# TWO GREAT WATERWAYS

### COMPARISON OF ERIE CANAL WITH COLUMBIA RIVER.

**What Has Been Done in New York Can Be More Easily Accomplished in the Northwest.**

BUTTE, Mont., June 24.—(To the Editor.)—Widespread interest throughout the Columbia River region regarding government improvement of the river indicates an opportune time to sumbit a few comparisons between tidewater and the Inland Empire, and New York and the Great Lakes region penetrated by the Erie Canal.

In 1820 when that canal was projected the conditions existing were in many ways analogous to those now existing between the Inland Empire and Portland. The interior development of New York and the lake country was in its infancy, and gave less promise of its present enormous traffic than in the light of recent history we are able to foretell of the future greatness of this Western domain.

The transportation value of the great water system which nature has provided for the Inland Empire must be conceded by all who give the subject serious consideration; but the people of the Pacific Coast and the intermountain region have become so accustomed to inadequate transportation facilities, have been so long excluded from markets, or reaching them over almost insuperable obstacles, and have nevertheless measurably prospered despite these difficulties, that they have become to a degree apathetic upon the question, and have ceased to think of the undeveloped possibilities which lie at their very doors. As to what is the best method of obtaining the object sought on the part of those who do recognize the handicap which oppresses them, and the immense potentialities of an open waterway to the sea, there is some diversity of view. Much is accomplished, however, when those who are directly interested begin to realize that nature has placed at their command—if they will but apply the wand, which shall awaken it to their obedience—one of the grandest water systems in the world; and out of the discussions which will follow such an awakening will rise an imperative demand for its improvement. The discussions that are now going on in the public press, and the activity among influential commercial bodies, show that the people are about to demand their own. But there is still very much to be done. Unfortunately there is not complete harmony. What is demanded by one community is negatived by the demand of a community elsewhere, or by the indifference of a score of communities that ought to be deeply interested as those making the demand, or, more lamentable still, and utterly inexplicable, this noble project finds opponents where it should have the most persistent advocates. If it were possible to have an effective expression of harmonious demand from every neighborhood throughout the territory tributary to the Snake and Columbia Rivers—each neighborhood sending a delegate with suitable resolutions to a county convention, each county convention sending delegates to a state convention, and lastly, the state conventions sending delegates to a general Open River Convention, at Lewiston, Walla Walla or Portland—I predict that the efforts resulting from such united and determined purposes would, if properly enforced upon the attention of Congress, secure a beginning of appropriations.

The time is ripe for that demand. The industrial and agricultural development of this vast heritage from the Eastern Idaho line to the coast is retarded for want of reasonable transportation facilities. The fact that Government engineers examined the river obstructions a year ago and adversely reported then has nothing to do with the question now, except to harden our determination to have some recognition of the burden of taxation. In the first place, their report showed no insurmountable obstacles—nothing, in fact, that ordinary appropriations might not overcome; and, in the second place, entirely different conditions confront the Pacific Coast today, and what might have seemed 10 years ago as unwarranted by the traffic demands has now become an act of paramount importance. The country has changed front.

How insignificant this demand is in comparison with its benefits, let me cite an instance directly in point. It cannot be denied that New York has ample railway facilities, even for its enormous tonnage; and yet that state has under consideration at this time a project for extensive enlargement of the Erie Canal at an expense of nearly $60,000,000. This is not a Government proposition; being entirely within the state, the cost must be borne by the state. The length of the canal is 354 miles, or, including the Hudson River, 500 miles from Buffalo to New York City. The plan recommended by the committee (one of whom is Major T. W. Symons) provides for barges with a capacity of 1000 tons, to be propelled by a steamer in fleets of four or six, and they are estimated to carry wheat from Buffalo to New York for 2½ cents per ton. Of course, this rate is largely regulated by the available tonnage, and no such rate could be expected for many years from Lewiston to the sea, even with an open river, nor is it necessary; but if wheat can be carried from farthest inland points to Portland for 2 cents a bushel—a rate nearly four times as high as estimated for the Erie Canal—it would make the difference between profit and loss to the farmer, and would cause such an impetus to the development of the Inland Empire as would soon tax the capacity of all the railroads and river steamers.

Be it remembered that the improved Erie Canal will still have 32 locks; that the average speed will be but five miles an hour; that the open season will admit of but 10 round trips each season under most favorable conditions, and that the return tonnage is figured at only 30 per cent of the down tonnage. As against these hindrances to navigation, let us place this great river system with all obstructions removed. With an open season almost the year round, with perhaps half a dozen locks as against 32, with no delay for bridges, with a broad fairway and no limit to speed beyond that which applies to ordinary river traffic; and how infinitely superior the latter seems, and how incredible that the people of three great states must supplicate, not for alms, but for mere justice.

What would be the cost of river improvement in contrast with its value to 70,000,000 acres of fertile land? If it could effect a saving on the present wheat crop of the Inland Empire of 7 cents a bushel (a moderate estimate), it would mean a distribution of $1,500,000 annually to the producers; but the saving would not stop there, because such a reduction in freight to the world markets would develop untold wealth in the region affected. Under the inspiring influence of reasonable freights, every available acre along these rivers would be tilled to its utmost capacity; villages, towns and cities would rise where now the coyote keeps his lonely vigil; intercommunication and traffic of all kinds would increase so that the railroads would find it to their interest, as in the case of the Erie Canal, to parallel the river on both sides. It may be given as an axiom that where a canal follows a natural waterway, or a river is improved as a channel for traffic, along the course of great freight movement, a railroad will sooner or later parallel it.

An open river from Portland to Lewiston would mean not only that the products of the interior could be taken to tidewater at greatly reduced rates, but that thousands of tons of merchandise the Portland wholesaler now sends by a circuitous and costly route to the interior could be delivered to the consumer at less than a third of the present tariff. It would open an immense market for local manufactories, building up important distributing centers in the interior. In this prosperity the railroads would get the lion's share, because no matter how efficient river transportation might be, there would always be a growing traffic which would require the quickest rather than the cheapest haul.

There is a mistaken notion that when people agitate the subject of canals and river improvement they have a grievance against the railroads, and the plea usually follows that as the railroads are doing all they can to develop the country, it will work a hardship to divert traffic to the cheaper methods of canals and rivers. I think the fear is not well founded, and is inspired by self-interest. A railroad has never been known to be bankrupted merely by the entrance of a rival into its so-called territory. A railroad creates its own business as fast as it penetrates and opens up new territory; if it is not wheat, it may be coal, or lumber, or wool, or fruit, or precious ores. The better argument is—and the sooner the railroads admit this community of interest, the better for them—that they administer to each other, and increasingly develop the traffic which it is too often asserted they would rob each other of. It is well known that two wholesale houses in the same line of business in the same city will do a better business than if there were but one; and the law is equally applicable to railroads. A lower rate on all commodities the farmer produces and must have a market for if he shall thrive and continue to produce them is absolutely necessary. That a much lower rate can be profitably made from the Inland Empire I believe to be true. The Engineering News, a high authority on railway matters, undertook to show, backed by statistics, and in many cases by the reports of railway managers, that freight could be hauled over water-level grades, with the best modern appliances, at the extremely low rate of 1 mill per ton per mile, including interest on cost of road and rolling-stock. I do not believe this is now, or ever will be, possible; but it is pertinent to the objection urged against the alleged injury of river competition. One of the principal values of river or canal competition is as a regulator of freight rates; and it has been stated by the highest railway authority that the Erie Canal has been a controlling factor in the freight rates of every trunk line between the lakes and New York City.

As showing the effect of waterways upon the growth of communities, it is interesting to note that 90 per cent of the taxable valuation of New York is included within the canal counties, including the Hudson River, the population of the same district being 80 per cent of the whole state. "The inestimable benefits," says the committee on canals, "which have been derived from the Erie Canal in the past are not disputed by any one. To it, more than to any other cause, is due the phenomenal growth and commercial supremacy of the City and State of New York. It opened up the great West to settlement, and in turn attracted the products of the West to the low-grade line through the Appalachian chain, which exists only in the State of New York. The tolls on this waterway have more than repaid the cost of construction, maintenance and operation; in addition, it has paid over $380,000,000 of freight money within the limits of the state, and the disbursement of this money along the line of the canal has built up the great interior cities from Buffalo to Albany, forming a continuous line of commercial centers, which has no counterpart in any other state. The growth of these cities, in turn, led to the construction of railroads paralleling the canal, and these, by consolidation and scientific management, have gradually reduced the cost of transportation during the last 30 years from an average of 2 cents per ton per mile to about 6 mills per ton per mile."

In 1854, 20 years after the completion of the canal, the total tonnage on the canal and all the railroads of New York was but 5,500,000 tons, increasing to 67,000,000 tons in 1888. If from such beginnings an antiquated waterway like the old Erie Canal can accomplish such results, what may not be confidently predicted for an open Columbia River in these days of marvelous commercial development?

C. H. SHOLES.

# GREAT TARIFF WAR COMING

**Vanderlip Says All Europe Will Combine Against Us.**

NEW YORK, June 25.—Frank A. Vanderlip, ex-Assistant Secretary of the Treasury, who has just returned to Washington from a long trip abroad, is quoted by the Tribune's correspondent as saying:

"I think it not only possible, but highly probable, that Europe can and will agree to binding terms of trade combination against us within the next few years, and that the result will be the most gigantic and stubborn commercial war in the history of the world. As most of our commercial treaties expire in 1903, I look for the real beginning of the war then in a refusal of most of the continental nations to renew those conventions.

"At the present moment Austria, which never did like us, is leading in the movement against the United States, and I found Goluchowski, head of the Ministry of that country, our bitterest and most outspoken foe. Obviously the other Ministers of the Old World, including even those of England, are artfully encouraging Goluchowski in his course of opposition with a view of drawing our fire before they openly declare themselves. For the immediate future, our trade prospects were never brighter in Europe. There has been almost a total crop failure in Germany. The agricultural outlook is only a little brighter in France than in Germany, and even in England the crop yield is not very promising. But as soon as the continent recovers from its present agricultural depression I confidently believe the tocsin of war will be sounded.

"In Russia there are loud professions of friendship for the United States, and one hears many expressions of admiration of our commercial development and methods. The Russians are modeling their tariff system after ours, and in a few years will try to apply it with vigor and severity against all nations, but particularly against the United States.

"We can meet Europe's onslaught with courage and confidence. We outstrip her now in every material source, in labor-saving machinery, and in the rapidity with which our surplus capital is accumulating. Add to these advantages a patriotic citizenship and an intelligent working class, and who can doubt for an instant that we will win the battle? When it is over then the problem will be to keep the distracted hordes of Europe from overrunning this country and to prevent the desperate monarchies of the Old World from acts of territorial aggression in South America, upon which they are already looking with covetous eyes."

### Clark's Montana Land Patents.

BUTTE, Mont., June 25.—Speaking of the suit instituted against him yesterday by United States District Attorney Rogers at Helena to set asde patents for 10,000 acres of valuable land in Missoula County, alleged to have been filed upon for speculative purposes, Senator W. A. Clark said today:

"The allegation that R. M. Cobban was my agent in procuring the land is false. I merely bought the land of him after exhibit of abstract showing the title was vested in him. I was an innocent purchaser for a valuable consideration, and I maintain the Government cannot cancel the titles nor interfere with my rights. That doctrine was clearly established in the case of the United States vs. Budd."

### Quarrel Over Town Lots.

GUTHRIE, O. T., June 25.—As the result of a quarrel today over town lots in Addington, in the Kiowa Indian reservation, R. S. Castleberry shot and mortally wounded J. M. Wamboid president of the First National Bank. Castleberry then turned his gun on Horace Addington, who was attracted to the scene by the shooting, and shot him in the shoulder, inflicting a dangerous wound. Castleberry surrendered.

# COMBINE OF CANNERS

**REPORT THAT THEY ARE TO CLOSE DEAL CONFIRMED.**

**Alaska Packers' Association Is Not Interested—Annual Report of Clatsop Schools.**

NEW YORK, June 25.—The Journal of Commerce says:

"Little information is obtainable in reference to the proposed consolidation of salmon canners of the Pacific Coast, which has been hanging fire for something over two months. The report that several representatives of the canneries have left the Coast for New York for the purpose of conferring with the financiers is confirmed. It is, however, too early to say whether the deal will actually be consummated, as there is still considerable work to be done. At the same time the fact that these men are coming indicates that there is at least a prospect that plans will be carried out.

"It is conceded that the Alaska Packers' Association is not interested. It is said, however, if the deal should go through on the basis being discussed that the new company would control some 70 per cent of the business. It is not intended to make any change in the authorized capitalization of the company from that proposed some time ago, namely $12,500,000 preferred stock, $12,500,000 common stock and $7,000,000 bonds. The issued amounts of stocks and bonds, however, will be considerably less, the actual amount not having been decided upon."

### CLATSOP COUNTY SCHOOLS.

**Superintendent Lyman Submits His Annual Report.**

ASTORIA, June 25.—The annual report of County School Superintendent Lyman for the year ending June 24, 1901, was filed today. It shows the number of districts in the county to be 37, with 43 schoolhouses. There are 73 teachers employed, of whom 16 are males and 57 females. The report says there are 3853 persons between the ages of four and 20 years residing in Clatsop County, and of these 2479 are enrolled at some of the various schools. There are 1192 children who do not attend any school. The estimated value of the schoolhouses and grounds is $85,725, and of the furniture, $14,285. On this there is an insurance of $42,458. The report shows the financial condition of the school department to be as follows:

Cash on hand March 5, 1900, $3584.54; receipts since that time, $47,493.07; disbursements, $49,511.40; cash on hand June 24, 1901, $1566.21.

### Merchants Will Close Stores.

A petition was circulated today and universally signed by the merchants of the city, by which they agree to close their places of business during the entire day on the Fourth of July. There will be no public celebration of the day in Astoria, as everything is being done to make a great success of the regatta, but every town in this vicinity is to hold a public demonstration on the Fourth and the citizens of Astoria will assist them.

### Quotations of Mining Stocks.

SPOKANE, June 25.—The closing quotations of mining stocks today were:

| | Bid. | Ask. | | Bid. | Ask. |
|---|---|---|---|---|---|
| Amer. Boy | 7 | 8 | Morrison | 3⅝ | 3¾ |
| Blacktail | 10⅝ | 11½ | Prin. Maud | 1⅝ | 2 |
| Butte & Bos. | 1 | 1⅝ | Quilp | 23½ | 26½ |
| Crystal | 6⅝ | 9⅝ | Ramb. Car | 31 | 32½ |
| Conjecture | 5⅝ | 5⅞ | Republic | 9⅝ | 10½ |
| Deer Trail | 2½ | 2⅞ | Reservation | 2⅝ | 2¾ |
| Dewey | 2½ | ... | Ross. Giant | 2⅞ | 3½ |
| Gold Ledge | 1⅝ | 1⅞ | Sullivan | 7⅛ | 7½ |
| L. P. Surp. | 7⅛ | 7½ | Tom Thumb | 13⅞ | 14⅛ |
| Min. Lion | 31 | 34 | Waterloo | ⅝ | 1 |
| Morn. Glory | 3⅝ | 4 | Wonderful | 3¼ | 4⅛ |

SAN FRANCISCO, June 25.—Official closing quotations of mining stocks:

| | | | |
|---|---|---|---|
| Alta | $0 04 | Mexican | $0 21 |
| Andes | 5 | Occidental Con | 3 |
| Belcher | 11 | Ophir | 84 |
| Best & Belcher | 25 | Overman | 16 |
| Caledonia | 34 | Potosi | 9 |
| Challenge Con | 18 | Savage | 16 |
| Chollar | 4 | Sierra Nevada | 20 |
| Confidence | 68 | Silver Hill | 28 |
| Con. Cal. & Va. | 2 10 | Standard | 3 70 |
| Crown Point | 7 | Union Con | 17 |
| Gould & Curry | 15 | Utah Con | 3 |
| Hale & Norcross | 22 | Yellow Jacket | 8 |
| Justice | 1 | | |

NEW YORK, June 25.—Mining stocks today closed as follows:

| | | | |
|---|---|---|---|
| Adams Con | $0 15 | Little Chief | $0 13 |
| Alice | 40 | Ontario | 8 00 |
| Breece | 1 00 | Ophir | 80 |
| Brunswick Con | 16 | Phoenix | 11 |
| Comstock Tunnel | 5 | Potosi | 7 |
| Con. Cal. & Va. | 2 05 | Savage | 6 |
| Deadwood Terra | 50 | Sierra Nevada | 16 |
| Horn Silver | 1 35 | Small Hopes | 40 |
| Iron Silver | 58 | Standard | 3 85 |
| Leadville Con | 5 | | |

BOSTON, June 25.—Closing quotations:

| | | | |
|---|---|---|---|
| Adventure | $ 20 | Osceola | $ 88 00 |
| Bing. Min. Co. | 22 75 | Parrott | 52 00 |
| Amal. Copper | 121 75 | Quincy | 172 00 |
| Atlantic | 36 00 | Santa Fe Cop. | 1 25 |
| Cal. & Hecla | 765 00 | Tamarack | 336 00 |
| Centennial | 30 00 | Utah Mining | 30 50 |
| Franklin | 17 00 | Winona | 2 50 |
| Humboldt | 25 00 | Wolverines | 58 50 |

### Oregon Notes.

A wagon road is being opened up between Alamo and Whitney, a distance of about 15 miles.

The Durkee Fourth of July committee has employed the Huntington Brass Band for the celebration July 4.

George W. Harkness and Peter Oard, of Harney County, last week sold their wool clips, 55,000 pounds, for 10¼ and 10½ cents.

Coquille will build a new water system. The Recorder has been instructed to advertise for bids for $14,000 in 20-year 4 per cent bonds.

More dwelling-houses are under construction in Marshfield this year than for the past three years, and choice building property is in demand.

The new water plugs ordered some time ago by the Water Commissioners of The Dalles, have arrived, and most of them have been placed in position.

J. E. Reynolds has bought in Wheeler County 400 head of cattle, which will be delivered at Fossil and driven to Arlington. The prices were $18 for steers and $17 for heifers.

The Great Northern group of mines, situated in the Blue River district, has been bonded by O. H. Parks. The claims were located and partly developed by Messrs. Templeton and Robes.

By some mischance a pup was shut up in one of the rooms of the Presbyterian Church Sunday, May 26, and remained until last Wednesday evening, when it was found and released, says the Florence West. The animal was in a famished condition, and barely able to walk, having been confined there 24 days without either food or water.

The Antelope Republican says a message was received there Tuesday of last week from C. H. Don, at Prineville, stating that some one had shot into a band of T. H. McGree's sheep, near Sisters.

The Franciscan Sisters will build a hospital in Pendleton if they can obtain the necessary assistance. It is proposed to erect a hospital at a cost of from $8000 to $10,000. Of this amount the Sisters will furnish one-half and the people of Pendleton and the tributary country will provide the rest.

The lower county bridge over the East Umpqua River, 18 miles east of Roseburg, fell this week. No one was on the structure at the time, but a team passed over it a few minutes before. The bridge was built 11 years ago. The main span was 150 feet long, 30 feet above the water and the cost was $4500. A rotten timber at one corner gave away, twisting the upper works, and the bridge collapsed.

Sunday night of last week a band of Gilliam County sheep belonging to Mr. de Henry, of Condon, which were camped in Wheeler County, on the main fork of Lone Rock Creek, seven miles above Lone Rock, was shot into by unknown men, who killed about 15 head and crippled many others. The sheep, in charge of the herder, Perry Bond, and camptender, Albert Smith, had been camped in that vicinity about 10 days prior to the shooting. As they were going into the timber for Summer range, they had observed notices warning sheepmen to stay out of that section with their flocks, posted on trees along the trail, but they regarded the notices as idle threats. The sheep, which were on Government land at the time, were moved to another range.

MRS. MARY LORD CARR.

NATIONAL PRESIDENT OF THE W. R. C., WHO WILL SPEAK AT FOREST GROVE.

FOREST GROVE, June 25.—Friday is to be W. R. C. day at the district encampment of the G. A. R. and W. R. C. of Oregon and the Washington County Veterans' Association. On that day Mrs. Mary Lord Carr, of Longmont, Colo., will deliver an address. It has been a number of years since a National president attended the Oregon encampment, and the W. R. C.'s throughout the state are planning to give Mrs. Carr a royal reception.

Mrs. Carr was elected to the National presidency by acclamation, and the wise way in which she has administered the duties of the office show that no better selection could have been made. She is popular wherever known, and particularly so in her home town, where she served for a number of years as School Director.

# CHICAGO FRANCHISE WAR.

**Plans of the Street-Car Interests Divulged.**

CHICAGO, June 25.—The Chicago street-car interests today divulged their plan of campaign in the impending franchise war. Representing the Widener-Elkins-Whitney syndicate, W. L. Elkins, of Philadelphia, began suit in the United States Circuit Court against the City of Chicago, the Chicago West Division Railway Company, the West Chicago Street Railway Company, the Union Traction Company and the North Chicago City Railway Company, asking the court to restrain the city from interfering with the operation of the West Chicago and North Chicago street-car lines under their present charters. The plaintiff asks the court to declare that the companies became invested by the state with the franchises until 1960, and that the city be restrained from forfeiting the charters July 30, 1903. This action means that the war is opened by the street-car people, since the plaintiff represents the owners of all the former Yerkes surface property. Recently the city authorities have been forming plans for the proper disposition of the franchises after they shall have been forfeited, some of the city economists urging that the traction rights be either retained by the city or leased on a sliding scale of revenue to the municipality, with universal transfers and a graduated fare.

### Butte Pool Rooms Closed.

BUTTE, Mont., June 24.—All the pool rooms in Butte closed down at the end of business today, Mayor Davey having ordered their licenses revoked. The rooms have been paying the city $150 a month each. They claim they were not called on to do so, and that, further, there is no prohibition against their business in the anti-gambling law. The Mayor takes the ground that there is no law permitting pool rooms. It is claimed the closing of the rooms was brought about by the gamblers, who were not allowed to run their business, and who agitated the doctrine of "all or none."

### Suit to Recover Two Millions.

BUTTE, Mont., June 25.—James A. Murray the millionaire mineowner and banker, today brought suit against the estate of the late Patrick A. Largey to recover $2,000,000, the value of ore alleged to have been extracted from the Ticon and Adirondack claims through the lower workings of the Speculator mine.

# DEATH ENDS THE FEUD

(Continued from First Page.)

cratic boss, filed charges against Rogers, and Considine went on the witness-stand in behalf of Collins, testifying that he had paid Rogers money for the privilege of breaking the law during Rogers' first term as Chief of Police. The Mayor, Byron Phelps, refused to remove Rogers, and Considine was forced to leave town. He went to Spokane and there opened a variety theater.

In the days of Considine's fight with Rogers he became acquainted with Meredith, who was then a Chinese Inspector. The two became fast friends, and Meredith aided him in his fight on Rogers, although Meredith was a Republican. Considine remained in Spokane a number of years, and in 1896 sent for Meredith, who in the meantime had been a clerk in the police department. Meredith went to Spokane, and Considine made him treasurer in his variety theater.

Considine finally had a quarrel with the ruling powers in Spokane, and when Tom Humes "opened up" Seattle he returned to his old stamping-ground and became interested in a gambling-house. Meredith came back also, and was appointed by Chief Reed as a detective on the police force. Things continued to be harmonious between Meredith and Considine until the Spring of 1899, when Meredith arrested a bunco man named Harper, who was a particular friend of Considine's, and sent him back to Los Angeles, where he was wanted on a criminal charge. Since that time Meredith and Considine have never spoken, and the feud between them has been most bitter.

To return now to the time when Meredith was appointed Chief of Police. The Post-Intelligencer continued the warfare which it had begun, and it was seconded by the Seattle Republican, edited by a colored man named H. R. Cayton. Cayton, in an editorial, called Meredith a "grafter," and Meredith promptly arrested him on a charge of criminal libel. In the trial which followed, Considine, who saw in the fight of the Wilson following on the Humes administration a chance to "even up" with Meredith, went on the witness-stand in Cayton's behalf and testified that while Meredith was a detective he had received tribute from bunco men, and that he (Considine) had witnessed the payment of the money. Despite Considine's evidence, the jury stood eight to four for convicting Cayton. Immediately after the Cayton trial was over Meredith closed Considine's gambling house, declaring that no more favors could be extended him while he was Chief of Police.

Following the Cayton trial and Considine's alleged revelations, the City Council ordered an investigation. The Post-Intelligencer acted as prosecuting attorney, and the main witnesses examined were four reporters on that paper, including the city editor, Considine and a man named Summers, who has not been seen or heard of in Seattle since the night he testified. The evidence against Meredith was worked up by Private Detective E. A. Gardner, an ex-convict. The committee's investigations were concluded last week. They were held in secret, and only one witness was allowed in the room at a time. At the conclusion of the sessions the committee waited on the Mayor and stated that they believed sufficient evidence of grafting had been adduced to warrant him in asking for the resignation of Chief Meredith. The Mayor deliberated upon the matter for 24 hours, and then asked Meredith to resign, which the latter did. In his letter he complained bitterly that the Council committee had not given him the privilege of facing his accusers.

This one fact stands out above all others, viz., that Considine was emboldened to seek personal revenge upon his enemy by reason of the fight which John L. Wilson was making upon a political enemy. It may be proved that Meredith was the aggressor in the fatal affray, but in all charity to his memory it must be said that the future of his young children had been darkened by the desperation of a man who was incited in his course by the revengeful spirit of a disappointed and spiteful politician.

Meredith leaves a wife and two children. His father was a well-known officer in the Civil War, and is now Director of the Bureau of Printing and Engraving of the United States Treasury Department.

# HARMONY IN PORTO RICO.

**Federal Party Pledges Itself to Aid the Governor.**

SAN JUAN, Porto Rico, June 19.—When the new directive committee of the local Federal party was formed Sunday last, more was accomplished toward putting an end to the problems which have retarded pending subjects than anything else since civil government was inaugurated. Perfect harmony is now possible and more than probable. The Federal party which has always been loud in its abuse of Governor Allen, and of the entire policy of the administration, is now pledging itself to aid the Governor in its earnest desire to further the island's interests.

Over 50 delegates from all parts of the island attended the mass meeting to which only pledged Federals were admitted. Perfect harmony prevailed. Everything had been prearranged and there was marked uniformity of ideas. The following were chosen members of the Federal Executive Committee: Francisco de P. Acuna, Santiago R. Palmer, Herminio Diaz Navarro, Manuel Camunas, Tulio Larrinaga, Carlos Ma Soler, Juan de Guzman Benitez.

Mr. Acuna is the chief of the party, succeeding Munoz Rivera, now in New York. He is elected for two years.

Mr. Acuna and two others of the committee called on Governor Allen Monday. This was the first time within a year that any prominent Federal had visited the Governor in a political capacity. The Governor expressed his pleasure in knowing that the efforts of the administration of the island thus far had met with the approval of all good citizens. He added that he and the Americans generally welcome the support and co-operation of the Federalists.

# NINE HUNDRED CANDIDATES

**First Series of Uniform College Entrance Examinations.**

NEW YORK, June 25.—The first series of uniform entrance examinations held by authority of the College Entrance Examination Board of the Middle States and Maryland has come to an end. The examinations were carried out without difficulty at 61 different points in the United States and at London, England, and Dresden, Saxony. Of the 61 places of examinations in the United States, 15 were in New England and 23 in the Middle States. In all nearly 900 candidates for admission to college were examined by the board. Of this number 472 made application to the board direct. The remainder made their applications either through Columbia College or Barnard College.

Of the 472, 347 were men and 125 were women. Fifty-three of the candidates examined did not state what college or scientific school they intend to enter. For Columbia 152 declared themselves, for Cornell 57, for Princeton 34, for Barnard 31, for Vassar 25, for Wellesley 22, for Yale 17, for Mount Holyoke 14, for the Massachusetts Institute of Technology 14, for Bryn Mawr 11, for the University of Pennsylvania 6, and for Williams 5. The unusually large number choosing Columbia is due to the fact that separate Columbia examinations were abandoned in favor of those by the board.

The largest number examined outside of New York and Brooklyn were at Concord, N. H., 32; Newark, N. J., 25; Philadelphia, 22; Paterson, N. J., 13; Washington, D. C., 12; Lawrenceville, N. J., Rochester, N. Y., and Poughkeepsie, N. Y., 8 each. Of the 472 candidates applying to the board 153 were prepared in public high schools, 142 in academies and endowed schools, and 150 in private schools and classes.


## The Duty of Mothers.

What suffering frequently results from a mother's ignorance; or more frequently from a mother's neglect to properly instruct her daughter!

Tradition says "woman must suffer," and young women are so taught. There is a little truth and a great deal of exaggeration in this. If a young woman suffers severely she needs treatment, and her mother should see that she gets it.

Many mothers hesitate to take their daughters to a physician for examination: but no mother need hesitate to write freely about her daughter or herself to Mrs. Pinkham's Laboratory at Lynn, Mass., and secure from a woman the most efficient advice without charge.

Mrs August Pfalzgraf, of South Byron, Wis., mother of the young lady whose portrait we here publish, wrote in January, 1899, saying her daughter had suffered for two years with irregular menstruation—had headache all the time, and pain in her side, feet swelled, and was generally miserable. She received an answer promptly with advice, and under date of March, 1899, the mother writes again that Lydia E. Pinkham's Vegetable Compound cured her daughter of all pains and irregularity.

Nothing in the world equals Lydia E. Pinkham's great medicine for regulating woman's peculiar monthly troubles.


# HIS WIFE'S HAIR.

**Foretells the Weather More Accurately Than Any Barometer.**

New Orleans Times-Democrat.

"Talk about your barometers, rheumatism, gourds, goosebones, and corns as weather prognosticators," said the man who knows, "they are not in it when it comes to weather predictions, with the hair of my wife. I would rather have her promise as to weather any time than that of Captain Blythe or the best and luckiest weather bureau observer who ever engaged in the predicting or weather forecasting business. For years I have taken her advice as to what the weather would be during the day, and for years I have dressed and prepared myself accordingly. Long ago I found that my wife spoke truthfully when she told me rain would fall, or that the day would be fine, and she never made a misatke once in a hundred times. I accused her of all sorts of things, such as having rheumatism, a goosebone, and almanacs, and I advised her to go to a chiropodist, for I imagined it was by her feet that she was able to so truthfully foretell the weather.

"During all these years I have been guided by her, and, when she tells me in the morning that rain will fall, I wear dark clothes and carry an umbrella, and I find I have use for it before I return home at night. On her promise that the day would be fine I have invariably worn light clothes and left my umbrella at home, and I have never found that I had use for it. A shower may fall during the day, but the sun always comes after it, and that is the nearest my wife has missed truthfully forecasting the weather. But she was never able to tell what the weather would be except for 12 hours, and she would never risk her reputation by making predictions for longer than that. And her predictions were always for the day only, and never for the night, and often when we went out at night we were caught unprepared for rain. On these occasions I frequently twitted my wife with being a false prophet, or rather a bad one, but I could never get her to venture a prediction on the weather at night.

"All these years the matter has been a great mystery to me, and I was never able to fathom it; but a few days ago she explained how she was able to so closely tell what the weather would be during the day, and her explanation of the matter was so simple that I wondered why the solution of what I thought a mystery or the possession of second sight on my wife's part, had never occurred to me before. Like many other women, my wife's hair is not curly, and, like many other women, she puts it up in curl-papers, or kids, when she retires at night, and brushes it out curly in the morning. When her hair emerges from the curl-papers damp, dank, sticky and heavy, she knows there will be rain, and plenty of it, before night; when it is a trifle damp, she knows there will be showers or some rainfall, but not a real rainy day; when she brushes out her hair and it is dry, light and fluffy, she knows to a certainty that the day will be a fine one; and then she makes her predictions with great assurance and earnestness, and I have seldom found her wrong. I suppose other men's wives can tell in advance the weather by the condition of their hair, but my wife's hair is better for this purpose than any barometer I have ever known."

# DUE TO MISUNDERSTANDING

**Russian Consul-General Discusses the Tariff Dispute.**

NEW YORK, June 25.—Vladimir A. Teplow, the Russian Consul-General in this city, in discussing the tariff dispute between this country and Russia, said:

"The whole trouble, if there be any trouble, is due to a misunderstanding on the part of the United States. Russia and the United States have too many interests that are mutual for either one to be able to afford to oppose the other. Siberia is a large country, and when it is opened, which will be in about two years, America will have it for a market almost exclusively. From the physical position of Siberia, no other country is available. Why, then, should Russia antagonize the country from which Siberia must draw the most of her supplies? We shall want machinery, lamps, bicycles, in fact, almost everything that America produces.

"As to sugar, all we export of this article is from $2,000,000 to $3,000,000 worth annually. In machinery, only one article, Chicago alone sends $30,000,000 annually to Russian markets. Think what the figures are for the whole country. Would it not be absurd for America to sacrifice the tremendous industrial interests she has in Russia on account of a comparatively insignificant tariff on our sugar?

"There is a rumor of a concert of the European nations against the United States to check the commercial progress that this country is making. In my opinion such a coalition can never be made. But if such a thing could possibly happen, you may be sure that Russia would not make one of the opposition."


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