REDUCE SUGAR DUTY

Means of Stimulating Production in Philippines.

ROOSEVELT WILL RECOMMEND IT

Also Reduction of the Duty on Cuban Sugar in Return for Concessions When the Independent Government Is Set Up.

WASHINGTON, Nov. 27.—President Roosevelt, in his message to Congress, will recommend the advisability of reducing the duty on Cuban sugar in return for trade concessions when the independent government in the island is set up, and also the reduction of the duty on sugar from the Philippines as a means of stimulating the production of sugar in those islands. This information the President conveyed to several prominent visitors with whom he talked today.

IN THE CLASSIFIED SERVICE.

Rural Free Delivery Officials Are Brought In.

WASHINGTON, Nov. 27.—The President today signed an order bringing the rural free delivery service into the classified civil service. The order became effective immediately, so far as the 250 clerks, special agents and route agents of that service are concerned, but provides that until regulations are formulated for the appointment of rural carriers, such employes shall not be treated as within the classified service. These carriers number 6000, and are steadily increasing. Vacancies, other than those of carriers, will be filled by appointments from eligible registers of the commission. Rural carriers will not have to undergo a scholastic examination. Appointments of them will be made from persons resident of the neighborhood, wholly for fitness and irrespective of political or personal considerations. Transfers will not be allowed on the position of rural free delivery carrier to any other person in the classified service.

Wu Wants to Debate the Question.

WASHINGTON, Nov. 27.—Wu Ting Fang, the Chinese Minister, called upon President Roosevelt today. In the course of the interview the re-enactment of the Chinese exclusion act was discussed. When the Chinese Minister emerged from the White House he declined to say whether his government was protesting against the re-enactment of the exclusion law or not. "All we want," said he, "is justice and fairness."

As he was saying this, the Minister was greeted by Senator Foster, of Washington, who is himself very much interested in the Chinese exclusion law. "Senator," said the Minister, turning to him, "you are a fair man. Remember that justice and right have neither color nor race. We do not ask for favors; we only ask for equality."

In the course of his conversation with the newspaper men Mr. Wu suggested that he would be willing to meet any three American editors who favor exclusion and debate the question before an impartial tribunal.

Distribution of Batteries.

WASHINGTON, Nov. 27.—Lieutenant-General Miles has prepared a general order providing for the distribution of batteries of light artillery as follows: Fort Sheridan, two batteries; Fort Snelling, two; Vancouver Barracks, two; Presidio of San Francisco, two; Fort Leavenworth, three; Fort Riley, three; Fort Sam Houston, two; Fort Niagara, two; Fort Douglas, two; Fort Ethan Allen, two; Fort Hamilton, one; Fort Myer and Philippine Islands, three each.

If permanent accommodations can be provided at the staations named, the following distribution of field batteries will prevail: Fort Sheridan, two; Vancouver Barracks, two; Presidio of San Francisco, four; Fort Leavenworth, two; Fort Riley, three; Fort Sam Houston, two; Fort Douglas, two; Fort Ethan Allen, two; Fort Hamilton, one; Fort Myer, one; Philippine Islands, three; Havana, one; Fort Sill, one; Fort Walla Walla, two; Fort, D. A. Russell, one; Fort Robinson, one.

Reducing Indian Agencies.

WASHINGTON, Nov. 27.—The President has amended the civil service rules to provide that whenever the position of an agent at any Indian agency is discontinued and the duties devolve upon the Superintendent of the Indian Training School located at the agency, the agent may be made a classified employe at the agency. The agent will be subjected to tests of fitness prescribed by the Secretary of the Interior and Civil Service Commission. The number of Indian agencies has been gradually reduced from 57 in 1893 to 49 at the present time. The intention is to retain in the classified service such agents as prove their efficiency and ability.

Civilizing the Indian.

WASHINGTON, Nov. 27. — Senator Quaries, of Wisconsin, chairman of the committee on Indian affairs of the Senate, who made a tour of the Indian reserves last Summer with Indian Commissioner Jones, today talked to the President about the Indian question generally. He agrees with Commissioner Jones in the belief that to make the Indians self-supporting should be the aim of the Government, and that its attainment would solve the problem. In a general way, he thinks the first steps must be the breaking up of tribal relations, the allotment of lands in severality and the admission of the Indian youth to public schools. The Indian eventually should become a citizen.

No Change in Tariff Laws.

NEW YORK, Nov. 27.—Congressman Sereno Payne, of Auburn, N. Y., chairman of the committee on ways and means, has just conferred in this city with Senator Aldrich, of Rhode Island, chairman of the Senate finance committee; National Committeeman Joseph Manley, of Maine, Congressman Galusha A. Grow, of Pennsylvania, and others.

"Will there be any changes in the tariff law at the next session of Congress?" a New York Times reporter asked Mr. Payne.

"No; in my opinion there will be no changes in the tariff laws," replied the Congressman.

Irrigationists Talk With Roosevelt.

WASHINGTON, Nov. 27.—Thomas F. Walsh, president, and General W. A. Maxwell, secretary of the executive committee of the National Irrigation Association, saw the President today. They told him that the expansion of the internal trade and commerce of the United States by the creation of more homes in the West was the object of their association, and that they fully indorsed the report of Secretary Hitchcock on the subject of irrigation. After seeing the President they said his attitude on the subject was perfectly satisfactory to them.

The Meade Court-Martial.

NEW YORK, Nov. 27.—Colonel F. L. Denny again testified in the court-martial of Colonel Meade. He continued the line of evidence begun yesterday. Major Lauchheimer was recalled to the stand and asked whether he could reconcile his statement that he was somewhat intoxicated by drinks he had at the Puritan Club, with testimony given by members of the club to the effect that he was perfectly sober. Major Lauchheimer declared that he did not mean that he was drunk, and he did not think the two statements were irreconcilable.

Hutin Returns to Paris.

WASHINGTON, Nov. 27.—President Hutin, of the Panama Canal Company, called at the State Department today to say farewell before returning to France. He is called to Paris to attend the annual meeting of the stockholders of the Panama Canal Company, but expects to return to the United States early next year, and while Congress is in session.

WRECK AND FIRE.

(Continued from First Page.)

engines of the immigrant train exploded and the east-bound engine turned over into a ditch. Two firemen and one engineer of the west-bound train were killed, but the fireman and engineer of the other train jumped and escaped.

As soon as the news of the disaster reached Division Superintendent Burns, at Detroit, special trains were dispatched to the scene of the wreck from Adrian, Detroit, Peru and Montpelier. A special train from Detroit, carrying 32 physicians and surgeons, started for Seneca, and was given the right of way. When it reached the scene of the wreck the work of succoring the wounded was well under way, the train having been preceded by a special from Adrian bearing all the surgeons in the city, who had been at work for an hour when the Detroit contingent arrived. The flames, however, had retarded the work of rescue. The wounded had been placed on stretchers in the coaches sent from Adrian.

Wounded Taken to Adrian.

At 10:45 o'clock, the first train loaded with wounded left the scene of the wreck for Adrian. The dead were left behind to be carried in on a later train.

The wrecking train ordered from Montpelier, 30 miles away, arrived shortly after 9 o'clock, but the heavy vestibuled cars of the east-bound train lay between it and the burning immigrant cars, so that but little aid could be rendered to the rescuers.

When the special train bearing the wounded reached Adrian, the injured were carried in ambulances, drays and delivery wagons to the hospitals, until they were filled, and private residences in the neighborhood were placed in service.

Among the great list of dead only a few names are known here at present. One is Miss Dido Dentsoed, of Tupperville, Ont. She was alive when rescuers reached her, and with her expiring breath said: "Notify William Moore." That was all.

Others dead are: James Brown, porter, Detroit; Job Witchell, shoe manufacturer, Detroit; E. N. Denell, Detroit; George W. Yeomans, capitalist, Kansas City, Mo.

Detroit People Injured.

A special to the Tribune from Adrian gives the following Detroit persons as among the injured: George Sweeney, F. B. Richardson, express messenger, head cut and both legs mangled; Mary Dolman, injuries slight; H. B. Whitney, an Ontario railroad dispatcher, seriously injured.

At this hour, owing to imperfect facilities for getting news, it does not seem likely that details of the wreck will be at hand before tomorrow morning. It is estimated that more than 500 persons were on the two trains.

All the immigrants on the west-bound train are believed to be Italians, en route from New York westward. The depot at Seneca and comparatively uninjured coaches have been utilized as temporary hospitals.

Two relief trains are on the way from the scene of the wreck at Seneca, bearing the wounded. The trains will not reach Peru until 3:45 A. M. The general hospital of the Wabash system is located in this city.

Those Hurt Number 150.

The last reports from Adrian are to the effect that there are 80 dead and 150 injured, of which 25 cases are serious. Fifty of the 80 dead were killed outright.

Among the injured are: L. Loyd, Kempton, N. D., head badly injured; Victor Cohen, St. Paul, Minn., hit on head by water-bottle; Frank R. Biedelin, Baltimore, left arm broken; H. Walter Greis, Joplin, Mo., serious; E. E. Smith, Detroit, slight; George Pfeffer, Detroit, not serious; W. E. Gillen, jumped from smoker window with four others and cut seriously; —— Eliardel, porter, slight; S. McLemore, porter No. 3, slight; Mrs. M. L. Chrelon, Buffalo; Mrs. Richards, residence unknown; George S. Elliott, South Sebec, Me., not serious; Victor Greenbaum, New York, slight; H. C. Whitney, Grand Rapids, in car on east-bound train that was telescoped; Walter Greig, Joplin, Mo., badly hurt about the head; Mrs. M. E. Stringer, Bellevue, Mich., may die; Frank Beidler, Baltimore, serious; Salla Sook, Burnside, Ill.; Louis Shoemaker, Adrian, Mich.; Jessie Williams, Detroit; George T. White, serious; Thomas Crehan, Buffalo; D. Baneard, Logansport, Ind., internally injured; Anna Kasov, Denver, Colo.; Katherine Piut, Denver; Mrs. Josephine Jacksa, Globeville, Colo; S. F. Carroll, Tonawanda, N. Y.; Amelia Colion, Colorado.

F. A. Palmer, the conductor of the parlor car, got out all right.

The Engineer's Statement.

Engineer Strong makes the following statement:

"I was running 65 miles an hour, when I saw a light on the west-bound train. I shut down to 50 miles. We had seven coaches and baggage car. I jumped, as did my fireman. The first car was strong and was not smashed. The second collapsed, but not a soul escaped."

Willard Stearns, editor of the Adrian Press, who had just returned from the wreck at 2:30 A. M., telephoned particulars to the Associated Press. Mr. Stearns said the cause of the disaster was the misreading of his order by Engineer Strong, of the Continental Limited. The order read, "pass at Seneca," but Strong understood it to read "Sand Creek." The conductor of the train read the order rightly. He did not know that the engineer had misunderstood it, and supposed that his train was going on a siding. Finding that the train was running rapidly, the conductor put on the air brakes himself, but he was too late, and just then the engineer set the brakes to try to avoid the force of the collision. The engineer's legs was broken, and he was otherwise injured.

Seven dead were taken out of one car of the Continental Limited. All those on that train who were killed were on that car which was between the smoker and dining-cars. The bulk of the injured persons were taken to Peru, Ind., and Montpelier, O., the tracks of the Detroit & Lima Northern and Cincinnati Northern being utilized to get around the wreck.

Scene Beggars Description.

Mr. Stearns said that the scene of the wreck beggars description. The night is bitterly cold, and as there is but one farmhouse adjacent to the scene, there was but little shelter for the sufferers. Matters are in an extremely chaotic condition, and there are scarcely any facilities for identifying the dead. The railroad will not permit the use of its wires, the only ones available, for carrying the news.

The Latest Estimate.

DETROIT, Mich., Nov. 27.—The latest estimate of the dead in the Wabash wreck near Adrian, Mich., is that there are 80 dead and 125 injured. Of the latter it is said that 25 will die. Trainloads of injured have been taken to Adrian, Mich.; Montpelier, O., and Peru, Ind. Of the dead, 50 are Italian immigrants who were on the west-bound train. It is estimated that there were 50 persons in the day car of the east-bound train, and of these 30 are dead.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

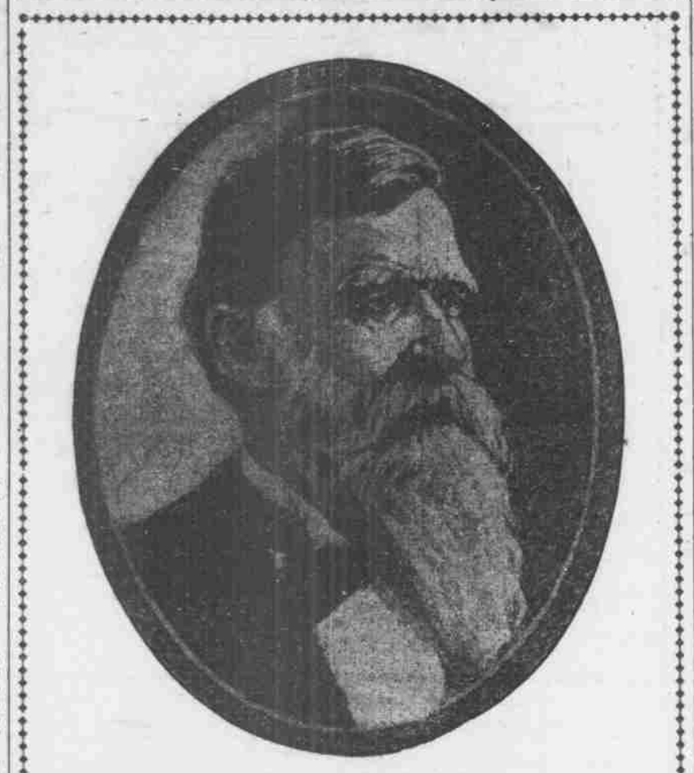
CLEM STUDEBAKER DEAD

WELL-KNOWN WAGON MANUFACTURER OF INDIANA.

Ex-Governor Davis H. Waite, of Colorado, Fell Dead at His Home at Aspen Yesterday.

SOUTH BEND, Ind., Nov. 27.—Hon. Clem Studebaker died at 11 o'clock today. The funeral will be held at 1 o'clock Saturday afternoon. The burial will be private.

Hon. Clem Studebaker was born in Adams County, Pennsylvania, March 21, 1831. When he was four years old the family moved to Wayne, now Ashland County, Ohio, in wagons. His father, John Studebaker, followed the trade of blacksmithing and wagon-making. In 1850, Clem Studebaker went to South Bend, where he taught school during the Winter of 1850 and 1851. In the Spring of 1851 he found employment in the blacksmith department of a company manufacturing threshing-machines, receiving his board and 50 cents



THE LATE CLEM STUDEBAKER.

a day. In February, 1852, he, with an elder brother, started in the blacksmith business. A Government contract for 100 wagons, which was executed to the entire satisfaction of the Government, gave them a start, and from that time the firm grew to its present large proportions. He was twice a lay delegate to the general conference of the Methodist Episcopal church; twice delegate to the National Republican Convention; United States Commissioner for Indiana to the Paris Exposition of 1878, also to the New Orleans Exposition; was president of the Indiana board of world's fair managers; a member of the Carriage Builders' National Association since its organization, and one time its president; was appointed by President Harrison a member of the Pan-American Congress during the Winter of 1889 and 1890; was a member of the board of trustees of the De Pauw University, and president of the Chautauqua Assembly.

DAVID H. WAITE.

Ex-Governor of Colorado Fell Dead While Peeling Apples.

ASPEN, Colo., Nov. 27.—Ex-Governor Davis H. Waite, of Colorado, fell dead here at 9 o'clock this morning, while peeling apples. He had been in good health up to the very moment of his death. It is believed that the cause of death was heart trouble.

Davis Hansen Waite was born at Jamestown, N. Y., April 9, 1825. During the early part of his life he was engaged in mercantile pursuits at Russell, Pa., and Fond Du Lac and Princeton, Wis. He was a member of the Wisconsin Legislature in 1857. He taught school for a time and later published a newspaper at Jamestown, N. Y. In 1876 he removed to Larned, Kan., where he was elected to the Legislature. He moved to Colorado in 1878, practicing law at Leadville and Aspen. He was a Republican in politics until 1892, when he was a delegate to the Populist convention at Omaha. He was nominated for Governor of Colorado in that year by the People's party, and was elected. His administration during 1893 and 1894 was tempestuous and eventful. Twice he called out the state militia, the first time to maintain order in Cripple Creek during the miners' strike, and the second time to seat his appointees on the Denver Fire and Police Board, whose authority had been disputed by the old board, and who had been forcibly excluded from the City Hall. Governor Waite was a candidate for re-election in 1894, but was defeated by Charles A. McIntyre, Republican.

New Mexico Official Dead.

CHICAGO, Nov. 27.—Colonel Henry Whigham, of Raton, N. M., a member of the staff of Governor Otero, is dead of heart disease, here. Colonel Whigham was interested in the Maxwell land grant in New Mexico, and in iron and copper mines in Michigan.

CAPTAIN DIAMOND FINED.

Police Officer Paid $1000 for Neglect of Duty.

ALBANY, N. Y., Nov. 27.—Police Captain Thomas J. Diamond, of New York, who was tried here on a change of venue from New York County, was today found guilty on the charge of neglect of duty in having failed to have suppressed disorderly houses in his precinct. He was sentenced to pay a fine of $1000, or to be imprisoned in the Albany County Penitentiary for one year.

In passing sentence Judge Herrick spoke of the fact that conviction meant to the captain that after 17 years of an unusually vigilant and intelligent service he must now begin his career in life anew. For the benefit of police officers and for the public as well, the Judge maintained a seeming distinction between the punishment of Bissert, Captain Diamond's wardman, who was recently convicted of accepting "protection money" from keepers of disorderly houses and sentenced to five years and six months in the state prison and the comparatively mild sentence imposed on the captain, that while it had been supposed the latter received a portion of the money collected by the wardman, no evidence in support of that supposition had been adduced. The Judge also spoke of the fact that disorderly houses "by a large portion of our community are regarded as necessary evils in large cities, and police officers wink at their continuance and allow them to violate the laws as long as they do not flaunt their violations of the law before the public."

Without expressing an opinion as to whether the tolerance of this class of houses is morally right or wrong, the court said: "It is something that is done probably by every police official in every large city in the state, and that there is not a police captain probably in any precinct in the City of New York, or in the City of Albany, for that matter, that might not be convicted of exactly the same crime that you have been convicted of."

The fine was paid under protest, and Captain Diamond will appeal from the judgment against him.

NEW YORK, Nov. 27.—There is uncertainty as to whether Captain Diamond loses his place in the police department by reason of his conviction. Commissioner Murphy said today that he would not take any action until he had received a transcript of the case and had consulted private counsel. He said that Bissert had been convicted of a felony, while Captain Diamond had been convicted of a misdemeanor.

FUND IS PUT UP.

(Continued from First Page.)

spirit of the people of Portland, of the Pacific Coast. If this shall be the means of getting them together, of giving them common interest in important movements, more good than has been dreamed of will result. If it get Portland citizens to fuse together and move forward unitedly, it will prove a distinct benefit. They will find that if they can get together on this matter and achieve success, they can do the same with other matters, and an aggressive, united community can do almost anything.

"The circumstance of the expansion of National territory and trade beyond the Pacific is fortuitous for this enterprise, for it gives a reasonable excuse for bringing the commercial end of the celebration forward in a way that will attract general attention. As one of the gateways to the Orient, Portland may properly be expected to bring into prominence the feature of Oriental trade and commerce. The other ports of the Pacific Coast may also be expected to take advantage of the opportunity to exploit at the Lewis and Clark celebration their Oriental relations. There is a wide interest in these things; the whole country will be eager to see and to know more of the ways and industries of the Oriental peoples.

"But my opinion is that the historical and sentimental idea is the corner-stone of your whole edifice, so far as the matter of getting a wide and general interest in the celebration is concerned. That will have more weight than anything else with Congress, and with that to work with I think you should be able to get a National appropriation."

Mr. and Mrs. Loewenthal are out on the Pacific Coast for a month of recreation. They reached Portland last week, coming by way of Salt Lake City and Huntington. They spent two or three days in town, and then went to Puget Sound for a short trip, intending to visit the towns of British Columbia, but the weather was uninviting, and they returned from Seattle to Portland. They left Portland last night for San Francisco and will return to the East over the Southern route, stopping in Washington to call on the President, who is a personal friend of Mr. Loewenthal.

"I'm not a prophet," said Mr. Loewenthal, when asked what the President would be likely to do with important questions. "Of course, I think he will do well. He speaks and writes more impulsively than he acts. I believe his Administration will be a safe and wise one."

BULGARIA'S REPLY.

Repudiates Responsibility for the Brigand Outrage.

SOFIA, Nov. 27.—The government has forwarded to C. M. Dickinson, the United States diplomatic agent here, who recently left this city for Constantinople, a reply to his note of November 12, concerning Miss Stone, the American missionary. It is merely a refutation of the official views already published, repudiating the responsibility of Bulgaria and alleging that the officials had given every assistance possible in the matter.

Urges Government to Act.

NEW YORK, Nov. 27.—"I have no idea where my wife and Miss Stone are now," said Gregory M. Tsilka to the Sofia, Bulgaria, correspondent of the World. The husband of the American missionary's companion in captivity by the brigands is in a state of wretched nervousness and apprehension. "I have not heard from my wife since October 27. I believe that she and Miss Stone are well, but they are suffering acutely from the great cold and the storms in the mountains. I do not expect under the present circumstances that they will be released for many weeks."

Mr. Tsilka has made a passionate appeal to the State Department to do something definite with either the Turkish or the Bulgarian Governments for the rescue of the captives.

Again Captives Are Reported Dead.

WASHINGTON, Nov. 27. — Secretary Hay received a dispatch from Constantinople this afternoon reporting a rumor that has reached there that Miss Stone and Mme. Tsilka are dead. The report is not credited by either Spencer Eddy or by Mr. Dickinson. The reported death of Mme. Tsilka is said to have been from childbirth and that of Miss Stone from grief, the story coming from Salonica.

Webfoot Hard Wheat Flour,
The best for bread making.

POSTAL SERVICE REFORM

REMEDYING ABUSES IN SECOND-CLASS MAIL MATTER.

Postmaster-General's Annual Report —Service in Alaska—The Parcels Post.

WASHINGTON, Nov. 27.—The annual report of the Postmaster-General was made public today. Discussing the abuses of second-class matter he says:

"In my annual report for 1899 I said: 'The most urgent need of the postal service is the rectification of the enormous wrongs which have grown up in the perversion and abuse of the privilege accorded by law to second-class matter.' Time and experience only emphasize this statement. It is the most urgent need, because it aims at the one great overshadowing evil of the service, and because it underlies and overtops all other reform and advance. It would relieve the department from the one oppressive burden which cripples and weighs it down, and which stands as a constant and formidable barrier against improvement and progress for the benefit of all the people in many directions. Deeply impressed with this conviction, the department has taken positive steps, in orders issued on July 17, 1901, to correct the abuses and accomplish substantial reform, so far as it is possible by administrative action.

"It is difficult to determine accurately the exact ratio which the cost of handling and carrying the second-class mail bears to the aggregate cost of handling and carrying all the mail. Though three-fifths in weight, it manifestly could not be fairly charged with the same proportionate share of the cost. A considerable portion of it is handled in bulk. On the other side, the cost in time, space and labor in handling individual pieces of second-class mail is greater than that of the first class. To reach the best attainable estimate, superintendents of the railway mail service and 50 postmasters of representative cities, large and small, were asked to give their judgment, based upon the practical work of their respective branches, as to what proportion of their total expense is justly chargeable to second-class matter. The railway mail service answered 25 per cent. The answers of the postmasters ranged from 10 per cent to 40 per cent, though most of them vary but little from 20 per cent. Taken altogether, the average is 20 per cent, and this may be accepted as the substantially correct ratio. But this is the relative cost only in the postoffices. It takes no account of transportation. In that branch weight is the decisive item. Including this service with the other estimate, it is extremely conservative to say that the second-class mail, which makes three-fifths of the weight of the mails, may fairly be charged with one-fourth of the cost. This certainly understates rather than overstates the truth. The cost of the mails for the last fiscal year was $115,556,920. One-fourth of that amount is $28,888,730. The revenue from second-class matter was $4,294,445, leaving an actual net cost and loss to the Government of $24,594,285.

"Under the practice hitherto prevailing there has been a great inducement to these private publishing enterprises. The two cardinal factors have been cheap paper and nominal postage. The production of legitimate newspapers and periodicals involves costly news service, large editorial staffs, expensive corps of contributors and all the elaborate machinery of a complete intellectual and business organization. But the manufacture of the kind of papers and periodicals which do not come within the terms of the law costs very little. The chief items are white paper and distribution. In 1885 the postage rate on second-class matter was reduced from 2 cents a pound to 1 cent. The price of white paper at that time was nearly 6 cents a pound. Since then it has gradually declined to 2 cents a pound or less, and with this great and concurrent reduction in the cost, both of raw material and distribution, there is a direct and immense premium on these illegitimate outgrowths. The result is the uprising of thousands of so-called periodicals which are established primarily for advertising purposes. They have few or no legitimate subscribers; they make up lists either by procuring names and sending the papers to them for nothing, or by offering premiums substantially equal in value to the subscription price, and so circulate at a nominal rate, thus being outside of the law at every point. They obtain advertising on the basis of this illegitimate circulation, and it makes a profitable business, for the chief cost to the publisher is the white paper, and the chief expense of the undertaking falls on the Government.

"The Government is thus not only contributing largely and rightly to the distribution of legitimate newspapers and periodicals with a public object and coming within the law, but it is paying a subsidy of $12,000,000 a year for purely private publishing enterprises, run solely for private profit. How great a burden this is and how it stands in the way of just undertakings will be plain on a moment's consideration. This wrongful subsidy would pay substantially the net cost of extending rural free delivery over all the feasible part of the whole country. It would pay, if not all, at least the greater part, of the loss of revenue involved in penny postage on drop letters. It would pay the cost of three battle-ships. It would pay the largest amount that has been proposed to be set apart for the upbuilding of a great American merchant marine and leave $3,000,000 to spare every year.

"In this work of reform the legitimate newspapers and magazines have an interest as immediate and vital as that of the Government and people themselves. No criticism falls on them and no laying of the ax at rooted evils menaces their position. They ask no favors. They stand on their rights. With their fixed place, their public object and their regular body of readers, they are the direct objects of that deliberate and enlightened public policy which in the interest of the people fosters the recognized sources of public intelligence. They observe and fulfill the requirements of the law. And because they do they have the more concern in eliminating those which do not."

Regarding the parcels post, the Secretary says:

"Though the parcels post conventions have existed for several years between the United States and various countries of this continent, the convention with Germany was the first made with any nation in Europe. Its operation has been awaited with interest as throwing light upon the question of extending such relations. The results of one year's experience are now available. The aggregate weight of parcels received from Germany was 253,690 pounds, as against 51,484 pounds sent from the United States; the average weight of the former was 7.44 pounds and of the latter 2.44 pounds. To all countries with which we have conventions we sent 252,791 pounds, and from them we received 251,813 pounds, of which all but about 48,000 came from Germany. Other countries in Europe seek parcels post conventions with us, but it may be a question how far a foreign service of this character should be extended before a domestic parcels post shall be inaugurated. The establishment of a domestic system is a question for Congress."

On the subject of Alaska mail service, the report says:

"Much thought has been given to the needs of Alaska. The existing service of four mails a month from Skagway, via Dawson, Circle City and intermediate points, to St. Michael and Nome was arranged last Winter, and will be maintained during the present season. Additional service has been provided whenever made necessary by the fluctuating tide of settlers, and the department endeavors to follow the prospectors as closely as is practicable. There is now a semi-monthly service between Valdez and Circle City, with a provision for carrying a limited amount of other than letter mail, a feature that it has been found impracticable heretofore to incorporate in contracts for Alaskan service. Other less important points are now served with greater or less frequency as the needs of the settlers dictate, and it is safe to say that, considering the very unfavorable conditions under which the service in Alaska must necessarily be performed, the inhabitants of that territory are enjoying a reasonably satisfactory service, which the department will endeavor to improve. It may be of interest to note that the Alaskan service now comprises 29 routes, with a length of 22,668 miles, involving annual travel amounting to 665,067 miles, at a cost of $293,046 39 per annum."

FEARED THE INVESTIGATION

Retiring City Treasurer of Louisville Killed Himself.

LOUISVILLE, Ky., Nov. 27.—After being offered by two newsboys an evening paper which stated that his books were under examination by expert accountants, Stuart R. Young, retiring City Treasurer of Louisville, tonight went to the rear of a warehouse at Sixth and Nelson streets and committed suicide by shooting himself behind the right ear with a pistol. The publication in an evening paper of a sensational story, saying in substance that accountants were at work on the books of the retiring Treasurer and that it was reported that discrepancies have been found in his accounts, caused a great stir throughout the city. Mr. Young was 35 years old and one of the most prominent men in Louisville. He was a graduate of Princeton University, a son of Colonel Bennet H. Young, a prominent lawyer and ex-Confederate soldier of Louisville. He married last July Miss Bessie Wymond, one of the most beautiful women in Kentucky. Nobody can make an authoritative statement tonight about his accounts. He is said to have bet heavily on the races. The city is protected by a bond.

"FOR CATARRHAL TROUBLES

"Pe-ru-na Is One of the Best of Remedies,"

(Says General John B. Clark, of Washington, D. C.)

GENERAL JOHN B. CLARK

General John B. Clark, of Washington, D. C., is a statesman and soldier. He served ten years in the National House of Representatives, and six years as Clerk of the House of Representatives. This prominent gentleman gives his opinion of Peruna in the following letter:

The Peruna Medicine Company, Columbus, O.:

Gentlemen—"I can recommend your Peruna as a good, substantial tonic and one of the best remedies for catarrhal trouble."—JOHN B. CLARK.

November Is the Month of Coughs, Colds and Acute Catarrh.

A Preventive Against These Inevitable Ills Is Necessary.

Pe-ru-na Is Such a Remedy, as the Following Testimonials Indicate.

Cough—Catarrh of Throat.

Mr. George Parrett, Glencoe, Ont., is a member of the Noble Grand Lodge, No. 135, I. O. O. F., Glencoe, Ont.; master workman, Ancient Order of United Workmen, of Glencoe. He writes:

"I have been using Peruna for some time for a cough and catarrh of the throat with very satisfactory results. Having neglected the cough, catarrh developed, and my physicians said I was threatened with catarrh of the stomach.

"My breath was very offensive, and I was troubled with nausea. Less than two bottles cured me."—Geo. Parrett.

"Pe-ru-na Cures Colds and Coughs."

Miss Jennie May Borders, 744 Walnut street, Memphis, Tenn., writes:

"A few months ago after getting my feet wet, I contracted a heavy cold, which soon started me to coughing badly. My throat was very raw and sore, my head ached and I felt very miserable.

"I tried a number of well-known remedies, but nothing gave me relief until reading in the paper of Peruna I bought a bottle. It gave me blessed relief as soon as I began to take it. The soreness of my throat and lungs was soon relieved, and I noted that it acted as a strengthening tonic."—Miss Jennie May Borders.

Pe-ru-na Built Me Up.

Mr. John Delaney, 536 Macomb street, Detroit, Mich., is secretary of the Young Men's Democratic Club, of Detroit. He writes:

"When a man is saved from drowning he is apt to be grateful to his rescuer. I have this feeling for Peruna. Last Winter I was very sick with la grippe, resulting from a cold and a run-down condition, that I despaired of getting well. Medicines did me no good, and I became weaker every day.

"Peruna came as my friend, built me up, and brought health and strength back to me. I have advised dozens of my friends to use it, and I hear nothing but words of praise for it."—John Delaney.

Perfect Health From the Use of Peruna.

Mr. J. N. Herbert, 1032 Amherst street, Buffalo, N. Y., is ex-guard of New York State Reformatory, Elmira; member American Temperance Association. He writes:

"I most heartily recommend Peruna for all catarrhal disorders of the system. I suffered for two years from a cold contracted during the Winter, which developed an unpleasant catarrh through the system, and also affected my kidneys. Medicines did me no good, only seemed to aggravate my troubles, until I took Peruna.

"Before the first bottle was used I felt a general improvement, and then kept taking it for four months, before I felt that I was entirely cured. I have now enjoyed perfect health for the past year, and certainly have every reason to indorse Peruna."—J. N. Herbert.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case, and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

Salt Rheum

It may become chronic.

It may cover the body with large, inflamed, burning, itching, scaling patches and cause intense suffering. It has been known to do so.

Do not delay treatment.

Thoroughly cleanse the system of the humors on which this ailment depends and prevent their return.

The medicine taken by Mrs. Ida E. Ward, Cove Point, Md., was Hood's Sarsaparilla. She writes: "I had a disagreeable itching on my arms which I concluded was salt rheum. I began taking Hood's Sarsaparilla and in two days felt better. It was not long before I was cured and I have never had any skin disease since."

Hood's Sarsaparilla

Promises to cure and keeps the promise. It is positively unequaled for all cutaneous eruptions. Take it.

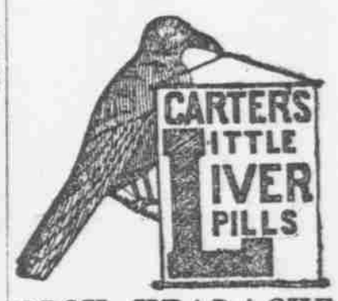
Gray?

Perhaps you like the idea of looking 25 or 30 years older than you are! If not, use Ayer's Hair Vigor. It completely restores the color to gray hair, all the dark, rich color it used to have. No use in looking old before your time.

"I am over sixty years of age and my hair is very handsome. People tell me I don't look nearly that old, because my hair is so dark and thick. You know I use Ayer's Hair Vigor."

Mrs. H. F. Borgeol, Phœnix, N. Y.

$1. All druggists. J. C. AYER CO., Lowell, Mass.



SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.