THE MORNING OREGONIAN, FRIDAY, MAY 6, 1904.



shipping point to Spokane, the Spokane shipping point to Spokane, the Spokane shipper would at once ship such com-modifies as could be shipped by water by the "round-the-Horn route," and the rall-road would only get the local freight rate ts follows:

road would only get the local freight rate back to Spokane, and it would be use-less to charge less, for the railroad issues being practically pooled, the Spokane shipper could not get his freight rate cheaper by any other route. The above explanation answers my first two propo-sitions, namely, how these interior freight rates to interior points were originally instituted and why railroads charge more on some commodities to Suokane than to m some commodities to Spokane than to This theory, that the freight rate to

an interior point a few hundred miles back from the Const should be the rate to the terminals, plus the local back, does not in any way violate the law that a common carrier shall not charge a higher rate on a given article to a shorter distance than it does to a longer distance, which is roughly describing the 'long and short-haul' clause of the interstate Commerce Commission law, because the water competition (by ocean) forces the rall-roads to make such rates. This question was so decided by the Interstate Com-

Committee Hs Received Subscriptions Amounting to \$1000.

The committee soliciting for a \$2500 fund for the entertainment of the National Grange Convention has almost reached the \$1000 mark. The new subscriptions are

ntee Trust Co. he fille Paper Co. Albers Bros. Milling Co., ang & Co. Wadhanas & Kerr Bros. me Mills Co..... H. McMonles & Co... Glafke Co. Nib red Niblin • Charles F. Beshe Co...... we & Harris Harris Harris Laval Deiry Supply Co..... d & Elline Co...... • George Lawrence Co....... H Date Page. The American Clothier.

boat between The Dailes and Portland was four hours and 55 minutes, or within three minutes of the record time that she made on the down trip Tuesday. Both steamers left The Dailes together a few minutes after 7 o'clock yeaterday morning. As the Dailes City made an extra landing on the first half of the trip, the Spencer passed ahead of her and reached the locks first. The Regulator boat was compelled to walt until her rival was "locked" through before her turn came. Then she made up for lost time by speeding down the river like a greyhound. Here she also made one land-ing more than the Spencer did, but in ng more than the Spencer did, but h spite of that fact she eventually caught up with the Spencer and passed her at Buller's. The rest of the way the Dalles City was ahead, and at just 154 P. M. she passed through the draw of the stee bridge, being followed five minutes later by the Spencer. The strong downstream current in the Columbia was not en-tirely responsible for the Dalles City's speed, as she made the run around from er in 59 minutes

Vancouver in 59 minutes. Each boat had about 25 passengers and some through and way freight. Traffic is not heavy yet, but that does not inter-fere with the keenness of the competi-tion between the two lines. When warm weather finally comes and the tourist travel begins, things will be doing on the scenic route. The rivalry between the two boats has aroused great interest among people living along the Upper Co-lumbia, and passengers on the steamers report that at every wharf and landing this side of The Dalles a crowd can be "We are not racing," said General Man-ager Campbell, of the Regulator line, yes-terday. "We are not pushing the Dalles City in any way, and the boat is only going at her normal speed. Every one because that she is a fast boat short out the going at her normal speed. Every one knows that she is a fast boat, and there is no reason to be surprised because she gets in first. We are caring for all the business on the line, and though we do not stop at every hall, no one can reason-ably be dissatisfied with the service we are orders."

The steamer, deeply laden, took the water over her bow, and it came with such force and volume as to smash some small boats. Late Tuesday night the captain was notified that there were nearly four feet of water in the hold. The pumps were ordered manned, but could not be worked. Then all hands tarned to with buckets

and labored all night to stem the flood. Once it seemed as if they were doomed, as the water made its way into the en-gineroom. With the break of day they found that they had only gotten as far as Point Reyes, and Drake's Bay being in a sheltered position from the damaging ele-ments, a refuge was sought there. The wind abated some, and Captain Largen decided to come back to his starting place for repairs before continuing his trip.

HEAVY LUMBER SHIPMENTS.

Five Cargoes Clear Through the Cus-

tom-House in One Day. Five vessels, carrying in the aggregate 3,342,983 feet of lumber, cleared at the Custom-House yesterday, the best day's business in that line that has been done for some time. Four of these cargoes go coastwise and one to Hawaii. The bar-kentine Newsboy is bound for Hilo and rries 677,983 feet. She was taken down

year. We have ordered 130 new engines, and they are of the type that can handle big trains. Of these 40 have been deliv-ered and the others will be delivered be for A lugast 1. That will give us suff-clent motive power to take care of all business along the line of the Southern Pa-cific, and there will be no occasion for further trouble."

further trouble." This will be welcome news to the busi-ness men and shippers who could not get cars to meve their products last Summer for love or money. This improvement on the Southern Fucific will mean more to the business interests of the Willamette Valley than almost any other improve-ment that could be made. But this is not all that Mr. Kruttschnitt has promised to do. He says that the

But this is not all that Mr. Kruttschnitt has promised to de. He says that the light rails now in use on the Southern Pacific will be replaced by heavy ones during the year, and the roadbed will be greatly improved. "A great deal of work is planned," said Mr. Kruttschnitt, "in the line of laying heavier rails and bal-lasting the roadbeds of the lines in the state. The Southern Pacific needs heavy rails and it will get them. We will see that you have an easy ride over that line hereafter. The other lines seem to be in very good shape." very good shape."

When asked if any improvement would be made in the passenger time between Portland and San Francisco, Mr. Kruttschnitt replied that there would not. "The time is longer than it should be," said he, "but it could not be shortened without Mrs. C. Kleinschrodt, Morrison, Ill., says :-"DEAR MRS. PINKHAM: - I have suffered ever since I was thirteen years of age with my menses. They were irregular and very painful. I doctored a great deal but received no benefit. "A friend advised me to try Lydia E. Pinkham's Vegetable Compound, which I did, and after taking a few bottles of it, I found great relief.

"Menstruation is now regular and without pain. I am enjoying better health than I have for sometime.

How is it possible for us to make it plainer that Lydia E. Pinkham's Vegetable Compound will positively help all sick women? All women are constituted alike, rich and poor.

and sickly, discouraged with life and without hope for the future, when proof is so unmistakable that Lydia E. Pinkham's Vegetable Compound will cure monthly suffering - all womb and ovarian troubles, and all the ills peculiar to women.

\$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuinences. Lydia E. Pinkham Medicine Co., Lynn, Mass.

merce Commission years ag

Question Already Decided.

'Briefly stated, Spokane's present criminated against by the railroads, in that they do not grant her rates equivalent to the rates granted terminal points plus 25 per cent of the local back. In 1880, when I was a resident of Spokane and took active part in prosecuting her suit against the transcontinental railroads her contention was that she should have as low rates as those given the terminal cities-San Francisco, Portland, Tacoma and Scattle. That suit was boty contexted and the three transcontinental control of the second s the suit; suffice it to say the decision was that, on such goods as would bear trans-portation around the Horn, the railroads were warranted in charging the terminal rate, plus the local back," but on such as would not hear transportation bound the Horn, the rate should be not exceed \bigotimes per cent of the through rate to the terminal cities. This decision has obeyed by the cullroads; in fact, they have gone further; as on many such articles Spokane is now enjoying terminal rates. I believe if a list of the goods on rates. which she now has terminal rates were closely scanned, it would be discovered that some of them would bear transpor-tation around the Hern also.

Advantages Spokane Enjoys.

'Contentions of this kind with the rail roads simply mean that one city is striv-ing to obtain more territory for the dis-tribution of its goods at the expense of another city or cities. There is no just cause for the contention as far as Spokane is concerned. She is centrally located in a region of vast fertility and wealth. She entirely commands the territory 150 miles on every side of her. She has although she has been on the map for less than 20 years, claims 50,000 inhabitants. But she is young and active, her merchants are progressive and wide-awake and believe, if the railroads would only give her better rates from the East. she would control more territory and perhaps put the Coast cities out of busin the forgets that the tonnage controlled the Coast cities is thousands as against r units: that the railroads cannot afford to give her rates that will tend to restrict the territory of the Coast cities any more than they could afford to ob-literate her from the map for the advantage of the terminal citles; Spokane seems to be oblivious of the fact that she now enjoys much better distributive rates than do the Coast cities and that, in proportion to her size, she controls re territory than does any one of the latter cities.

Coast Must Be Vigilant.

"The most difficult question which rail-road officials have to solve today is this very question of so arranging their marific as to do justice to themselves and to the various cities situated on their lines, and it is fair to presume that, when they come to finally settle this Spokane question, the Coast cities need have no fear that their interests will be peopardized or that Spokane's ability to distribute merchandles of any kind will be increased so as to shut out larger and more powerful interests in other parts of nore pointry, providing always the termi-nal cities show the railroads plainly that are emelled by Hood's Sanapartila.

TO RAISE FUND FOR FOURTH.

Summer Flesta Organization Canvasses for \$12,000 Celebration.

The committee of the Summer Flesta or ganization given the task of soliciting \$12,000 for the Fourth of July celebration, parades fireworks and entertainment of the officers of the United States warships to be in Portland at that time obtained \$2009 yesterday afternoon in three hours. They had also many promises and expect giving."

to raise at least \$1000 in one donation. The money will not be expended upon the Fiesta itself but upon the public demonstrations.

News was received yesterday that the Wyoming, the Preble and the Paul Jones and two other warships, the names of which are not yet known, will be in port by June 27, and will remain here over the Fourth. Personal invitations will be sen by Mayor Williams to the commanders o the vessels and the officer in charge of the fleet. General Funston and staff and the officers in command of troops in the Department of the Columbia will also be asked to participate in the Fourth of July celebration.

\$200,000 LIBEL SUIT.

Dr. R. V. Pierce's Company, The World's Dispensary Medical Association, of Buffalo, N. Y., has brought a suit for libel against the publishers of The Ladies' Home Journal, of Philadelphia, for \$200,000 damages. The sworn complaint has been filed in the Clerk's office at Buffalo, N. Y. It appears from this that The Ladies' Home Journal in a recent num-ber published an attack on patent medi-cines. This article charged that the well. known remedy called "Doctor Pierce's Favorite Prescription," contained II per-cent of alcohol, also certain drugs, and that these ingredients made the medicine harmful and dangerous. The sworn com-plaint shows that the above statement is wholly and absolutely false in every par-ticular, and that the medicine contains no deleterious ingredients whatever, and none of the ingredients stated in the article so published, being made of cer-tain extracts of medicinal plants and roots-harmless to the most delicate constitution

When called upon, Dr. V. Mott Pierce,

an officer of the company, said: "In a recent article. The Ladies' Home Journal made this wholly unfounded atadditional model and work of the charges made against our medicine are absolutely false, as the complaint in our suit shows. We find it hard to understand how a repu-table magazine of the high standing and enormous circulation of the Ladies' Home Journal should make such a damaging statement without taking pains to ascer-tain the facts. The remedy, 'Doctor Pierce's Favorite Prescription,' is so well and favorably known, and has such a wide sale, that we could not afford to al-low such a charge to pass unanswered. The fact is the 'Favorite Prescription' is omposed of extracts of medicinal plants, roots and herbs, which would not harm

the most delicate system. It is a false and unfounded attack upon the good name and repute of our company."

TENDER M'CRAKEN FLOATED.

More Ballast for the Drydock Pontoons.

Several members of the Port of Port-land Commission went down to the dry-dock yesterday to see the tender John McCraken floated. The tender had been on the dock since Saturday, receiving a few needed repairs. The stem required some fixing up, and parts of her hull were resheathed. The tug was put back in the water without much effort. As she is small only one pontoon was used in dock. small, only one pontoon was used in dock-

ing her. Four of the pontoons were given an-other submerging test, and the apparatus worked to the satisfaction of every one. It has been found that the sections will require more ballast until the timbers have become watersoaked, and the Com-mission has let a contract to Smyth & Howard to supply 200 tons of rock at 80 cents a ton for that purpose. The rock was being loaded on a barge at the con-tractor's dock yesterday, and will, be taken down to St. Johns today.

NEW STEAMBOAT SERVICE.

Jessie Harkins Will Run to Suburbs Down the River.

The Jessie Harkins, the largest and fast-est gasoline launch on the river, will be put on the Portland-St. Johns-Linnton route tomorrow. The boat will make six round trips a day, starting at 7 o'clock in the morning. A fare of five cents will be charged to the drydock and to St. Johns wharf and 10 cents to Linnton. The time card, as made out, provides for the la leaving Washington street at 7, 8:30 10:30 A. M. and 1, 2:30 and 4 P. M. 8:30 and The service will be a great convenience to people having business at the drydock or St. Johns, especially as the boat will make the run down there in 30 minutes.

The Harkins is owned by the Hosford Bros. and has been engaged in business between Vancouver and Washougal. She is a new boat and has accommodations for a large number of passengers.

FIFTEEN-SHILLING SHIP.

Marechal de Noailles Chartered for Wheat-Loading Here.

Fifteen shillings is the market rate for French ships for grain loading here. The Marechal de Noallies was taken at that figure yesterday. Balfour, Guthrie & Co. are the charterers. This is the lowest rate ever paid for a grain vessel here and shows to what depression the market has been brought by the subsidy scheme

has been brought by the subsidy scheme of the French government, coupled with

to anchorage from the Portland Lumber Company's mill yesterday and will be towed to Astoria today by the steamer Ochlahama.

The schooner C. S. Holmes, with 610,000 feet for San Francisco, was the only one of the bunch that got away yesterday, starting soon after noon in tow of the Queen. The barkentine Hesper, with 800,-000 feet for San Pedro, and the schooner Sophie Christensen, carrying \$40,000 feet for San Francisco, will be taken down as for san Francisco, will be provided. The steamer Prentiss has also sailed for San Francisco, taking 425,000 feet of lumber.

Launch in a Northwester.

ASTORIA, Or., May 5.-(Special.)-The little gasoline schooner Della arrived in about midnight from Nestucca with a cargo of dairy products. She was two days making the trip up the coast as she ran into a strong northwester and was compelled to anchor behind Cape Lookout for a day.

German Mall Steamer Ashore.

LISBON, May 5 .- The German mail teamer Kurfurst from Zanzibar, April 14, is ashore four miles northward of Sagres. The forehold of the steamer is full of water and her position is dangerous,

Chinook's Anchor Recovered.

ASTORIA, Or., May 5.-(Special.)-The 000-pound anchor that was recently lost by the Governm ant dredge Chinook WAS ecovered today by Fritz DeRock, the sub marine diver.

Marine Notes.

The China steamer Indrasamha left down the river at 5:30 yesterday morning and arrived at Astoria after a seven hours'

The Modoc went into the towing business yesterday, shifting the schooner Irene from Greenwich dock No. 2 to the Portland Lumber Mills.

The Harvest Queen will leave up from Astoria this morning towing the German bark Nal. The barkentine John Smith will start up tomorrow.

Domestic and Foreign Ports.

ASTORIA, May 5.-Arrived at 1 P. M.-Bark-entine John Smith, from San Pedro. Arrived Jown at 1:30 P. M.-British steamer Indra-samha. Condition of the bar at 5 F. M., ob-soured; wind southeast; weather rainy. Point Reyes, May 5.-Passed at 10:39 A. M.-Posenter Description towing steamer Fulton.

Steamer Dospatch, towing steamer from Port Orford for San Francisco,

from Fort Oriora for San Francesco. Tho Ho, May 4.-Arrived-British steamer In-dravelli, from Hong Kong and way ports. San Francisco, May 5.-Arrived-Barkentine Gleaner, from Willapa Harbor; schooner Lizite Price, from Coquille River; schooner San Bus-na Ventura, from Gray's Harbor; schooner Lazete Wand from Gray's Harbor; schooner na Ventura, from Gray's Harbor; schoons Jennie Wand, from Gray's Harbor; schoons Volunizer, from Willapa Harbor, schoons Louis, from Willapa Harbor. Salied-Steams Edith, for Tacoma, steamer Umatilla, for Vi-toria; barkentine Northwest, for Portland; It Sea Rover, for Seattle; German ship Alustroffe for Callao; bark W. B. Filnt, for Honoluli steamer Francis E. Leggett, Honoluli: steams Siers, for Sydhey; German steamer Hermer Link; for Hamburg. Tacoma, May 5.-Arrived-Schooper Phillip Jine, from San Pedro; steamer City of Seattle for San Francisco; steamer City of Seattle for San Francisco; steamer City of Porbla Hoquiam, Wash, May 5.-(Special)-Arrive

Alaska Hoquiam, Wash., May 5.-(Special.)-Arrived Barazatine Wrestler, from San Francisco for Aberdeen. Balled-Steamer Lindauer, from Aberdeen for San Francisco. South Bend, Wash., May 5.-Salled May 3-Steamer Sequel, for San Francisco. Arrived-Schooner Wawona, from San Pedro, Cal.

working a serious inconvenience upon the traveling public. It would be decidedly inconvenient to the traveling public to leave San Francisco at a late hour at night and arrive here before daylight in the morning, but this is what would have to be if the time were shortened The still take.care of the convenience of the passenger would be to shorten it 12 hours. and you know that that is impossible Consequently there will be no change in the passenger schedule time." Relative to the building of the Lewiston-

Riparia road, Mr. Kruttschnitt said that he could say nothing. He stated that it was not a matter for his consideration. In the matter of bringing settlers to this suntry and endeavoring to build up the state, Mr. Kruttschnitt gave the assur-ance that the lines over which he presides would do all they could to foster colonist travel into Oregon, and would offer all the inducements they could.

Line to Tap Timber Lands.

CHEHALIS, Wash., May 5 .- (Special.)-CHERALIS, Wash., May 5.-(Special.)-An Important contract has been filed in the County Auditor's office between the Eastern Rallway & Lumber Company, of Centralia, and K. J. Staples and R. A. Eva, of Portland. By its terms the latter gentlemen are within 30 days to com-mance the survey and construction of mence the survey and construction of a railroad to be about seven miles long and extend from Centralia to the timber lands of the company east of Centralia. The railway must be completed within a year, and a heavy penalty is provided for non-fulfillment of the contract.

The contract further provides that Messrs. Staples and Eva are to have a 50-year privilege of mining coal from the lands of the Eastern Railway & Lumber Company, for which a royalty of 10 cents a ton is to be paid for all coal removed.

RAISES CRY OF ROBBERY.

Unable to Pay a Bill, Vincent Kruske Invents an Excuse.

Vincent Kruske drew his wages for steering logs up the river and went out to enjoy himself Wednesday evening. He to enjoy penetrated the Bad Lands, crossed the steel bridge and wound up at a road-

You will be glad that you sent for a sample of Mellin's Food when you see how cagerly haby takes it.

MELLIN'S FOOD CO., BOSTON, MASS.

house and kept a walter busy carrying table beer to quench a thirst that seemed to be fed rather than diminished by the liquid. It more for an archist, or fate in some form would come to his It was not long before Kruske became onely in his revelry, and it chanced that at this precise moment a lady who was

looking for an erring young husband, or said she was, made her entrance to the place. She accepted Kruske's carnest invitation to sit and partake for the nonce But Kruske was almost sorry he had spoken when the lady sent in her order.

Hers was not a beer appetite, nor did she relish wine. Nothing less than cham-pagns could please her finely cultivated taste, and Kruske looked on with dismay

Here he seated himself at a ner that Kruske could not find the courage to state his thoughts, and he sat rescue.

Fate, though, was not so kind, and inally when it came for the son of Po-land to pay the walter a sudden inspira-tion seized him. It was the same old inspiration that has come to many another man under similar circumstances, Kruske shouted he had been robbed. A look of consternation came over his face

searched every pocket, and then, to add realism to the tale, he telephoned the palice, The police are carefully investigating

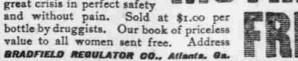
the affair, and in the meantime the keep-er of the inn is wondering who is going as he watched the empty bottles accum-ulte and bethought him of the few dollars he had along to liquidate a bill that prom-the lady's. The police believe a glimpse ised to total many dollars. But the lady in the mirror will give him an insight was so vivacious and so plensant of man- into that part of the affair.

> Is the joy of the household, for without it no happiness can be complete. How sweet the picture of mother and babe, angels smile at and commend the thoughts and aspirations of the mother

bending over the cradle. The ordeal through which the expectant mother must pass, however, is so full of danger and suffering that she looks forward to the hour when she shall

feel the exquisite thrill of motherhood with indescribable dread and fear. Every woman should know that the danger, pain and horror of child-birth can be entirely avoided by the use of Mother's Friend, a scientific liniment for external use only, which toughens and renders

pliable all the parts, and assists nature in its sublime work. By its aid thousands of women have passed this great crisis in perfect safety





Twenty Years of Success

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoea, dropsical swellings, Bright's disease, etc.

Kidney and Urinary

plaints, painful, difficult, too frequent, milky or iy urine, unnatural discharges speedily cured.

Diseases of the Rectum

Such as piles, fistula, fissure, ulceration, mucous and bloody discharges, cured without the knife, pain or confinement

Diseases of Men

YOUNG MEN troubled with night emissions, dreams, exhausting drains, bash-hess, aversion to society, which deprive you of your manhood, UNFITS YOU BUSINESS OR MARRIAGE. MIDDLE-AGED MEN, who from excesses and strains have lost their MANLY

MIDDLE-AGED MEN, who from excess for another and the second secon

DR. WALKER, 181 First Street, Corner Yamhill, Portland, Or.

