FORTUNES IN SHIPPING

GERMAN BARK MAGDALENE EARNS \$170,000 IN THREE YEARS.

Remarkable Record of One of Germany's Free Ships-Monmouthshire Brings 16,000 Packages.

The German bark Magdalene sailed from Yekohama for this port Monday, under charter to load wheat for the United Kingdom. This will be the second trip of the Magdalene to Portland since she passed under the German flag, although she has previously loaded here as the British bark Trade Winds. The experience of the Magdalene since she was pur-chased by the Germans is a fine illustra-tion of the wonderful profits there have been in the oil and wheat trade. While the vessel has a voyage of 25,000 miles ahead of her before she again reaches New York, she has already been chartered to load 120,000 cases of coal oil for Japan in January, 1802. She is to receive for that service 26 cents per case, and the cargo will be the third off cargo she has taken out of New York since she passed under the German flag. It will be delivered in Japan if all goes well in May, 1902, three years after she left New York with the first cargo under the new flag,

The gross earnings for the ship for the three oil cargoes and the two wheat cargoes taken from Portland, in the meantime, will be in excess of \$172,000, or, more than double the amount that was puld for the ship when she was purchased a little over two years ago. Starting from New York for Shanghal in May, 1899, the different trips of the ship have since paid the following gross amounts, the last two charters not yet being ful-filled, but the earnings, based on the cartracted for at 26 cents for oil nd 38s 9d for wheat.

Smangasi to Portland (ballast)....

Europe to New York (ballast)....

New York to Yokohama

Yokohama to Portland (ballast)...

Portland to Europe... 32,400 39,915 and to Europe...... pe to New York (ballast)... York to Japan.... 81,200

The ship received 28 cents per case on her first cargo of oil, 27 cents for the second cargo, and will receive 26 cents for the one next year. She was chartered for May wheat loading at this port this year at 28s 3d, and on her last outward voyage from here received 34s 9d, When it is considered that vessels have paid good profits at 20 cents per case for oll and less than 30 shillings for wheat, the big profits that are now being paid by the vessels in the trade can better

The Magdalene will be well remembered in Portland through her costly collision with the German ship Margretha. The latter vessel was damaged to the extent of about \$15,000 while lying at Columbia dock. The Margretha is now loading wheat on Puget Sound. Her master, Cap-tain Rasch, will leave Tacoma soon for New York to take command of the Ger man bark Henriette, which was formerly the British bark Royal Forth. The Hen riette is under charter for next January loading at this port.

CONTRAST IS STRIKING.

Tacoma Ledger Furnishes Some Figures on Puget Sound Shipping.

Visitors to Tacoma, via Seattle, are constantly remarking the noticeable difference between the appearance of Tacoma harbor and that of Seattle. Tuesday afternoon in Seattle harbor there wassone deep-sea vessel, the British bark Carra-dale; two small Alaska steamers, two revenue cutters, the transport Seward, be-ing overhauled, and two or three idle,

wo-masted schooners.

In Tacoma harbor yesterday were fourthe nacoma narroor yesterday were four-teen deep-sea sailing vessels and the ocean steamships Teenkal, at the Balfour dock; Braemar at the Northern Pacific dock; Victoria and Tacoma at the China dock, and Port Albert at the coal bunk-ers, all of them busily loading or discharging cargoes. Of the deep-sea sall-ing vessels in port at Tacoma the lum-ber fleet comprised six, the wheat fleet even and the coal fleet but one .- Tacoms

and Scattle are constantly noticing the same difference in the appearance of Portland barbor, and that of Seattle and Tacoma. This backyard fight over the transport business between our Puget Sound neighbors is bringing out more truth than is printed in their boom yarns about the for Hoquiam two places. After listening to Seattle and Tacoma fairy tales about Portland's shipping, it is always a source of surprise for strangers to find that Portland usually has more deep-water shipping at her docks than is found at both of the Sound paris. On the day mentioned by the Ledgor there were 19 deep-water ships in Portland harbor, and three others had dropped down to Astoria. In addition to these there was a number of coasting vessels in port. The deep-water fleet at Portland docks on the day mentioned included 15 wheat ships, the steamships Universe, Norman Isles and Saint Bede loading for the Orient, and the sailing ship Thessalus londing for South Africa. The net registered tonnage of the deep-water ficet in Portland was 22,414 tons, and the ton-nage of the three ships which dropped down to the lower harbor was 5718. Of course, this is not an unusual fleet for Portland, but in connection with the above notice from the Tacoma Ledger, it serves to show up the relative importance of the three ports. Incidentally it might be the three ports. Incidentally it might be mentioned that the grain tonnage en route and listed for Puget Sound on April 2 was 11,435 tons, and for Portland, 57,891 tons.

BROUGHT LIGHT CARGO.

Monmouthshire Has About Sixteen Thousand Packages of Freight.

The steamship Monmouthshire entered at the Custom-House yesterday morning with a mixed cargo from the Orient, Ow-ing to the fact that she came only from Hong Kong and Kobe and did not stop at Yokohama, she brought rather a light cargo. She had aboard about 15,000 packages, the greater part of which was matting for the East. New York was down on the list for the largest single consignment, there being 5594 rolls of mat-ting for that port, and also 1073 bags of Chile peppers and 19 packages of straw traid. For this city there were 4928 packages of rice. Boston was down for 638 packages of matting, and Baltimore for 2699 rolls of matting. There were also consignments of matting and curios for New Orleans, St. Louis, San Francisco and Philadelphia. The steamer commenced discharging yesterday morning, and by this evening all of the Eastern freight will be on the railroad bound across the continent.

WITTER SPRINGS MEDICAL WATER

I have a large shipment on steamer that will arrive here Thursday, April 4. It will absolutely cure dyspepsia, indigestion, droppy, gout, rheumalism, kidney and liver troubles, constipation, piles, inflam main and catarrh of the bladder, neuralism, maintain, and catarrh of the bladder, neuralism, and catarrh of the bladder, neuralism, and sores, venereal and alliblood diseases, catarrh, menstrual difficulties, dandruff, ecxema, waris, eruptions and all skin diseases, corpulency, epilesy. It is the only absolute cure for syphilis in all its stages in the world. In chronic cases of above diseases will furnish the water to be paid for after cure for street.

WITTER SPRINGS MEDICAL WATER

I have a large shipment on steamer that will arrive here Thursday, April 5. The Congress mine has been sold to an Eastern syndicate. Before the end of this week, on the surface. Before the end of this week, on the new company will be headed by E. B. Carge, who is now president of the Congress Gold Mining Company. It is believed that the purchase, is the outcome of negotiations because of above diseases will furnish the water to be paid for after cure for syphilis in all its stages in the world. In chronic cases of above diseases will furnish the water to be paid for after cure for syphilis in all its stages in the world. In chronic cases of above diseases will furnish the water to be paid for a farter cure for syphilis in all its stages in the world. In chronic cases of above diseases will furnish the water to be paid for a farter cure for syphilis in all its stages in the world. In chronic cases of above diseases will furnish the water to be paid for a farter cure for syphilis in all its stages in the world. In chronic cases of above diseases will furnish the water to be paid for a farter cure for syphilis in all its stages in the world. In chronic cases of above diseases will furnish the water to be paid for a farter or the proposition of the case of above disease.

Big Arizona Mine Deal.

PHOENIX, across the continent. The Monmouthshire on her present trip The Moumouthshire on her present trip is consigned to her owners, one of whom is now in the city. Messrs Taylor, Young & Co. have been appointed local agents for the vessel, and will look after the Interests of the firm in Portland and on Puget Sound. The steamer is discharg-ing at Alaska dock, and as soon as her inward cargo is out of the way she will commence loading wheat for Europe. The trip across was an uneventful one. Cap-tain Kennedy is accompanied by his wife and daughter, who will return to Europe with him.

January Marine Disasters.

The administration of the Bureau Veri. An Excuse. — Mistress — Another breakage, Jane? And a wedding present, too! How ever disasters reported during the month of did you do it? Jane (sobbing)—They al—ways break—when I—drop 'em.—Punch.

lows: Sailing vessels reported lost—Amer-lean, 13; Brazilian, 1; British, 15; Chilian, 1; Danish, 5; Dutch, 1; French, 6; Ger-man, 3; Greek, 2; Italian, 3; Norwegian, 9; Russian, 5; Swedish, 3; total, 67. In this number are included 2 vessels reported missing. Steamers reported lost—American, 2; Argentine, 1; British, 11; Danish, 1; Dutch, 1; French, 2; German, 1; Italian, 2; Japanese, 1; Norwegian, 4; Russian, 1; Spanish, 3; total, 30. In this number are included two steamers reported missing. Causes of losses: Sailing vessels—Stranding 27, collision 2, foundered 5, abandoned 12, condemned 2, missing 2; total, 67, steamers—Stranding 15, collision 2, fire 1, foundered 1, abandoned 2, condemned 6, missing 1; total 30.

SAN FRANCISCO, April 5 .- P. H. Her-

lihy, who was chief engineer of the steam-er Rio de Janeiro, when that vessel went

down off the Golden Gate, has appealed to the United States Circuit Court from

the decision of the United States Inspec-

tors of Steam Vessels revoking his license as an engineer. Herlihy states in his ap-

peal that he was not served with a copy of the charges and was not given an op-

NEW YORK, April 5.-The steamship

Rhein, which arrived here today from Bremen, broke the record as a passenger-carrier. Besides her crew, which flum-bered 400, she had 2502 passengers. Of the

Liverpool, April 5.-Arrived-Irishman, rom Boston: New England, from Boston.

Moville, April 5.-Sailed-Astoria, from

Glasgow, for New York.

London, April 5.—Sailed—Evangeline,

A DAY ON THE COLUMBIA

RIVER.

A visit to Portland is incomplete without devoting at least one day to the Co-lumbia River and its magnificent scenery.

You can leave Portland at 9 A. M. any

making the trip by rall you obtain a pear-view of the many beautiful cascades, and as the track skirts the south bank of the

river the stream and its north shore are

steamer, take the O. R. & N. Co.'s train at 9 A. M. any day except Sunday, for

Cascade Locks, spend a short time there, and then board the steamer as she passes

A more extensive river excursion can be had by leaving Ash-street dock, Port.

land (daily except Sunday), at 8 P. M. for Astoria, or the O. R. & N. Co.'s fast, electric-lighted steamer "Hassalo," arriv-

through the locks en route to Portland.

Should you desire a ride on

nstantly in sight.

isla; at 12:10 P. M., steamship Universe. and success seemed certain. The force

Condition of the bar at 4 P. M., rough; wind, southwest; weather, cloudy.

Hoquiam, Wash.—Arrived April 4.— the slack of the cable could be taken

Steamer Coquille River, from San Fran-cisco, for Aberdeen. Arrived April 5, steamer Grace Dollar, from San Francisco for Houses. A wire cable, several hundred fathoms long, valued at \$1200,

San Francisco, April 5.—Arrived—Steamer Charles D. Lane, from Seattle; steamer Geo. W. Elder, from Astoria. Salled—get the lightship to sea.

Allen and Roberts' plan is to haul the vessel across a narrow neck of land

Seattle.—Arrived April 4—Steamer Far-allon, from Skagway. Salled—Steamer Far-czarina, for Tacoma, Port Townsend, April 5.—Arrived—Brit-ish bark Ivanhoe, from Royal Roads.

and iaunch ner in Baker's Bay, at a point on the United States reservation, at the onethed of the Fort Canby paradegrounds. The distance to be traversed is about three-quarters of a mile. There are two small hills to climb, and a nar-

or Halifax and St. John.

New York, April 5.—Arived, Pretoria exert a strain of 900 tons, much more than enough, it is estimated, to draw the

electric-lighted steamer "Hassalo," arriving at Astoria, 100 miles distant, about daylight: returning, leave Astoria at 7 A. M. (except Sunday), arriving at Portland about 5 P. M. All meals can be had on the steamer, and altogether the trip is most delightful, restful and comfortable.

Particulars of Willamette River trip can also be had upon application at the O. R. & N. Co.'s city ticket office, Third and Washington. Telephone 712.

Wigner Supply Co. William to the composition of the same principle as axles on the front and hind wheels of a wigon. It will not be necessary, therefore, to have a dead-level roadway; the bow of the boat being free to rise and fall with the undulating surface. Cradles and braces will be put in at either end where the bearings come, and guy ropes extending from the

was lost overboard at one time, and be-tween Wolff & Zwicker and McIntosh

and launch her in Baker's Bay, at a point on the United States reservation, at the

row swale to bridge. They have built a cradle under the vessel, which will be

rolled over a plank roadway. An enor-mous amount of gear will be used. The weight of the lightship is 800 tons. When

ship over the plank road. Six capstans, such as are used in housemoving, will

be securely placed at various distances

from each other, connected with the bow of the ship by two-inch ropes. The ropes pass through the anchor-chain holes, and

are made fast to blocks inside. Each capstan is turned by a horse. The ves-

sel's donkey engine will be used to strain on the huge 45-fathom iron cable, with links two inches in diameter. This chain

alone will pull 75 tons, and it is expected that, excepting for ascending the two hills, this power will be sufficient.

Will Rest on Four Big Timbers.

The vegsel when properly raised will rest on two pairs of immense timbers, needle beams, one pair to go under the keel near the bow, and the other to pass

beneath the keel near the stern. These needle beams are 24 feet long, 24 inches wide, 12 inches thick, and will be placed

eight feet apart in each set. Underneath

the needle beams, supporting the ends, are the "shoes," heavy timbers laid at

right angles to their superstructure. The

eight inches long, and eight inches in diameter. Each pair of needle beams will have 52 rollers. The roadway will consist of fir planking, four by 12 inches. The planks will be put down and talk.

move ahead.

By far the greatest part of the task, that of raising the vessel up out of the sand, had all but been accomplished. Sunday. Since the work first begin, the high tides have four times undefining the cribbing at the stern, although every precaution, it was thought, was taken. Logs 20 feet long by three feet through were used as a foundation for the cribbing on which the jack-sarews were worked to raise the stern. Three feet of which were the figures suggested when cribbing is embedded in the sand along an option was granted on the mines at the contraction.

cribbing is embedded in the sand along an option was granted on the mines a either side of the ship, which supports the 120 jack-screws. Twelve hand-jacks operated for 15 years, and the workings

were lost in the quicksand. Two of those are now at a depth of 3000 feet.

this difficult.

portunity of defending himself.

Columbia, from San Francisco.

for Roche Harbor.

Czarina, for Tacoma

or Halifax and St. John.

COLUMBIA RIVER LIGHTSHIP NO. 50.

2000年,1920年2月 第2000年2月 1920年 1920年

Salvage Methods,

LIGHTSHIP NOT A WRECK now in use are operated by hydraulic pressure. One has a capacity of 30 tons, and the other of 15 tons.

In raising the bow out of the sand it CONTRACTORS MAKE GOOD PROG-feet before passing the chains under-neath. Two logs, each about 25 feet long and over two feet through, were placed on either side, extending from the "nose" of the ship, following the lines of the Craft Is Now in the Cradle, and Will ship on the quarter bow. Two heavy iron chains were then doubled around the logs, toward the ends, each noose passing under the keel, forming a Cribbing was then laid for the jacks Steamers Stranding 15, collision 3, fire 1, foundered 1, abandoned 2, condemned 6, missing 1; total 30.

The 35 days allowed by the United States Government in which to deliver Columbia River lightship No. 50 from the ocean beach at McKinsie Head to Tongue PHILADELPHIA, April 5.—The British steamer Wakefield, Captain Olesen, from Marseilles, February 27, arrived at the Delawara Breakwater today about 20 days overdue. The steamer encountered heavy

deckhands of her complement of men are

laying by, comfortably housed at the bar-racks, anxiously awaiting the result.

NOT DAMAGED BY STORM.

Lightship, Started on Overland Jour-

ney, Is Uninjured.

Lightship 50 was proof against the south-west squalls of Thursday on her cradle

at the beach, near Ilwaco, though the

her perilous position, were very uneasy until the storm passed off. Fred Fletcher,

who came up from the scene yesterday said the vessel's hull was about three

feet clear of the surface of the beach and that she would begin moving on roll-ers today. It is calculated that she will be moved about 200 feet per day, to-

ward Baker Bay, when she starts, and that some 10 days will be consumed in

hauling her over the extemporized plank road to where the ways will be con-structed for her launching.

Mr. Fletcher thinks the lightship will

need a thorough overhauling at the hands of ship carpenters before she is

set afloat again, as her keel is nearly all gone and the copper sheathing is torn off in many places. This will involve a separate contract which will run into several thousand dollars.

"The contractors," Mr. Fletcher said,

"feel very much encouraged over the assured success of the undertaking, as the experiment of lifting a large strander

vessel bodily out of her predicament is something new in the line of saving wrecks. Then the transporting of the

big hull across a neck of land only has

a parallel in the Eads ship railway dream across the Isthmus of Panama. A great

project, not only in Portland and Astoria, but in San Francisco and in the

seaports of Puget Sound. The beach is thronged with sightseers whenever the weather is fine, and last Sunday after-

noon a great many kodaks were em ployed in taking snapshots at the un-usual sight of a vessel emerging from

sort, while the vessel is pursuing the even tenor of her way overland to the still waters of Baker's Bay. Her prog-

ress will be necessarily slow, because she must be kept on an even keel and her constant change of position will make

"The vessel has been aground two years, and the damage done to her keel and hull is probably the result of the wrenchings of tugboats in previous at-tempts to get her off."

每分割上的AC ASSESSED ST 7500

deal of interest is being taken in

CLAUDE L. SIMPSON.

COUPLE START WEDDED LIFE AT 40 MILES AN HOUR. Chicago Young Woman Meets Her Fiance and the Officiating Min-

> A happy young couple started out on life's journey yesterday afternoon at a speed of 40 miles an hour; but there was nothing at all unseemly about the occurrence, except possibly the curiosity of the several hundred passengers aboard the O. R. & N. west-bound Portland-Chicago

ister at The Dalles.

Her name was Miss F. B. Taylor, of Chicago, and now she is the wife of H. H. Weatherspoon, the O. R. & N. agent at Mosier. Three months ago Mr. Weathermonial content. Last Tuesday she started, At The

was 11%. Mr. and Mrs. Weatherspoon will be at home to their friends at Mosier in a few days.

Number Was Libeled.

Mark Twain Will Reply.

gales and was forced to sail against head winds during almost the entire voyage.

Roberts, shipliner, of Portland, have the conditions are that the Government will pay \$17,500 if the ship tions, and the cribbing built up until the shall be saved within the 35day limit; Jacks met them, and that the contractors shall forfeit to Uncle Sam \$100 for each day after that limit until the ship is in the water again, when the work was commenced. Her bow Providing the contractors fall entirely was then quartering to the breakers. She limit until the ship is in the water again. Providing the contractors fall entirely to "deliver the goods," no forfeiture will be required of them, but they will receive no pay for the attempt made.

After the papers were signed, several days elapsed before the lightship was turned over, and it is expected that this interim will not be deducted from the time limit. However, Messrs, Allen and Roberts can forfeit several hundred dollars and still make money out of the job.

The present plan for getting the vessel into deep water differs from the two

will like it, but he has doubts."

Colonel George B. M. Harvey, editor of

"I have transmitted this cablegram to fr. Clemens, who informs me that he will make a full, clear and complete exposition of the case of the Rev. Dr. Ament in the April number of the North American Review, to be published next week. Whether this exposition, which Mr. Clemens has outlined to me, will be re-garded by his critics as a 'retraction' I would not venture to say. It is certainly

Redemption of National Bank Notes.

spoon came from Chicago and assumed his present position at Mosier. He was to be followed in due course by Miss Taylor, who had consented to change his lonely bachelor's lot into one long era of matri-

Dalles she was met by the prospective groom, who had thoughtfully secured a license and also procured the attendance of a preacher, Rev. J. A. Morrow, of The Dalles. It had been intended that all should go to Portland together, where the nuptial knot was to be tied, but the train was late, they would get into Port-land at an unseasonable hour, and delay seemed useless, anyway. The services of Train Conductor W. R. Glendenning and Pullman Conductor A. D. Chase were enlisted, and they helped love find a way, The occupant of the sleeper drawing room, Mrs. Donald Mackay, of Portland, courteously consented to vacate as long as needful; and there, amidst the roar and rattle of the train, the preacher pronounced the words that made the twain one. The ceremony was performed about 11 miles west of The Dalles; or maybe it

DEMAND RETRACTION.

Pekin Missionaries Say One of Their

prise that such a man and such a re-view should thus slander the Rev. Mr. The Rev. Mr. Reid said the trouble began because a Pekin dispatch of December 22 on the subject had been left back to the issuing banks in the interfor, unrefuted. The Rev. Mr. Ament left where they will be an head the control of t unrefuted. The Rev. Mr. Ament left where they will be on hand whenever here today for the United States. A large party of Chinese accompanied him to the railway station. to the railway station.

NEW YORK, March 21 .- (Special Dispatch to the Inter Ocean.)-Samuel M. Clemens (Mark Twain) was seen this afternoon at his home at No. 14 West Tenth street, but declined to say just what reply he would make to the demand of the Missionary Association at Pekin that he recant his attack on several missionaries, which appeared in a recent issue of the North American Review. It was learned, however, from a person very close to Mr. Clemens that the hu-morist will have much more to say on the subject in the April issue of the

Colonel George B. M. Harvey, editor of the North American Review, said this

Rhein, which arrived here today from Bremen, broke the record as a passenger-carrier. Besides her crew, which flumbered 400, she had 2502 passengers. Of the latter, 53 came in the cabin.

Demestic and Foreign Ports.

ASTORIA, Or., April 5.—Arrived at 7:30 A. M. and left up at 11:40 A. M., steamer Columbia from San Francisco. Arrived to the present plan for getting the vessel into two was spent in this way, but to no purpose. The lines were too bull the vessel off the beach into the ocean by means of tugs, assisted by the lightship straining on a cable with her own engines forward. Much time and labor was spent in this way, but to no purpose. The lines were too bull is sound, althought badly scarred from the 16 months' exposure to the "I have received the following cable-Arrived short or parted at the critical moment, from the 16 months' exposure to the k Craig- although the ship was several times affoat weather. The captain, mate, engineer, and three

THERE IS LIGHT

Warner's Safe Cure

For a Quarter of a Century

A BEACON LIGHT TO HEALTH

JUDGE T. A. McMAHON, of Chicago, writes Fourteen years liver compaint sectously interfered with my official du-ties. I was dosed with pills and nowlers until I lost heart and courage. At last I tried Warner's Safe Cure. I do not wonder everybody speaks well of it. Eight bottles cleaned me from head to foot, and I am a well man.

DR. C. F. P. BURCHMORE, STS Huntington Avenue, Boston, Whenever opportunity presents I prescribe Warner's Safe Cure, and I have to see a patient dissatisfied with the results where a disease of the kidneys penito-organs existed.

HENRY HILL, Cashier Standard Oil Co., Chicago, Ilis.

I suffered with kidney and liver trouble for eight months. It upset my entire system and made me unifs for work. The doctors finally advised me to take Warner's Safe Cure. Within one week after beginning its use, the burning sensation had partially disappeared. In two weeks more I considered myself cured, and I have been in perfect health ever since.

Could there be stronger testimony or from more reputable ment Do not longer delay, but begin today the use of Warner's Safe Cure, and thus secure the greatest of all blessings-good health.

Send your name and address to WARNER'S SAFE CURE CO., Rochester, N. Y., and receive by return post a free sample of Warner's Safe Cure.

because the notes are fully secured, and are in fact guaranteed by the United States, there is no real reason for their redemption in United States notes except the desire to secure clean currency for that which is soiled and mutifated. Such, however, is not the case. The main rea-son for red-mption arises from the fact that national bank notes are not "money, but merely the secured promissory notes of the issuing banks. They are not avail-PEKIN, March 20.—(Special Cable Dis-patch to the Chicago Inter Ocean.)—The which the national banks are required to missionary Association held a meeting yesterday and unanimously voted to telegraph the North American Review a demand that Mark Twain shall recant his "libelous attack" in that magafine on Missionary W. S. Ament, of the American Board of Foreign Messions.

The Rev. Messrs. Scheffield, Wherry and Tewksbury expressed indignant surprise that such a man and such a respective of bank currency over Government.

superiority of bank currency over Gov-ernment paper money. To the extent that other hand, is not retired under such circumstances; but, accumulating at the financial centers, produces abnormal credit conditions and stimulates speculation. If employment for the time is found, the necessity for shipping the currency to the interior a few months later again disorganizes business

In the Rattlesnake's Bite Fatal?

Leslie's Weekly. Apropos of the subject of rattlesnakes the remarkable statement may be quoted recently made by Professor Edmund J.
James, of the University of Chicago, to
the effect that death from rattlesnake bite
is a great rarity. He has been working
for 20 years, he says, to obtain well-au-North American Review.

"Mr. Clemens," said that friend, "declares that he did not want to write the forthcoming article, but that it was forced from him by the statements of the missionaries, Mr. Clemens hopes they will like it, but he has doubts."

Is a great rarity. He has sys, to obtain well-authenticated case of death from such a cause. Many stories of people dying from rattlesmake poison had been found, upon investigation, to be without foundation. One genuine case discovered recently in Georgia was considered by Professor him in obtaining a sworn affidavit to the fact from the attending physician. The 'Pekin Miesionary Association demand er." who was bitten by a large rattlesnake public retraction Twain's gross libel against Ament; utterly false.

"SECRETARY."

The way transmitted demand of the variety known in the South as the "diamond rattler." The man died from paralysis of the heart caused by the bite. after lingering in great agony for 18

hours. Referring to Professor James' state ment, Dr. Menger says that his own ex-perience and that of many of his professional associates in Texas indicates that death from rattlesnake bite is not so rare a thing as the Chicago professor would have the world believe.

"Rattlesnakes," says Dr. Menger, "are not in all instances deadly, depending upon the parts injured, the amount of pol-son injected, susceptibility, etc. Often the snake's tooth breaks off in striking.

YOU CAN ENJOY THE LUXURY Sozodont for only 25 cents. An ANTISEPTIC dentifrics, free from acid or grit, which really preserves

By mail: 25 and 75c. HALL d superficial wounds are inflicted, with per-

haps only slight symptoms of the pot-son. When, though, the poison fing strikes a vital part, especially blood vessels, the poisoning symptoms are at once alarming, and in most of these instances death generally occurs. Fright during the sudden meeting of a rattlesnake, with the blood-curdling 'hiss' of its rattles and the consequent shock upon the nervous system, especially the heart centers, un-doubtedly has also produced sudden

The Dyspeptic's Homage,

Washington Star.

I do not dread an Emperor,
The simple truth to say,
I really think I might enjoy

His elegant display.
The only tyrant on this earth
Who wakes a fear in me
Is that devoted friend of mine,
Who signs himself "M. D."

An Emperor, however proud, Would never seek to crush My appetite and make me dine For life on ontmeal much. An Emperor would never smile With grim complacent gles-And watch me while I slowly starus, As does this same M. D.

Who else would dare to write a list Of what I may not eat, Or send me draughts compared to which

The hemiock oup wars awest?

No stern patrician can pretend

To make me bend the knes,
As does this good, releatiess ma.

Who signs himself "M. D."

BUSINESS ITEMS.

If Baby Is Cutting Teeth

Carry them in your vest pocket: Carter's Little Liver Pills. Take them regularly, one pill after each mest, and you are safe against "Grippe."

The London Lancet expresses the onto ion that no further investigation is needed in order to decide that increased legisla-Sound Currency for March.

The reason why national bank notes are presented for redemption is perhaps not flesh, and in these cases only painful and contaminated with arsenic.

Light, Sweet Wholesome Bread a a a

Delicious Pastry

are more easily, speedily, certainly made

with ROYAL

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.

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.

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.

BAKING POWDER

Its great usefulness and superiority