holders of Portland; and Mills and J. Couch Flanders, and others gave freely of their time and energy to an effort to arouse an interest in the matter and effort to arouse an interest in the matter and bring Portiand capital to support it. It was soon discovered that there were many objec-tions and difficulties in the way of successful consummation of the plan agreed upon, or of

any other plan. A large number of people were unwilling to subscribe to what seemed to them to be a pub numerrise to what seemed to them to be a pub-lis donation after having promeed their resources in behalf of the Lewis and Clark Exposition. The spathy, if not opposition, of a strong financial element to any portage road because it might interfere with the Lyle and Goldendale Railroad, in which they had already invested constderable money.

Western Union Ordered to Vacate. PHILADELPHIA, July 7 .- President Cansatt, of the Pennsylvania Railroad, announced today that the Western Union Company had been notified to remove its

property from the railroad company prem-ises not later than September 30. Presi-dent Cassatt said: "We have given the Westeren Union Company until Sptember 30 to remove its instruments and other property from our offices. We do not look for any trouble. The contract with the Western Union has expired, and we made a new one with the Postal Telegraph Company." S The Postal Telegraph Company began today to handle business over the Penn-

sylvania wires east of Pittsburg and Erie.

To Build Electric Road.

H. Mellmann, of San Francisco, who is onstructing an electric railway from constructing an electric raliway from Pendieton, Or., to Walla Walla and Day-ton. Wash., went to Walla Walla last evening, accompanied by electric and hy-draulic engineers, for the purpose of in-specting the water and power sites in the different localities on the line of read in order to ascertain the most in order to ascertain the most desirable point at which to erect the power-house. The company has a number of options on different properties, and one water site on the Walla Walla River has been presented to them by the City of Milton, Or. Work will be commenced im-.of mediately.

Now a Line Down the Siuslaw. EUGENE, Or., July 7.-Colonel J. A. Straight left today for the East, and it is reported that his mission is in connec tion with a new railroad to cross the Cas-cade Mountains by the McKenzie Pass and reach the coast at Florence. He has been here in company with James Archibald, of Pennsylvania, and A. E. Fitch, of New York, a lawyer and a civil engineer, said to be in the employ of the Gould interests. They have been examining property along the proposed line.

Sale of Arkansas & Choctaw.

ST. LOUIS, July .7 .- The Arkansas & Choctaw Railroad has been purchased by the St. Louis & San Francisco, giving the 'Frisco road % miles of newly constructed track through the Red River district, in Indian Territory. It is stated the consid-eration was about \$5,000,000. The formal transfer will take place July 10.

Hopeful of Alaska's Farms.

COLUMBUS, O., July 7 .- Secretary Wilson delivered the principal address at the formal inaugural exercises of the gradunte school of agriculture at the chapel of Ohio State University tonight. Speaking of the sgricultural possibilities in Alaska, he predicted that the day is not far dis-tant when the value of its agricultural products will exceed that of its mines.

New York Navy-Yard Will Build It.

WASHINGTON, July 7. - Secretary Moody, after consultation with his bureau chiefs, gave orders that one of the battleships authorized at the last session of Congress be constructed at the New York navy-yard.

PILES CURED WITHOUT THE KNIFE.

tions and stifficulties in the way of successful consummation of the plan agreed upon, or of any other plan.
A large number of people were unwilling to mutarity to mutarity the domation after having promed their resources.
The spathy, if not opposition, of a strong francial element to any portage road because it might interfere with the Lyle and Goldendate Raifrond, in which they had already invested considerable monry.
The indifference, if not opposition, of another influential financial element, voiced by a lead-

vance, such payment itself being in vio-lation of the Federal statutes. Blake went with the Troop from Phila.

delphia to Corea, acting as second mate, From Corea the Troop came to Puget Sound and secured chapter to take lumber from Tacoma to Melbourne, Aus-tralia. When the vessel arrived at Ta-coma Blake left her. Having again reached American shores, he did not wait to be discharged, but quit the vessel without leave. He demanded payment of wages from the time the ship left Philadelphia. Captain A. F. Kenney, of wages from the time the ship left Philadelphia. Captain A. F. Kenney, master of the Troop, refused payment, whereupon Blake began sull, and through his attorney, A. W. Buddress, of Port Townsend, libeled the ship.

LOWER YUKON ABANDONED.

Big Transportation Companies Will Ship by the Upper Route.

According to advices from Dawson re-ceived from arrivals by the steamers Princess May, says the Victoria Colonist, the lower river is being abandoned alto-gether by the North American Trading & Transportation Company. That company, according to a report current at Dawson, will the up its lower-river steamers and ship all its freight into the district over White Pass and by the upper river. the The Northern Commercial Company which is an amalgamation of the two companies, Alaska Commercial and Alaska Exploration, are still doing the greater percentage of the trade, and the means they adopt shows why the Victoria and Vancouver houses have a declining trade with the northern district. If a retailer at Dawson needs a carload of canned goods from Simcoe, Ont., or a carload of brooms from Oshkosh, the big Northern company will sell to him at 10 per cent on the involced cost, with the addition of \$40 per ton freight, or 2 cents a pound, which is at least as good, if it is not better, than he could do by getting the goods in Vic-toria at the initial cost. The business which this company does is enormous, and at least \$50,000 a month is turned over. The Ladue company and other northern companies, which, although smaller, have a very large business, also have adopted a similar arrangement with the small dealers, and this adds to the advantage they maintain over the outside dealers.

LOST A CYLINDER-HEAD.

Steamer Regulator Meets With Accident Near Cascade Locks,

Honors are easy with the rival steam-boat lines on the Portland-Dalles route. A few weeks ago the steamer Metlako, of the White Collar Line, blew out a cylinder-head, damaging the boat and slightly injuring a passenger. Testerday the Regulator, of the Regulator Line, underwent a similar experience with similar results. The accident to the Regulator happened between the cannery and the locks, and there was a large crowd on board at the time. The steamer Dalles City was sent to the rescue and the pas-sengers transferred. The latter steamer will take the run of the Regulator today, bringing the delegates to the food and datas excention. dairy convention.

STOLEN FROM THE SHIP.

Relics Intended for King Edward Are Missing.

NEW YORK, July 7.-There is much ex-citement on board the ship Attractor, moored at the Morris-Street Dock, Jorsey City, owing to the stealing of the most precious thing on board-part of an old ship's bell, bearing the inscription, "Prince of Wales, 1740," and consigned to King Edward of England. The bell, or rather the pieces of it, were intrusted to the care. of Captain Scott, according to his story, by the British officials of Kingston, Ja-

anti-bucket shop law. The question of property right was not decided in those cases.

Receivers for Match Plant.

TRENTON, N. J., July 7 .- Judge Kirk-patrick, in the United States Circuit Court, today appointed Henry L. Holmes, of Camden, and E. J. Patterson, of Plainfield, receivers for the Atlantic Match Com-rany, of Camden. The receivers were rany, of Camden. The receivers were appointed upon application of Frank Tilford, of New York, who declares that the abilities of the company are about \$180,000 in addition to a large mortgage of \$250,000 on its plant. The company, it is charged, is being operated at a loss of about \$7000 a month.

Medal for Professor Bell.

MINNEAPOLIS, July 7 .- The London Society of Fine Arts has awarded to Alex-ander Graham Bell its 1902 medal. Mr. Hell, who is here in attendance at the educational convention, received word of the honor. Each year selection is made of a person who has distinguished himself in promoting art, manufactures or commerce. Bell is the fourth American to receive the prize. James B. Ends, Thomas A. Edison and David Edwin Hughes have been selected for the honor heretofore

Ex-Senator Dorsey Married.

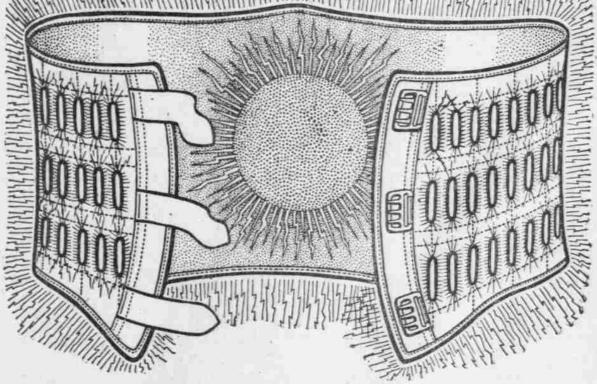
NEW YORK, July 7.-Ex-Senator Steph-in W. Dorsey, of Arkansas, was married today to Miss Laura Bigelow, at Grace Church, by Rev. Dr. William K. Hunting-ton. Mrs. Bigelow, widow of John Bigelow, who was financial agent of the Unit-ed States Government in London 25 years, gave the bride away. After a tour of European cities, Mr. and Mrs. Dorsey will make their home at Los Angeles.

> Clothes I have used Pearline for the last ten years. Always satisfied with it. It never turns the clothes yellow.

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