THE MORNING OREGONIAN, FRIDAY, DECEMBER 21, 1900. ver be made of material advantage, and

Return of Young Cudahy Cost His Father \$25,000.

HOW THE BOY WAS ABDUCTED

Menneing Letter of His Kidnapers-Omaha Millionaire Packer Lost No Time in Depositing the Gold at the Point Designated.

UMAHA, Dec. 20.-Edward Cudahy, Jr., who was kidniped Tuesday evening and held 35 hours for a ransom of \$20,000 in gold, which the young man's father unhesitntingly paid, has been returned to his family.

At 9 o'clock, Wednesday, a horseman role past the Cudahy massion on Thirty-eighth street and threw a letter into the lawn. A servant moted the action, and, seeing the letter, found it contained the information that the young man had been kidnaped and was safe and was being held for a ransom. Three hours later, Mr. Cudahy received through the mails a second communication, naming the conditions under which the lad would be surrendered to himself. The condition named was that Mr. Cudahy should deposit \$25,000 in gold coin in a place indicated about five miles north of the city on a lonely road leading up the bank of the Missouri River

Mr. Cudahy shortly after supper en-tered a light road buggy and, after securing the money, started out entirely alone for the place designated by the kidnapers. To identify himself, he had attached to the dashboard of his buggy a red lantern, which was one of the con-ditious of the letter. Mr. Cudahy drove north on the Sherman-avenue road to a point about five miles from the city, where he found near the road a white inntern suspended from a short stake driven in the ground. This signal he had been watching for as the place to leave the money. The lantern was near the fiver bank, but when Mr. Cudahy arrived there nobedy was in sight. He at once alighted, placed the bag of gold conveniently near the stake, and, without wait

That the bandits were near the spot and at once secured the valuable pack-age cannot be doubted, for about 1 so clock this morning the young man ran broathlessly up to the front door of his father's home and rang the bell for ad-mission. Two policemen, who in the early evening had been placed near the family winning had been penet next to the sta-bles by Mr. Cudahy, who feared that should the men returning the boy see the policemen they would drive away without leaving him. The boy came in so suddenly the police knew nothing of it until a member of the family went to the stables and informed abem that the young man had returned and that their could be dispensed with.

Notwithstanding that the entire police and detective force of the city, several "Pinkertons" from Chicago and haif a hundred of Mr. Cudahy's own men have been surching different form have been sourching diligently for a clue look ing to the capture of the outlaws even since the disappearance of the outlaws even man, up to II o'clock tonight nothing has been develoced to give the least idea o' the identify of the men who perpetrated the crime. Young Cudahy says there the crime. Young Cudnhy says there were six of the men, but that all wore masks whenever in his presence, and that the only one he would attempt to identify was the one who kept guard over him during his incarteration in the

lonely building in which he was confined The Kidnapers' Letter. The letter sent to Mr. Cudahy is a

tollows: "Omaha, Neb., Dec. 18 .- Mr. Cudahy We have kidnaped your child and de-mand \$25,000 (twenty-five thousand dol-lars) for his safe return. If you give us the money the child will be returned as safe as when you last saw him, but if you refure, we will put acid in his eyes and blind him, then we will immediately kidnap another millionaire's child that we have spotted and demand \$100,000, and we will

we will get it, for he will see the condition of your child and realize the fact

RANSOM WAS PAID buggy and placed in a room and chained o the floor. He remained there all night nd the next day. His hands were tied and the chains on his feet prevented hin from getting a good view of his sur-roundings, even after the blindfold had been removed. He knows, however, that he was in an empty room and that the blinds of the windows were closed. As night, for some unknown reason, the men released young Cudahy from his chains, and said: "We are going to take you home." Then they led him to a hack. He was driven rapidity through darkness to Thirty-seventh and Leaven-worth streets, where he was allowed to leave the carriage. From there he walked home, arriving there shortly after 1 o'clock in the morning. The bundits made no explanation to him why they

gave him his freedom. How He Was Treated. Speaking of his experiences while in the power of his kidnapers, young Cud-

aby said: "I could tell by the men's footsteps re sounding throughout the house that is was vacant and stripped of furniture. I observed also that they struck no light. I would have been conscious of a sense of light had they made one, for the bandage could not have excluded all its rays. The men still moved about in al solute silence, exchanging no word. One of them found an old rickety chair some where and pushed me down upon it. Ther he removed the cords from around mo wrists and substituted for them a pair handcuffs, with chains attached, and manke the latter fast to the rounds of the chair. A pair of leg from were capted upon my ankles, and the chains of these were also locked about the legs of the chui

"In this uncomfortable position I spen most of the 24 hours of my incarcers tion, though at one time, for a period of about five hours. I should judge, the halms from my wrists were removed and was permitted to Us down on the floor. One of my captors provided an overcost. which served as a pillow. I tried to sleep, but my nerves were too badly shattered

permit it. "During all this time I partook of no nourishment but once, although the man who was with me often asked me if T wanted anything. Once I said I did, and he went and got me a cup of coffee and some crackers.

"As soon as I was chained to the chair "As soon as I was chained to the chair one of the men went away, but he kens returning every few minutes, when he would tap lightly upon the door, and would engage my guardian in a whis-pered conversation. I could not catch a word of what they said. After each one of these interviews the man on the out-side would go away, and after a moment or so I could hear the tinkle of a tele-hone bell which sounded a long ray of none bell, which sounded a long way off, believe they were in telephonic com-unication with some persons in Omaha

all the time. The man who kept watch over me was drinking heavily all the time. At first he did not talk at all, but after we had been alone for six or seven hours he began to get garrulous. He talked about all sorts of things, and his talk rambled throughout, whether from drink or de-sign I could not say. Finally he became Two or three times he touched upon the subject of my abduction, and I gathered from his remarks that there were six men in the gang, of which be was a member. He said one thing which this was very much to the point, and which startled me fact1

"'Do you know,' he asked, 'that we have been watching that house of yours out there for the last two months? Well, we have. What we really wanted was to get one of the little girls-your sisters-but we did not get a chance. Finally we became desperate, and determined to take the bull by the horns and nab you.

The boy tonight is apparently none the vorse for his experience. Late tonight Mr. Cudaby announced he would pay \$25,000 reward for the apprehension of the abductors of his son, \$5000 for one or \$15,000 for two of them

THE CASTELLANES' DEBTS.

bolder.

Suit of Wertheimer Begun in a Paris Court.

PARIS, Dec. 20.-The suit of Charles Wertheimer against Count Bonl de Cas-tellane to recover payment for art ob-jects sold the Count and Countess de Castellane began today in the first civil chamber. The transaction is taken as a test case, and involved the sum of 12,450 france. The hearing was devoted to the arguments of counsel. None of the parties was in court.

Count and Countess de Castellane have replied with a counter suit, demanding a full statement of all transactions. They demand a reduction of the debt provision ally estimated to be at least 2,000,000 francs and the restitution of the objects taken in exchange by Wertheimer under the penalty of 1000 francs for each day's delay in the restitution of the day of judg-ment. Finally, they claim damages to the amount of 300,000 francs.

ARGUMENT IN FAVOR OF THE CON-CESSION.

THE COMMON POINT RATE

L. B. Seeley Says That a Scaport Right at the Ocean Should He Recognized.

PORTLAND, Or., Dec. 15 .- (To the Edl r.)-The time has arrived when the City of Portland must decide to use its scapor at the mouth of the Columbia River, in replying to Mr. Hughes, I wish to state that we are agreed that no unnecessary delays or expense must be permitted against the shipments of the products

against the aniphenits of the products of clicher Oregon, Washington or toano. We are friends and are both firm believ-ers in the Paclic Northwest and loyal to Portland. I make this explanation es-cause a friend of mine understood from my inst lotter that I was against Port

and, which is not the truth. I believe that unless a scapert right at the ocean is recognized and utilized, and quickly, too, Fuget Sound ports will command the largest per cent of the mari-time business of this country; while it common point is extended to the th of the Columbia River, then it be setted for all time to come that the harbor at the sea is the great sea part of Oregon, a subgion and idahe and Portland, S.: tie, Tacoma and Spo

favorable way to ship the products of the entire country em. acced in the territory of this trinity of statehood. Mr. Huzhes in h.s letter to The Sunday regonian, November 11, makes three eclarations which I will quote, and enleaver to show that they are not based

on facts. First declaration: "The seaport of the Sumbin is at Portland, for the sole and only reason that this is the proper and only natural pance for it, and it will re-main here for the reason that it cannot be established and maintained at any other point on the Columbia River save at a steady and continuous expense for maintenance." My answer to this is: No ship can come to Portland unless it first reaches and then passes Astoria.

The expense to the Federal Government and Port of Portland for dredging the channel from Astoria to Portland for the last 10 years has been probably not less than \$2,000,000, and the towage bills of the O. R. & N.-Co. up and back for this 10 years are prohably not less than \$500,000. Lighterage, sny, for 10 years, \$200,000, making a grand total at least of \$2,800,000. These figures are approximated, and I would like them given accurately, if those who can will furnish them to The Oregonian. But no matter what they are, if actually only half the above, even then These

they will show it costs more to bring ships to Portland instead of loading them at Astoria. All this expenditure, except the bar towage, is entirely unnecessary if Astoria were a common point, and the scagoing tonnage had been transchipped at Astoria instead of Portland, How doe this showing not prove Mr. Hughes I wrong in regard to the cost of main

enance of a seaport at the mouth of the Columbia being greater than at Port-land, and is not the exact contrary the Second declaration: "There is no such thing in the world as the principal sea-

port located on a river being below the head of navigation for sea-going veusels, where the course of the river is in the line of the commerce which passes through the port." My reply to this statement is:

New York City, at the mouth of the Hudson-the largest seaport not only in America but in the world-also San Francisco, the largest seaport on this Coast

times, the argent scapert on this costs, both located right at the ocean; the first is 100 miles and the other a long dis-tance below the head of natural (not artificial) deep-water navigation. These two exceptions prove that Mr. Hughes is wrong in regard to the two most im-

portant seaports on the Atlantic and Pacific seaboards of America. We man-tion as additional proof of his error Liverpool, the greatest scaport in all Europe; Hong Kong, the leading scaport of al: Asia. Both of these ports are right

at the ocean. Third declaration: "When the means of Third declaration: be found cheaper than the hold of a sea-going vessel, the seaport of the Columbia will move from Portland to the mouth of the river." Answering

this I again state:

this I again state: In the 19 years mentioned, probably 4,000,000 tons has gone out of the river foreign, and the cost of getting this from Portland to ses, as shown, is some 25,000. Construction of the state of t 000, or 70 cents per ton; while this ton-000, or 0 cents per ton; while this ton-mage could have been delivered from Portland to Astoria by rall for not more than 40 cents per ton, which is \$1,600,000; add a half more for bar towage, making a total of \$2,400,000, which is \$400,000 less than if it had not gone in the "hold of a ship" from Portland to Astoria. If this showing is true, and it is ex-actly true as to the principle, if not right as to the amount approximated, then according to Mr. Hughes' own declaration, "the scaport of the Column will move from Portland to the mouth the river." because the "hold of a ship not the cheapest way to take ocean-and freight from Portland to Astoria,

that any attempt to transport passengers and freight by railroad, from one part of the country to another, must result in end-less confusion and loss. The Governor died in the bellef that the canai was the only means of conveyance for a great commerce. "Notwithstanding his prediction, the

ralicoads have grown to such vast pro-portions that today the world's entire stock of money, gold sliver and paper, would not purchase one-third of its rail

The building of the Eric Canal, extend ing from Buffalo to Albany, a distance of 363 miles, was commenced July 4, 1517. It was completed in 1825 at a cost of \$1,002-900. In 1896 the Sinte of New York appro-priated \$2,000,000 for enlarging and improving this canal, and a few figures from the state report on canals may be of interest in this connection

"Rollable statistics of its traffic are not stainable for the cartier years of its operation, but, in accordance with the last annual report of the Euperimendent of Public Work, of the State of New York, we find that the tonnage carried on all the canals in both direction, in 15% was 1.171,226 tons, valued at \$16,819,283.

The tornage and the value increased until 1572 when it amounted to 9,573,277 fons, valued at \$229,913,521.

"From 1872 the tonnage and the value the property carried decreased, until 1897 there was only 3,617,504 tons car-ed, with a value of 396,082.338. 61 "This, in face of the fact that the re-celpts of grain and flour at Buffalo had horeased from 1.184,65 bushels in 1527 to 242,140,396 bushels in 1597.

Decline in Canal Traffic.

The greatest number of new boats reghtered as operating on the canals in a single year was in 1822, when there were 550 new boats. In the year 1837 there were only 16 new boats registered. You will wonder what has caused the abandonment of several caruls in the State of New York, and the steady decline in the com-merce passing through the Eric Canal.

There are three general causes for one results. The first is the great reduction in the rates of freight by the rail-roads in the United States, and notably in the State of New York. The second cause is the marvelous develop the motive power and rolling stock of American railways. Less than a quarter of a century ago, upon the average American railroad, the capacity of a freight car was 20,000 pounds; the capacity of a freight engine was from 20 to 30 of such cars to the train. "Today, on the New York Central,

"Today, on the New York Central, whose six iracks run alongside the dric Canal for the entire distance from But-falo to Albany, the capacity of the grain cars si from 60,000 to 66,000 pounds, and a boundaries of the latest type will have locomotive of the latest type will have from 75 to 50 such cars loaded to their full capacity. It is not an infrequent occurrence for a single engine to have through the Mohawk Valley, beside the Eric Canal, 85,000 to 90,000 bushess of grain in a single train. The same concerning will In a single train. The same engine will haul from 110 to 125 empty cars. When you consider that in the busy season there are from 75 to 100 such trains a day passing over the New York Central you will get some

Export Trade Requires Fast Time. "The third cause for the failure of the canals is the general demand of the American public for quick time. A ship-per having 100,000 barrels of flour, or 1,-000,000 bushels of grain for export, must move it from Buffalo to New York within a specified time, and he cannot risk the slow process of the canal,

Railroads Essential to Progress.

"In a recent address before the Cham-ber of Commerce of Rochester, N. Y., 1 clied this illustration of the difference between modern railway transportation and

transportation by canal. "In 1822 Thurlow Weed, one of the great newspaper men of his day wrote of what is now the City of Rochester, as follows: "Rochester is a straggling village con-taining about half a hundred inhabitants, but it is a go-ahead place, and from its advantages is destined to become an im-

portant inland town." "At that time Roche, r's only means of transportation was the Eric Canal, and the difference between the insignificant village of Rochester in 1822 and the magnificent City of Rochester of today is the difference of its transportation facilities, and this difference is graphically shown by a comparison of the canal packet towed by a mule at the rate of four miles an hour and the Empire State Express

thundering through the Genesee at a speed of 60 miles an hour."

and Seattle and Tacoma must bow to the inevitable, just as Philadelphia and Bal-timore have, and all the transcontinental roads of the Pacific Northwest must either build to or seek through an alliance with roads already built an outlet at the mouth of the Columbia. The mighty river breaks through the Cascade Mountains in DISTRICT SOUTH OF THE ORANGE RIVER ON POINT OF REBELLING. a westerly direction, exactly on the lin

of travel both in and out of the countr of travel both in and out of the country and from ocean to ocean, and is Amer-ica's natural gateway to the Orient. The Hudson breaks through the extension of the Alleghany Mountains, and is the grav-ity route to the sea on the Atlantic sea-board, and New York harbor is America's natural gateway to all-Europe. natural gateway to all-Europe.

These fine harbors naturally command all the commerce tributary to them, either import or export, and as great and prosperous cities will grow up east and pro-perous cities will grow up east of the one as are already thriving west of the other Both will command the country behind and tributary to them. New York, the maritime city of the Atlantic, will have her counterpart, equally as important, and as favorably located, on the shores of the Pacific. The

Considerable activity now manifested at Alderable. A large draft of mounted troops will be ready to start for South Africa January 5, while others have been notified to hold themselves in readiness he most prosperous cities of the Mid-Northwest are Minneapel's and St. I. Neither one has ever loaded a p-sea vessel, and never will; but to north of :hom, at Weat Superior and uth, the grain of Minnesota and the Paul pondent of the Daily Mail, wiring yester-day, the treason court, slitting in Coles-berg, was obliged hurriedly to remove to Cape Town with the records and docu-ments, owing to the vicinity of the in-vading Boers. "The Colesberg district," says the cor-"The Colesberg district," says the cordeep-sea Dakotas is trans-shipped from rail to the Lakes, east-bound, via Buffalo, to tide-water at New York. The producers reach market the callest and cheapest way, and therefore realize the greatest net profits "The Coleaserg district," says the cor-respondent, "Is seething with and-British excitement. A recrudescence of rebeilton is perceptible in the district immediately south of the Orange River. Yesterday morning a fight was proceeding at Phil-lipstown, presumably with a commando which crossed at Sand Drift." and this is just what the great Twin Cities, the business center of that cour try, favor and are interested in promo-

Does not our peautiful City of Portland spo for herself the same future and re-sults mirrored in the prosperity of these cities, and is it not for every business man's interest to have all the products of the Willamette Valley and the Inland Empire reach market by the natural, eas-lest and cheapest route, so that the increased profits will encourage greater production and bring more money into the country, where prosperity will attract immigration and make more consumers for Portland's goods and wares? The Dakotas and Minnesota ship annually 200. 000,000 bushels of grain. Oregon and Wash-ington and Idaho have an area of terri-tory suitable to easily produce as much, and they will do so, but not if the ways to market are blocked or made too expensive by unnatural routes. With a million people in the Willamette

is probable until Lord Roberts' return. If reinforcements are sent it is not be-lieved that they will exceed 10,000 men. A picked body of mounted infantry is already under orders to sail early in Jan-uary, but it will not be over 100. The supply of horses is reported to be scant Valley and as many more east of the untains, can any one doubt Portland's supply out it will not be over 1000. The supply of horses is reported to be scant in South Africa. Some experts consider that there are men enough already in the field, and the proper course would be to send horses by thousands and put in the saddle the infantry now suffering from future? It is assured now; what will it

Let Oregon's and Washington's natural scaport, the mouth of the Columbia, and its railroads, open "America's natural gateway to the Orient," This will bring us to the front first and foremost, and Seattle and Tacoma can no longer menace our trade, either foreign or domestic. We have already been too long without a railroad direct to the sea along the south shore of the Columbia; and we could no more afford to be without it than Minneapolis or St. Paul could pros-per and close the gateway north of them at West Superior and Duluth, to the chain of lakes.

respect to the invasion of Cape Colony, and there is bound to be considerable anxiety until the truth is known. It is difficult to believe that the Boers who Should prices come down, then the near-est, cheapest and easiest way to market will be very important to the farmers of crossed the Orange River can be in suffi-clean numbers to frighten the War Office authorities or to cause General Kitchenar much annoyance. One of the commanthe Pacific Northwest. In early times, and with a small volume of business, be-cause the old ways of getting into and out of the country answered every dos is, however, reported to be in the neighborhood of Aliwal North, which is purpose, is no reason that we should still cling neighborhood of Aliwal North, which is about the worst center of disaffection in the whole colony. The invading Boers are probably receiving considerable as-sistance from the local Dutch, and in case of a general uprising the troops at the disposal of the British authorities would not be sufficient to cope with the situa-tion which private advices depict as somewhat ominous. to them when the increased volume of trade and growing commerce demands broader plans, the most feasible routes, and utilization of the best harbors. The cance of the Indian, the ox cart of the ploneer, gave way to the stage coach, small coasting steamers and crude steamboats; these answered the necessities of the advance guard of civilization, and were all somewhat ominous. Delarey seems disposed to follow up that were needed then. Today with rei-roads and steamships, their exchange point must be at natural harbors, to hold his success at Nooitgedacht. Hitherto the Boer Generals have been content to reat on their oars after a victory, but Delarey, if he intended profiting by his and command the commerce. New York demonstrates this. Buffalo, at the foot of the chain of Great Lakes and West Superior and Duluth at their head, is an-other proof; while Chicago and Clevedefeat of General Clements, should have given the latter time to be joined by General French. As was generally ex-pected, the losses of the Northumberiand Fusillers at Nooligedacht a week ago were much heavier than official accounts intermediate, add .their indorse land, ment, all plainly, all unmistakably show-ing us that as surely as the waters of the Columbia flow into the ocean, the fine at first reported. Owing to the filtered arrangements for Lord Roberts' return and the short route in London which the Field Marshal will harbor at its mouth is where our com-modilies will pass from rail to ocean carriage and vice versa. North and south of New York City are rival ports, but they are unsuccessful competitors. We cover in his drive to Buckingham Palace. cover in his orive to Buckingham Palace, it is feared by a good many people that the crush will be very great. The au-thorities are, however, determined to pro-vent a repetition of the scandalous scenes which marked the return of the will have competitive ports at tide water.

but, like New York City on the Atlantic, the mouth of the Columbia will handle the most of the in and out-bound tonnage of this country, as long as its waters City Volunteers. 865.

RISING OF THE DUTCH DO YOU GET UP WITH A LAME BACK?

Colesberg Country Is Seething With

Anti-British Excitement-More

Mounted Troops.

LONDON, Dec. 21 .- Since Lord Kitch-

ener's dispatch formally confirming the invasion of Cape Colony and expressing a hope not to capture the Boers but only to "drive them north again," not

only to "drive them north again," not a word has been issued officially as to the

according to the Cape Town corres

KITCHENER'S REINFORCEMENTS.

Ten Thousand Men May Be Sent to South Africa.

NEW YORK, Dec. 20-A dispatch to the Tribune from London says:

inaction and weariness of camp routine. Attempts on the part of the press agencies to magnify the services of mounted in-fantry under Clements, and explain away

the recent reverse are not convincing. The strictures of veteran officers here upon the management of the British forces in that engagement are most se-

Lord Kitchener maintains silence with

situation.

According

for the same destination

Kidney Trouble Makes You Miserable

Almost everybody who reads the newspapers is sure to know of the wonderful

cures made by Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder remedy. It is the great mediteenth century; dis covered after years of Dr. Klimer, the emi-nent kidney and blad-der meriality and blad-

個 der specialist, and is wonderfully successful in promptly curing lame back, kidney, bladder, uric acid troubles and Bright's Disease, which is the worst form of kidney trouble.

Dr. Kilmer's Swamp-Root is not rec mmended for everything but if you have kidney, liver or bladder trouble it will be found just the remedy you need. It has been tested In so many ways, in hospital work, in private practice, among the helpless too poor to pur-chase relief and has proved so successful in every case that a special arrangement has been made by which all readers of this paper who have not already tried it, may have a sample bottle sent free by mail, also a book telling more about Swamp-Root and how te find out if you have kidney or bladder trouble When writing mention reading this generous

offer in this paper and send your address to Dr. Klimer & Co., Bing-hamton, N. Y. The regular fifty cent and Home of Swamp-Rook dollar sizes are sold by all good druggists.

There are persistent rumors that Gen-eral Kitchener has asked for large rein-forcements of mounted men. Various fig-ures, ranging from 20,000 to 40,000 men, are The people here are much disturbed. A mixed force of 1000 men was dispatched named, but the War Office is selent and the reports are not credited by military men. No action in the direction of strengthening the army in South Africa is probable until Lord Roberts' return. north yesterday evening.

DISAPPOINTMENT FOR CLAIMANTS.

Few Large Unclaimed Estates in British Courts.

NEW YORK, Dec. 20.-A dispatch to the Journal and Advertiser from London eys:

So many expectant American heirs of So many expectant American heirs of vast fortunes supposed to be held in the English Court of Chancery are being fooled by unscrupulous agents that the American Embassy made a formal request to the court for a statement of unclaimed property in which Americans might be interested. The court sent to Mr. Choate an official statement, showing the absurd-ity of the American expectations. ity of the American expectations. The court holds a total of \$200,000,000 worth of roperty, of which \$150,600,000 is desig nated as trusts for wards in chancery and known heirs of estates in process of ad-justment, leaving a balance of \$20,000,000 open for claim. But a large part of the latter sum is already claimed, and only awaiting a decision of the court for set-tling. Most of these unclaimed estates are very small, only one being more than \$90,000. A coterie of claim agents in London has been living off the contributions of American heirs for many years

Row in Spanish Chamber.

Row in Spanish Chamber. MADRID, Dec. 20.-During the discus-sion in the Senate of the royal message announcing the marriage in the near fu-ture of the Princess of Asturias, heiress presumptive to the throne, with Prince Charles, second son of the Count of Caseria, Senor Ortega, a Republican, raised a storm of protest by recalling the conspiracy of the Bourbon Princess against other Bourbon Royalists, which he feared this marriage would have a tenhe feared this marriage would have a ten-dency to renew. Amid insults from all parts of the house, the speaker was finally called to order.

Wilhelmina's Marringe Approved.

THE HAGUE, Dec. 20 -Bills were in-roduced in the Second Chamber today approving of the marriage of Queen Wil approving of the marriage of Queen Wil-helmina to Duke Henry of Mecklenburg-Schwerin regulating the procedure of the celebration and the contingencies arising therefrom, providing for the naturaliza-tion of the bridegroom and making pro-vision for an allowance payable to the Duke from the national treasury in the event of the Queen dying hefore.

Scotch Steel Works Suffering.

GLASGOW, Dec. 20 .- Clyde shipbuilders recently placed orders for 150,000 tons of plates in the United States at a saving of £50,000. The depression in Scotch steel and malleable iron trades is acute. Four-teen furnaces will be damped at the end of the year. The steel works are talking of closing indefinitely.

onkeyed with or captured. 'Get the money all in gold, \$5, \$10 and

120 pieces, put it in a white wheat sack, get in your buggy alone on the night of the from your house to Center street, rn west on Center and drive back to Ruser's Park and follow the paved road toward Fremont. When you come to a lastern that is lighted by the side of the road, place the money near the lastern and immediately turn your horse around and return home. You will know ou for it will have two ribbo Isntern. black and white, tied on the handle, You must place a red lantern on your buggy where it can be plainly seen, so we wil know you a mile away. This letter and every part of it must be returned with

every part of it must be returned with the momey, and any attempt at capture will be the saddest thing you ever done. "If you remember, some 30 years ago Charley Ross was kidnaped in New York City and \$20,000 ransom asked. Old man Ross was willing to give up the money, but Burns, the great detective, with others, persuaded the old man not to give up the money, assuring him that the thieves would be captured. Ross died of a broken heart, sorry that he allowed

the detectives to dicinte ro him. "This letter must not be seen by any one but you. If the police or some stranger knew its contents, they might attempt to capture us, although against attempt to capture us, attempt against your wish, and some one might take a lantern and represent us, thus the wrong party securing the money, and this would be as fatal to you as if you refused to give up the money. So you see the dan per if you let this letter be seen.

ger if you let this lotter be seen. "Mr. Cudaby, you are up against it, and there is only one way out. Give up Money we want and mone the coin. we will get. If you don't give up, the next man will, for he will see that we mean business, and you can lead your boy around blind the rest of your life and all you will have is the conpe sympathy. Do the right thing by us and we will do the same by you. If you re-fuse, you will soon see the suddest sight

"Wednesday, Dec. 19. - This night or never. Follow these instructions and no harm will befall you or your son."

The Boy's Story.

Young Cudahy detailed the following incumstance of his disappearance: He said he was in front of Genera Cowan's house, just across the street from his own home, on his way back from the Rustin residence. Tuesday evening, when two men approached him, One of them stepped up to him and said: "We are Sheriffs from Sarpy County, and ar-rest you as Eddle McGee, who escaped from the reform school." The lad pretested that he was not the mythical Eddie McGee, but his captors said that he would have to be identified. They placed him in a buggy and drove to Thrity-sixth street, and thence south to Leavenworth street. As they approached Leavenworth street, a motor car passed them. The iad recognized the conductor, them. The lad recognized the conductor and said to his captors: "There is a man who knows me; he can identify me." But the captors immediately blindfolded him, and whipped up the horses. The lad thinks that they crossed Leavenworth street and then drove in a southerly di-rection. Presenting they came the who knows me; he can identify street and then drove in a source to a house rection. Presently they came to a house which in the printon of the lad, is some where in the southwestern part of South

Omaha. Young Cudaby was taken from the

Wertheimer's counsel, Maltre Foucald, n a speech lasting several hours, made a most vigorously worded reply to the Castellane contentions. He said there was nothing serious in the observations and criticisms, "behind which the Castellanes were screening their temporary in-solvency." He denounced the Count's solvency." He denounced the Count's conduct scathingly, referring to his "pretexts to delay nayments." and did not hesitate to accuse him of telling untruths. Counsel explained how the Count cheer-fully accepted all the transactions, expressing satisfaction until the last mo ent, when he turned and accused Wer-elmer of usury. Malire Founald preheimer of usury. Maltre Foucald preand replied to the contention that the articles were sold at exaggerated prices. Counsel quoted one article in a batch which the Count asked him (Wertheimer to sell on the eve of his departure for New York. Count de Castellane, counsel said, asked a higher price than he had paid for the article. Werthelmer, never-theless, sold the batch at the Count's The Count, when hard pressed figures. told Wertheimer that Mr. Gould would pay. The Count's conduct at this period, pay. according to the counsel, resembled that of a child. He was surprised at his wrongdoing, and requested his creditors to keep from Mr. Gould the real extent of his indebtedness. Later the Count affirmed that his own brother would pay Werthelmer, but through his brother's lawyers, not through his (the Count's)

"What an affront," said counsel. "Count Boni was thus obliged to admit that his own brother would not trust him with

Maitre Foucald contrasted Count Boni's conduct with the glorious traditions of the Castellane family. One felt grieved, he said, to find such falsehoods written with the pen of a Castellane. Count de Castellane wired Werthelmer after his arrival in New York that he was well satisfied with the voyage, which counsel said Wertheimer interpreted as meaning that the Goulds would finance him. Counsel for the Castellanes claimed that

Wertheimer had abused the confidence of the young people, and if the inter had committed failies, it could be said that for the last 15 months they had been cruelly atoning for them. Moreover, hence-forth they would devote themselves to wiping out the indebtedness. Before the conclusion of the argument, the case was adjourned for a week

Recruits for the Phillipines.

COLUMBUS, O., Dec. N.-A detachment of 18 recruits left the United States har-racks here today for San Francisco, destined ultimately for service in the Philippines. They were under command of Lleutenant E. B. Winans. of the Pourth Cavalry, and Lleutenant Heres-chei Tuppons of the First Infantry. They will go into camp at the Presidio on arrival at San Francisco,

Anger never made good guard for it-elf.-Shakespeare

but to the contrary it is the most expensive way. In explanation of the general rule, that the transportation of cargoes in the hold of a sailing ship is cheaper than by rail, we must remember that this applies only

a vessel while at sea, under sall, in r natural element, propelled by the "wooing winds" free as air, costing noth-ing; but if she is towed at sea to her destination, or takes a tug outside to ome into the river, or a river steamed come into the root miles up and back from to tow her 200 miles up and back from Portland then the "hold of a sea-going vessel," navigating rivers under tow, costs more than rail service, especially if has to have an artificial and expenshe make to have an added for her, and comes in ballast, as do S0 per cent of the ships to Portland. To make it plain, if Portland was right at the ocean and

without river towage, as Astoria is, so that sailing vessels under sail could come right into her harbor, as they frequently do at Astoria (but as a rule they are towed), then Portland would be as cheap a seaport as Astoria now is. Look at it another way. If Portland had Astoria's location, and Astoria Portland's, would Mr. Hughes then advise to blood's. Mr. Hughes then advise taking the ships

past Portland and 100 miles inland Astoria, and pay useless river towage and expend thousands of dellars to dredge a channel continually, or would he not ad-

ocate a common point at the sea, and be entitled to it by all the natural laws that govern commerce? "Poor rule that won't work both ways."

Here I beg leave to quote from "An address by George H. Daniela, general passenger agent, New York Central & Hudeon River Railroad, and President of the American Association of General Pasager Agents, before the International Congress, at Philadelphia, Commercial Co October 25, 1859.

October An Age of Transportation.

"Transportation underlies material prosperity in every department of comme ut transportation commerce would be impossible. "Those states and nations are rich, pow

erful and enlightened whose transporta-tion facilities are best and most extended. The dying nations are those with little o no transportation facilities.

Railroads Supersede Canals. "One hundred years ago the Governor the great State of New York odvised a Trienda not to invest their money or his Triends not to invest their money or wante their time in aiding the building of railroads, expressing the opinion that,

while it was possible that improved meth-ods of construction and perfected ma-chinery might in the remote future, ena-ble the people to move a car upon a rail-road at the rate of five or six miles per hour, he did not believe that they could

ocean, and one of the finest natural harbors in the world right at the coast. Extend the common-point rate to this sea port and let nature's laws of gravity have full sway. California, Washington and British Co-

lumbia have utilized all their ports. Do not their prosperity and progress the last 10 years teach us the wisdom of such a policy, or are we still going to throw away our golden and winning opportuni-ties, and be left on account of our own short-sightedness and stupidity, while the products of the Columbia River basin are being diverted across the mountains to

the Sound, and the Oriental and Alaska trade done entirely by San Francisco Tacoma and Seattle? Does Oregon give up, with a sure and easy remedy at hand

untried and begging to be used? These are questions for the producers of the Inland Empire and the Willamette Valley very thoughtfully and carefully to consider. The ensiest and cheapes way to market is the true way to suc-cess. The producer pays the freights, towing included, and the greater these are the less he gets. Where, naturally, should the export

products of the Atlantic and Pacific sea-board meet ocean carriage? Along the chain of the Great Lakes, Mohawk Valley and down the Hudson to its mouth is New York, the maritime city of the At-lantic scaboard, handling two-thirds of the exports and three-fifths of the im-

ports of the United States. It is the ocean terminus of the Vanderbilt system and Pennsylvania Railroad, and also reached by the Baltimore & Ohlo, the three great t-unk lines of the East, and connected by rall with every important city in the Union. Philadelphia is at the and of Delaware Bay, 100 miles from the ocean, and Baltimore, on the Chesapeake Bay, is still farther inland, but these clices must be reached by crossing the Alleghany Mountains. Why do these roads all reach New York.

and the Pennsylvania line haul thousand of tons of export freight right through Philadelphia to her Jersey City elevators at the Hudson River's mouth? Why, because there is the best harbor, so superio

and that on ow them hemaheantrese to the rest that no foreign-bound tonnage has ever been hauled away from New Tork to either Philadelphia or Baltimore. Nor is it necessary for the Vanderbilt

lines "America's Greatest Railroad." to reach those cities, for it has the only gravity route to the seaboard, terminating at the best harbor, and so situated that it will forever hold its prestige.

Now, if the geography of the country regulated and established the greatest and best harbor at the mouth of the Hudson River on the Atlantic scaboard,

are there not geographical reasons why the mouth of the Columbia Biver on the Pacific scaboard should command all the export products produced in Oregon and Washington, or especially grown in the Columbia River Valley? Do not both Se-attle and Tacoma stand in the same relation, and are they not at the same dis advantage that Philadelphia and Balti-more are to New York? If so, to main-tain them they must stand on unnatural and therefore artificial supports. Neither in transportation nor commerce can man overcome nature, for ultimately the pat-ural, which is the right, way will prevnil. If the natural harbor or Oregon and Washington is at the mouth of the Co-lumbia River, then Oregon's seaport stands to command the export tennage,

the largest city of the world, and its shipping ports, Liverpool and Southamp-ton, again demonstrates that the geography of a country regulates where rall and sail must meet. Nothing short of a change of the topography of the surface of the earth will ever divert the traffic of the world from the natural channels of commerce. Like the trade winds, the Gulf Stream, the Japanese current, the flow of rivers to the sea, and the tides of the ocean, they began at the creation under natural laws, and will continue till the designer becomes the destroyer. L. B. SEELEY.

Widow of Admiral Stemble Dead.

NEW YORK, Dec. 20.-Mrs. Laura McH. Stemble, widow of the late Admiral Rog er N. Stemble, is dead at the home of her daughter, Mrs. C. S. Schmidt, of this city. Admiral Stemble died two weeks ago at the Fifth-Avenue Hotel. Two ago at the Filth-Avenue Hold. Iwo weeks before her husband's death Mrs. Stemble was out shopping and in attempt-ing to cross the street she stepped back-ward to avoid a passing cab. lost her footing and in falling broke her thigh. The nervous shock followed by her grief at her husband's death, together with a heavy cold, developed the ailment which caused her death. Mrs. Stemble was Miss Laura McBride, daughter of James Mc-Bride, of Hamilton, O.

The Joint Note.

PARIS, Dec. 20.-The Havas Agency has received the following dispatch from Pekin, dated December 20:

"The foreign Envoys have signed the joint note with the adoption of England's stipulation that China cannot be allowed to foresee a cession of the Province of Chi Li 'so long as she has not conforme to the conditions of the powers.' M to the conditions of the powers. Mr. Conger has deferred signing owing to in-structions to insist on final moderation, out he thinks Washington will not in-

Negroes for Hawall.

CHICAGO, Dec. 20.-A special to the Record from Nashville, Tenn., says: About 200 negroes will leave Nashville in the morning for San Francisco, whence they sail for Honolulu. The negroes are going to work on sugar plantations.

Readjusting N. P.'s Capitaliantion.

A WINTER ROUTE TO THE EAST.

A WINTER ROUTE TO THE EAST. The climate of Utah and Colorado is sand sumit days are as proverbial in Win-perature in Salit Lake City or Denver is about 36 degrees, and the average annual precipitation it. I inches. With such in-prestitution it. I inches. With such in-bittle or no trouble from snow in the dis-verse of the the limmediate connec-tions of the state of the second west-ern Railway, and its immediate connec-tions of the second will and or Denver & Rous Grande Railroads. The Winter adds but new grandeur fuses an element of variety and beauty along the Great Salit Lake Route. Tickets o all points East may be obtained at 250 Washington street.

Society gossip now proposes to reward Lord Roberts with an Earldom and £50,000 St. Paul's was well filled at the service

in memory of the soldiers and sallors who have fallen during the war. The Lord Mayor and Sheriffs attended in state, and there were files of Cold

Streams and Blues, with a full military band, Lord Wolseley and Mr. Broderick represented headquarters and the War Office. The service was impressive, with funeral marches and dirges by Bethoven, Wagner and Chopin.

TWO BODIES OF INVADERS.

Efforts of the British to Drive Them From Cape Colony.

CAPE TOWN, Dec. 20.-A government memorandum, issued this evening, makes the following announcement: "The principal seat of action has been

"The principal seat of action has been transferred to the northern part of Cape Colony. Early December 15 a large hody of Boers crossed the Orange River to-ward Burghersdorp. A British force foi-lowed, to avoid which the Boers turned westward and occupied Venterstad De-cember 18, but they evacuated the town the same day, on the approach of the British, and marched in the direction of Stevnsburg. The Boers, showever, have

Steynsburg. The Boers, showever, have been intercepted, and find difficulty in moving in any direction. Steynsburg. Burghersdorp, Stormberg, Rosmead and Naauwpoort are all strongly held by the British, and the Orange River has risen

"Another 2000 Boers crossed at the drift, making for Colesburg, but on the dispatch of a British force they diverged and occupied Phillipstown December 19 cutting the telegraph wires between Philipstown and Houktkraai. Early this morning, a large portion of these Boers reached Houktkraal Station and cut the line there. Considerable reinforcements have been sent to De Aar and Hanover and it is expected that further invasion will now be stopped, except in the case of scouting parties which may slip through to raid cattle and obtain much-

needed supplies. "Hitherto there has been very little fighting, as the enemy in every instance have retired before the British. They took our garrison of 20 men at Venterstad took our garnson of a men at venterstad prisoners, but the Magersfontein garnson repulsed their attacks, inflicting heavy loss after some hours' fighting, and a re-fusal of a demand to surrender. "It is probable that of the two invad-

ing forces, the former is a part of De-wet's commando and the latter consists of small commandos hitherto operating in the west of Orange River Colony, and a number of rebels. Martial iaw has been proclaimed in the following additional districts: Britstown, Victoria West, Richmond, Hanover, Mur-

raysburg, Graaf Reinet, Aberdeen, Mid-dlesburg, Steynsburg, Craddock, Tarka

Cannonading at Krugersdorp. NEW YORK, Dec. 20.-A dispatch to the Journal and Advertiser from Jo-

annesburg says: Heavy cannonading was heard this norning in the direction of Krugersdorp. Marauding Boer parties still infect that

The Invasion Spreading.

CAPE TOWN, Dec. 20.-The invasion of Cape Colony is spreading. It is reported that the Boers have occupied Coleeburg, near the Orange River Colony frontier.

district.

Slighted by the Czar.

BERLIN, Dec. 39 The Frankfurter Zeltung says the Caar, in his reply to Mr. Kruger's Marseilles telegram an-nouncing his arrival in France, addressed it to "Mr. Kruger."

Chosen Friends Receiver.

Chosen Friends Receiver. NEW YORK, Dec. 20.-Justice Leven-tritt, in the Supreme Court, today ap-pointed Jacques H. Hertz, receiver in this state for the Order of Chosen Friends. The receiver's bond was fixed at \$20,000. At the same time, Justice Leventritt handed down an injunction order restrain-

ing creditors of the society from bring-ing new sults against it or from prose-cuting old sults pending the rejum of the injunction order December 2.

Leniz Will Contest.

COLUMBUS, O., Dec. 20.-Congressman John J. Lentz, of the Twelfth Ohio district, announced today that he would contest the seat in the next Congress of E. Tompkins, by whom he was defeated at the late election by a majority of is votes. Mr. Lents claims to have evidence of the alleged corrupt use of money to secure the election of Mr. Tompkins,

Makes Hair Grow

Perhaps your mother had thin hair, but that is no reason why you must go through life with half-starved hair. If you want long, thick hair, feed it. Feed it with Ayer's Hair Vigor, the only genuine hair food you can buy.

Your hair will grow thick and long, and will be soft and glossy.

Ayer's Hair Vigor always restores color to gray hair; it keeps the scalp clean and healthy, and stops falling of the hair.

One dellar a bottle

If your druggist cannot supply you, send us \$1.00 and we will express a bottle to you, all charges prepaid. Be sure and give us your nearest express office. J. C. AYER CO., Lowell, Mass.

Send for our beautiful illustrated book on The Hair. Free.

ern Pacific securities is under way."

NEW YORK, Dec. 20.-The Commercial Advertiser says: "There is good authority for the state-ment that a plan for a radical readjust-ment of the capitalization of the North-