BIG WEST COAST CARGO

WARFIELD CARRIED 4400 LONG TONS OF WHEAT FOR CALLAO.

Fine Business With New Territory-Monmouthshire's Wonderful Record-Gertrud Made Fast Run.

The largest cargo of wheat that was ever cleared from a North Pacific port for the west coast of South America was dispatched yesterday for Callao, Peru, by Balfour, Guthrie & Co. on the Brit-min steamship Warfield. The cargo was put up in sacks holding nearly four each, and totaled 164,338 bushels valued at \$96,604. The wheat was a very thoice grade of bluestem of the same quality as was shipped on the steamer Robert Adamson and the British bark Craigisla, which also went to the west coast of South America. Heretofore when there has been a crop fallure in that portion of the country Australia has been depended on to supply the shortage, but as no finer wheat ever went out of Australia than was shipped to the three courses and the shortage. on the three cargoes mentioned, this port will undoubtedly secure more of this business in the future.

The freight rates to the west coast are about a third lower than the rate around the Horn to Europe, and, accord-ingly, any wheat disposed of in that quarter will command better prices than that which must be shipped to Europe The combined cargoes of the three ships dispatched by Balfour, Guthrle & totaled 362,000 bushels of wheat. steamship Condor also went to the west ast of South America with a cargo

MADE A FINE RECORD. Monmouthshire Steamed Nearly 250,-000 Miles.

steamship Monmouthshire arrived down from Astoria shortly before noon resterday, and will cross out today on her long journey for Europe. When the steamer passed out of the harbor Monday Capialn Kennedy gave a farewell signal with the big siren on the steam-er, and a crowd of her admirers, as well as friends of the officers, watched her leparture with regret, as she will probably never return to this port, the trade having reached proportions too great for vessels of her size. On the way down the river a boat drill was given which was a surprise to parties on board. In exactly one minute and fif-teen seconds after the signal the boats of the first and second officer were swung out from the daylis ready to lower away. The third officer's boat was out in 1% minutes, and the chief engineer's boat in less than two min-

The Monmouthshire has made a fine record on the route between Portland and Hong Kong. Since her first appearance in this trade she has made 20 round trips, and has steamed a total of 245,400 miles, at an average speed of 11.5 knots per hour. Except when storms of un-usual severity were encountered, her time of arrival could be calculated al-most to the hour. The fastest time ever made by a silk shipment from the Ori-ent to New York was on the Monmouthshire on the ocean part of the route. The popularity of the good old ship was much enhanced by the men in charge of her, and Captain Kennedy and his genial officers made a host of friends in this port, who will give them a right royal welcome whenever they return, as they probably will in a larger but not a more opular ship than the good old Mon-

GERTRUD'S FAST RUN. Disabled Ship Came Near a Record

Run After Being Repaired. The German ship Gertrud, which put into San Francisco leaking after encountering a severe storm soon after leaving the Columbia River last November, made a remarkable run from San Francisco. She was delayed in the California port 16 days, and after her repairs were com-pleted sailed for Europe again December Prom the California port to Falmouth occupied but IM days, a trip which places the vessel in very fast company. Her trip, including the time lost for repairs and in getting in and out of San Fran-cisco, was but 122 days from the Columbia, which is but two days more than the average passage. The Gertrud arrived at Falmouth two days ahead of the British bark Portia, which sailed over six weeks ahead of her. The Portia was the last of the October fleet to arrive out, and was 178 days on the way.

FLEET NEARLY READY.

All but One or Two Ships Secured

Full Crews of Sailors. All but one or two ships have secured full crews of sailors. The British bark Buteshire, which has been waiting for sallors longer than any of the other ships in port, completed her crew yesterday, saliors longer than any of the other snips in port, completed her crew yesterday, and will leave down the river today. The Algburth will probably secure the remainder of her crew today or tomorrow, and the trouble will be over for the present. It is something unusual for such a large fleet of ships to assemble here during one of the Spring months, and the fleet clearing since April 1 required crews aggregating 400 men. Some of these men remained with the ships, but the alluremental of life on shope were too great for most of them, ship they struck out for the canneries, logging camps and railroad camps, where easier work and better food awaited them.

WILL NOT PAY.

British Inderwriters Refuse to Liquidate Losses.

The British underwriters have refused to settle losses on the British ships Cape

The British underwriters have refused to settle losses on the British ships Cape Wrath and Rathdown until the findings of the Board of Trade Inquiry are made known, although both of the vessels have been posted as missing at Lioyd's, city N. W. The Andreds has also been rested. The Andreda has also been posted as missing, but it is not known what ac-tion the underwriters will take regarding her. It is a difficult matter to un-derstand the position of the underwrit-ers in the case of some of the recent wrecks. They refused to pay the reinsurance on the Otto Gildemeister because she was saved, and now they are refusing to pay the original insurance on the Cape Wrath and Rathdown because they were lost without leaving eye-witnesses to the occurrence.

Shipwrecked Snilors Rescued.

ST. JOHNS, N. F., April 16.-The scaling steamer Greenland arrived here this morning, having rescued 194 members of crew of the scaling steamer Hope, which was wrecked on Bryon Island, in the Gulf of St. Lawrence. All are well. The Hope was broken up by the furious gales, but her cargo of \$800 seals was saved.

Monmouthshire Sails Today. ASTORIA, April 16.—The steamship Monmouthshire, which arrived down the river today, is taking on 150 tons of coal, and will leave tomorrow morning.

Marine Notes.

The British ship Talus, the latest arrival in port, commenced loading wheat yesterday. The County of Pembroke has about half of her flour cargo aboard. These two vessels and the Wega are about all that remains unfinished in

The steamship Adato will be turned over to her new charterers, W. R. Grace & Co., at Portland, and not at San Francisco, as originally intended. While no cargo has been engaged for her, it is methable than probable that something will be taken from this port.

Messrs. Edwards and Fuller yesterday inspected the steam ferry W. S. Mason. They will inspect the new cannery-tender North King today. The North King is the new boat built for the Portland & Alaska Packing Company to be used in Alaska waters. She will sail for the north next week.

Domestic and Foreign Ports.

ASTORIA, Or., April 16.—Sailed—At 9:20 A. M., Swedish ship Thessalus, for Cape Town: at 9:40 A. M., Norwegian steamship Norman Isles, for Taku; at 10 A. M., British ship Kate Thomas, for Queenstown or Falmouth for orders. Arrived down at 12 noon-Steamship Monmouth shire. Condition of the bar at 5 P. M. smooth; wind, northwest; weather, clear.

San Francisco, April 16.—Arrived—
Steamer Fulton, from Gray's Harbor;
steamer Arcata, from Coos Bay; schooner Czarina, from Pirate Cove. Sailed—
Schooner Argo, for codfishing; ship Bohemia, for Bristol Bay; steamer Walla
Wells of Victoria, ship Standard and Walia, for Victoria; ships Standard and Occidental, for Bristol Bay; schooner Mandalay, for Coquille River; steamer Empire, for Coos Bay; schooner North Bend, for Willapa Harbor; steamer Rival, for Willapa Harbor; bark Gatherer, for steamer Washtenaw, for Ta-

Panama-Sailed Feb. 16-Ship Thirlmere, for Oregon. Tacoma—Sailed April 15—Schooner William H. Smith, for Sydney. San Pedro-Arrived April 14-Steamer Acme, from Tillamook, Salled April 15-Schooner John A., for Gray's Harbor.

Antwerp-Sailed April 6-Bark Norma, Swanses-Arrived April 14-Ship British

Swansez-Arrived April 12-Ship Port Caledonia, from Tacoma. Queenstown-Arrived April 12-Ship Port Caledonia, from Tacoma. Naples-Arrived April 11-Steamer Glen-lurret, from Tacoma and Hong Kong. Leith, April 16.—Arrived-Bark Conway, from Oregon from Oregon. Antwerp-Arrived April 15-Ship Ven-

tura, from Tacoma. Port Gamble-Sailed April 15-Barkentine Charles P. Crocker, for Kobe. Liverpool, April 16.—Arrived—Tunisan, from Portland, Sailed—Sylvania, for Bos-

Boulogne, April 16.—Arrived-Rotterdam, from New York for Rotterdam Yokohama, April 12.—Salied—Empress of China, from Hong Kong for Vancouver. Trebazond, April 16.-Arrived-Prinzessin Victoria Louise, from New York, via ports, on Oriental cruise.

AT THE HOTELS.

THE PORTLAND.

W H Young, San Fr
J A Nadau & wife,
Scattle
Martin H Weil, N Y
Geo K Burten, San Fr
F A Montgomery, Cago Dr E A Sommer, Ore
J H Sanborn, Denver
F Merwin, Phila
Mrs F Burbidge, Kellogs
G M Russell, Chicago Br & A Bachmann,
Oregon City
E Gardiner Jones, N Y
G M Russell, Chicago Br & Arnderson, VanOregon City
E Gardiner Jones, N Y
G M Russell, Chicago Br & Arnderson, VanOwner, Minss A L Pope, Boston
J F Brown & wife,
Minss A L Pope, Boston
Miss L F Pope, do
Miss E W Hill, Chgo
Mr & Mrs Kendall,
Toledo, O
Dr J J Lassalle, do
Dr J Karnstrong, do
R H Countiss, San Fr
Geo W Emmons, S F
G F Williams, S F
F Brooks, Denver

THE PERKINS. - THE PORTLAND.

THE PERKINS.

THE PERKINS.

H T Wilson, Dayton, J R Talt, Albany Wash
H R Jacksen, San FR B D Shell, Albany
A McDougail, Tacoma L M Grannis, Newbir, A S Moore, Olympia, D W Manchester, Perkins, Sommer Pisk, Spoin, Mrs F R Fisk, do Utysses F Hawk, The Dalles
ONTARIO, April 16.—John B. M cLaughl March 26, aged 74 years, was one of the farmed of the process of the plants to California in 1853. To County, where he resided up to the time to county, where he resided to a

Miss Hattie Murdock,
Mackeburg
Miss J R Eder, city
Mrs G P Banertin,
Roseburg
Mrs Laura Mutch, do
Mrs Laura Mutch, do
Mrs E F Hopkins,
city

Dennie Austin, Wood-Mrs D K Warren, Warrenton burn
J M Wallace, San Fr
Mrs Henry C Thompson, Astoria
Harold W Thompson, Mrs Chas R Higgins, Astoria James Stendenbush, Steubenville Mrs Attla M Lee, Astoria
W H Haniker, Astoria
Louis Martin, Astoria
Mrs Martin, Astoria
John Fox, Astoria Rainler Mrs L E Clark, do

THE ST. CHARLES. THE ST. CHARLES.

Mrs N A Hills, Astoria

Miss Hills, Astoria

Miss Hills, Astoria

Miss Hills, Astoria

Miss Hills, Astoria

Mrs A P Houlton, do

H T Bagley, Hillsboro

S G Morgan, Forst Gr

S G Morgan, Forst Gr

S G Morgan, Forst Gr

B G Morgan, Forst Gr

S G Morgan, Forst Gr

B H T Taylor, Stayton

D J Langdon, Stayton

D J Langdon, Stayton

D J Langdon, Stayton

D J Langdon, Stayton

Mrs Nolan, Canby

Mrs Nolan, Canby

Mrs R S McCall, do

H W Scott, Dilley
John Hall, Astoria
John Green, Astoria
Albert Brwin, Toledo G A Sanders, Dalles
Albert Brwin, Toledo S M Boals, Mayger
Frank Barr, Gray's B M H Kendig, Vancy
Wm Edner, do
John Chetwood, KaJohn Meden, City
H M Madden, City
H M M M M N N P Wallace, do
J J Murray, Baker Cy
H W B H W W M N N P Wallace, do
J J Murray, Baker Cy
W M H Kendig, Vancy
W M Edner, do
J M W M N Kendig, Vancy
W M Edner, do
J M W M N Kendig, Vancy
W M Edner, do
J M N H Kendig, Vancy
W M Edner, do
J A H Ouler, do
J M H Kendig, Vancy
W M H K

Hotel Brunswick, Seattle. European; first-class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoms American plan. Rates, \$3 and up. Donnelly Hotel, Tacoma.

PLANS FOR BURLINGTON

NO CHANGE IN THE MANAGEMENT UNDER CONSOLIDATION.

Proposal of the Morgan Syndicate Will Be Considered at Boston Today.

OMAHA, Neb., April 16 .- G. W. Holdredge, general manager of the Burlington & Missouri River Railroad, has returned

return travel over their roads. The north, ern lines, however, have made a rate of of \$1.25 per 100 pounds, although its earnings on the traffic under such conditions. and Seattle, covering the dates of the Epworth convention, and the association roads are considering the question of off-setting this action by withdrawing from their tickets the return privilege over

would not be very great.

this city.

ment of the property.

disposed of his entire holdings.

far as the Yukon is concerned.

Martin.

twelve days.

Refused to Pass a Charter.

OTTAWA, Ont., April 16.—The Senate committee today refused to pass the Alaska & Northwestern Ballway charter

for a road from Pyramid Harbor to Daw-son City. The government still main-

tains its position to refuse all charters in

Railroad Notes.

position with the Oregon Round Lum-

MARU IN A STORM.

Trip to the Orient.

Company. He has been succeeded by H. H. Hoyt, formerly advertising agent, who has in turn been succeeded by A. C.

direction until the railway policy the administration has been reached, so

ANOTHER ROAD TO EL PASO.

New Line Will Be a Connection of

the Mexican Central.

NEW YORK, April 16.-The Times says

480,000 of that company, and that they will effect a change in the management of

that road at the annual meeting on May

1. In addition to this it was stated on the

same authority that the head office of the

ompany will be removed from Boston to

In reply to a question as to the future of the road, and whether it would be op-

erated in conjunction with any other sys-

tem, the broker-said that that had not been determined yet, adding, "there is an-

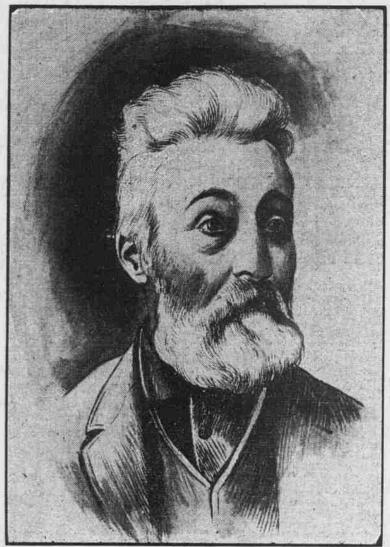
other road going into El Paso as well as the Rock Island. People don't realize it.

HE MADE FOUR MILLIONS.

broker connected with the Stow inter-

the northern roads,
After organization today, the chairman appointed a committee of three-A. F. Merrill, of the Chicago, Milwaukee & St. Paul; W. A. Taylor, of the Burlington, and John Scott, of the Union Pacific, to go over the docket and devise means of covering#the work of the present session so as to dispose of it in the shortest time possible. The association also authorized the sale of special-rate tickets for the & Missouri River Raliroad, has returned from Chicago, where he was called Friday for a consultation on raliroad matters, one of which was the relation between the present owners of the Burlington and the Hill-Morgan syndicate, which

ONE OF THE FIRST SETTLERS IN MALHEUR COUNTY.



THE LATE JOHN B. MILAUGHLIN.

ONTARIO, April 16 .- John B. M cLaughlin, who died at his home near here March 26, aged 74 years, was one of the first settlers in Malheur County. Probably no man was better known nor more highly respected. Mr. McLaughlin crossed the plains to California in 1853. The next year he came to Malbeur County, where he resided up to the time of his death. He was a charter member of Acacla Lodge, No. 118, A. F. & A. M., under whose auspices he was buried at Vale. The attendance at his funeral was one of the largest ever seen in this section. A wife and three children survive him.

has been negotiating for the purchase of ent plan of joining President McKinley

time the matter of the transfer of ownership will be talked over. If that deal goes
through, there will be no change in the
management of the road, as I understand
The Southern Pacific and Santa Fe
roads have joined with the Pacific Coast

ming is of no significance, for their work is about completed there. We have not abandoned that work, nor has the decision been reached that the extension will be

Close of the Burlington Deal. CHICAGO, April 16.-The Tribune to

norrow will say: J. J. Hill, before leaving St. Paul for the West, announced the success of the long-pending deal for the control of the Burlington railway. He said he had concluded negotiations for the purchase of the Burlington system, and added: "There are no changes in our relations with the St. Paul-Chicago line. We mere-ly wanted the Burlington for a St. Louis

and Kansas City feeder."
Mr. Hill denied the report that the Burlington deal meant the establishment of a transcontinental system, with the Eric as an Eastern outlet. He said that the Erie would not be a part of a transontinental line, and that the Eric would be free from alliances,

Burlington Meeting Today. BOSTON, April 16.-President Harris, of

the Chicago, Burlington & Quincy Railroad, arrived here today to attend the regular meeting of the directors, which will be held here tomorrow. It is generally understood the question of consolidating the Burlington with the Great Northern and Northern Pacific will be taken up. No one connected officially with the Burling-ton will say a word about the deal, nor admit that any proposal will be considered tomorrow

Burlington Extension in Wyoming. SHERIDAN, Wyo., April 16. - It has been decided to extend the Taluca line of the Burlington to Cody City, instead of the Meeteetse, as has been reported. Contracts have been let for the grading of between Eagle's Nest and Cody.

TRANSCONTINENTAL ASSOCIATION May Prevent Epworth Leaguers Returning by Northern Lines.

DEL MONTE, Cal., April 16.-The Transontinental Passenger Association opened week's meeting here this afternoon. About 50 members are in attendance. The chairman of the association, James Charl-ton, is presiding. The association embraces all the transcontinental lines west of Chicago, except the three northern roads—the Canadian Pacific, the Northern Pacific and Great Northern railways. One of the most important questions to be discussed during the meeting relates to these three lines in connection with matters of rates for the coming Epworth League convention in San Francisco. The rates were fixed some time ago by the association lines, and the intention was to give the northern lines the benefit of convention by sending a part of the

STRIKES AT GREAT NORTHERN

from Southern California points to Seat-tle, with the understanding that the rates apply to local shipments to Seattle only. The roads made this agreement some time ago, but when they saw that the shipments taking the rate were being dis-patched over the Great Northern to St. Paul, they withdrew. Later the steamship company gave assurance that the joint rates, if restored, would not be used to facilitate Eastern shipments via Seattle and the rates were again put into effect. The San Francisco Chronicle says that the Southern California Exchange wil not abandon the Seattle route for orange shipments to the Eastern markets, as the Great Northern stands ready to absorb the rate from the Southern California shipping point to Seattle, whether that rate be a joint rate or the sum of the local rail and ocean charges. If the Southern Pacific and Santa Fe succeed to collecting their arbitrary local rates from the shipping point to the seaboard, the Great Northern men can still afford to absorb this rate and accept shipments at malaria

for the Orient February 19, had an ex-ceedingly rough experience at sea. Hur-ricanes prevailed during almost the entire voyage. Great waves carried away much of the lighter gearing forward. On one day four Japanese sailors were in-The Southern Pacific and Santa Fe roads have joined with the Pacific Coast trating the lungs and causing probably in a rate on granges | fatal injuries The following day two more Japanese were knocked down by boarding waves and seriously bruised. Murch 5 the seas were breaking over the bridge and waves were breaking over the steamer fore and aft. March 9, the day before reaching Yokohama, the iron rail on the port side of the saloon deck was carried away. One of the passengers from San Francisco was John Goodnow, Consul-General to Shanghai,

Decisions Today. Judge Bellinger will decide the following cases this morning: The A. J. Luce Hop Company vs. J. P.

Meeker et al. In the matter of J. W. Conn, bankrupt, In the matter of the petition of W. Deininger, for a writ of habeas corpus, The United States vs. William Kelly and Thomas Linville.

Dr. Sanford's Liver Invigorator. The best liver medicine. A vegetable cure for ver ills, biliousness, indigestion, constipation,

MANY DELEGATES TO CONVENTION ARE AGITATORS.

Senator Platt, of Connecticut, Talks of His Amendment and Condiests in the Mexican Central Railway Company announced that those interests held about 265,000 shares out of the total of tions in the Island.

> NEW YORK, April 16.-Senator Orville H. Piatt, of Connecticut, author of what is known as the Platt amendment, relat-ing to Cuba, is at the Murray Hill Hoter.

> In an interview last night he said:
> "The real essence of the proposition of this government is that the Cubans recognize the right of the United States to maintain the independence of Cuba and the stability of its government. That right, once being recognized by the Cuban Constitution, there will be no trouble about the enforcement. All will be plain sailing.

but this is a day of surprises."

The efforts of President Robinson and others to obtain sufficient proxies to con-"The property-owners and the conservative classes in Cuba almost unanimoustrol the annual meeting have ended, it was said, and that new interests were now ly desire the protection of this Government; these opposed to it do not count in a position to take hold of the manage-

"Most of the people in this country do not understand the real feeling in Cuba. The news reports from Havana have been very conflicting. They are al-most as untrustworthy as the dispatches Hill Sells Out His Eric and B. & O. from China last year about the Boxer troubles. A few days ago the Platt ST. PAUL, April 16.—It was reported in what are usually well-informed railroad amendment was reported defeated in the Cuban Constitutional Convention by a time, 1:10%, vote of 24 to 2. A little later the vote Four and a half furlongs—Elgiva won, was given as 18 to 10. As a matter of Myrtle Dell second, King Daly third; circles today that James J. Hill, of the Great Northern, has disposed of his Balti-more & Ohio and Erie stocks, and that the was given as 18 to 10. As a matter of fact final action has not been taken. "In reality little interest is manifested

operation has netted him \$4,000,000. The stocks, it is said, were bought by Mr. Hill simply as a speculation, and it was in Cuba in the convention. Many people there have not even heard of it. The never contemplated to make either of the roads a factor in a transcontinental sysproperty-owners took very little interest in the election of delegates believing that in any event the American Governtem, as has been repeatedly reported. The fact that Mr. Hill had purchased stock-of these roads had the effect of greatly ment would protect them and their prop. enhancing the value of the shares. Wall erty. No interest was shown by street at once jumped to the conclusion that gigantic combinations were being large colored population in the conven-tion. Many of the delegates have no in-terests at stake, but want to figure as formed in which one or the other of these roads was to be a component part. It is pointed out that Mr. Hill has always perpatriots. Some of the members are old revolutionists, officers in the insurgent sistently denied these rumors and has stated that his purchase of the stocks army, and lawyers, while some are me adventurers. Some of them seem to think that the Spanish yoke having been thrown was simply for investment. The investment now having shown what he considers a sufficient margin of profit, he has off, they ought to come in and take pos-"Yet one-third of the members of the

convention are friendly to the United States and appreciate what we have done at what we intend to do for Cuba; another third is bostle to America and the balance are indifferent. It is the members of the hostile element who are mak-ing all the noise and attempting to create belief that Cubans do not want this government. They are misrepresenting the facts. The two most important elements of the Cubans—the property own-ers and the workingmen—heartily favor the proposals of the United States and rely on the continued assistance of our government.

H. H. O'Reilly, for four years eashler of the passenger department of the O. R. & N. Company, has regigned to accept "In the course of time all Cubans will accept the overtures of the American Government in letter and spirit, unless the agitators convince the people we are oppressing them-something I believe they will not succeed in doing."

> THE CUBAN COMMISSION. Will Leave Havana Saturday for

The O. R. & N. Company announced yesterday a rate of full fare and a third for round trip between Portland and points in Oregon, and Walla Walla, Wash., for the reunion of the Oregon Washington. HAVANA, April 16. — The commission appointed by the Cuban constitutional convention to go to Washington and lay before President McKinley the desires of the convention regarding the future relawhich will be held in Portland The rate will be good for tions between Cuba and the United States will leave here Saturday, General Wood Japanese Steamship Had a Rough will present the commission to the Presi-dent. He will leave here Friday and go SAN FRANCISCO, April 16.—Reports to Washington by way of Tampa, Fla.
The commission consists of Senors Diego,
Tamayo, Capote, Berriel, Portundo and dent.

The Abreu mansion at Cerro has been burned, involving a loss of \$200,000.

THE DAY'S RACES.

Another Track Record Was Lowered at Tanforan. SAN FRANCISCO, April 16.-Another track record was lowered at Tanforan today. Cruzados ran four furlongs in 9:47%.

Five furlongs, selling-Vantine won, Amasa second, The Miller third; time, 1:00%

Four furlongs-Cruzados won, Sister Jeanle second, J. V. Kirby third; time, terday.
D. T. Ham, manager of the Spokane Five furlongs-Hermoso won, Midlove second, Duckoy third; time, 1:00%. Six and a half furiongs—Lacera won,

Sallor second, Rasp third; time, 1:22%. Mile and a sixteenth—Alicia won, Alaska second. Free Lance third: time, 1:48%. Six and a half furlongs-Canejo Position second, Frank Duffy third; time, 1:23% Races at Memphis.

MEMPHIS, April 16.-John F. Schorr's bay filly Lady Schorr won the Tennesses Oaks this afternoon, covering the mile in Seven and a hilf furlongs—Harry Pul
deer for a pet?

A SUBSCRIBER.

lian won, Edith Q. second, Blitheful third; time, 1:38%. Five furlongs, seiling—Sam P. Cochran Assessment second, Francis Rela

third; time, 1:03. Four furlangs, purse, 2-year-olds-Old Hutch won, Baccie second, Lady Bur-lington third; time, 0:51%. One mile, Tennessee Oaks-Lady Schore won, Lady Strathmore second, Miss Bennett third; time, 1:425.
Seven furiongs, selling—Leeking won,
Sunlocks second, Merriman third; time,

Five furlongs, selling-Zack Ford won, Myra Morella second, William Boyer third; time, 1:02%.

Ruces at Lakeside.

CHICAGO, April 16.-Results at Lake-Half mile-South Elkhorn won, Amole second, Paranesus third; time, 0:50 2-5, Seven furlongs-Aaron won, Chancery second, Bengal third; time, 1:32%. Six furlongs—Henry Bert won, Leo Newell second, Dorothy Lee third; time,

One mile-Rhinelander won, Free Hand second, Annowan third; time, 1:43 3-5.
Four and a half furlongs—Blue Ridge won, Stuart Young second, Tom Wallace

third; time, 0.58 1-5. One mile—Phidias won, Martha Fox second, Frank Ireland third; time, 1:483-5.

maces at Newport. CINCINNATI, April 16.-Summarles: Five furlongs, selling-Erema won, Brown Véil second, Juniper third; time,

Five and a half furlongs-Eva Wilson won, Easter second, Maggie W. third;

time, 0.57%.

Six and a half furlongs—Dutch Comedian won, J. H. Sloan second, Foneda third: time, 1:24% Seven furlongs-Castine won, Come Quick second, Little Tommy Tucker third;

time, 1:24%. One mile-Lawton won, Sarah Gamp second, Julius Werner third; time, 1:88.

Races at Aqueduct.

NEW YORK, April 16,-Summaries; Five and a half furlongs-Sadduces won, Snark second, Judge Wardell third;

Five and a half furlongs-Sadle S. won, Spry second, Janice third; time, 1:08.
Four and a half furlongs—Red Damset woo. Equalize second, James Pitz third; time, 9:56 2-5. One mile and 70 yards, selling—Althea.

won, Matt Simpson second, Knight of the Garter third; time, 1:48 2-5. Six furiongs, seiling-Shoreham won, Lucky Star second, Allaire third; time,

Four and a half furlongs-Jack Demuid won. Postillion second, Meditation third; time, 0:56 3-5.

Races at Newmarket.

LONDON, April 18.—Colonel H. Mc-Al-mont's bay colt St. MacLou, by St. Si-mon-Mimi, won the 42d Newmarket blennial stake at the Port Craven meeting to-day. Arthur James' Magic Mirror was second, and William C. Whitney's Volodyovoski, ridden by Lester Reiff, third; seven horses ran. The performance of Voledyovoski was a distinct disappoint-ment, and showed a need of preparation should be meet the expectation of those who have held him a favorite for the English Derby. The blennial stakes is of 25 sovereigns each, with 500 sovereigns added, for 3-year-olds, over the Rowley

International Chess.

LONDON, April 16.-J. H. Blackburna will be unable to play in the forthcoming cable chess match between Great Britain and the United States, repre-sented by the British Chess Club, in London, and the Brooklyn Chess Club. Accordingly the British Chess Club has substituted T. F. Lawrence. The other players on the British side will be the same as already cabled. The president of the Cambridge Chess Club announced to-day the following list of players for the

inter-university match: Oxford—G. H. Ellis, Lane, G. F. Bab-cock; reserve, H. F. Davidson, Cambridge—E. L. Coleman, C. Wiles, H. A. Webb; reserve, F. W. Clark.

PERSONAL MENTION.

Mrs. Jennie Jewett, of the Jewett farm, s visiting friends at the Colonial E. D. McKee, wife and daughter, leave this morning for Hood River for an outing. W. R. Russell, a prominent grain buyer

of Moscow, Idaho, was in the city yes-Grain and Milling Company, of Latah, Wash., was in the city yesterday, en route home from a visit to San Fran-

Colonel J. Harrington, manager of the Pillar Rock cannery, who has been spend-ing the Winter in England, hobnobbing with Dukes and belted Earls. is expected here in a day or two. The nobility have no attractions for him during the salmon-

BANDON, March 28 .- (To the Editor.)-

NEVER SOLD IN BULK.

fishing season.

Bad Breath

Undigested, decaying food remnants, in the mouth and stomach, giving off pestiferous gases, are the cause of that awful breath, so repulsive as to cause a halt in friendship, affection, love,—any form of intimacy. Nobody can stand its overpowering stench, and it is a cause of terrible misery to those afflicted and their dear ones. There is only one way to cure it—disinfect the digestive canal with CASCARETS! Clean it out, keep it clean, let CASCARETS stimulate the lining of mouth and stomach, and put it in shape to work naturally and properly. Nothing but CASCARETS will bring about the desired result. BE SURE YOU GET THEM!



WORK WHILE YOU SL THE TABLET

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