

T. J. POTTER LAUNCHED

O. R. & N. CO.'S BIG SIDEWHEELER AGAIN IN THE WATER.

German Bark H. S. Charlotte Wins a Big Ocean Race—Transport Oopack Coming.

The O. R. & N. Co.'s elegant side-wheeler T. J. Potter was launched at the company's yard in North Portland shortly after 9 o'clock yesterday morning and as she now leaves the shipyard river steamer that ever turned a wheel on the Willamette or Columbia River. That she will also prove the fastest steamer on the river is not at all improbable. Since she was hauled out a few months ago her owners have spent thousands of dollars in strengthening and improving the hull, and enlarging and beautifying her cabin. The launch was one of the prettiest that was ever seen here, and the big steamer slid off with a rush as soon as the ropes were cut, striking the water with an even speed without a sign of a roll sideways. Her great weight submerged the hull quite deep for an instant only, and then, like a duck coming up from a dive, she rose on the water and shook her sides and floated nearly 18 inches higher out of water than when she was hauled out several weeks ago.

The hull has been strengthened throughout, and while retaining all of the clean lines which made great speed possible, has been lightened to such an extent that it offers much less resistance to the water and will show greater speed than ever. A new cabin has been built from the pilot-house aft, the full length of the steamer, and this improvement adds much to the symmetry and beauty of the upper works of the craft. The carpets and interior furnishings are the finest that have ever been placed in a Columbia River steamer, and when the upholsterers and painters are through with her, she will be ahead of anything that ever turned a wheel in these waters. The new Potter will be ready for service about June 1 and will take her place on the seaside run with a time schedule so much faster than anything heretofore made that her popularity will be assured from the start.

THE H. S. CHARLOTTE WON.

End of a Big Ocean Race From Columbia River to Falmouth.

The big race for a \$100 stake between the German bark Herzog Sophie Charlotte and the British bark Marion Lightbody has ended, and the Britisher has not yet made port. The German bark with a long name and a big crew arrived out at Falmouth Monday, after a passage of an even 120 days, which is not fast enough to make a fuss about, but still about 10 days better than the average passage of ships from this port. The Marion Lightbody, which is a very fast ship, was generally picked for a winner in this port, but was a disaster here with the steamer North Star and beat her six hours to Port Townsend. From Seattle the launch made the run to Dundas Bay, a distance of over 1000 miles, in 124 hours, without an accident, but she was favored with good weather. This is believed to be the longest trip that a gasoline launch has ever made in the open sea.

Two other ships which left here during the big December storms passed Lizard yesterday, and are undoubtedly safe by this time. They are the Halewood, which made the run in 122 days, and the Malpo, in 146 days. On account of their exposure to the big storm, underwriters became nervous over these vessels and paid as high as 3 per cent reinsurance before they were fully due.

CAPTAIN TATTON IN TOWN.

Astoria Bar Pilot Who Has a Claim "Again the Government."

Captain James Tatton, one of the Astoria bar pilots, was in the city yesterday, returning to Astoria last evening. Captain Tatton was master of the sealing schooner Albatross, one of the first American vessels seized in Behring Sea about 15 years ago. The seizure was illegal, but Captain Tatton and his partner, W. E. Warren, lost their vessel and all of the sealskins they had taken. A number of British schooners were seized at the same time, and their case was taken up by the British Government, with the result that the American Government was forced to pay claims amounting to \$425,000. The owners of the American schooners which were seized at the same time had exactly the same standing in court as the Canadians, but as they did not have the power of a big government behind their backs, they have been put off from time to time, but have not yet given up hope. The Government will undoubtedly pay the claims for the seized schooners, but this loss will be small in comparison with what this Government lost by driving the business away from the American flag and over to the Canadians, whose government protected the sealers in their rights.

TYR'S GOOD DISPATCH.

Receives Cargo in Five Days' Less Time Than Was Made in 'Frisco. The Norwegian steamship Tyr arrived down at Astoria yesterday morning and crossed out to sea in the afternoon, after a stay of but little more than 10 days in this river. Considering the nature of her cargo, which could not be handled rapidly, the steamer received very good dispatch, and the agent, Mr. Henry Mott, is well satisfied with the work. The Tyr loaded a similar cargo in San Francisco last summer and was detained in port over 15 days in getting it aboard. The total value of the Tyr's cargo taken from this port was \$121,000, and she was unable to take about 5000 barrels of flour which had been engaged, and which will be held over for the next steamer of the line, which will be due in June or early in July.

OOPACK DUE NEXT WEEK.

Big Transport Will Come Round From Seattle to Land Forage.

The United States transport Oopack, which was reported scheduled for this port to load forage and stores several days ago, will leave Puget Sound about Sunday, and reach Portland in time to load next week. The Oopack is one of the China Mutual line steamers, and has a capacity of 6000 tons. She has never visited Portland, but a number of larger steamers of the same line have been here a number of times. All of the cargo for the Oopack is on the dock awaiting her, and she will be given the usual quick dispatch, which makes Portland a cheaper port than any other on the Coast.

THE MORGAN DEAL.

Mr. Ellerman Says Outlook Is Not Promising for British Shipowners.

LONDON, May 7.—Simultaneously with today's meeting of the Leyland Line shareholders to vote upon the agreement with J. Pierpont Morgan, came a revelation of the statement that the Morgans are about to acquire the Red Star Line as well as the Atlantic Transport Line. The Leyland Line shareholders unanimously confirmed the Morgan-Ellerman agreement. The American Line officials here, however, deny the report that Mr. Morgan has acquired the Red Star Line. After Mr. Mattinson, who presided at the Leyland Line meeting, had explained the terms of the contract, Mr. Ellerman, chairman of the line, set forth his views on the trans-Atlantic trade. He said the outlook was not promising for British shipowners in view of the large American tonnage building, the prospects of the return to that trade of vessels now diverted to South Africa and the probability

of an American subsidy. He did not believe Parliament would enact countervailing duties on subsidized American vessels. Mr. Morgan's railroad and manufacturing interests would enable him to make the purchase of the Leyland Line profitable.

Mr. Ellerman severely criticized the antiquated British navigation laws which put British vessels at an increasing disadvantage in competing with foreigners. Mr. Mattinson said the Americans were evidently in the trans-Atlantic trade to stay. Trade does not follow the flag; it follows capital. The conditions favor their success. The fact that this particular purchase has been possible should be a grave warning to Great Britain to revise the navigation laws which threaten her supremacy.

GROSSLY EXAGGERATED.

English Papers Attack Too Much Importance to Morgan's Deal.

NEW YORK, May 7.—J. Pierpont Morgan remains an ogre for the sensational British press, says the Tribune's London correspondent, and Mr. Carrington's forecasts of the development of American industrial resources are printed in the largest type. The consolidation of railroads and shipping interests in the Atlantic and Pacific seaboard, with the possibility that one capitalist can fix through rates and ocean transportation, is now a stock theme with financial writers in England who display remarkable credulity in accepting elastic statements of the ulterior purposes of American multi-millionaires. At the same time they deplore English inability to form counter combinations. Brook Adams views on a trade war between continent and continent are also quoted in many journals. Probably there has never been a time when American resources for organization and competition have been equally dreaded in England, but the bulk of the press writing at the present is ill-considered, and the importance of Mr. Morgan's operations is grossly exaggerated.

It is reported that Mr. Morgan is having two steamers built exclusively for first-class passengers between New York and England, and on a scale of magnificence never hitherto attempted.

RATE WAR ABOUT AT END.

One Company Will Sell No More Tickets at Reduced Prices.

PORT TOWNSEND, May 7.—The Alaska rate war is about at an end, according to reports received here by Dowdell's agent. A meeting of the steamboat association will be held May 10, and rates placed at the old schedule or the war continued. Dowdell's agent has been instructed not to sell tickets north at reduced rates on any of the company's vessels sailing after May 10. Freight at reduced rates, will not be received after that date.

Long Trip of Gasoline Launch.

ASTORIA, May 7.—Captain Chris Ahnes, who took the gasoline launch Santa Rita to Alaska for the Western Fisheries Company, has returned. The Santa Rita left here with the steamer North Star and beat her six hours to Port Townsend. From Seattle the launch made the run to Dundas Bay, a distance of over 1000 miles, in 124 hours, without an accident, but she was favored with good weather. This is believed to be the longest trip that a gasoline launch has ever made in the open sea.

Mutiny on French Bark.

CHEBOURG, May 7.—The French bark Anjou, which sailed from North Shields April 25 for San Francisco, and which stopped here last week in order to secure the French shipping bounty and was detained on account of the mutiny of 19 members of her crew, proceeded today. The mutineers have been sentenced variously to terms ranging from one week to six months' imprisonment.

Quarantine Raised.

VANCOUVER, B. C., May 7.—The quarantine has been raised against ships arriving from Alaska ports. Dr. McKeechle, quarantine officer here, was instructed by the Dominion Government today that quarantine inspection will hereafter be made of vessels arriving here from Skagway or other Alaskan ports.

\$75,000 Fire at Dawson.

TACOMA, May 7.—The steamer Dolphin brings news of another Dawson fire, with an estimated loss of \$75,000. Every building from Gondolito Point, at the convergence of First and Second avenues, up to and including Fairchild's Hotel, was burned to the ground.

British Steamer Ashore.

CAPE TOWN, May 7.—The British steamer Tantalion Castle, from Southampton, April 20, for Cape Colony, with relief troops and passengers, is ashore on Robben Island, near here. All her passengers have been landed.

Cargo of Volunteer.

ASTORIA, May 7.—The schooner Volunteer, which crossed out yesterday for San Francisco, carries a cargo of 77,000 feet of lumber and 250,000 feet of laths. She was loaded at Knappaon.

Marine Notes.

The steamer Signal, with a cargo of lumber from Knappaon, arrived at San Francisco yesterday.

The German ship Paul Isenberg finished loading yesterday morning and the Neurus will finish today. The Isenberg will clear today and leave down the river tomorrow.

The American ship Tillie E. Starbuck, Captain Curtis, is known in this port is now at Honolulu loading sugar for San Francisco. She made the run from Kobe to Honolulu in 25 days.

The steamer Vimeria arrived in the Hongkong yesterday morning after a very fair passage across the Pacific. Her arrival about cleans up the en route list with the exception of the H. Hackett from Nagasaki and the Cyrenone from Piasqua by way of San Francisco heads.

Domestic and Foreign Ports.

ASTORIA, May 7.—Arrived—At 4 P. M. British bark Vimeria, from Hongkong. Arrived down at 4 A. M. and sailed at 2:15 P. M.—Norwegian steamship Tyr, for Astoria. Condition of the bar fair at 4 P. M.; moderate; wind south; weather raining.

Tacoma—Arrived May 6—Schooner Olga, from Honolulu.

Ventura, May 7—Arrived—Schooner Fanny Dutard, from Port Blakeley.

Seattle—Arrived May 6—Steamer Cot-tige City, from Dyes.

Port Blakely—Sailed, May 6—Schooner Oceania Vance, for San Pedro.

New York—Sailed—Cevic, for Liverpool.

Auckland, May 7—Arrived—Ventura, from San Francisco, via Honolulu, for Sydney, N. S. W.

Hamburg—Sailed May 4—Pretoria, for New York.

Bremen, May 7—Arrived—Barbarossa, from New York, for Cherbourg.

San Pedro, May 7—Arrived—Schooner Comet, from Port Blakeley.

Lizard—Sailed—German bark Matipo, from Portland, for Queenstown; British ship Halewood, from Portland, for Queenstown.

San Francisco, May 7—Sailed—Steamer Altak, for Altak; schooner Sacramento, for Sluslaw River; steamer Horda, for Chemalnas; schooner Mayflower, for Coquille River. Arrived—Steamer Signal, from Cross Bay.

Tacoma—Arrived May 6—Ship John C. Potter, from Honolulu. Sailed—Ship James Howes, for Honolulu.

Santa Rosalia—Arrived prior April 18—Ship Tamnaki, from Hamburg.

Mobile, May 7.—Arrived—Anchorta, from New York for Glasgow, and proceeded to Bremen. May 7.—Arrived—Kaiser Wilhelm der Grosse, from New York via Cherbourg and Southampton.

Yokohama—Sailed May 3—Empress of India, from Hong Kong, Shanghai, Higo and Nagasaki for Vancouver.

New York, May 7.—Arrived—Southark, from Antwerp and Southampton. Hoquiam, Wash.—Sailed May 6—Schooner William Wizerman, from Aberdeen for Honolulu; schooner Azeles, from Aberdeen for San Pedro; May 4—Steamer Newburg, from Aberdeen for San Francisco.

THE PANAMA CANAL.

Company Announces the Terms on Which It Will Sell Out.

NEW YORK, May 7.—In order to remove the objection raised by the Isthmian Canal Commission, the Panama Canal Company, with the approval of the Colombian Government, says the Washington correspondent of the Herald, has announced the terms upon which it will sell the Panama Canal to the United States. The letter containing its proposition was submitted to Rear-Admiral Walker, chairman of the commission, by Dr. Martinez Silva, Colombian Minister. No price is set by the company for its property and franchise. It suggests the appointment of appraisers—one by the United States and one by the company, these two appraisers to select a third—the estimate of the board thus formed to be final.

No conditions whatever are attached to the proposal. It is a clean offer, it is explained by advocates of the Panama Canal route, and will have an important effect upon the final recommendations of the commission.

The concession of the company contains a provision, "Senor Silva said, 'under which it becomes forfeited the moment the company enters into negotiations with a foreign government for the transfer of its rights. Before the submission of the preliminary report of the commission, the company did not have the permission of the Colombian Government to enter into negotiations with the United States, and M. Hutin, president of the company, was therefore unable to announce the terms upon which the concession might be sold. In its preliminary report the commission referred to his inability to make a proposition, and placed stress upon it as an important objection in the way of the acquisition by the United States of the canal. The Colombian Government, desirous of removing all obstacles in the way of American construction of the waterway, has given permission to the company to state the terms upon which it is willing to sell.'

The Walker Commission estimated the value of the work done and the property of the Panama Company at about \$4,000,000. Something, it is believed by the company, should be paid for its franchise, and the work done solving the various problems in connection with the construction of the canal. All this is a matter, however, for the board proposed to be formed under its proposal in case the United States decides to complete the Panama waterway.

BORINGS ON NICARAGUA ROUTE.

Indicate That a Canal Can Be Built for Less Than \$250,000,000.

NEW YORK, May 7.—The Tribune says: "It is understood that the engineers who have been making test borings and surveys for a route for the Nicaragua waterway, some of whom have just arrived here from Greytown, in charge of H. F. Dose, division superintendent; Chief Engineer Imbrie, and Chief Engineer J. H. D. Dose, division superintendent, have been sentenced to complete the Panama waterway. The Walker Commission estimated the value of the work done and the property of the Panama Company at about \$4,000,000. Something, it is believed by the company, should be paid for its franchise, and the work done solving the various problems in connection with the construction of the canal. All this is a matter, however, for the board proposed to be formed under its proposal in case the United States decides to complete the Panama waterway.

Hay Denies the Statement.

WICKENBURG, Ariz., May 7.—The statement that the state Department has delivered a new isthmian canal treaty to the British Ambassador is officially denied by Secretary Hay.

THE SOLDIER DEAD.

Remains of Men Who Fell in China Brought Home.

SAN FRANCISCO, May 7.—The transport Egbert, now in quarantine, has on board the remains of the following-named soldiers, who died in China: Michael Bowler, Frank D. Thompson, Corporal Charles Cooper, Henry B. Sheppard, Elmer Ingram, Captain Richard B. Paddock and Charles Erickson, all of the Sixth Cavalry; Robert H. Burke, Frank Chapin, Michael Mevins, Robert E. Walsh, James L. Hall, Ambrose Melanson, Sergeant John M. O'Connor, Samuel Urmack, Joseph Knox, Morton Stalmaker, Eugene Lyon, David McDaniels, Jake H. Ammerman, Walter Allen, James A. Frick, John Klitter, William Harvey, Daniel Reasoner, George Bell, Harry Kirkland, Henry Murry, of the Ninth Infantry; Paymaster Clerk John B. Cousins, Captain David U. S. Marine Corps; James Sayers, Stephen, John P. Sullivan, Peter H. Nelson, C. B. King, Sergeant John Fanning, J. W. Tucker, J. Kennedy, A. Turner, R. E. Thomas, Harry Fisher, of the Marine Corps; Russell T. Elliott, James C. Wilbur, Alfred Power, George C. Kaufman, Hugo C. Kraft, Edward B. Mitchell, Leon Smith, Joseph

WOMAN

IS LIKE A DELICATE MUSICAL INSTRUMENT

In good condition she is sweet and lovable, and sings life's song on a joyful harmonious string. Out of order or unstrung, there is discordance and unhappiness. Just as there is one key note to all music so there is one key note to health. A woman might as well try to fly without wings as to feel well and look well while the organs that make her a woman are weak or diseased. She must be healthy inside or she can't be healthy outside. There are thousands of women suffering silently all over the country. Mistaken, modestly urge their silence. While there is nothing more admirable than a modest woman, health is of the first importance. Every other consideration should give way before it. Bradford's Female Regulator is a medicine for women's ills. It is the safest and most effective way to cure leucorrhoea, falling of the womb, nervousness, headache, backache and general weakness. You will be astonished at the result, especially if you have been experimenting with other so-called remedies. We are not asking you to try an untried medicine. Plainly, Bradford's Regulator has made happy thousands of women. What it has done for others it can do for you. Sold in drug stores for \$1 a bottle.



A free illustrated book will be sent to all who write to THE BRADFIELD REGULATOR CO., Atlanta, Ga.

He Prescribes It Daily.

"SOZODONT is all that you claim for it, an ideal dentifrice. Am prescribing it daily to the utmost satisfaction of myself and patients."

ANTISEPTIC SOZODONT

FOR THE TEETH AND BREATH. Hall & Rachel, Proprietors, N. Y. City.

Lyons, Daniel W. Simpkins, all of the Fourteenth Infantry; Ira E. Davidson, Charles S. Solomon, Frank Wood, Edward J. Jennings, C. A. Britt, William Owens, of the Quartermaster's Department; Captain Henry J. Kelly, of the Fifth Artillery; John H. Ring, Hospital Corps; Thomas S. Karl, Coxswain, United States Navy.

Apportioning Carnegie's Gift.

NEW YORK, May 7.—A conference was held this afternoon in the Mayor's office to discuss the best means of apportioning among the respective boroughs Andrew Carnegie's gift of \$5,000,000 for 65 libraries. It was decided to give 10 libraries to Manhattan and the Bronx, and 20 to the other boroughs, leaving the question of location to the borough boards, subject to the approval of the board of estimate.

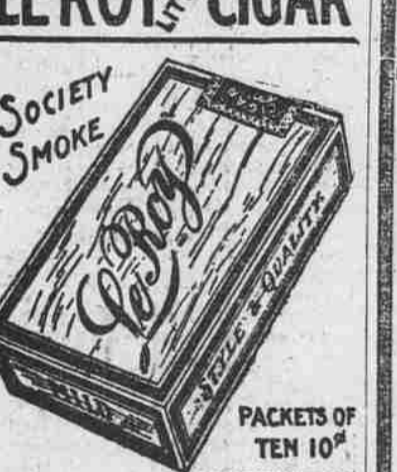
Tariff Union Against America.

LONDON, May 8.—According to the Daily Mail it is asserted in Holland that Germany is trying to persuade the mid-European states to form a tariff union against American competition.

Crude Oil Drops.

LIMA, O., May 7.—Another reduction was made in the price of crude oil today, local oil being reduced 1 cent, and Eastern 2 cents. This makes the fifth reduction within two weeks.

LE ROY THE CIGAR



L. MILLER & SONS, 543 BROADWAY, N.Y.U.S.A.



Maryland Club Pure Rye Whiskey. It tastes old because it is old. CAHN, BELT & CO., Baltimore, Md. FLECKENSTEIN MAYER CO., Sole Distributors Portland, Oregon.

The Man who Works with His Head needs all the aid his stomach can give him, and his stomach needs STUART'S DYSPEPSIA TABLETS. KNEW HIS BUSINESS. Knew Something Besides What He Read in Books. The wise, up-to-date, modern doctor is no longer tied down to the hard-and-fast rules of what his medical books say he shall use and what he may withhold in treating his patient. The successful doctor nowadays is the one who is quick to avail himself of any remedy, new or old, which holds out a chance of cure, no matter whether it is Allopathic, Homeopathic or neither one. Dr. Jennison, in an interesting article on indigestion and dyspepsia, says: "Nine-tenths of all people who apply to me for advice and treatment think they have this ailment or that ailment, but I find on close examination that their whole trouble arises from poor digestion. "They have little appetite and if they do have an appetite the food they eat does them no good. Why? Because it is but half digested, causing thin blood; weak nerves, sleeplessness, aching bones, pains in chest, formation of gases, belching, etc. They tell me they believe they have consumption or heart disease, rheumatism, nervous prostration, in fact, most every disease but the right one. "In reality the whole trouble is in the stomach and nowhere else. Now what do I do with such people? I don't feed them on predigested foods like babies, nor 'stomach bitters,' nor patent nostrums which I know nothing about. No honorable physician will prescribe a remedy unless he knows what it contains and its probable effects. For all such patients I have but one prescription; I advise them to go to the nearest drug store and get a 50 cent box of Stuart's Dyspepsia Tablets. I use them with remarkable success in all cases of indigestion and stomach trouble, because I know what Stuart's Dyspepsia Tablets consists of and what they will do. They contain the vegetable essences, diastase and Government-test pepsin which are the things every weak stomach lacks to restore natural digestive vigor, and if I had dyspepsia myself it is the one remedy I should take. "When a patient comes to me complaining of dull headaches, sour stomach, bad taste, nervousness, belching of gas, or heart trouble which is generally caused from indigestion I tell him to take one or two of Stuart's Tablets after each meal and as often during the day as he has any trouble and I feel confident that I have given that patient the best advice I could give." Stuart's Dyspepsia Tablets are large, pleasant-tasting lozenges, containing diastase and pepsin combined with fruit and vegetable essences. They are not cathartic and do not act on any particular organ like ordinary drugs but simply act entirely on the food eaten. They are a natural digestive, pure and simple. Stuart's Dyspepsia Tablets are sold by druggists at 50 cents per package throughout the United States, Canada and Great Britain. F. A. STUART CO., MARSHALL, MICH.