DANISH SHIP CHARTERED

THE JUPITER WILL LOAD WHEAT OR BARLEY AT PORTLAND.

Another French Craft Coming Out in Ballast-May Ships Finishing Testerday.

All flags look alike to the Portland grain exporters when they are in the market for tonnage with which to handle the wheat crop of the Northwest, and as esuit British, German, French, Dutch Dunish vessels are all represented on the en route list. The latest addition to the list is the Danish ship Jupiter. This vessel was loaded at Portland before, and versel was leaded at Portland before, and in believed to be the only vessel flying the flag of Denmark that has visited the port. The Jupiter is now en route from Barry to Acapulco, and is expected to get around to Portland by October or November. She is reported chartered at 41s 24 for burley, with the slightly lower rate for wheat, which would indicate that rates were holding their own remarkably well.

Another vessel reported fixed for Port land loading is the French bark Colonel de Villebo's Marcull. Owing to the length of the name or some other rea-son not exactly clear at the present time, the Colonel de, etc., receives but 37s 6d for new-crop loading. The craft is com-ing out from Swanesa in ballast to San Francisco Heads for orders, and the pilot Francisco Heads for orders, and the pilot who gives her orders off the heads will need to have his jaw tackle working easily if he wresties with more than one section of her name at a time. Otherwise she will be well inside the harbor hefore she gots orders to stay out. Another French bark well known in this port, and which is anxious to make another raid on the French treasury, is the Duguesclin, which will sail out from England in bal-last for a remuneration of 41s 3d or up-

The French Government is good to the Oregon farmer, but just how the shippling subsidy is appreciated by the French taxpayer is not easily understood in this country, where we endeavor to make every tub stand or float on its own bot-

SAILORS FROM MAINE.

Deer Island Men Will Man the Cup-

Defender Again This Year. They are good to the crews of the cu es down in Maine, even when the men before the mast get more than half-seus over. There are not many courts in the land that would open for business at 10 o'clock at night, and then let the of-fender off with a fine of \$2.84, but according to a Maine paper received in this city, justice is certainly tempered with mercy when a cup-defender is con-

with mercy when a cup-detender is con-cerned. The paper says:

"Two members of the Deer Isle cup-defender crew induled in a lively scrap on the point Wednesday afternoon and were taken to the jug. In order that they might go away with the remainder of the crew Judge Campbell gave them a hearing at 10 o'clock Wednesday night,

and a fine of \$2.84 was imposed on each.
"Nineteen men who are to sail on the cup-defender Constitution arrived in this cup-defender Constitution arrived in this city Wednesday morning, and left that night for Bristol, where they were to report for duty Thursday. The steamer Catherine brought II of the men from the Islands, and the other two came on the Mount Desert. The party was made up as follows: F. O. Joyce, F. H. Eaton, Cyrus Thompson, E. T. Carman, C. F. Gray, M. T. Thompson, H. E. Morey, Winfield Dow, William Morey, Theodore Thompson, Thomas Eaton, Frederick Smith, Gardiner K. Green, Jeremiah W. Eaton, John F. Eaton, Belcher T. Howard, E. L. Saunders, Michael Baton and Edward Wood. A majority of these men were on the Columbia when that yacht so successfully defended the International cup two years ago. The Deer Isle tional cup two years ago. The Deer Isle men were in demand for both the Con-stitution and Independence this year, but decided to cast their fortunes with Captain Rhodes. Another reason which pelled them to make this choice was their earnest bellef that the Constitution would be the successful competitor for the cup defense."

STARVED ON A STEAMER.

Wretched Condition of Porto Ricans

Who Reached Hawnii. HONOLULAI, May 16, via San Francisco, May 28.—Inspection of the Porto Rican immigrants brought here by the steamer Colon shows that they are in such a state from the need of food on their voyage that they must be held at the quarantine station and fed until they regain strength sufficient to enable them to bear the jour-ney to other islands and to the plantations

on which they will work.

A joint committee of the Legislature yesterday paid a visit to Quarantine Island landing to inspect the immigrants. yesterany paid a visit to quarantine iss-and landing to inspect the immigrants. The trip of the Legislators resulted in dis-agreement as to the condition of the im-migrants and their value as citizens of Hawaii. The three Senators who were on the committee have adopted an unaul-mous report to the effect that the Porto Bleans are all right, but it is understood that John Emmeuluth, of the House committee, will present a report severely demouncing the planters for bringing the Porto Ricans here and on account of al-leged ill-treatment of them when they ar-

Over half the immigrants on the Color werg women and children, and a considerable number of the men were infirm, while will were more or less emaclated. This is attributed to lack of food in their old homes. Some of those who came will never be able to work, and it is said the planters will secure a representative to act for them in Porto Bleo and see that no more such immigrants are sent here at

ection is made here to the bringing in of so many children, who will have to be educated at the expense of the terri-tory, and of many men and women who give said to be unlikely ever to become healthy and strong.

LAST OF THE MAY PLEET.

British Bark Thirlmere and German

Ship Najnde Finish Londing. rman ship Najade and the Brit-Thirimere finished loading yes-afternoon. The Najade, which terday afternoon. The Najade, which was dispatched by Balfour, Guthrie & Co., has aboard 181,355 bushels of wheat, valued at 361,381. The Thrimere, which was lauded by Kerr, Gifford & Co., has not yet cleared, but has about the samestied cargo on board as the Najade. This will be the last of the May feet, and the Alsterschwan is the only ship that goes over for June leading, and she will probably have a company before the The shipments for Max month ends. The shipments for May will be larger than a year ago, and for the season to date they are far ahead of last year. Flour shipments for the month now drawing to a close will also

INSPECTED THE INDRAPURA.

be quite large.

Chinese Merchants Satisfied With Portland's Big Stenmers.

The Portland & Asiatic Steamship Com-pany will be a strong competitor for the Chinese and Japanese passenger traffic against the trans-Pacific steamers sailing from San Francisco and Puget Sound, Testerday between 200 and 200 of the most prominent Chinese in Portland visited the Indrapura, one of the big ships of the Portland line, and Inspected her. V. A. schilling, city ticket agent of the O. R. & N., put them aboard the Ockiahama at Ash-street wharf at 2 P. M., and took them to the Indrapura's berth at Lower Albina. The Chinese spent half an hour poking over the ship and examining the accommodations for 200 Chinese passen-gers. These quarters, instead of being down in the bold, are on deck, and are comfortably fitted and provided with steam heat. The Chinese were very much pleased. They pronounced the Indrapura the equal of any trans-Pacific stramer that sails from any point on the Coast, and promised Mr. Schilling to bring their merchandise direct to Portland instead of to Puget Sound, which has herectore been their route. Portland not only offers them the advantage of a direct line, but saves them the trouble of breaking bulk at Tacoma for transportation by rall to Portland.

The Indrapura will sail tomorrow with a cargo of nearly 7000 tons. It is expected that she will be able to take care of 8 or 10 first-class passengers.

first-class passengers.

SEALERS ALL IN.

Coast Catch Was Cut Down by Unfavorable Weather.

The scaling schooner Aurora, Captain cole, arrived last night from her coast cruise, says the Victoria Colonist, being the last of the fleet expected to come in from the coast, as the others are still absent. The City of San Diego and the absent. The City of San Diego and the Oscar and Hattle are to go to the Cop-Oscar and ristice are to get to the Au-per Islands before returning. The Au-rora, which has been delayed in reach-ing port by the very heavy weather ex-perienced since the closing of the seal-ing season, had a catch of \$22 skins, the ing season, has a catch of season in four or five good scaling days toward the close of the season, the only real good scaling weather duce she left on December 27. When she left the coast on cember 2. When she left the colors of April 20, with but 10 days of the sealing season left to her, the Aurora had 50 skins, and 30 more were taken off Clayo-quot, when she resumed her voyage. She proceeded nor h, and by April 29 She proceeded nor'h, and by April 29 had succeeded in getting her catch of 332 skins. Two of these were branded, making about 20 in a? that have been taken by the fleet during the season. These branded seals hed seemingly suffered great pain by the branding of their skins, to judge from their condition when taken,

FIVE COFFEE STEAMERS.

Receipts at New Orleans and New York Largest on Record.

NEW YORK, May 28. - The Herald says Receipts of coffee yes borday were a record-breaker at this port, as well as in New Oriesns. A facet of five steamers brought in 165,600 bags, which many brokers stated were the largest necessits for any one day in the history of the trade. These large shipments are explaind by the fact that two big interests were oppos-ing each other in the effort on one side to bear the market and the other to built it. Higher prices the buils state, will soon come about, as planters will curtail production, owing to the small and unremunerative prices now realized. The bears, on the other hand, maintain that there will be no decrease in production. it will more than keep pace with the

Not Buying Them All.

LONDON, May 28.—Mr. Morgan. Jr., was questioned regarding the Copenhagen dispatch to the London Daily Express saying that his father was negotiating for the control of the Union Steamship Company, of Denmark. He said:
"Really, these rumors are too absurd.
We acted as brokers in one shipping deal, and ever since that affair the papers have persisted in attributing to us a de-side to buy up every steamship line in the world. We are tired of denying such nonsense.

Schooner Crew Missing.

RACINE, Wis., May 28.-The crew of the schooner Rand, consisting of Captain Ralph Jefferson, Racine; Frank Sesbert, Sheboygan; Harry Lutens, Milwaukee, and one passenger, Miss Dalsy Jefferson, probably are lost, as wreckage of the boat has been found floating about the

Dimensions of Wilavis.

ASTORIA, Or., May 28.—The official measurement of the steamer Wilavis, recently built at Rainier, was completed today. Her dimensions are: Length, 50.4 feet; beam, 18.5 feet; depth of hold, 3.9 feet; tonnage, 16 tons gross, 11 tons net.

Domestic and Foreign Ports. ASTORIA, May 28.—Sailed—At 6:30 A. M., steamer Columbia, for San Francisco; at 10:30 A. M., schooner Novelty, for Sydney. Condition of the bar at 4 P. M., smooth; wind northwest; weather

San Pedro-Arrived May 27-Schoone Roy Somers, from Willapa Harbor, Sailed-Schooner Louise, for Umpqua

River.
Port Townsend, May 28.—Arrived—Ship
M. P. Grace, from Honolulu.
Santa Rosalia, May 28.—Sailed—Schooner Commerce, for Puget Sound Antwerp—In port April 19—British bark Ferval, for Astoria. Liverpool—In port May 12—British ship

Riverside, for Astoria San Francisco, May 28 .- Arrived-Steam-San Francisco, May 28.—Arrived—Steam-er Hyades, from Seattle, Salled—Steam-er Geo. W. E.der, for Astoria; steamer Weillington, for Chemainus; steamer Washtenew, for Tacoma, Tillamook—Salled May 25—Steamer

Acme, for San Pedro.
Point Reyes—Passed May 27—Steamer
Acme, from Tillamook for San Pedro;
steamer Fulton, from Gray's Harbor to San Francisco

Sydney-Arrived prior to May 28-Steam-er Aorangi, from Vancouver. Tacoma-Salled May 27-Brig Glenesk, for United Kingdom; barkentine James

Johnson, for Adelaide. Callao-Arrived May 26—Barkentine Willie R. Hume from Port Hadlock. Nashagak—Arrived May 14—Steamer Lakme, from Seattle. Seattle-Salled May 27-Steamer Santa for Cape Nome; steamer Dolphin

Townsend, May 28.-Passed in British ship Mozambique, for Tacoma; British ship Clan Galbraith, for Tacoma. Pirie-Arrived May 16-Steamer

Port Albert from Tacoma. Santa Rosalia—Salled April 23—Ship Clan Galbraith, for Tacoma. Cuxhaven-Arrived May 27-Steamer Robert Adamson, from Astoria.

Gibraltar, May 28.—Passed—Scotia, from Genoa and Naples for New York. Boulogne, May 28.-Arrived-Rotterdam, from New York for Rotterdam.

Queenstown, May 28.—Arrived-Oceanic, from New York for Liverpool. New York, May 28.—Arrived-Koenigin Luise, from Bremen; Tauric, from Liverpool; Kniser Wilhelm der Grosse, from Bremen. Salled-Oregonian, for Honolulu San Francisco.
San Francisco.
Jiverpool, May S.—Arrived—Pennsyl-

znia, from New York for Hamburg. Liverpool. May 28.—Arrived—Tunisan, from Montreal from Montreal.

Cherbourg. May 28.—Arrived—Pennsylvania from New York for Hamburg.

Southampton, May 28.—Arrived—Lahn from New York for Bremen, and pro-

Killed by Tramps.

CARROLLTON, Mo., May 28.—Charles McKinney, a son of Policeman McKinney, was shot and killed at 2 o'clock this morning while assisting his father to arrest a gang of tramps. Three of the gang were arrested and placed in jall. Half a dozen others escaped and were pursued by the Sheriff and a posse to a point three miles sherit and a posse to a point three miles south of Carrollton where they were sur-rounded. Here a lively fight ensued, the tramps exchanging shots with the posse. Two more of the tramps were finally rounded up, but not before the Sheriff's horse was shot from under him. The others escaped to the woods,

Fire in a North Dakota Town. KINDRED, N. D., May 28.-Fire here early today destroyed 22 buildings at a loss of \$100,000, with less than one-third insurance. Nearly all the buildings in three business blocks were burned.

To the Pan-American Exposition. \$86.00 to Buffaio and return, via Canadian Pacific; 20 days' limit. Tickets on saie first and third Tuesdays, commencing June. For further particulars, call on or address Canadian Pacific, 142 Third street.

DEAL IN LACKAWANNA

GOULDS SECURING THE ROAD FOR A SEABOARD OUTLET.

General Officers of the Memphis Line Resign as a Result of the Consolidation.

NEW YORK, May 28-The Evening

Post says:
"A 15-point rise in the shares of the Lackawanna Railroad today, following yesterday's rise of 5½ points and the 7½ ints recorded last week-altogether over 25 points in the last 10 days-started speculation again in Wall street as to de-velopments which may be impending in the Lackawanna's position. It was learned today on perfectly trustworthy authority that a deal of some importance is pend-ing. The theory generally accepted, that the road is desired by the Gould inter-ests as a seaboard outlet for their Southvestern connections, rests at present of assumption. As regards the question whether control of the Lackawanna could be transferred, the point was raised to-day that the stock was so largely held in estates that the control certainly could not be secured in the manner of Mr Hills' coup in Burlington, by heavy buy-ing in the stock market. Control of Lack-awanna, if it passes, will be through ne-gotiations for large blocks of shares with managers of estates."

A REFUNDING SCHEME.

St. Louis & San Francisco Will Readjust Its Bonded Indebtedness. NEW YORK, May 28.-The Journal of ommerce says: The St Louis & San Francisco Rail-

road Company has determined to readjust and refund its bonded indebtedness and the underlying bonds secured by liens upon its system of rail-roads. For that purpose it will create a 9-year gold refunding mortgage to a total authorized amount of \$85,000,000. Of this sum \$62,500,000 bonds are to be issued and reserved for refunding purposes, and the bonds not required for refunding are to be reserved for additions, extensions, improvements and for additional equipment and property. The refunding will not only reduce interest charges, but will enable the company to finance more ad-vantageously any additions and exten-sions of its system by the sale of bonds having an established market value, instead of divisional bonds which the com-pany has hitherto been compelled to sell on comparatively disadvantageous terms. On completion of the refunding, the re-

funding bonds will be secured by absolute first lien upon 1992 miles of railroad and the equipment, and when the A, B and C bonds, which mature in 1996, have been exchanged the refunding bonds will have the security of the lien on the main stem from Pacific, 24 miles west from St. Louis The earnings of the St. Louis & San Francisco for the three months ending March 31 show, after interest and dividends and all charges, a surplus of \$1,451.817, against \$763,329 in the same period of the previous year. It is estimated for the year ended June 30, 1901, that to:al net income availa-ble for payment of fixed charges and dividends will be no less than \$4,000,000, agains estimated fixed charges of \$2,275,000.

The railroad company has agreed to sell 330,000,000 of the new refunding bonds to a syndicate of which J. & W. Seligman & Co. are managers. The latter have already completed arrangements for the ac-quisition of about \$20,000,000 underlying bonds, which are to be exchanged for new refunding bonds. To avail themselves of the privilege of exchange, holders of underlying bonds must deposit them on or before July 6 next. The syndicate man-agers are also prepared to purchase for cash, at certain stated prices, all or any of the underlying bonds, which may be surrendered to them on or before July 6 next. The right is reserved at any time without notice, to after the basis of ex-change or the purchase price of the bonds affected or to withdraw wholly or partly the offer of exchange or purchase.

MEMPHIS CONSOLIDATION.

Four General Officers of the System Have Resigned.

KANSAS CITY, Mo., May 28.-It is an ounced that the consolidation on July of the Kansas City, Fort Scott & Membe styled the St. Louis & San Francisco.

It was reiterated today on good authority, that the executive officials of the Yoakum, president; B. L. Winchell, vice-president and A. S. Dodge, traffic man-ager. Officials below these are being weighed in the balance and the fate of weighed in the balance, and the fate of many of them yet remains to be de-cided. The first effective step toward actual consolidation of the two systems wil be taken at once by the abandoning

of the superfluous trains. Four general officers of the Memphis Four general officers of the Memphis system tendered their resignations today. They are J. E. Lockwood, general pass-enger agent; J. D. Riddle, general freight agent; J. S. Ford, controller, and W. A. Nettleton, superintendent of motive Nettleton, superintendent of motive power. Controller Forg's resignation takes effect August 1 and the other resig-nations are effective June 30. J. E. Lockwood has been general passenger agent of the Memphis 25 years. Other resigna-tions as a result of the Memphis-Frisco Consolidation will probably be announced tomorrow.

London Settlement With Shorts.

LONDON, May 28.-Rumors were cur rent on the stock exchange today that the Morgans and Kuhn, Loeb & Co. have finally agreed to settle with the Northern Pacific shorts at 183, which is the figure previously suggested. Inquiries made by a representative of the Associated Presi led to the belief that this solution of the difficulty will be adopted, although it is not yet actually consummated. J. Pierpont Morgan, Jr., said:

pont Morgan, Jr., said:

"We can say nothing about the Northern Pacific situation. We do not know
definitely what will be done."

However, a more hopeful feeling prevalled, and it was generally believed that
all serious consequences of the Northern
Pacific squeeze would be averted by a settlement, either at 153 or flavness that. tlement either at 153 or figures there-abouts, thus enabling the stock exchange committee, for general purposes, to ob-rogate the suspension of buying it. J. Pierpont Morgan was more than busy at his desk in his London office all the morning. It is not yet decided when he will sall for America.

NEW YORK, May 28.-Kuhn, Loeb & Co, will settle with the Northern Pacific shorts in London at 150, the same figure at which an adjustment was effected here. Otto Kuhn, speaking in behalf of the firm

Otto Kuhn, speaking in behalf of the firm-today, said to a representative of the Associated Press:

"We have by cable directed our Lon-don agents and the brokers there who represented us, to settle with all per-sons who are short on Northern Pacific and honestly unable to deliver the stock at 150. Settlement upon that basis is now in progress." in progress.'

New President B. & O.

CHICAGO, May 28.-L. F. Loree, fourth vice-president and general manager of the Pennsylvania lines west of Pittsburg, was in Chicago today on his way to Baltimore to attend a meeting of the Baltimore & Ohlo directors, which will be held tomor-row. The Record-Herald tomorrow will

'It can be stated upon unquestioned au. thority that Mr. Loree has been selected to fill the position of president of the Baltimore & Ohio. John K. Cowen, now mestident of the company, will succeed William Solomon as chairman of the board, and in addition will be made general coun. sel for the Baltimore & Ohlo."

Dickinson Not a Candidate. OMAHA, May 28.-Edward Dickinson, general manager of the Union Pacific, who returned today from a three week's trip over that line, was asked about the report from New York that he is a candidate for the presidency of the New York Central. Mr. Dickinson said he

Union Pacific Bonds Listed. NEW YORK, May 28.—The governors of the stock exchange today listed the 100,000,000 first liens, convertible 4 per cent gold bonds of the Union Pacific Railroad Company. The statement accompanying the application says that the entire issue of bonds authorized by the mortgage, namely \$100,000,000, have been disposed of, \$40,000,000 having been subscribed for by stockholders. The income account and balance sheet for the properties comprising the Union Pacific system, made up to the latest practicable date, accompanies the general statement. The total assets amount to 1461.688,514. The balance sheet gives the amount as total liabilities.

Reduction on Manitoba Lines. WINNIPEG, Man., May 28.—Premier Roblin announced today that a 7½ per cent reduction on all tariffs affecting trade will be made on all the old North-ern Pacific lines in Manitoba now being

operated by the Manitoba Government. It is expected the reductions will go into Burlington & Northern Stockholders

CEDAR RAPIDS, Ia., May 28.-The stockholders of the Chicago, Burlington & Northern Railroad Company met here today and re-elected directors, whose terms had expired. The directors re-elect-ed the present officers.

PORTLAND'S OPPORTUNITY.

It Lies in Proper Reception of Rive and Harbor Committee.

PORTLAND, May 28 .- (To the Editor.) -The coming visit of the river and harbor committee to Portland and the Columbia and Willamette Rivers is a matter of great moment to the interests in this region, and will no doubt receive the attention which it deserves from the business men of Portland. In a general sense the time has come when the harbor, Columbia and Willamette Rivers must either have greater help from the Government in the way of appropriations or Portland will be obliged to assume the burden and go forward along lines proposed and rendered imperative by commercial conditions which now obtain.

During the recent visit of the Ohio and Indiana delegation great effort was made to fortify them with knowledge pertaining to the conditions of the above waters and the vast territory lying adjacent thereto. Perhaps not so much stress was laid upon the magnitude of the rivers as the interests lying beyond, that is the great wheat fields of the upper Valley, which are as yet comparatively small to what they will be when the obstruction at the dalles is removed. The increase in profit to the farmer will be from 8 to 10 cents per bushel, and that is a tremendous factor. The improvement of the dalles means millions to the Inland Empire. It was the consensus of opinion freely expressed by this delegation, that the Columbia should be improved to its utmost limits, and, so far as the matter lies within their power, they would cer-tainly give it their support, and to this end it is safe to say that we now have 15 votes in Congress, more or less doubt-ful heretofore. They were very frank in their expressions of appreciation of the kindly interest manifested by the people of Portland in their behalf, and they were not so narrow-minded as to believe that the motive underlying the action of the people of Portland was alto-gether a selfish one. Their expressions of wonder and amazement at the magnitude of the Columbia and Willamette were interesting to hear, and when informed that this river carried more water into the ocean than any other on the Western Hemisphere, with one exception, their imazement was beyond comprehension. This information seemed to convince them that the Government should be very liberal in its appropriations, and that no time should be lost in giving the Columbia River channel the depth desired, and also the improvement of the upper river, so necessary for the growth of the commerce of not only the Inland Empire, but Port of Portland as well. Seeing is be-lieving, and they saw and believed. Important as was the visit of this delegation, greater, if possible, will be that of the river and harbor committee. Theo-

gress. Walter Reeves, of Illinois, is a man of influence. Dovener's voice is often heard in the halls of Congress. Morris of Mississippi is also a member of the committee on levees and improve ments. Our own Thomas H. Tongue is not only a member of this committee, but chairman of the committee on irriga-tion of arid lands. Davidson of Wisconsin is also a member of the committee on rivers and canals. Catchings of Mis-sissippi is a member of the committee on rivers and canals. Catchings of Mississippi is a member of the committee way by declaring it unjust to tax on expenditure, justice, transportation, their churchmen to support the public Bankhead of Alabama is a member of the committee on public buildings and grounds. Berry of Kentucky is a memper of the committee on foreign affairs. Not the least of these is Sparkman of Florida and Ball of Texas; the latter is Not the least of these is Sparkman of Floring and Ball of Texas; the latter is also a member of the committee on revision of laws. Every one of these and others whose names are not mentioned others whose names are not mentioned and womanhood to the reputation, and have a description of the second of the secon are men of wide reputation, and have within their control millions of dollars in appropriations for the improvement of rivers and harbors, and the visit of the 17 which constituted this committee, together with the 15 who have already been here, make a total of 32, and, to be frank, we want these votes, and we want them badly. It is an opportunity for the business men of Portland, and they are alive to the occasion, and no effort will be spared to secure an itinerary which will be replete with information and highly beneficial when the next river and harbor bill comes before Congress.

A little bread on the waters, in the shape of money well spent, will come back many fold, and help sustain the reputation which Portland has, that of being the "greatest port on the A. J. CAPRON.

Drake the Plunger Reappears. NEW YORK, May 28.—A dispatch to the Journal and Advertiser from London

says:

John A. Drake, of Chicago, has reappeared on the English turf at Hurst Park. He played heavily and won. Drake's plunging last Summer was one of the big sensations of the turf. His winnings were enormous, especially at Ascot. Drake is the American around whom British attacks on American horsemen centered last season. In the Fall he sold his whole stable and vowed that not another horse of his would race in England again. Wishard, his trainer, had made winners of animals previously rated as platers, and provoked such articles as one headed: "Do American Trainers Doctor Their Horses?"

Mr. Drake won the Prince of Wales Doncaster, Royal Hunt, Stewards' and several other cups. The noted horse of his stable was Royal Flush, and Lester Reiff rode many winning races in the Drake colors. Drake's winnings for last season are reputed to have amounted to \$1,000,000.

Metal-Workers' Wage Scale. MILWAUKEE, May 28.—The wage com-mittee of the Amalgamuted Association of Iron and Steel Workers, in its report to the convention tomorrow, will recom-mend that there be no change in the scale of the sheet-steel hands, and in the re-port there will be no advance asked in the wages of this division of workers who are members of the amalgamated associa-tion. A few minor changes in the work-ing rules of the sheet-steel workers are all that are recommended by the com-

mittee in regard to this class of workmilitee in regard to this class of work-ers. There is no increase recommended in the wages of the tinworkers, except on large gauges. The only general de-mand for an advance, it is stated, will be on the iron scale, based on the puddling price. This increase is said to be from 10 to 15 per cent, and affects all classes of ironworkers,

AN OPEN LETTER.

To the Pupils of the Public Schools of Portland.

(From Major Alfred F. Sears.) In accordance with custom sanctified by the years, men reputed of fire-proof patriotism have been detailed to present themselves in the public schools at this time of sacred memory-loving monu-ments in the halls of Liberty.

You will see old soldlers and young soldiers; men who know battles and their wounds; and men, equally brave and loyal who have never been within 2000 miles of a battle-field, but will draw your miles of a battle-heid, but will draw your admirting sympathy, as they have your fathers' votes with the empty sleeve gained in a sawmill, while the man who lost his leg in a railroad accident will "shoulder his cruth and show how fields are won," as he learned it in the camp of instruction.

The old soldier of our country has been so long with us and is so distributed.

so long with us, and is so distributed so long with us, and is so distributed among the population that nearly every family has one or more on exhibition, and he is already "an old story." If you read carefully the literature of the oppressed taxpayer of the country, you learn that he is a "cursid fraud" or a "blooming humbug," When the men who patriotically remained at home to keep the machinery of Government running and the machinery of Government running and put up the prices of their goods to meet the depreciated value of the paper money with which the country was flooded, thesa miserablenincompoops shouldered muskets for \$13 a month, which has never yet been paid! They served four years, and were then sent home with stuff that reduced their pay from the amount promised to less than \$450. They took the reduced amount without a murmur and went home to find their families crowded into a cellar or garret because the soldiers' a cenar or garret occause the solutions money was not good enough for the patrictle landlord. And now, when the old fellow asks a prosperous Nation to make up to him a small part of the \$400 with compound interest, his just due on the ong credit he has given the Nation, he iong credit he has given the Nation, he is denounced as "grinding the face of the poor taxpayer," who once promised him he should never suffer if he would save him from ruin by standing between him and denoted. and danger

and danger.

What, in the name of honor, truth and justice, makes a man a taxpayer if not the ability and obligation to pay taxes in the possession of property? Who should pay for the salvation of the country, which could not pay cash when the work was being done, if not the men who have property in the land because of that prospered in the land because of that work for which the Nation is still in arrears? The men who loaned the Govern-ment money on a bond are today being paid in gold. Why shall not the men who gave their best years and risked their lives, and received only 35 per cent of their pay at the time, be now considerer in the day of enormous wealth, which their sacrifices made possible? Why are they to be reckoned paupers or robbers when they eimply ask their due? My young friends, you are soon to en-

ter the ranks of citizenship, and will be called on to consider this question as one of National importance. While it teaches you the cost of war, let it not blind you to the duty of sacrifice, which is your part. The Civil War of '61 to '65 was one of the gigantic wars of the world's his-tory, and its results should be of the most lasting character. Although the Amerlcan Revolution was ended nearly 120 years ago, there were 11 names, pensioners of that struggle on the list of last year, while of the War of 1812, the pension list carries more than 1700 names, and the little Mexican War, now more than a half century old, bears still a pension list of 16,500 names. Do not expect to see the final settlement of our country's account with the men who bore the brunt of the Civil War and their dependents while your generation lasts. The end of the century will still have its list of the Nation's creditors on account of that war. ish War has taught us that the battles of freedom were not all fought out when the Civil War ended; but, thanks to that was, we were able to pay our soldiers in this later event an advanced rate, and in

the best gold coin of the world. Let us hope we may escape wars in the future, but to do so we must live prepared to meet them and give them a speedy ending, when they are forced upon us by the demands of civilization in the cries for freedom of a struggling people.

You, who enjoy the Nation's gift in the public schools of America, possesses a grand privilege, that carries with it a tremendous responsibility to your coun-try. If we are to believe in the earnestness of a recent council of clergymen of one of our religious secte, we shall soon have on hand a war in defense of the American public school system. These men have declared their right to take from the public taxation to support the parochial schools of their sect. schools when they prefer to send their children to the schools of their own re-ligion. The public school is the corner-stone of American liberty. It is strictly an American institution. Herein, the chilvate common sympathies, mutual friend-ships and acquire a correct estimate of the character of those who must after a time occupy the relation to them of fellow-citizens. The pupils of parochial schools of whatever sect grow apart from the "common herd" toward which they tilt the nose. These schools are patronized by snobs and bigots. By bigots, to shut the minds of the young against all light that falls not from their little tern; by snobs, to secure a coveted se-cial relation. None of these schools possess the educational advantages or facil-ities of the American public school, of

parallel grade. A new contest, Jesultical, treasonable, in its methods is now to be made against the system, which has, from the founda-tion of our country, been prized as its most beautiful and precious jewel by those whose sympathies, teachings and practices are foreign to our institutions, though clamorous with democratic biath-er religion, called by its differing subfects "Truth" cannot be justly taught in the public schools of a free people. "Truth lies in the bottom of a well." Every man who looks there sees himself reflect-ed, and even with a dirty face, accepts the reflection as the deepest truth My dear young friends, stand by the public schools of America. It is the staunch, strong staff of your country's flag. It leaves every one of you free to the practice of whatever religion you will, and what is more, it leads you into a broad sympathy with the human family broad sympathy with the human family of which you are a part, instead of bind-



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ing you in the strait jacket of a narrow bigotry. If you fight for the public school system of your country, you may be safely trusted with its flag. I am your devoted fellow-citizen in fra-ternity, charity and loyalty.

ALFRED F. SEARS, C. E.

Memorial day, 1901.

Hill Top House Burned.

DULLUTH, Minn, May 28.—The pavillon on the hill top, 600 feet above the level of Lake Superior, burned early today with the power-house with which the incline rullway was operated. Lack of water supply on the hill top left the structure t entire destruction. The car at the to of the incline caught fire, the cable burn ing through, and shot down the traci while fiercely blaziny, crashing through the gates into the middle of Superior street. The crowd at the bottom was bare-ly out of the way in time to save their The loss aggregates \$50,000, with

about \$18,000 insurance.

Chinese Won a Medal. CHICAGO, May 28.-A special to the Fribune from Nashville, Tenn., says: At Vanderbilt University, as a culmination of Founder's day celebration, a custon instituted in honor of the benefactor, Cor-nellus Vanderbilt, the medal in oratory, the highest honor in the university, was awarded Charles Yun Marshall, of Soo Chow, China, amid a great demonstration of approval by the audience. His subject "Miracle of the Twentleth Century and he gave an eloquent appeal for his country, destined, he argued, yet to be allowed her place among the greatest nations who so long had misunderstood her Marshall has been here three years, but goes home this Summer via Eu

Professor George D. Herron Married NEW YORK, May 28.—Anno evening of Professor George D. Herro and Miss Carrie Rand, the ceremony having been performed in the apartments of Dr. Charles Brodie Patterson, of this city Rev. William T. Brown, pastor of Ply mouth Church, Rochester N. Y., per mouth Church, Rochester, N. I., performed the ceremony, which was extremely simple, there being no vows taken by either party. Miss Rand, prior to her marriage, devoted much time and money to the cause of socialism, and it is



Women are Like

Flowers. Healthy and strong they blossom and bloom. Sickly, they wither and die. Every woman ought to look well and feel well. It's her right and duty, but she might as well try to put out a fire with oil as to be healthy and attractive with disease corroding the organs that make her a woman. Upon their health depends her health. there is inflammation or weakening drains or suffering at the month! period, attend to it at once. Don't delay. You're one step nearer the grave every day you put it off, Women can stand a great deal, but they cannot live forever with disease dragging at the most delicate and vital organs in their body. You may have been deceived in so-called cures. We don't see how you could help itthere is so much worthless stuff on the market. But you won't be disappointed in Bradfield's Female Regulator. We believe it is the one medicine on earth for womanly ills. There is as much difference between it and other so-called remedies as there is between right and wrong. Bradfield's Female Regulator soothes the paint, atopathe drains, promotes regularity, strengthens, purifies and cleanaes. It does all this quickly and easily and naturally. It is for women alone to decide whether they will be healthy or sick. Bradfield's Regulator lies at hand. \$i p r batile at drug store.

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