ALL IS HARMONIOUS

Railroad Executives Settled All Their Differences.

FINAL ABROGATION OF COMMISSIONS

Agreed to Adhere to Lawful Rates and Observe Requirements of Interstate Commerce Law.

NEW YORK, March 8.—The meeting of the presidents, including President Mohler, of the O. R. & N., and other leading executives of the Western and transcontinental lines, reconvened at the Equitable building this morning at 10:30 o'clock, after a protracted session yesterday lasting until 5 o'clock. When the conference finally adjourned at noon, to be reconvened in regular session on the first Wednesday in June, it was announced that agreements had been reached on all subjects under discussion; but that there were no resolutions or other formal actions of the conference to be given out. It was learned, however, that the chief business of the morning session had been the discussion of the report of the committee of 13 officers, appointed at yesterday's meeting, to consider the various matters which had developed differences of opinion at that meeting, and to reconcile those differences if possible. This committee unanimously agreed upon a report, which was accepted by the full meeting. The action of the presidents at the last conference in abolishing ticket commissions was continued, with additional restrictions, which the month's experience under the new order seemed to make desirable as further safeguards. President Jeffrey, of the Denver & Rio Grande, who presided at the conference, said after the adjournment:

"I am gratified at the spirit which was displayed throughout the whole conference. I think a good deal has been done to strengthen the traffic situation, as affecting both freight and passenger rates in the West and among the Southwestern and Northwestern lines. Agreements were reached on all the matters which came up. Considering the large number of companies and officials present, the harmony speaks strongly as to the favorable conditions which prevail among the railroads in the extensive section west of Chicago, St. Paul and St. Louis.

"While some points brought up elicited a variety of opinions, there were only such differences as would be expected naturally, where such a large number of active men were assembled. In the end, a mutual understanding was reached on all points. The fact th the conference took an adjournment for three months ought to be considered evidence that amicable relations continue, and that there is nothing in the situation which promises a serious disturbance of the harmonious understanding which has existed for a considerable time.

"While there may not seem to be much to point to in the way of definite action, the meeting was helpful and important, and the abrogation of ticket commissions seems to have been finally accomplished. The action on the subject of tickets at the January meeting was reaffirmed and strengthened, and it is now in very satisfactory shape. The conference declared that its members would adhere to lawful rates, and observe the published tariffs in accordance with the requirements of the interstate commerce law. There was no agreement on rates; in fact, not a rate was mentioned or discussed at any time.

"What I regard as perhaps most hopeful in the conference was the spirit of mutual understanding and the evidences of good faith between the officers of different companies represented."

Chairman Knapp, of the Interstate Commerce Commission, who was present with Commissioner Yeomans, delivered an address. The reported dispute among the roads between Chicago and St. Paul was not taken up. In fact, the chairman professed ignorance of any such dispute.

Tracklaying at Palmer.

SEATTLE, March 8.—The grading work in the Northern Pacific yards at Palmer was completed today, and tomorrow morning a gang of men will begin laying track for the new cut-off terminals. Most of the grading westward has been completed and is being rushed through with all possible haste.

Ticket Agents' Convention.

ATLANTA, Ga., March 8.—The annual convention of the International Ticket Agents' Association opened here today. Governor Candler, Mayor Woodward and Charles E. Harman delivered addresses of welcome. Tomorrow the agents will go to Jacksonville.

REGISTER! REGISTER!

Duty of Every Voter to Observe the Registry Law.

Corvallis Times.

Men should have no doubts as to whether or not they should register. There is a registration law, and it is in full force and effect. It is not for the individual to debate in his own mind the question of whether or not the law is constitutional. Corvallis lawyers are taking no chances on this point. Every one of them has made his own vote safe by promptly enrolling his name on the great register. Besides, the question of constitutionality cuts no figure, because it is practically certain that the provisions of the law will be in effect on election day, and that no citizen will be permitted to vote who has not complied with these provisions. Hence, every voter, regardless of political complexion, should proceed at once to register, without waiting to take the chance of fixing up matters on election day.

There is, however, another and better reason why men should register. The registration law was enacted in order to throw an additional safeguard around the ballot-box. Election frauds had been easy and common. It was possible for repeaters to multiply their votes, not only in cities, but in the rural precincts. The tramp passing through the country could walk up to the polls and kill the vote of the oldest and best citizen. Roguery, trickery and viciousness were frequent, and good people asked for a change. It was these causes that gave us the registration law. The law is a reform. It is a step toward the purification of politics. It is the duty of every good citizen to rally round the law and to lend his influence to make its operation successful. Every good citizen should register, and by the act give testimony that he favors political purification.

PERSONAL MENTION.

E. R. Tongue, of Hillsboro, is registered at the Perkins.

Captain W. E. Parrott, of Astoria, is at the St. Charles.

W. B. Dennis, of Spokane, is registered at the Portland.

George R. Gray, of Salem, is registered at the Portland.

John Campbell, a Venonia timber man, is at the Imperial.

Dr. H. L. Henderson, of Astoria, is registered at the Perkins.

W. H. Cook and wife, of Salem, are guests of the Perkins.

J. H. Stockwell, of Walla Walla, is registered at the Imperial.

A. H. Goddard and wife, of Castle Rock, Wash., are at the Imperial.

I. Barcus and wife, of Meeker, Colo., are guests of the St. Charles.

E. Hofstad and wife, of Wrangel, Alaska, are guests of the Imperial.

F. W. Starr and wife, of the "Who Is Who" company, are guests of the Portland.

Judge John Burnett, the well-known pioneer jurist, of Corvallis, is at the St. Charles.

Thomas Day, a well-to-do logger of Waterville, Wash., is registered at the St. Charles.

A. D. Taylor, of The Dalles, and S. N. Steele, of Sumpter, were visitors at the Mineowners' Club yesterday.

James Newlands, assistant cashier of the United States National Bank, after nine years' service, leaves Saturday to assume the cashiership of the First Bank of Sumpter. Mr. Newlands was at one time connected with the business office of The Oregonian.

WASHINGTON, March 8.—Joseph N. Teal, of Portland, and wife were in Washington today. Senator Simon presented Mr. Teal for practice before the Supreme Court, and afterwards conducted him about the capitol. Mr. and Mrs. Teal will sail for Europe in a few days, remaining during the summer. L. Q. Swetland, of Portland, is in Washington. Mrs. Addison G. Foster will give a luncheon Friday, when the guest of honor will be Miss Griggs, of Tacoma.

DR. HILL SEES MARK HANNA

Oregon Populist Winds Up a Letter With Description of the Ohioan.

Dr. J. L. Hill, the Middle-of-the-Road Populist of Oregon, writes a lengthy letter to the Albany Herald, full of his vigorous personality, from which the following paragraphs are taken:

"Good-bye, New York. Adieu. I am pleased to depart from your icy boundaries. Glad to have a curtain drawn between me and the poor little newsboys shivering in the cold with their ears stuffed with cotton to keep out the cold. When I first saw them I thought the English sparrows, the only bird we have seen on this bleak island, were running a graft on the small boys and building nests in their ears. I am rejoiced to get out of hearing of the ceaseless roar of street-cars and wagons. Happy to shun the graft imposed on everyone who comes here. The only class of people I have seen that seem contented here are those laid out on the slab in the morgue.

"At 1:30, under the murky sky and chafing wind, we came to the quaint Quaker city, Philadelphia, where tenement-houses are solid brick blocks, with single roof sloping in one direction, facing narrow streets. Everywhere huge smokestacks are belching the notes of prosperity and the city is a strangling commotion under the heavy columns of stone coal smoke that is held to the earth by the lowering weather.

"People of the East are more uniformly genteel than Westerners. The country they live in ought to be fenced off from the rest of the world, but if the people were dragged out of here and put in a decent climate they would expand in many ways and become jewels. I do hope they penny trading and grafting legerdemain will never reach the Pacific coast, but a cargo of their urbane polish would be a boon to the youngsters (and oldsters, too) of the promised land of the Pacific.

"At Washington, we wanted to see the national figure, Mark Hanna, and so stated. Senator McBride excused himself for a minute and then returned, accompanied by the famous Mark, whose hand we shook and then engaged in conversation for half an hour. He is a very ordinarily dressed, commonplace man. From pictures I have seen of him I imagined he would weigh the big end of a ton, and was too haughty to accept an introduction to a common man. He is as unpretentious as a farmer, is rather corpulent and on the lymphatic list, but not a monstrosity at all. He was solicitous about the prosperity of Oregon, and so affable did he prove to be we concluded he is simply a human being. When Senator McBride said he would have him meet us, I looked for a hammer to break one of Mark's tusks off with, supposing him to be a roaring lion or a dragon, and a piece of ivory from his tusk would be a source of special attraction in my office curios. He is no more dignified or pompous than either of his Oregon callers, and has a Western air of easy approach."

DAILY CITY STATISTICS.

Real Estate Transfers.

Directors School District No. 12 to Alice McCauley, 2 acres, section 17, T. 1 S., R. 2 E.; March 7 ..... $ 1

Charles Harr and other heirs of Pauline Harr, deceased, to Fleckenstein, Mayer Co., lots 18, 19, block 4, Albion; December 30, 1899 1

Herman Hirschberg to John C. Luckel, S. ½ block 8, East Portland; March 7 6000

Fannie Harrison to J. S. Carlson, lot 15, and W. ½ lot 18, block 15, Sunnyside; March 9 1925

Sheriff for S. L. Cravens et al. to C. M. Dilley, N. 45 feet lot 13, and N. 45 feet of W. 27½ feet lot 16, block 1, Sunnyside; March 7 1290

Andrew Pflaum et al. to John G. Higginson, W. 85 feet lot 2, block 84, Stephens' Addition; March 7 500

Mary A. Honeyman to John Howard Frary, lots 7, 8, 9, block 11, Maegley Highland; November 15 1

Lillian M. Donaldson and husband to Mary S. Steinmann, 1 acre and a fraction, Perry Prettyman D. L. C.; March 8 1

P. H. Marlay to Ella E. Tate, lots 1 to 8 inclusive, block 3, Smithson's Land Addition; March 7 200

Anna S. Bernard to Nels Nelson, lots 4, 5, block 5, Riverside Addition to Albina; February 15 200

Lillian B. Dixon to C. D. Mulligan, lot 12, block 36, Central Albina; February 23 1100

Andrew Frederickson to R. I. Eckerson, lot 12, block 15, Cloverdale Extension No. 2; March 7 1

George E. Watkins, referee, to John D. Kelly, Capital block 1, and block 2, Third Addition to Zlontown; lots 5, 6, block A; lots 5, 6, 7, 8, block C; lots 10 to 17 inclusive, block D, First Addition to Zlontown; March 8 200

Building Permits.

Oregon Packing Company, cannery building, East Yamhill, between East Eighth and East Ninth; $8000.

Births.

February 9—Girl, to the wife of Ben Hansen, 420 Eugene street.

March 2—Girl, to the wife of Oscar S. Olson, 347 East Oak street.

Ex-Attorney-General Miller's Views.

W. H. H. Miller, Rep., Attorney-General Under Harrison.

Puerto Rico is just as much a part of the United States as is New Mexico or the District of Columbia. There is no more right, under the Constitution, to discriminate in the tariff against one than against the other. Having taken the people of Puerto Rico under our flag under the pretense of philanthropic interest in their welfare, the attempt to discriminate against them is the worst sort of politics and the worst sort of morality. It will fully justify what President Schurman has said—that it will make truthful the charge of imperialism made against the Republican party by the Democracy.

A Chase in Benton County.

Corvallis Times.

As fine a chase as ever happened in the Valley took place in the south end of Benton last Friday. The fugitive was a large gray fox, and it was started in the vicinity of Marion Feichter's place. The chasing party included Ernest Buchanan, George Campbell, Jesse Brown, and the latter's dogs, Corbett and Spot. The fox, after encircling the neighborhood for awhile, struck out for Coon's mill, and returning from there was finally captured near the place where it started. The chase lasted for seven hours and covered a distance of 25 miles.

Try Allen's Foot-Ease,

A powder to be shaken into the shoes. Your feet feel swollen, nervous and hot, and get tired easily. If you have smarting feet or tight shoes, try Allen's Foot-Ease. It cools the feet and makes walking easy. Cures swollen, sweating feet, ingrowing nails, blisters and callous spots. Relieves corns and bunions of all pain, and gives rest and comfort. Try it TODAY. Sold by all druggists and shoe stores for 25c. Trial package FREE. Address, Allen S. Olmsted, Le Roy, N. Y.

GREAT SIBERIAN RAILWAY

ITS WESTERN TERMINUS AT THE URAL MOUNTAINS.

Sketch of Russian Railroads and the Inauguration of the Great Asian Enterprise.

CHELIABINSK, Siberia, Aug. 12.—This is the Western terminus of the Siberian Railway, just across the Ural Mountains into Asia. It is 1775 miles from St. Petersburg and 2030 miles from Irkutsk, the capital of Central Siberia, the mid-Asiatic metropolis of the line, and the present terminus of continuous railway service by through trains.

The preliminary plans, explorations and controversies which resulted in the final choice of this route for the great Siberian Railway were almost as varied as those that preceded the first transcontinental line in the United States. Russian railway history records that just as many impracticable and even ridiculous suggestions were made by men with strange theories as came to our own Government when the matter of connecting the Pacific Coast with the Eastern States was first discussed. Government surveying parties wandered about through Siberia exploring the land just as some of our own notable expeditions traveled into the plains and mountains beyond the Mississippi River when the region was little known. Then when the time came to build the railway the route was discussed and energies were enlisted to locate it according to the choice of the disputants, just as supporters of "the overland route," "the Oregon trail" and "the Santa Fe trail" fought for the merits of the respective pathways across the Continent when our first line was to be built.

Similar conditions were at work, too, to induce the construction of the two railways. The "great East" of Russia was as undeveloped and inaccessible as was the "great West" of the United States. On the Pacific Coast of Siberia were growing cities which could be reached from the center of government and population only by a slow and irksome journey by land, over a distance twice as great as that which separates New York and San Francisco, or by the long sea voyage via the Mediterranean and the Indian Ocean, which is almost as long as the voyage from New York to San Francisco by way of Cape Horn. Commercial, political and military wisdom required the construction of the railway to bring these cities into communication with Russia and Europe just as truly as the same conditions made it imperative to construct a transcontinental railway across the United States to bring the new cities on the American coast of the Pacific Ocean into close relations with the rest of the country. Going a little further back, the parallels continue. Siberia saw the same conquests of the native tribes, the same gradual growth of settlement far inland, following the great rivers and the "trails," the same perils and hardships of pioneering, the same conditions of wild life and disorder, the same slow development of mail and passenger routes, virtually coinciding with the overland stage and the pony express, and the same difficulty in convincing the older and more thickly settled part of the country that "the wild East" was worth considering. At last has come the railway.

Start of Russian Roads.

Railways appeared in Russia almost at the same time as in the countries of Western Europe, the first short line having been opened in 1838. The first line of any consequence, however, was that famous straight one from Moscow to St. Petersburg, built by the American Winans for the Emperor Nicholas, at a cost of about $100,000 a mile. This was finished in 1851, and now forms a link of the long line across the Russian Empire. From that time construction of other railways has been constant in Russia, sometimes by private corporations, sometimes with government assistance, and more often, of late years, directly by the government. The Crimean war was one of the most effective stimulants for the building of more railways, for it was then realized that the means of communication throughout the empire were by no means adequate. The extension of the system in European Russia has not stopped even while the imperial treasury has been spending enormous sums for the construction of the Siberian Railway and the Transcaspian Railway. Several long lines have been built, some of them almost entirely unproductive at present, but all important in extending communication between the remote parts of the empire and the capitals. At present there are in operation in European Russia, excluding the Siberian Railway, the Transcaspian and Transcaucasus lines and the system of Finland, approximately 25,000 miles of railways.

Siberia was as slow about getting railways as Russia was prompt. Sparsely settled as the Asiatic territories of the Empire were, it is no wonder that the idea of building a railway line across that vast area seemed simply appalling when it was first suggested, even though it was well understood that communication would have to be improved in some way. The first design for a railway in Siberia is credited to Muraviev, who 50 years ago explored, conquered and annexed for Russia the Pacific Ocean territories of the Amur and the Ussuri Rivers, and recorded his name upon the history of his country as Count Muraviev-Amursky. He suggested building a carriage road from De Castries Bay, on the Gulf of Tartary, to the Amur River, this road to be converted ultimately into a railway. The survey was actually made in 1857, but lack of means forbade the execution of the plan. Then an English engineer named Dull gained undying fame by offering to build a horse tramway from Nijni Novgorod, on the Volga River, to some Siberian port, on the Pacific Ocean. He did not bother, however, to send any estimates of possible cost, and the government did not display any alacrity to adopt the plan. A recent English writer, however, has suggested that the scheme was a very worthy one, inasmuch as horses were the cheapest things in Siberia. An American was the next to move in the matter. His name was Collins, and his plan was a more modest one. It provided for the construction of a short line of railway from Irkutsk to Chita, a distance of not more than 600 miles, to connect the capital of Siberia with the head of navigation on the Amur River. He offered to raise the capital for the undertaking, by selling shares in Siberia, but the scheme was rejected by the government.

Enterprise of Englishmen.

Three Englishmen—Messrs. Morrison, Horn and Sleigh—united in the next proposition that was made. They wanted to build a real railway from Moscow to the Pacific Ocean. They had made no survey or investigation of the continent to be traversed, and they offered no sort of a guaranty that they could complete the line, but they asked such generous privileges and concessions of trade that the result would have been to throw the commerce of Siberia almost entirely into their hands, as that of Canada was once in the hands of the Hudson's Bay Company. Next came the scheme of Sofronov, who likewise had made no survey of the region to be traversed, to build the trans-Asiatic line from the Volga River to Peking, by way of Semipalatinsk. All of the schemes thus catalogued were submitted to the Russian Government in the two years 1857-58, thus showing the activity of thought that had begun even that early concerning the importance of communication across the continent.

More practical schemes now began to be developed. Engineers who were familiar with the country to be traversed saw that it was necessary to begin in a small way and develop the transcontinental system gradually. The first thing to do was to get across the Ural Mountains, and thus unite the navigation systems of the Volga River in Russia and the Obi in Siberia. Three routes over the Urals were the subject of controversy and pamphlets, and it was not until 1880 that the Ural Railway was opened from Perm, on the Kama River, to Tiumen, on the Tobol, by way of Yekaterinburg, thus accomplishing that important step. In 1877 the railway from Samara to Orenburg had been completed, to the great advantage of trade with Central Asia, and in 1880 the great Alexander bridge across the Volga at Batraki was opened, thus making rail connection without a break at the river.

Almost every plan submitted for a Siberian railway after this time attempted to utilize the line already completed across the Urals as part of the greater system, but the Siberians argued that in such a case their interests would suffer by the use of that far northern route, and they insisted upon another crossing of the mountains that would serve their interests rather than the mining interests of the Urals. It was this demand that caused a new series of government surveys to be made, one route of which was from Samara to Cheliabinsk, by way of Ufa and Zlatoust, the route now actually followed. It was then, in 1884, that the present route appeared as a possibility.

Building of Siberia Line.

All this time, varied interests in different parts of Siberia were moving to induce the construction of isolated parts of the line for immediate service, particularly the people of the Ussuri Province, who wanted a line from Vladivostock northward, and those of Central Siberia, who urged the construction of the section from Tomsk to Irkutsk and from Lake Baikal to the head of navigation on the Amur, in order to utilize the valuable river routes. It was, indeed, urged by many that a trans-Siberian railway was unnecessary, and that the service would be sufficiently performed if isolated sections were built connecting the great river systems, which ramify so wonderfully all over the country, on which steamers could be placed.

At last, when in 1890 a special commission was appointed by the Emperor to consider the whole question, the railways in European Russia extended eastward in three lines, and each of these became a contestant for the honor and profit of being chosen as the nucleus of the great work. The three eastern termini were Tiumen in the north, Orenburg in the south, and Miass in the center, the latter being a station on the European side of the Ural Mountains, 60 miles west of Cheliabinsk. The railway had been extended from Samara to Miass by way of Ufa and Zlatoust not long before. It was apparent that one of these lines must be extended for the through line across Siberia. The northern route was eliminated because at that time the Perm-Tiumen system was an isolated line, and to extend it to connection with the European system at Nijni Novgorod, the natural junction point, would be a great additional expense, the line then traversing an unprofitable country. An extension of the Orenburg line would have to be carried for 1000 miles across the Kirghiz steppes, through an arid region, peopled by nomads and not susceptible of agricultural settlement. The third line was already under construction from Miass to Cheliabinsk. From Cheliabinsk to Irkutsk an extension of it would be several hundred miles the shortest of the three, and would pass through the best agricultural regions of Siberia. There seemed no room for doubt as to where the advantages lay, and the choice was definite.

Decision was made on February 21, 1891, and on March 17 an imperial rescript issued, addressed to the Czarowitz, heir to the throne, directing that the great Siberian railway be constructed and that work should begin at once. Cheliabinsk, then the terminus of the European system of railways on the Asiatic side of the Urals, became the initial point of the most notable undertaking of the sort that the world has seen.

TRUMBULL WHITE.

MAP OF RUSSIA AND SIBERIA SHOWING THE ROUTE OF THE TRANS-SIBERIAN RAILWAY AND ITS CONNECTIONS

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

You have tried and were pleased with them. They stimulate the liver, regulate the bowels, improve the complexion. Carter's Little Liver Pills.

SAILED FROM HAMBURG

BRITISH SHIP RIVERSDALE EN ROUTE TO PORTLAND.

Monmouthshire Transformed Into a Floating Iceberg—Arthur Sewall's New Ships—Marine Notes.

The British ship Riversdale passed Cuxhaven Monday, en route from Hamburg for this port, with a cargo of cement. The list of cargo ships en route to this port has dwindled down to small proportions since the establishment of tinplate factories in this country. Previous to the early '90s there was always from three to ten ships from Liverpool or London for the Columbia River, with tin plate forming the principal item on the manifest. Now the tinplate all comes overland, and the canned salmon which formerly required considerable tonnage to get it to market, all goes overland. Although freights outward from the Pacific Coast are very high, it is not so easy to pick up a cargo in Europe except for San Francisco, where there is always a demand for coal.

Already this season, two ships have come around the Horn in ballast to load wheat at Portland, and a third vessel, the Marechal Villiers, is on the way. The latter vessel put into Montevideo disabled last November, when about three months out from a French port, and though no advice of her leaving the South American port has been received, it is believed that she has since sailed and is near at hand.

INVERNESS-SHIRE TROUBLES.

Delay and Damage Will Cost the Underwriters a Large Sum.

The British ship Inverness-shire, under charter to load wheat at Portland, has again reached Honolulu. An account of her troubles was printed in The Oregonian a few days ago, and the Hawaiian Gazette of February 23 has the following additional particulars:

"The British ship Inverness-shire arrived and anchored outside yesterday, after being away six days from this port. The story of the drifting of the vessel was as given in the Advertiser some time since, after the return of Pilot Sanders. Work on the anchors was continued and the starboard anchor and chain catted at 7 o'clock Saturday night. The attempt to save the port anchor and chain was given up on the day previous, and the anchor and 105 fathoms of chain were slipped on the afternoon of Friday. During the whole time the ship was away she was within 70 miles of this port.

"The loss of the chain and anchor will amount to several thousand dollars, and the capstan, which was broken in the attempt to heave in the port anchor, will have to be repaired here. It will probably be a week or ten days before the ship is ready to sail.

"Harry Evans, who was aboard the ship representing the Police Department, brought the crew ashore last night on a warrant from the British Consul. The men are locked up in the police station awaiting an investigation.

"The marine court, which is to assemble at the British Consulate this morning at 10 o'clock, will be constituted as follows:

"Hon. William Robert Hoare, H. B. M.'s Consul, President; Thomas Bisley Jones, master of the ship Champion, of Liverpool; Francis W. Chapman, master of the ship Lancing, of London; Captain Evans, master of the bark Conway Castle, of London.

"The men will be represented by George A. Davis, and the whole matter between master and men will be gone into. A large room in the Consulate has been fitted up for holding the court. Being a public tribunal, the court will be open to all who desire to attend."

THE FINEST AFLOAT.

Arthur Sewall to Build Two Mammoth Sailers.

Advices from Bath, Me., state that Arthur Sewall has prepared plans for two new steel sailing ships of 3500 tons net register. This is over 500 tons greater than any of Sewall's metal ships, and, with the exception of the mammoth Potosi, will make the new vessels the largest ships afloat. Work will be commenced on these ships at once, and they will be in service before the end of 1901. The first of the vessels will be commanded by the commodore of Sewall's fleet, Captain James Murphy, at present master of the Arthur Sewall, which is the latest addition to the Sewall fleet. Captain Murphy's position on the Sewall will probably be taken by his son, who has just resigned command of the wooden ship Shenandoah.

The completion of the new ships of the Sewall fleet will give that enterprising shipowner the honor of owning more 3000-ton sailing vessels than are owned by any other firm of shipowners in the world. Steamers may be all right in their way, but Mr. Sewall seems to think that his success with sailers does not justify him in abandoning them at a time when they are paying better than ever before.

SELF-PROPELLING ICEBERG.

The Monmouthshire Has a Strange Experience at Sea.

A rolling stone may gather no moss, but a rolling ship in the North Pacific Ocean will gather considerable ice, according to the testimony of Captain Evans, of the favorite Oriental liner Monmouthshire. Mr. Frank Woolsey yesterday received a letter from Captain Evans from Yokohama, in which he stated that for four days on the outward trip from Portland the ship was almost a solid block of ice, with at least 100 tons on the foredeck, and water pipes frozen up all over the ship. In writing of the effects of the cold wave, Captain Evans says:

"To give you some idea of the situation, the rigging was two feet round instead of four inches, and our anchor davit seven feet round instead of 10 inches. These were actual measurements. One day when the sun came out I took a snap shot with my camera and you can see what the ship looked like. It is difficult to believe that a ship could get in that shape."

TWO STEAMERS OVERDUE.

Much Uneasiness About the Wolcott and the Excelsior.

SEATTLE, Wash., March 8.—To March 4, the date the Cottage City, which arrived in port today, sailed from Sitka, no word had been received from the westward steamer Wolcott, and nothing had been heard of the steamer Excelsior, which was then long overdue, from Valdez. The Cottage City's advices do not tend to allay the anxiety which has prevailed for weeks past concerning the Wolcott. There is much uneasiness, despite the report brought by the bark Mermaid, to the effect that the Wolcott sailed from Unalaska on her return to Sitka, January 24. These advices disclose that the Wolcott, had already consumed 39 days in the voyage, more than twice the time she ordinarily requires in running from Unalaska to Sitka.

The Wolcott, under anything like favorable conditions, should have reached Sitka 10 days before the sailing of the Cottage City. The perplexing situation is intensified from the fact that nothing is known of the Excelsior. That vessel was scheduled to sail from Seattle March 1, for Alaska, and even four days later she had not arrived at Sitka from the westward.

THE SALE CONFIRMED.

Mr. Coffin, of Boston, Secures the Revenue Cutter Corwin.

Despite the protests of the Astoria and Tacoma bidders, the sale of the revenue cutter Corwin to E. Coffin, of Boston, has been confirmed, and a bill of sale has been recorded at the customs house at Port Townsend. The bill of sale was filed by Captain C. L. Hooper, and the consideration is $16,600.

The Washington authorities refused to see anything irregular in the sale, and accepted the money tendered by Mr. Coffin. It is not announced what Mr. Coffin intends doing with the former cutter, but there are rumors that she will enter the Cape Nome trade, though she is considered rather small for that purpose, in view of the number of large ocean steamers that will compete for the traffic.

THE RAINIER LAUNCHED.

Gray's Harbor Turns Out a Steamer of Big Proportions.

Gray's Harbor, which has long had the reputation of turning out some of the best sailing schooners afloat, is now coming to the front as a steamship-building port. On Monday there was launched from the yards at Hoquiam the largest wooden steamer that has been constructed in the Northwest. The new craft was christened the Rainier, which, of course, will bar her out of the Tacoma trade, but make her a prime favorite with Seattle. Her dimensions are: Length over all, 230 feet; beam, 40 feet, and depth of hold, 12 feet. The vessel will be towed to San Francisco, where her machinery will be installed. Captain L. Hanson is the principal owner and master of the craft.

Notice to Mariners.

Notice is hereby given of the following changes in aids to navigation, which affect the list of beacons and buoys, Pacific Coast, 1900.

Willapa Bay, main channel across the bar and up the Willapa River, Washington, page 63.

Willapa Bay, outer buoy, a black and white perpendicularly striped first-class can, marked "W. B.," in white, was moved March 1, and is now moored in 40 feet of water, on the outer edge of the bar, which is shifting to the southward, and marks the entrance to the present main channel across the bar. Willapa Bay Lighthouse, N. 5-8 E., Goose Point NE. by E. 5-8 E., north edge of trees on Leadbetter Point E. 5-8 N.

Inner buoy, a black and white perpendicularly striped first-class nun, was moved March 1, and is now moored in 29 feet of water, inside the bar. House on outer end of wharf Toke Point NNE. 7-8 E., north edge of trees on Leadbetter Point E. 1-4 S., Willapa Bay Lighthouse N. 1-4 W.

Note.—As early as practicable, the Willapa Bay outside bar whistling buoy will be moved to the southward and in line with the two foregoing buoys.

North edge of Middle Sands Buoy No. 2, a red, first-class nun, was moved March 1, and is now in 29 feet of water. House on outer end of wharf Toke Point NE. by N., north edge of trees on Leadbetter Point ESE. 1-4 E., Willapa Bay Lighthouse, N. 3-4 W. Vessels should not pass to the southward of this buoy.

Willapa Bay channel to Oysterville, page 66. Oysterville Channel Buoy No. 4. On March 1 this buoy, formerly a third-class nun, was changed to a second-class nun, without change in position.

Admiralty Inlet, Washington, page 72. Port Gamble Shoal Buoy No. 1. On March 6 this buoy, a black second-class can, was discontinued.

By order of the Lighthouse Board.

E. D. TAUSSIG,
Commander U. S. N.

Shipwrecked Crew Landed.

ROTTERDAM, March 8.—The British steamer Llandudno, from New Orleans February 7, via Norfolk February 16, arrived here today and landed the crew of the Norwegian ship Solheim, from Mobile January 23, for Fleetwood, which had been abandoned February 27, in latitude 45; longitude 58, in a leaky condition, after having been set on fire.

Steamship Damaged Wharf.

ASTORIA, Or., March 8.—The Japanese steamship Doyo Maru, in docking at the Pacific Coast Company's bunkers this morning, hit the wharf a hard blow, tearing out some piles and doing slight injury to the coal-conveyors. The vessel was not injured, and she is ready to have her bunkers filled.

Sailed for Yokohama.

TACOMA, Wash., March 8.—The Dodwell & Co. liner Sikh sailed for Yokohama tonight with a cargo of flour and cotton, valued at $300,000.

Marine Notes.

The steamship Lennox left down yesterday morning and went through to Astoria by daylight, experiencing no difficulty, whatever.

The heavy rains have started a big rise in the Willamette, and up-river steamboatmen are no longer complaining of a lack of water for boating.

The Tacoma West Coast Trade, in commenting on the accident to the St. Irene, says: "Wherever shipping congregates, there accidents are likely to occur, and neither the Columbia River nor Puget Sound are free from them, though both are more than ordinarily safe waterways."

Domestic and Foreign Ports.

ASTORIA, March 8.—Arrived down at 5 A. M.—Japanese steamer Doyu Maru; at 8:15 A. M., British bark Donna Francisca; at 5:20 P. M., steamship Lennox. Condition of the bar at 5 P. M., rough; weather cloudy, wind south.

Queenstown, March 8.—Sailed—Oceanic, from Liverpool, for New York.

New York, March 8.—Sailed—Cufic, for Liverpool; La Champagne, for Havre.

Gibraltar.—Arrived March 7—Aller, from New York, for Naples and Genoa.

Tacoma, March 8.—Arrived—Bark Tidal Wave, from San Pedro.

Cuxhaven.—Passed March 5—British ship Riversdale, from Hamburg, for Oregon.

London, March 8.—Sailed—Foylemore, for Vancouver.

Rotterdam, March 8.—Sailed—Werkendam, for New York.

New York, March 8.—Arrived—Rhein, from Bremen.

Liverpool, March 8.—Arrived—Teutonic, from New York.

Rotterdam, March 8.—Arrived—Spaarndam, from New York.

Hoquiam, March 7.—Sailed—Steamer Pioneer, from Aberdeen for Honolulu; barkentine Monitor, from Aberdeen, for San Francisco. Arrived—Schooner San Buenaventura, from San Pedro, for Aberdeen.

Spoken.

March 1, 49 north, longitude 5 west, British ship Forteviot, from Tacoma, for Antwerp.

San Francisco, March 8.—Arrived—City of Puebla, from Victoria.

The Whole Press Against the Bill.

Keokuk (Ia.) Gate City.

Congressman Crumpacker, of Indiana (who voted against the tariff bill on Wednesday), one of the ablest Republican members of Congress, says he doesn't know a Republican paper in Indiana that favors the Puerto Rico tariff bill. Everywhere the papers and the people are against this unjust measure. But it is Presidential year, and some Republican managers are afraid the protected industries will not give campaign money unless they are nursed.

A Doubly Vicious Measure.

Philadelphia Telegraph.

It is a doubly vicious measure—vicious in that it denies justice to an unfortunate and helpless people, and vicious because its passage and enforcement will prove the source of untold trouble, danger and expense in the long run.

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

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Complaints, painful, difficult, too frequent, milky or bloody urine, unnatural discharges speedily cured.

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

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MIDDLE-AGED MEN who from excesses and strains have lost their MANLY POWER.

BLOOD AND SKIN DISEASES, Syphilis, Gonorrhoea, painful, bloody urine, Gleet, Stricture, enlarged prostate, Sexual Debility, Varicocele, Hydrocele, Kidney and Liver troubles, cured WITHOUT MERCURY AND OTHER POISONOUS DRUGS. Catarrh and Rheumatism CURED.

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