

WILL BUILD NEW DREDGE

NORTH PACIFIC MILL TO IMPROVE THE PORT'S EQUIPMENT.

Flour Trade With the Orient at Low Ebb—Big Fleet of Overdue Ships—Seattle's Unlucky Manila Line.

The North Pacific Lumber Company has let the contract to Joseph Supple for the construction of a big dredge, which will be used for making channels wherever they are needed. A dredge of this kind has long been a necessity in this port, and this is probably the only city in the country where private dredges are not available for work around the harbor. There are many shallow places lying adjacent to the city, and the dredge is now valuable, but which can be dredged out and made available for warehouses and docks. This work will increase as the port grows, and the owners of the new craft will probably find plenty of work for her when she is not engaged in attending to their own needs. It will also be quite convenient to have an extra dredge in case some accident should happen to those now working in deepening the river. The new dredge is being constructed for the purpose of working wherever business offers. The dimensions of the craft will be: Length, 111 feet; beam, 28 feet; depth of hold, 8 feet. The engines and boilers which were in the old city dredge, which was purchased by the North Pacific Mills, will be used in the new craft, but she will be a pump dredge, and not a bucket dredge, which will necessitate using new machinery, aside from the engines and boilers. The machinery will be similar to that of the Bowers dredge, but will not include a cutter, such as is used on the Bowers dredge.

MANY OVERDUE SHIPS.

Seventy-five Per Cent is Now Offered on the John McDonald.

Reinsurance speculators have a finer assortment of bargains in the way of overdue ships than has ever been presented before. The attempt of the underwriters to "travel" on their obligations in the matter of the Otto Stidemeister has temporarily checked the ardor of the investors in this line of securities, but the wares are on the market.

On the John McDonald, 210 days out from Baltimore for San Francisco, 75 per cent is offered. The John McDonald was spoken of the Horn November 23, and it is feared that her cargo heaved and destroyed her. She is commanded by Captain Seymour Watts, a cousin of Captain James Watts, of this city. The mate of the vessel is young Captain Murphy, who made one voyage as master of the American ship Shenandoah, and is quite well known on the Pacific Coast. Captain Seymour Watts is well known in this port, as master of the Pactolus, which is now in command of his brother, Captain James Watts, of this city, believes that the ship has been burned, but has hopes that the crew will be heard from on some of the islands of the South Pacific.

Next to the John McDonald, the British ship Ardnamurchan is the worst risk. Fifty per cent reinsurance is now quoted on her, and it will go to 90 per cent within a few days, unless she shows up, as she is fully due.

The German bark Ecuador, under charter to load wheat at this port, is overdue at Nagasaki, from Philadelphia, and 30 per cent is quoted on her, and the same rate is offered on the Haiswood, Sijon, Malpo and one or two other vessels which left Portland about the time of the big storm, which is supposed to have sent the Andra, Cape Wrath and one or two other ships to the bottom, and the Cromartyshire, Bertha, and Carl Himping back to port.

ORIENTAL TRAFFIC LIGHT.

Bulk of the Shipments of Flour Go to Siberia.

The Adato was discharging her inward cargo yesterday, but so far as known, has made no arrangements for outward freight. The flour business in China and Japan is in very bad shape, and there is such a slight demand from that quarter that the regular steamers can handle all of the traffic that is offering. There has been a little better demand for flour from Siberia, and nearly all of the cargo of the Universe which left Portland early in the month, was for Siberian ports. The great rush that was made last December to get shipments to Siberia before the tariff was put into effect was unnecessary, as the flour is still on the free list in the possessions of the czar, and will remain so until the condition of the coming crop in Russia is more fully determined. If there is a big crop and low markets elsewhere, the tariff may be levied for the purpose of shutting out American flour.

Another matter which will have some bearing on the case is the attitude of this country in regard to the importation of Russian products. Whenever we draw the mantle of exclusiveness around ourselves, and levy a heavy toll on our sugar, etc., we may naturally expect a little reciprocity, in the case of flour, will cost the Pacific Coast wheat-grower several cents per bushel extra whenever he attempts to market it in Siberia. Action on the matter will probably be taken at the next session of the Russian Parliament at Siberia. Meanwhile Portland millers will get in all of the flour possible before the Russians decide to treat our flour as we treat their sugar.

SEATTLE'S MANILA LINE.

China Mail Steamers Are Having Hard Luck on Puget Sound.

SEATTLE, April 11.—The second steamer of the China Mail Line, from here to London via the Canal, reached here yesterday from Tacoma loaded with cargo of wheat taken on at that port. The officers of the steamship are "sore" at the delay and loss they have been put to, as, according to a well-established custom, the heads of the different departments are always paid a bonus on their return from a successful voyage, but in the case of the officers of the Teikoku, as in the case of the officers of the Moryue, there will be no bonus awaiting them, as there is no profit to share. The steamer had to lay so long at Tacoma awaiting a cargo that even if it was possible to carry wheat at the low rate of charter through the Suez the loss would put the vessel in the hole.

One of the officers is authority for the statement that before they left China it was given out that they would load up with Government freight at \$3 a ton measurement, and as the Teikoku can stow away 10,000 tons measurement, the officers had figured on handsome bonus on their arrival home, but instead of a \$30,000 freight to Manila they have a far less sum to England, out of which they have to pay the heavy coal bills and the expenses of a two weeks' layover.

VESSELS NOT LIABLE.

CHICAGO, April 11.—Vessels cannot be held liable for the loss of life on account of negligence, according to the decision of the United States Court of Appeals in the Mary D. Ayer-Onoko case. Recovery can only be had against the owners of the craft, there being no lien against the vessel itself.

The case arose over the collision between the steamer Onoko and the schooner Mary D. Ayer-Onoko, which occurred two years ago. The Ayer-Onoko was carrying three of its crew. Suits were instituted for \$15,000 against the steamer, and it is these suits that have just been decided.

Numerous similar suits are pending

around the lakes, and under the court's ruling it is expected that they will be dropped.

YAMHILL LOCKS MUST BE OVERHAULED.

McMINNVILLE, April 11.—It is evident that the Yamhill locks at La Fayette, completed last September, will have to be overhauled soon. It appears that the walls of the basin and the gates are too low, and when the water is high boats are compelled to stop below the locks, as it is said this will be remedied as soon as the water is low enough.

Arab's Boilers Leaking.

SAN FRANCISCO, April 11.—The transport Arab, which sailed from here March 11 for Manila with about 700 horses, returned to port today with leaking boilers. Last Thursday, when the Arab was about 100 miles off port, the boilers were discovered to be leaking, and Captain Willis decided to put back for repairs.

Lumber for Palace of King.

ABERDEEN, Wash., April 11.—The steamer Lillemor sailed today for Tonga, Friendly Islands, with a cargo of 700,000 feet of choice lumber which will be used in building an addition to the palace of the native king.

Wrecked Collier Willamette Sold.

VICTORIA, B. C., April 11.—The wrecked

collier Willamette, which went ashore near Union Bay, March 15, was sold at the scene of the wreck by auction. She was purchased by Moran Bros., of Seattle, for \$30,000, and 90 tons of coal remaining in her was sold to the same firm for \$195.

Many Emigrants Coming.

NEW YORK, April 11.—Four trans-Atlantic steamers that reached this port today brought an aggregate of 478 emigrants. The Tartar Prince, from Naples, carried 140; the Majestic, from Liverpool, 77; the Frankfurt, from Bremen, 174; and the Westerland, from Antwerp, 86.

New Steamship Service.

COPENHAGEN, April 11.—The United Steamship Company will start a new steamship service between here and the Danish West Indies by way of Holland, England and the United States. This service will be inaugurated whether the Danish West Indies are sold or not.

Overdue \$61,000 Reported.

PORT TOWNSEND, April 11.—The bark J. M. Griffiths, which some days ago was reported as being overdue from Melendo, Peru, has been reported in the Straits of Fuca, bound for this place.

Domestic and Foreign Ports.

ASTORIA, Or., April 11.—Sailed—At 4 P. M., schooner Novely, for San Francisco; at 5 P. M., British ship Helsa, for Queenstown or Falmouth for orders. Condition of the bar at 5 P. M., smooth; wind northwest; weather hazy.

Honolulu, Wash.—Sailed April 10.—Schooner Ester Dahme, from Aberdeen for San Pedro. Arrived—Schooner Laura Madsen, from San Pedro for Aberdeen; steamer Fulton, from San Francisco for Aberdeen.

San Francisco, April 11.—Sailed—Ship Tacoma, for Bristol Bay; steamer State of California, for Victoria; schooner Stanley, for Coquille. Arrived—Steamer Ruth, from Tacoma; schooner Albion, from Coquille River; schooner Albion, from Coquille River; steamer Rival, from Willapa Harbor; steamer Argo, from Coquille River.

Ellice—Sailed March 30.—Barkentine Amella, for Puget Sound. Honolulu—Sailed March 30.—Schooner John G. Nure, for Port Gamble. Whatcom—Sailed April 11.—Schooner John D. Tallant, for Guaymas.

Honolulu—To sail April 4.—German bark Paulsenberg, for Portland. Tacoma—Sailed April 10.—Steamers City of Seattle and Parallon, for Skagway. Port Blakeley—Sailed April 10.—Bark Teut and schooner Meteor, for San Pedro.

New York, April 11.—Arrived—Deutschland, from Hamburg. Liverpool, April 11.—Arrive—Teutonic, from New York.

Naples, April 11.—Arrive—Victoria, from New York via Genoa. Tacoma—Sailed April 10.—Schooner J. B. Lees, for Bristol Bay.

Port Los Angeles—Sailed April 10.—British steamer Algoa, for Nanaimo. Seattle—Sailed April 10.—Arrived—Frankfort, from Bremen; Rhin, from Bremen; Auguste Victoria, for Hamburg via Plymouth and Cherbourg; La Champagne, for Havre.

Queenstown, April 11.—Sailed—Oceanic, for New York; Westland, for Philadelphia—both from Liverpool. Tacoma—Sailed April 10.—British steamer Braemar, for Yokohama. Port Townsend, April 11.—Arrived—Ship C. F. Sargent, from Honolulu. Seattle—Sailed April 10.—Steamer Al-Ki, for Skagway; steamer Cottage City, for Sitka.

Yokohama—To sail April 2.—Japanese steamer Tosa Maru, for Seattle. Port Pirie—Arrived April 10.—Schooner Expansion, from Port Ludlow. Boulogne, April 11.—Arrived—Maadman, from New York for Rotterdam, and proceeded.

Rotterdam, April 11.—Sailed—Statenland, for Boulogne and New York. Liverpool, April 11.—Sailed—Queen Adelaide, for Tacoma. Liverpool, April 11.—Sailed—Dominion, for Portland, Me.; New England, for Boston.

Not an Expert—Miriam—Didn't I see Mr. Brasie kiss you on the lips, today? Miriam—No, he tried to, but he only fooled—Puck.

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RECEPTION OF M'KINLEY

SALEM CITIZENS ASK MAYOR TO NAME COMMITTEES.

That Official and Governor Will Ask President to Lay Corner-Stone of New Salem Postoffice.

SALEM, Or., April 11.—In response to the call of Mayor Bishop, a meeting of citizens of Salem was held at the City Hall tonight for the purpose of making arrangements for the reception of President McKinley, on his visit to Oregon's capital. Mayor Bishop was elected chairman, and Frank Davey secretary.

Mayor Gear made a brief statement of his ideas regarding the entertainment, suggesting that the President be requested to speak from the west portico of the Capitol, to shake hands with as many as possible of the people, to lay the corner-stone of the new postoffice, and then take a drive to Cemetery Hill, from which point a good view of this section of the Valley may be had.

P. H. D'Arcy moved that it be the

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been outraged and murdered. Mr. Butler has been here for the past two days consulting with attorneys. He announces that it is his intention to secure some redress through the courts if possible. Several prominent citizens of Baker City are also accused of negligence in that they failed, as county officials and physicians, to ferret out the perpetrator of an alleged murder. The case promises to be one of more than ordinary interest should Mr. Butler press the matter, as now seems probable.

CHEESE FACTORY PROPOSITION.

Washington County Plant May Be Moved to Clackamas.

OREGON CITY, April 11.—A special Board of Trade meeting will be held tomorrow afternoon to consider the proposition of an experienced cheesemaker to establish a factory near here. Other matters that will be considered are plans of road improvement for the coming summer, descriptive pamphlet of the city and county; a county exhibit at the state fair, and the adoption of plans to direct immigration to Clackamas County.

The owner of a creamery plant at Bethany, Washington County, offers to move it to Wilsonville, provided he is guaranteed the milk from 150 cows. A report from Wilsonville today brings the information that 50 cows have thus far been guaranteed.

No Illegal Fishing.

The four water bailiffs, who are patrolling the Willamette and Clackamas rivers, assert that there is no illegal fishing on these streams now. Bailiff Greenman stated today that the most effective move against illegal fishing in the Clackamas River this season is the close watch kept on cold storage dealers to prevent them from purchasing salmon.

Applicants for Teachers' Certificates. There are 61 applicants for teachers' certificates at the examination which began yesterday. The examining board consists of County Superintendent Zinsler, T. J. Gary and Ara McLaughlin.

DECORATED FOR GOVERNOR.

New Dawson Official Said to Favor Law Control of Vice.

PORT TOWNSEND, Wash., April 11.—Advices from Dawson of April 5 state that great preparations were being made for the reception of Governor Ross, who was expected to arrive Monday. The city was decorated, and all manner of festivities arranged for his welcome. It is understood that he does not favor the enforcement of the Government's policy relative to liquor, gambling and social evil, and is quoted as saying, he received a letter from a woman which prevails in any frontier town, and that there is certain looseness on moral lines which go with it, and which must be tolerated.

NORTHWEST DEAD.

Miss Clara B. Davis, of The Dalles. THE DALLES, Or., April 11.—Miss Clara Bradshaw Davis died suddenly at an early hour this morning at the residence of her uncle, Hon. W. L. Bradshaw, in this city, of heart failure. She retired as usual last night in apparently good health, and was found dead in her bed this morning by Judge Bradshaw's little son, who went to Miss Davis' room to call her. Deceased was born in Salem, September 25, 1875. Left an orphan in early childhood, she became a member of her uncle's household, of which she had taken charge since Mrs. Bradshaw's death one year ago. She was a universal favorite socially in this city.

Mrs. Margaret Fraser Ross.

ASTORIA, April 11.—Mrs. Margaret Fraser Ross died at an early hour this morning, after a long illness, at the residence of her daughter, Mrs. F. J. Scheidnager. The funeral will be held Saturday at Knappa. Deceased was born in Nova Scotia in 1825 and had resided in this country for a number of years. She leaves a large family of grown sons and daughters.

Stage Travel on Yukon Suspended.

PORT TOWNSEND, Wash., April 11.—Charles E. Claypool, United States Court Commissioner at Circle City, Alaska, was a passenger on the steamer Senator, which arrived from the north this afternoon. Mr. Claypool reports that Circle City is one of the most promising mining camps in Alaska. Twelve hundred men wintered in that district, and many rich discoveries were made. Mr. Claypool says during the coming summer mining operations will be carried on on an extensive scale, and the output of the district will be large.

Winter at Circle City was remarkably mild and the health of the community good. Mr. Claypool reports stage travel on the Yukon as having been suspended on account of ice, which is daily expected to break and open the river for navigation. All travel up and down river is by dog sleds.

Engineer Hurt in Train Accident.

MEDFORD, Or., April 11.—The right hand driver of engine No. 101, acting as a helper to the regular on the excursion train bearing the Mystic Shrine, at the Masonic Lodge, returning to Portland from a tour to Honolulu, broke near the Works & Orr car yard, between Phoenix and Medford. The engineer's side of the cab was demolished and the machinery badly broken up. The engineer saved himself from being killed by holding to the ceiling of the cab. The left driver was also broken, and the cylinder-head blown out. The engine was brought to Medford. The train then proceeded on its way to Portland, leaving the engineer, who was badly bruised about the legs, at Medford.

Vancouver Brevities.

VANCOUVER, Wash., April 11.—The resignation of Miss Ethel Carroll, as a teacher at the Central School, has been accepted by the Board of Directors. Miss Carroll has just now, and not definitely decided when the hymn is first to be published. It is possible that it will soon be published to the Harvard graduates.

TUTUILA, March 27, via San Francisco, April 11.—A census of the population of the Samoan group has been taken. The number of Samoans in Upolu and other islands under the German Government is 25,000, while the population of the six islands under the United States Government is returned at 3,000. The very slight increase during the last 20 years is about the same as the increase in the United States.

The infant mortality is greatest, and this is due in a large measure to the ignorance and carelessness in dieting the young. It is not unusual to see a mother feeding her infant from the mouth after she has herself masticated the food intended for the child. It is only since the United States took possession that people have been able to receive medical advice and treatment. With the sanitary laws now in force and the laws concerning the health of the people generally throughout the island, it is hoped that during the next decade there will be a considerable increase of the native population.

Governor B. F. Tilley returned from New Zealand on the Abernethy March 14. The natives showed their delight at the Governor's return by giving a number of feasts in his honor. Magisterial returns from all districts have been sent into the high court of appeals tried by magistrates up to the end of last month. The reports indicated great improvement among the Samoans. These statements, together with the regular reports of the native governors and other officials, are carefully prepared and are models of neatness. The native officers are not lacking altogether in education, but there is good opportunity for the United States to assist them in their desire to obtain greater knowledge.

Normal School Reports.

SALEM, April 11.—Governor Gear today appointed J. W. Hamilton, of Roseburg, a member of the board of regents of the State University. He succeeds his father, S. Hamilton.

R. E. Neil, of Ashland, J. B. Orr, of Klamath Falls, and A. S. Sherwood, of Coquille City, were today re-appointed members of the board of regents of the State Normal school at Ashland. Their term of office is six years.

Nome Mining Excitement.

PORT TOWNSEND, Wash., April 11.—Considerable excitement is being caused over the discovery that big dumps taken from under the ice showed an average yield of 30 cents to the pan. The quartz claim needs but from where the dumps were taken out, went 30 to the pan.

New Water Bailiff.

ASTORIA, April 11.—Master Fish Warden H. G. Van Dusen today appointed L. E. Selig, of Astoria, a water bailiff. He will enter on his duties tomorrow morning.

Payment on State Taxes. SALEM, April 11.—State Treasurer Moore today received a remittance of \$10,000 on Jackson County's state taxes for 1900.

OUR HEARTS

tho' stout and brave,
Still, like muffled drums, are beating
Funeral marches to the grave."

The human heart, scarcely larger than a man's fist, is the most wonderful of engines. In each twenty-four

hours the dual heart moves approximately six tons of blood, which is equivalent to about two barrels of blood every hour. What amazing labor for so small an organ, working as it does without rest or pause from the first breath of infancy to the last sigh of old age. When disease attacks the heart it attacks the very citadel of life, and every organ of the body seems to tremble with apprehension. The strenuousness of modern life, which overtakes the heart is every day increasing the list of those whose sudden end is ascribed to "heart failure." It is hardly possible to pick up a newspaper without seeing mention of the death of some well-known man attributed to that cause. And for every one prominent man who falls a victim to heart failure, how many are there, unknown beyond their home village, who perish from the same cause.

Dr. Pierce's Golden Medical Discovery is a medicine specially designed to cure diseases of the stomach and other organs of digestion and nutrition, and to purify and enrich the blood. But the ingredients which enter into the "Discovery," include one of the best heart tonics known in medicine. Thus, while the diseased stomach is being cured by the action of "Golden Medical Discovery," it strengthens the heart and enables the pumping of an adequate blood supply to the stomach and kidneys, thus improving the action of these organs.

"In the fall of 1897, I was taken with smothering spells, palpitation of the heart, and a distressed feeling in my stomach," writes Mr. H. W. Kinney, of Knight, Doddridge Co., W. Va. "I consulted a doctor and he said I had organic heart trouble. He gave me some medicine but it did me no good. I then tried different kinds of patent medicines but they only helped me a little. I quit taking medicine in the winter and got so bad I could not walk any distance, was short of breath, and my legs would get so weak I could not stand. Consulted another doctor, and he said I had indigestion of the stomach and bowels. I doctored with him all summer, and he only helped me a little. I then wrote, asking you for advice, and you advised me to take Dr. Pierce's Golden Medical Discovery. I sent and got five bottles and began taking it. Before the first bottle was gone I felt a change. When the five bottles were gone I began to work. I had not worked any for a year before. I waited awhile after I took the five bottles and then got more and continued the medicine. I took in all sixteen bottles, and was cured. I believe if I had taken it regularly I would have been well before."

After consulting two doctors and taking various medicines without any lasting benefit, Mr. Kinney wrote to Dr. Pierce and was cured by taking his advice and using his medicines.

Any sick person is invited to consult Dr. Pierce, by letter, without charge or fee. On these terms it is evident that it is economy of time, money and health to consult Dr. Pierce first before experimenting with those of less experience and skill. Address Dr. Pierce, at the Invalids' Hotel and Surgical Institute, Buffalo, N. Y., of which Institution he is chief consulting physician and surgeon.

"Have taken Dr. Pierce's Golden Medical Discovery and it did me more good than anything I could get," writes Miss Julia A. Wilson, of Cynnet, Wood Co., Ohio, Box 52. "I doctored with three different doctors for weak heart, but they did me no good. I was so tired and discouraged if I had my choice to live or die, I would have preferred to die. My husband heard of 'Golden Medical Discovery,' and he bought a bottle. I took that and the first half seemed to help me. I took six bottles before I stopped. I am perfectly well and am cooking for boarders (I have six), and am taking in washing beside. I will truly say I think your medicine will do all it is recommended to do and more. It has been a God-send to me. I will be willing to answer any letters of inquiry that anyone wishes me to. If you think this will be of any help to any poor suffering woman to obtain relief you may print it and make any honest use of it you wish to."

The stomach may be called the nutritive center of the whole physical organism. Every organ depends upon the stomach for its nourishment. Starve a man and in time his heart ceases to beat. But if you half starve a man there is a proportionate reduction of vital power. The body with its organs make up the physical man, and when we say the man is half starved, we are practically saying that the organs that are vital to the physical man are half starved also. This is the condition of a great many people who are run down and debilitated. They get enough to eat, but the food eaten does not nourish the body, because it is imperfectly digested and but partly assimilated. The result is a half starved condition shared by all the organs of the body and developing into heart "trouble," kidney "trouble," etc. Dr. Pierce's Golden Medical Discovery cures the diseased stomach, enables the perfect digestion and assimilation of food, and thus the body