

THE CASE OF SCOTT

Report Presented to the Senate in Favor of Seating Him.

Senator Morgan, of Alabama, Spoke on the Puerto Rico Question—Many Bills Passed.

WASHINGTON, March 20.—Senator Morgan, from the Senate committee on privileges and elections, today presented the report of that committee on the matter of the proposed admission of Puerto Rico to the Union.

Resolved, That Nathan B. Scott has been duly elected as a Senator from the State of West Virginia for the term of six years, commencing on the 4th of March, 1899, and that he is entitled to a seat in the Senate as such.

PACIFIC CABLE BILL

Provides for a Line First to Honolulu.

WASHINGTON, March 20.—The Senate committee on naval affairs today agreed to report the bill for a Pacific cable which Senator Hale was authorized to draft at the last session of the committee.

COEUR D'ALENE INVESTIGATION

Testimony of the Master Mechanic of the Tiger-Poorman.

WASHINGTON, March 20.—The Coeur d'Alene investigating committee held only one session today, during the afternoon, when A. F. Gill, master mechanic of the Tiger-Poorman, continued his testimony last Saturday.

FRENCH RECIPROcity TREATY

Senator Davis Still Hopes to Have It Ratified.

WASHINGTON, March 20.—Senator Davis, chairman of the Senate committee on foreign relations, today announced that he had received the French reciprocity treaty.

Opportunity for Americans

WASHINGTON, March 20.—The State Department has been notified by the United States Consul at Vladivostok, the eastern terminus of the Siberian Railway.

LOUD BILL IN THE HOUSE

Another Effort Will Be Made To Pass It.

Sulzer of New York Denounced the Administration in Connection With His Fortifications Resolution.

THE GERMAN MEAT BILL

How It is Viewed by Packers of Chicago.

CHICAGO, March 20.—The Chicago packers are watching with interest the struggle in the German Reichstag over the proposed meat tariff.

TO PREVENT NIGHT ATTACKS

Navy Department Wants an Illuminating Projectile.

NEW YORK, March 20.—Considerable interest is taken by naval officials here and in Washington in the efforts which inventors are making to construct a shell containing a chemical compound which, when it strikes the water, will blaze up and illuminate the surrounding sphere.

DRY TORTUGAS ISLAND

War and Navy Departments Both Still Claiming Ownership.

SOUTHERN REPUBLICS

Opposed to Davis' Amendment to Canal Treaty.

NEW YORK, March 20.—A special to the Herald from Washington says: It can be stated authoritatively that the State Department has been informed that all of the Governments of Central America are opposed to the Davis amendment to the Hay-Pauncefote treaty.

THE STROTHER SHOOTING

Saloon-Keeper's Wife Confessed to Murder.

CHICAGO, March 20.—Three hours after the shooting of Miss Annie Strother, cashier of a restaurant, today, Mrs. Charles Smith, wife of a well-known saloon-keeper with whom Miss Strother is said to have associated, was arrested and made a confession, saying she had shot her husband because the latter had taken her husband's love Mrs. Smith, who was arrested at the home of Mrs. Mary O'Connell, 170 Twenty-second street, where she lives.

Attempted Assassination at Troy

TROY, Kan., March 20.—Frank W. Elliott, editor of the Troy Times, a Democratic paper, today was shot by an unknown assailant as he alighted from a Grand Island passenger train here at 11 o'clock tonight.

Transfer of a Packing Plant

CHICAGO, March 20.—The Schwartzchild & Sulzberger Company, of New York, today secured control of the packing plant of the Chicago Packing & Provision Company, at the stockyards.

Border and Suicide

MANITOWOC, Wis., March 20.—Frank Shaddis and wife were found dead at their home, 18 miles from here, today, with bullet holes in both bodies. The supposition is that Shaddis killed his wife and committed suicide, because of domestic trouble.

THE SLAYER OF GOEBEL

Said to Be a Mulatto Who is Now in Hiding.

His Name Divulged by Sergeant Golden, of the Harbourville Company of Millville.

IT IS A GREAT CANAL

Connecting Link Between Lakes Huron and Superior.

Walden Fawcett, in McClure's Magazine, The most wonderful ship canal in the world is the water link between Lakes Huron and Superior, at Sault Ste. Marie, Mich.

FOR THE CHINESE EMPEROR

SAN FRANCISCO, March 20.—A circular distributed throughout Chinatown announces that Louis C. Chen, a Chinese reformer now at Honolulu, will in this city next month, in substance the hand-bill declares that if the deposed Emperor is not restored, the powers of the Sault will be said to have fallen, in great measure, the injury which their interests sustained by the construction of the Suez Canal. The ditch that joins the Red Sea and the Mediterranean brought the wheatfields of India and Australia closer to European consumers, but the American canal so cheapened transportation that the markets of the United States continue to serve the storehouse from which a considerable portion of the civilized world draws its food supply.

BRUTE KILLED BY HIS SON

CHICAGO, March 20.—George Finch, a day laborer, living in Austin, a suburb of Chicago, was tonight shot and instantly killed by his 16-year-old son Albert. The elder Finch was intoxicated and was making a murderous attack on his wife.

NATURAL GAS WRECKED A HOME

MARION, Ind., March 20.—The home of Henry Erith was destroyed by an explosion of natural gas today. Mr. and Mrs. Erith, their son, 14 years old, and Samuel D. Payne were injured. The family was asleep when the explosion occurred.

WONDERFUL DEVELOPMENT

The increase in the commerce passing through the Sault canal within the memory of many men now living is almost unbelievable. In 1855, the first industrial development. Two score years ago less than 1000 vessels of all kinds passed through the canal in a year. Now 19,000 or 20,000 vessels pass through the Sault canal during the months of each year during which the Great Lakes are free from ice. Only 10 years ago hardly more than 6,000 tons of freight were carried through the Sault each year, but such has been the development of the decade that the ships now take through more than four times that amount.

THE KEY TO HEALTH

BEECHAM'S PILLS

A Gentle Cathartic

BEECHAM'S PILLS

FOR SICK HEADACHE, ETC.

BEECHAM'S PILLS

Annual Sale, 6,000,000 boxes.

10 cents and 25 cents—Druggists.

TUTT'S PILLS

Cure All Liver Ills.

Prevention

better than cure. Tutt's Liver Pills will not only cure, but if taken in time will prevent

SICK HEADACHE, dyspepsia, biliousness, malaria, constipation, jaundice, torpid liver and kindred diseases.

TUTT'S LIVER PILLS ABSOLUTELY CURE.

EASY TO TAKE

EASY TO OPERATE

Because purely vegetable—yet thorough, prompt, healthy, satisfactory—

HOOD'S PILLS

The Best Washing Powder

GOLD DUST

The Best

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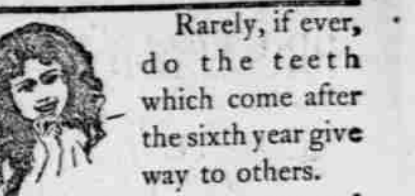
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Rarely, if ever, do the teeth which come after the sixth year give way to others.

They are permanent and will need proper care throughout life. Teach the child to use

Sozodont. It is absolutely free from acids or other things injurious to the teeth.

This the proprietors guarantee. NEW SIZE of the Liquid, without the Powder, 35c.

Large Liquid and Powder together, 75c. At the stores or by mail for the price.

Sozodont

P. O. Box 41, N.Y. City. New York. HALL & RUCKEL. London.

for Manila, with a cargo of 511 horses and 900 tons of forage and general supplies. She will be in charge of Quartermaster Marion McMillin, and is expected to reach Manila, via Hilo, in about six weeks.

AID FOR THE CHINESE EMPEROR. SAN FRANCISCO, March 20.—A circular distributed throughout Chinatown announces that Louis C. Chen, a Chinese reformer now at Honolulu, will in this city next month, in substance the hand-bill declares that if the deposed Emperor is not restored, the powers of the Sault will be said to have fallen, in great measure, the injury which their interests sustained by the construction of the Suez Canal. The ditch that joins the Red Sea and the Mediterranean brought the wheatfields of India and Australia closer to European consumers, but the American canal so cheapened transportation that the markets of the United States continue to serve the storehouse from which a considerable portion of the civilized world draws its food supply.

The fur traders constructed the first lock at this point "canal" was about nine feet, and this primitive structure served through many decades, during which France, Britain and the United States were engaged in a struggle for the Sault. The attention of the people of Michigan was first publicly called to the importance of securing a ship canal around the rapids at Sault Ste. Marie less than three-quarters of a century ago, and it was several years later when an appropriation for the purpose became available. The transfer of the canal to the United States Government was finally accomplished in 1870. "Governmental control has resulted in the construction of two magnificent locks—one of them the largest work of this kind ever erected absolutely free of cost to the vessel interests. The smaller of the two cost \$2,500,000, and is something more than 300 feet in length by about one-sixth as much in width. The larger of the two locks is four of the largest steamers on the lakes can lock simultaneously, cost the Government more than \$6,000,000. It is more than 300 feet in length, and has a breadth of 100 feet.

Opposite to the American locks, the Canadian Government has constructed a handsome lock of dimensions almost equal to the larger of the locks of the United States authorities. Its construction was undertaken at a time when the relations of the United States and Great Britain had been strained to the verge, and when there was forced upon Canadian interests a realization of the inconvenience which would result were the vessels of the Dominion debarraded from using the American locks.

Wonderful Development. The increase in the commerce passing through the Sault canal within the memory of many men now living is almost unbelievable. In 1855, the first industrial development. Two score years ago less than 1000 vessels of all kinds passed through the canal in a year. Now 19,000 or 20,000 vessels pass through the Sault canal during the months of each year during which the Great Lakes are free from ice. Only 10 years ago hardly more than 6,000 tons of freight were carried through the Sault each year, but such has been the development of the decade that the ships now take through more than four times that amount.

The freight moved on the Lakes last year was carried at the rate of about 3/4 of a mill per ton for each mile transported.

These are the lowest freight charges in the world, and are of direct importance to every consumer of breadstuffs in the West and to every household in the West who uses fuel. The freight carried annually through the Sault canal is valued at \$100,000,000 worth of coal, \$50,000,000 worth of flour, \$50,000,000 worth of wheat, \$30,000,000 worth of iron ore, \$20,000,000 worth of iron ore and \$20,000,000 worth of lumber.

To transport this vast accumulation of exclusively American products—valued in the aggregate at almost \$200,000,000—costs only a little more than \$1,000,000. A of the freight moved is carried on an average of 100 miles, and the vessels which transport it have cost between \$25,000,000 and \$30,000,000. And this is done in a most solely in the hands of Americans, less than 4 per cent of the vessels engaged in it being owned in the Dominion of Canada.

From 100 to 150 vessels pass through the canal every day, and the serious consequences of a stoppage of the traffic were shown in the autumn of 1899, when one of the largest steamers, the Sault, was sunk in St. Mary's River below the entrance to the canal. Traffic was suspended for only about five days, and yet vessels were detained, and the canal sustained a loss little short of \$1,000,000.

Possibilities of the Future. Wonderful as has been the history of the Sault canal, it is far surpassed by the possibilities of the future. Lake Superior is passing through a great transition. The exigencies of the excessive demand for iron ore have induced the Rockefellers, the Carnegies and other great producing interests to build and equip the vessels. The vessels are increasing in size, too, with marvelous rapidity, and we have steamers quite the equal in size of the Trans-Atlantic liners of a few years ago. The great city of Duluth is shipping interests of the Great Lakes is for deeper channels in order that larger ships may be constructed and greater cargoes carried. Already the Government has expended millions of dollars in the work, and even greater expenditures are contemplated. Among the most desired improvements, however, is the further deepening of the channels of the locks at the Sault, and probably this will be one of the first projects to receive attention.

Assigned to Department Command. WASHINGTON, March 20.—Colonel Thomas McGregor, Ninth Cavalry, has been assigned to the command of the Department of Colorado during the temporary absence of Brigadier-General Merriam, United States Army.

Animal Transport Sails. SEATTLE, March 20.—The Government transport Port Stephens will sail tomorrow

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