Big China Mutual Liner Has a Rough Trip.

JUST FROM THE CZAR'S SERVICE

Had Two Unlucky Fridays on One Day-Substitutes for the Subsidy Bill-Quiet Day on the

The big China Mutual liner Kalanw Captain Rodway, arrived up from Astoria early yesterday morning, and docked at Victoria dock, where she will take aboard a full cargo of wheat for Kerr, Gifford & Co., for St. Vincent, for orders. The Kalsow met with very heavy weather on her voyage across the Pacific, and for three days of the voyage was in the grasp of a terriffic enaterly gale. She struck the worst of the weather on the line, and had two unulcky Fridays on December El. The Kalsow comes from Moil, the Japanese coaling port, and, while lying in the harbor there was delayed for two days, being unable to take aloard coal on account of the heavy weather. The Kalsow has just been released from the service of the Casr of erree, arrived up about 5 o'clock, and the orders. full cargo of wheat for Kerr, Gifford & eased from the service of the Czar of Russia, by whom she was engaged as a troop ship for the purpose of convey-ing soldiers to the far East. She sailed from Odessa. October 4, with 1100 Rus-sian soldiers for Viadivostock.

According to the officers of the Kaisow, he movement of Russian troops from dessa to the Char's possessions in the ar East has been Odessa to the Char's possessions in the far East has been much greater than is generally supposed. At the time the Kalsow was loading troops at Odessa there were other British transports taking aboard an army of over 20,000 men. The Ping Suey, a companion liner of the Kalsow, sailed with 1800 troops, and the British steamer Sicilian carried 2700 soldiers. Other vessels taking troops at that time were the British steamer Glen Shiel, Narrung, City of Bombay, German steamer Piaz, Austrian steamer Marie Therer Pisa, Austrian steamer Marie Ther-ese, Danish steamer Cores, Italian steam-er Citta de Milan and a number of others. This big movement of troops is ostensibly for the purpose of protecting Russia's interests from the Chinese, but it is af-fording the Car an excellent opportunity for placing himself in a position to ma-terially aid in "map-making" in the far

The Kalsow carries a crew of Lascars, and they complain very bitterly of the weather. They were forced to take a oath at the quarantine station, and many of them caught cold. As a rare they are particularly susceptible to the cold, and unless there is a growing milloress in the weather here some of them will be from Hong Kong for Tacoma.

Sydney, N. S. W., Jan. 1.—Sailed—Aorangia, for Vancouver. talking matters over with Allah before the Kalsow gets away from here. Cap-tain Rodway, of the Kalsow, visited Port-land three years ago as first officer of the big steamer Pak Ling.

ADOPT THEIR PLANS.

Method by Which America Can Equal Foreigners on the Sea. The January number of the North American Review contains a valuable communication on "Substitutes for Ship Subsidies." A number of suggestions are made for improving the condition of our merchant marine without hiring men to engage in the business, and among the plans set forth is the following:

We might try the experiment of allowing our merchants to have ships where

lowing our merchants to buy ships where they can get them on the most favorable terms, and offer them American registers on condition that they engage in transon condition that they engage in trans-portation of our foreign commerce, when conducted by officers trained in a United States naval reserve. There would be no lack of applications for such service, be-cause it would sooner lead to adequate pay and promotion than enlistment in the regular Navy. The privilege of sailing foreign built ships commanded by Amer-ican officers under our flag would lead toward a modification of our antiquated, whilom British, navigation laws. These statutes, by which British shipping had been protected since Cromwell's time, was reactically abandoned by England. were practically anandoned by England in 1848, while we were her formidable rival. British merchants were then permitted to buy our ships and sail them under their own flag, when engaged in their foreign commerce. All other maripractically abandoned by England time nations have followed this example except the United States, and the merchant marine of all nations has increased, while our own has during that time diminished. One of the consequences has been that American merchants, who have found it to be for their interest to buy English steamers, actually sall them under the British flag-thus adding to the der the Sritish flag-thus adding to the power and prestige of that country, in-stead of their own. Germany, since Bis-marck's time the most ardent advocate of protection, has no reason to regret that she upholds free trade in ships. The steam tonnage of her merchant marine has increased 1000 per cent in 29 years, and Stettin has begun to rival Glasgow in furnishing ships for the world's trade. Amongst leading protectionists Lames C. Amongst leading protectionists, James G. Blaine declared in favor of this policy, because it would lead to an expansion of our trains. our trade.

The few German and English lines

The few German and English lines which receive subsidies for carrying mails depend for their success, not on these comparatively small contributions, but on economical and prudent management. Their tomage forms but a small portion, less than 5 per cent, of the aggregate tomage which, without assistance, carries on the foreign commerce of these nations. The Hamburg line furnished an example of self-help when three teachers. example of self-help when, three years ago, it celebrated the 56th anniversary of its existence. Without ever having received a penny for subsidies, it had inis the only country whose merchant ma

DERELICT IDENTIFIED.

Capsized Schooner Was the Joseph and Henry.

SAN FRANCISCO, Jan 1.—The over-turned hull of a small craft that was sighted by the schooner Sacramento float-ing in the ocean off the Columbia River has been identified by shipping men as the wreck of the Joseph and Henry, which left here December 13 for Coquille River. She carried five men, her com-mander being Captain Charles Rasmus-sen, and her cook, Frederickson. The names of the other three men of the crew are not known.

The schooner was owned by Joseph

The schooner was owned by Joseph Harter and Henry Steffens. She had about 20 tons of freight in her hold.

LOG OF THE CROMARTYSHIRE. Oil on the Waters Is All That Saved

the Good Ship From Destruction. San Francisco papers print the follow-ing report made by Captain Reid, of the disaster which sent the Cromartyshire limping into that port in a badly crippled condition a few days ago: "We sailed from Astoria December &

We salled from Astoria December a Min attended as follows: Gymnorthward. On December 11 it started to blow from the southward, and continued to December 15, when it came away to blow very hard with high confused sea. 120,000.

VOYAGE OF KAISOW the ship, throwing her over on her beam the cond. Starboard side was completely under water and gradually settling over.

ends. Starboard side was completely under water and gradually settling over. We had only a lower main topsall set, the sheets of which we let go to right the vessel, but she came up so slowly we cut and cleared away the lee braces and got the yards souared in, but still the ship had about 40 degrees list, and being full of barley. I decided to jettlson the cargo to get her upright.

"We jettlsoned in all about 2000 bags of barley. Our starboard bulwark stanchions between the fore and main rigging are completely broken way from the bulwarks. We got the bulwarks lashed up with wire, and secured them the best way possible. All this time the crew were working up to the neck in water, one gaie after the other as fast as it could blow up till December 13, when it wound up with a perfect hurricane from south southeast with a high, confused see. We used oil with yeart effect.

south southeast with a high, confused sea. We used oil with great effect.

The sea was almost overwhelming at times, and I attribute the sufety of the ship to the oil. We rode the hurricane out under a storm spanker. When the gale moderated and we saw the condition of our ship, the starboard stanchlons all gone, the pump well casing all stove in and the main well full of grain and the cargo shifting, after a consultation with my officers and crew I decided to make for San Francisco to have repairs made and the cargo restowed."

the greater part of the day. The Harvest Queen towing the British ship Wavertree, arrived up about 5 o'clock, and the Okiahama with the Italian ship Dora came along a few hours later. The ap proaching storm prophecied by the weather bureau, kept the fleet of sailers in port at Astoria, and the only thing moving at the mouth of the river was the Thyra, which crossed out for Manila.

Saw Three Ships Founder. LONDON, Jan. 1.-The captain of the bark Idun, which has arrived at Cardiff, reports that during the gale Friday he saw three vessels founder in the Bristol channel, and he believed that as many as

Explosion at Sea.

LONDON, Jan. 1.—The Spanish steamer Oleta, from Genoa for New Orleans, has arrived at Las Palmas, having burst her steam pipes. The chief engineer was killed by the explosion. She will be surveyed.

25 lives were lost.

Domestic and Foreign Ports. ASTORIA, Jan. 1.—Arrived down at midnight and sailed at 11 A. M., Norwegian steamer Thyra, with animais and forage for Manila. Condition of the bar at 5 P. M., rough; wind, south; raining. Viadivostock, Dec. 20.—Arrived—Gienshiel, from Tacoma.

London, Jan. 1.—Arrived—Massorni. Jan. 1. - Arrived - Mascogni, from New York. Yokohama, Dec. 27. - Sailed-Glenogle,

THE HELVETIA DISASTER

Strong Regiment Surprised When Strongly Intrenched.

NEW YORK, Jan. 1 .- A special to the Tribune from London says: Additional details of the British reverse at Helvetis show that an enormous fighting regiment, bearing the names of giori. ous battle-fields on its colors, had been surprised at night when strongly in-trenched, and had lost one of its best guns in surrendering it to the Boers. The fact that the Boers invariably re-lease their prisoners does not render such incidents less humiliating to British pride. The bitterest dregs in the cup for English lips throughout the campaign have been the evil tidings that their best battalions have been entrapped, taken off their guard and captured with their guas, and there was a draught of this kind to leave

a bad taste in the mouth at the end of asperation over the fresh scandal as bad as the publication of the Spionkop dispatches which would inevitably involve the laundering of military reputations un-der the public pump. General Colville confirmed the general impression that he was seeking a trial by newspapers by issuing yesterday a second statement and then reserving his case until Lord Roberts' return. Military men shrug their shoulders over his unprofessional conduct in getting the public ear for himself and scattering broadcast insinuations against the general staff when Lord Roberts is nearing the coast of England. The spirit and cogency of his defense are conceded, but veterans consider it the worst possible military form for Colville to rush into print as though he were convinced that the case against him had been closed, and that he could not expect justice from the War Office.

Mr. Broderick is also sharply criticised for reversing Lord Lansdowne's ruling, but these strictures are premature. It is not yet known whether Lord Roberts' report upon the Lindley affair was filed be-fore or after Lord Lansdowne left the

ENGLISH COLONIAL TRADE. Does Not Indicate Great Britain's

Decadence.

NEW YORK, Jan. 1.—A special to the Times from Washington says: Great Britain's talked-og decadence does not appear in the reports published in a statistical abstract just received here, showing by comparative tables the trade

of Great Britain with her colonies for

The British colonies all over the world imported in one year goods valued at more than \$1,000,000,000 and of this quantity ceived a penny for subsidies, it had increased its ficet since 1947 from a few salling ships to 20,000 tons—thus becoming the largest steamship company in the world. On the other hand, a French line of steamers, which received last year more than \$1,000,000, to not in a flourishing condition. France is almost the only nation which pays large direct subsidies, similar to these contemplated by this bill, to its merchant marine; and France is the only country whose merchant maimported in 1890 not far from \$200,000,000, of which about \$130,000,000 came from the United Kingdom. The British West Indies imported about \$82,050,000, about \$11,-610,000 from England. Africa's colonies imported \$150,000,000, taking \$85,000,000 from the mother country.

DR. PEARSONS' GIFTS.

Over Two and a Half Millions in Benefactions.

CHICAGO, Jan. 1.-Dr. D. K. Pearsons empleted his great benefactions for the \$2,500,000, by mailing a check to Carleton College, Northfield, Minn. The last dons-tion makes a total of \$50,000 which Dr. Pearsons has given to the Minnesota institution. He also gave a check for \$25,000 to Frederick Crosby, treasurer of Lake Forest University. This gift was on a promise made last February when Dr. Pearsons offered \$25,000 on condition that \$100,000 be raised for the university endowment fund. By Saturdey night \$2,000 had been obtained, and the remaining \$8000 was raised by collections in the Presbyterian churches in Chicago on Sunday. will attempt to raise \$100,000 for new buildings to be expended as follows: Gymnasium for the academy, \$30,000; science building for the university, \$40,000; reelMORE RATE-CUTTING

SCHEME TO MAINTAIN FREIGHT TARIFFS.

Separate Agents at Each Shipping Point to Be Replaced by One Representative of Allied Interests.

ST. PAUL, Minn, Jan. 1.—The Pioneer Press iomorrow will say:

"It is said there is now being prepared in St. Paul a special train of seven cars in which officials of nearly all the prominent roads of the country will visit the principal shipping points to study conditions, with a view to doing away with fast freight lines and separate freight agencies. The pinn is to have in charge one man to represent all the different roads. Freight business will be done through him, and he will see that each of the roads secures its share of the business. Railroads not entering a shipping point which now have to maintain s point which now have to maintain a been stated for a railroad job in Montana, freight agent to look after their interprobably Butte, and Travelling Freight esta there, will, in the future, he represented by the joint agent of all the roads, vice at Puget Sound. Of the Oregon

Hays, the new president of the Southern Pacific, spent the first day of his employ-ment with the company in making an inspection of its terminals at Galvest spection of its terminals at Galvaston, and in examining the harbor and port facilities. The development begun here, he said, would be finished as specifily as possible. Mr. Hays says he will spend a great deal of time on the road. As soon as he gets settled in San Francisco he experis to start out one total inspect. expects to start out on a trip to inspect all the lines of the Southern Pacific.

WAITING FOR ASSIGNMENT.

Delay in Placing Men Affected by Consolidation in Portland. The first of the year has come, and yet no official announcement regarding the disposition to be made of the railroad men affected by the recent consolidation of offices in Portland. General Agent Loth-rep, of the Union Pacific, has sold his household effects, and, with his family, is living at the Portland Hotel for a few days. It is said that he is going to New York City. City Ticket Agent Lang is understood to be going East to embark in business for himself. District Passenger Agent Clarence Brown is reported to have

MAJOR-GENERAL SIR H. E. COLVILLE.



WHOSE RESIGNATION HAS BEEN DEMANDED BY THE BRITISH WAR

if this gigantic plan is carried out. At least 10,000 high-priced railway officials, it is asserted, will be displaced, thus af-

fording an enormous saving. "But the main object of this community of interests is for the maintenance of tar-iff rates. Raliroad officials, it is said, have long seen the folly of rate-cutting, but have not been able to avoid it while there has been such competition. Should the plans be adopted, there would, of course, no longer be any competition for freight business and tariff rates would be maintained. The saving in this one respect would, the promoters of the scheme results in appropriate to scheme predict, result in enormously increasing the profits of the roads. There would be no necessity for differentials in favor of weaker roads. The joint agent at each competing point would assign to each road its equitable share of business, this share having been previously de-cided upon by the high officials who have the matter in hand.

"James J. Hill, president of the Great Northern road, when seen in regard to the plan outlined, denied any knowledge of it, and said, so far as he was aware, no preparations were being made for such a trip as stated."

THINKS O. R. & N. SHOULD BUILD. Tillsmook and the Bailroad to Portland via the Nehalem.

railroad from Fortland to Tillamook? It should do so, for it helped to make Port-land a great city, and it would be right for it now to endeavor to make it a manif it now to enceavor to make it a manufacturing center, for if anything will do so, it is an abundance of coal. We are not reliably informed that the O. R. & N. will do so, but with what has transpired in the past few months to give Tillamook County better transportation, and with the idea of bringing it into closer touch with the Portland markets it would see with the Portland markets, it would not surprise us if this is not the underlying motive which has prompted some of the influential people of Portland, and especially The Oregonian, to agitate for a railroad, the question of coal in the Nehalem helping to show what a grand thing it would be for that city to secure. helping to show what a grand thing it would be for that city to secure. One agitation often leads to another. The business men and producers of Tillamook having complained considerably about bad transportation service and discriminating freight rates by the Pacific Navigation Company, this is one of the things which is not altogether forgotten in the agitation to give Tillamook direct railroad connection with Portland. We can say this for the O. R. & N., if it builds to tals for the O. R. & N., if it builds to Tillamook, the citizens will find it enter-prising and desirous of assisting manufacturing industries in every possible way, even to finding markets for some of our products. As one of the agents of that company was through the county last Summer gathering up all kinds of information, it is not reasonable to suppose that the O. R. & N. would make its terminus at Nehalem or Tillamook Bay, for by extending it at least to Tillamook City it would tap the wealthiest and most-populated part of the county with green. populated part of the county, with cream-eries and cheese factories oringing about \$200,000 into the county annually.

"Astoria had its head screwed on the wrong way when it paid dearly for a railroad to Portland, but it thought Tillamook too small game alongside Portland, con-sequently it used poor business suguetty when it was in a position to build a rail-road to Tiliamook. What Astoria ignored a few years ago, Portland is trying to secure today, viz., Thiamook County as a feeder to Portland. And we do not err one lota from the truth when we say it will be a valuable one to Portland com-mercially. We have written so much about the resources of Tillamook County the past two years we do not feel like re peating it to substantiate our assertion; but we do may this, if it is decided to build a railroad to Tillamook, then it is to the best interest of Portland and Tillamook County as well, that the O. R. & N. construct it."

President Hays' First Work. GALVESTON, Tex., Jan. 1.-Charles M. Short Line force, General Agent Coman has gone to Salt Lake City, Ticket Agent Olin has gone to the Portland Union Depot, as ticket agent, and Contracting Freight Agent Cassels has gone to Puget Sound for the Burlington, leaving Port-land yesterday. These assignments, part of which are entirely unconfirmed, will leave half a dozen men of the Union Pa-cific and Short Line forces unprovided for, and, while a general feeling exists that they will be taken care of, there is manifest uneasiness to get definite news. A rumor is abroad that the slate that is understood to have been prepared for approval in New York has suffered a serious fracture. Just where or how is not given out, nor does any intimation of such misfortune transpire from official quarters. More than likely it grew out of the delay in the control of the changes.

Railroad Notes.

There are now three coal-burning local motives running between Ashland and

A Spokane man has invented a switchthrowing device for street-cars that is said to work perfectly.

The stone work of the new Oregon Short Line bridge across Burnt River is fin-ished, and the crew of men that has been employed there departed for the East

The Tillamook Headlight discusses the proposed railroad from Portland to the Nehalem Valley and Tillamook coast as follows:

Bridge carpenters of the Northern Pacific are working on the 400-foot bridge four miles above Kendrick, putting in a Howe truss of a 120-foot span. When this work is completed the approaches to the bridge will be filled.

It is said that the Great Northern will soon begin work on the recon struction of the coast line from Everett to Seattle for the purpose of making that portion of the system more secure against possible slides and safer for the passage of trains.

The Great Northern is now said to contemplate running its proposed Vancouver Island ferry from Blaine, on the interna-tional boundary, instead of from Fraser River. This route would be only about & miles long. The Victoria & Sidney Railway is said to have been acquired by the Great Northern.

The Western Passenger Association which has headquarters at Omaha, has sent cut a circular announcing the with-drawal of round-trip rates for settlers' excursions. This does not disturb the one-way rate, which will apply again in Feb. ruary. This is the rate that was in-nugurated in October by the Great North-ern. The Transcontinental Association, at Denver, has taken no action in the matter. German Papers Consolidate.

PITTSBURG, Pa., Jan. 1.-The two leading German newspapers of Pittsburg, the Volksblatt and the Freiehits Freund, will announce in their leaves tomorrow morning that a consolidation has been

arranged between them, and that applica-tion will be made for a charter of an in-tended corporation to be called the Neeb-Hirsch Publishing Company. Among those interested in the new concern are Henry W. Oliver and other prominent business men. The intention is to publish a Ger-man daily, Sunday and weekly newspa-NEW YORK, Jan. 1.—Henry S. Red-mond, of the New York Yacht Club, has completed the purchase of the fast and famous 90-foot cutter Allsa, in England and in the early Spring the yacht will be sent across the Atlantic and delivered to her new owners at City Island. The Alisa is a Fife-built boat and has played

a prominent part in English yacht rac-ing for a number of years, her greatest fame having been won in her races against the Prince of Wales' Britannia. Tenniel's Final Cartoon

LONDON, Jan L-Sir John Tennier's final cartoon will appear tomorrow in Punch, when he will retire, after 50 years' service with the paper.

Or. Sanford's Liver Invigorator. The best Liver Medicine. A Vegetable Cure for iver Ills, Billousness, Indigestion, Constipation.

COSTA

LITTLE REPUBLIC FLATTERED BY RECOGNITION.

Minister Calvo Talks of Canal Affairs-Past Efforts Toward Building Waterway.

WASHINGTON, Jan. 1.—The Costa Ri-WASHINGTON, Jan. 1.—The Costs Ri-can Minister, Sener Calvo, said today, in a general talk on Nicaragua Canal af-fairs, that one of the most satisfactory features of the extended negotiations, so far as Costa Rica is concerned, is the universal acceptance of that country's substantial rights and interests in the istimum waterway. There never has been any doubt of these rights on the part of Costa Rica, but for many years they were brought into controversy, it being were brought into controversy, it being claimed that Costa Rica had not sovereignty over any portion of the route, and that, at most, her interests could be satisfied by compensation. This brought about the use of the name "Nicaragua Canal." The Minister points out that the period of controversy now has been sat-isfactorily closed, and that there appears to be no disposition in any quarter to question Costa Rica's rights in the canal

the long efforts toward building the canal, dating back to 1565, in all of which Costa Rica had strongly favored the project, and invariably had been recognized as a necessary party to the under-taking. After the treaty of limits was signed, fixing the boundary between Nic-aragua and Costa Rica, a gifted French-man, Felix Bailly, made his appearance in Central America and negotiated for a in Central America and negotiated for a canal concession. It was not known at the time, but has gince become well established, that M. Balily was executing a part of the plans of Napoleon III to gain a foothold in Mexico and Central America, and to control the great commercial waterway across the isthmus. A concession was granted, three parties signing it control. M. Balily and the Governments of jointly, M. Bailly and the Governments of Nicaragua and Costa Rica. This clearly indicated the recognized interests of Cos-ta Rica in the canal. No work was done on the concession, however, and it lapsed, Later, another Frenchman, M. Chaveller, negotiated a second French concession, also believed to be in the interests of the French plans concerning Mexico and Con-tral America. This concession also lapsed for want of work being done. When the concession was granted to the Maritime Canal Company, Nicaragua was the first Canal Company, Nicaragua was the first to grant the concession. Later, the interests of Costa Rica in the waterway were recognized by the canal authorities and a second concession was granted by Costa Rica. There have been several arbitrations on the boundary question, first by President Cleveland and more recently by an American engineer designated by this Government to lay out the boundary lines. The line finally was agreed to and run last July, and as now marked on the official surveys it leaves no further room for doubt of Costa Rica's territorial and sovereign rights in connection with the waterway. Since then, all of the negotia-tions have recognized the interests of both governments along the canal route.

A PROPOSED TRADE. England May Give Us Jamaica for a

Share in the Philippines. NEW YORK, Jan. 1 .- A special to the

ournal and Advertiser, from Washington, says:
The British colony of Jamaica will be given in exchange for a fair share of the United States colony of the Philippines. This is an international trade which will be, probably, the result of acquisition by the United States of the Danish Antilles. In official circles it is thought that Great Britain will not want the Island of Jamai-Britain will not want the Island of Jamai-ca if the United States shall acquire the Danish possessions, and the prestige of Great Britain as commanding the high-way to the Nicaragua Canal will have dis-appeared. The United States will not only be able to command the approach from the east, but it will, from the point of vantage, control the ocean east of the Danish Antilles, from the magnificent base which will undoubtedly be estab-lished there.

lished there. It will be interesting to recall that when the United States amended the Hay-Pauncefote treaty, the British press idea was that if Great Britain was forced to

ka boundary made permanent.

Retirements This Year. WASHINGTON, Jan. 1.—The first year of the new century will be marked by many retirements in the Army and Navy many retirements in the Army and Navy for statutory reasons mainly on account of age. The retirements in the Army include three heads of staff departments viz.: Judge-Advocate-General Licber, General Wilson, Chief of Engineers, and General Wilson, Chief of Engineers, and General Buffington, Chief of Ordnance, each of whom holds the rank of Brigadier-General. One Brigadier-General of the line-General H. C. Merriam, commanding the Department of Colorado-and six Colonels of the line will retire during the year. In the Navy two Rear-Admirals of the line-Kautz and Schley-and one Chief of Bureau-Reat-Admiral Hichborn-will be transferred from the active to the retired list during the present year.

For the African Treaty. WASHINGTON, Jan. 1.—Senator Frye, President pro tem, of the Senate, has received from New York telegraphic petitions from Secretaries Carroll, Morgan, Moorehouse, Elinwood, Speer, Cobb and Lioyd, representing the National Missionary Societies of the Methodist Baptist, Presbyterian, Dutch Reformed and Episconal churches saiding that when the copal churches, asking that when the Senate convenes for the first time in the new century, Thursday its first act shall be the ratification of the treaty to pro-tect the natives of Africa against intoxicants, and favoring universal application of this new policy of civilization by ad-ditional treaties and laws.

A Provisional Battalton. SAN FRANCISCO, Jan. 1 .- Orders have heen received at the military department of California headquarters to organize a second provisional battalion at the Pre-sidio. The number of recruits in the newly organized camp has increased to such an extent that it will soon be necessary to organize a regiment.

Topeka at Tangler. TANGIER, Jan. 1.—The United States training ship Topeka arrived here today. American representatives will visit the Morocco court in February.

ODELL INAUGURATED.

New York's New Governor Takes the

ALBANY, N. Y., Jan. L-Benjamin B. outpouring of people and a grander milltary display than has attended a cere-mony of this character far many years. Over 1500 National Guardsmen were in line in the escort column, and in addition civilians who have been life-long friends and neighbors of the new executive and who had come to this city to attest their friendship.

The Governor-elect and his military es ort were cordially greeted on their march from the executive mansion to the Cap-itol, and the Governor-elect repeatedly had to bow his acknowledgements. Governor Roseveit and his staff received

Governor Odell and staff in the public audience chamber of the executive suite in the capital building. The new Gov-ernor was warmly greeted by Governor Roosevelt. They spent several minutes in conversation, after which a line head, ed by the two Governors and composed of the military staffs, Lieutenant-Governor Woodruff and the other state officers, was formed and proceeded to the assembly chamber, where the inauguration cere-monies took place.

The chamber was filled to overflowing. On the platform were seated Mrs. Odell, wife of the Governor; B. B. Odell, Sr., his father; Albert Odell, his son, and other members of the Governor's family, and members of the state officers' families; the heads of state departments and their wives and daughters and their

Governor Odell, Governor Roosevelt and other members of the ejecutive party en-tered the chamber at the neon hour and were greeted with applause. Right Rev. William Doene opened the ceremonies with grayer. In welcoming the new Gov-

ernor, Governor Roosevelt said:
"Governor Odell, it becomes from this
moment your high and solemn duty to stand at the executive head of the greatest state within our Union; a state which, in point of size, population, wealth and wide variety of interests and of indus
of Wichita, held today, a resoluti to Great Britain. What Great Britain's kingdom or commonwealth. Great pow- in amashing saloon furniture, was defeated demands will be are not clearly known. ers are given you on one hand, and on by an overwhelming majority.

Stops Falling Out

If your hair is coming out, no wonder you are alarmed. It means that you are to have very thin hair, and that is about as bad as baldness itself.

The trouble is your hair does not have life enough to stay in the scalp. Feed your hair with Ayer's Hair Vigor and it will be all right.

If the gray hairs are beginning to show, Ayer's Hair Vigor will bring back the rich color of youth to them.

One dollar a battle.

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. AYRE Co., Lowell, Mass.

Send for our handsome book on The Hair.

the other hand your task is neither light nor easy. But you come to it with the special ability and special training which peculiarly fit you to perform it ably and well.

ahly and well.

"In a sense a Governor's term begins with his election, for as soon as elected, he must begin to make rendy for his exacting and engrossing duties. The earnestness you have already given us of the way in which you regard these duties, and of the spirit in which you approach them is such that we have the right to expect, not merely the hope, but the conexpect, not merely the hope, but the con-fident belief that at the end of rour term you will have won the right to stand with that list of public servants whose memory the great Empire State delights

memory the great ampire State delights to hold in peculiar honor."

Governor Odell then delivered his inaugural address. The oath of office was then administered by Secretary of State John T. McDonough. This concluded the oeremony, and the band played and the audience cheered. Governor Odell held the usual noonday reception in the executive chamber.

Michigan's Governor Inaugurated. LANSING, Mich., Jan. 1.—At high noon today, Aaron T. Bliss, of Saginaw, was inaugurated Governor of Michigan. Governor Bliss and his staff, escorted by the

military, marched up to the Capitol build-ing shortly after noon. An enthusiastic crowd surrounded the capital. Governor Pingree and the retiring officials met the incoming officials. After exchanging greetings in the executive parior, all of the officials proceeded to the Capitol staps, where the oath of office was administered to the new Governor and state officials by Chief Justice Montgomery, of the Su-preme Court. At the conclusion of the ceremony a gubernatorial salute of 11 guns was fired by the naval militia.

Wages to Be Reduced.

YOUNGSTOWN, O., Jan. 1.—Notices of a reduction in wages that will affect about 4000 men were posted today at all of the blast fornaces in the Mahoning and Shenango Valleys. The base price is \$1 30 per day to bottom fillers and helpers, and the notices state that after February I the base price will be \$1.65. The reduction will place the wages of the furnace men on the same basis as in March, 1899. The employes refuse to say now whether they will accept the reduction.

No Sympathy for Mrs. Nation. WICHITA, Kan., Jan. 1.—At the regular meeting of the Evangelical ministers

Light, Sweet Wholesome Bread a

Delicious Pastry

are more easily, speedily. certainly made

with ROYAL

BAKING POWDER

Its great usefulness and superiority have made the Royal Baking Powder one of the most popular of household articles, and it is declared by expert cooks indispensable in the preparation of the finest and most wholesome food.

From Delmonico's Kitchen

"In my use of the Royal Baking Powder I have found it superior to all others. I recommend it as of the first quality.

C, GORJU, Late Chef de cuissne, Delmonico's, N. T."

The "Royal Baker and Pastry Cook"--containing over 800 most practical and valuable cooking receipts — free to every patron. Send postal card with your full address. There are cheap baking powders, made from alum, but they are exceedingly harmful to health. Their astringent and cauterizing qualities add a dangerous element to food.

BOYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK