UPPER COLUMBIA

529 Miles of Navigation by Clearing The Dalles.

GREAT WEALTH OF THE VALLEY

How Transportation Rates Would Be Affected by an Open River-Reports and Recommendations of United States Engineers.

Between the mouth of the Columbia River and Priest Rapids, an obstruction the stream northwestward of North navigable water. From the mouth of the Snake to Wild Gobse Rapids, near Asotin, Wash., is another stretch of 145 miles of navigable water. Small steamers go a few miles further up the Snake in favorable seasons, and it is possible to navigate the Clearwater for a distance of about 30 miles above Lewiston, Idahq, where that river joins the Snake, but steamboating there is not deemed ordinarily practicable, on account of the swift current. Above Priest Rapids, in the State of Washing-ton, small steamers ply on the Columbia for short stretches. But there are and miles of channel in the Columbia and Snake Rivers navigable a part of the year for steamers drawing 3½ feet or more of water. The only obstruction to continuous navigation for that entire distance is in the Columbia between The Dalles and Celifo. These distances are given in re-ports of United States Engineers, and may, therefore, he relied upon as entirely

going vessels from the Pacific Ocean to the mouth of the Williamette. Vessels drawing 23 feet of water ascend the Co-lumbia to a point 2½ miles below Van-couver, where there is a bar that had originally but nine feet of water over it. An improvement project is now under An improvement project is now way contemplating a depth of 20 feet on that bar. From that point steamers of eight feet draft may ascend the river to The Dalles, passing through the canal at the Cascade. At the dalles, a short dis-tance above the City of The Dalles, the great obstruction is met, the removal of which is the subject of much discuss throughout the Columbia Valley.

The first official examination of this stretch of turbulent water with a view to Government improvement was made by Major Michier, in 1874, when a report favorable to improvement was made. The next examination was made by Major Powell, in 1879, when improvement of channel and a short canal was recom-mended at a total cost of \$10,517,843 71. The estimate was so high that Congress ordered further investigation, and the boat-railway scheme, to cost \$2,860,250 25, was recommended in 1888, and in 1892, after reconsideration, again recommended. rivermen raised many objections to hav-ing their craft taken out of the water and transported by rail over a track with both vertical and horizontal curves, and the result was that Congress, in June, 1980. authorized a survey of the Columbia River between the foot of the dalles rapids and the head of Ceillo Falls, "with a view to the construction of a canal and locks to overcome the obstructions of naviga-tion." In accordance with this authorizaa little more than a year ago, Captain Harts, United States Engineers, made a special survey and report on that course mbia, detailing the conditions nd there, and submitting a plan for im-kisnent, together with estimates of the at of the proposed improvement and of se to be served by it. In his ent of the nature and extent of the

uction of a canal about 3000 feet long, with to lift locks of about 24 feet lift each, exond, the removal of the worst-obstructing rocks at and below Ten-Mile Rapids, and the opening of a relief channel along the lines of the existing high-water channel on the Washend to be immediately above the head of Five-Mile Rapids, utilizing for this canal, as far as practicable, the more northerly of the two natural high-water canals or channels, which now parallel on the south the greater portion of Five-Mile Rapids; fourth, the construction of a submerged dam or weir immediately below the head of the Five-Mile Rapids, which will ruise the present level of the low-water surface approximately 20 feet, thus drown and reducing the currents in the river between the canal around Five-Mile Rapids and that und Cellio Falis, especially at low stages, increasing the area of the cross section of charge and diminishing the surface slope; the removal of the worst-obstructing rocks at Three-Mile Rapids

proposed canals are designed to be 65 wide. The locks are to be 54x300 feet, with a clear depth of seven feet of water over the miter sills.

It is estimated that this project for canais may be completed within five years after acquiring rights-of-way, if funds are made available as fast as required by the needs of the work, or if contracts for total work or large portions of it are permitted. No difficulties of construction are contemplated other than those usually encountered in any work of this mag

After a long statement of details, the following summary of cost is submitted: Cellio Falls canal and locks. \$1,212,004
Improvement of Ten-Mile Rapids. 407,556
Five-Mile Rapids, canal locks and
submerged dam
Liprovement of Three-Mile Rapids. 152,448
Land and right-of-way. 50,000

showing for the several geographical section

| 25,450,000 | ats | 1,20,000 | ats | 1,20,000 | arise | 1,20,000 | arise | 21,20,000 | arise | 224,000 | atts and horses, number | 224,000 | atts and horses, number | 25,730 | arist, carionds | 490,000 | arist, carionds | 25,000,000 | arist, carionds | 25,000 | a cent of increase in five years ending with 1900— Total estimated value, 1900 ...

"Including barley. "!Including oats.

In addition to the foregoing, says Captain courts refused to consider the question Harts, there is said to be much valuable tim- prior to the marriage of Miss McComb. ber in the Clearwater River Valley. The white pine now standing in this valley is estimated by the Lewiston Commercial Club at 2,700,000,-000 feet, lumber measure, and is said to cover 270,000 acres. In the Grand Ronde Valley, in Eastern Oregon, there is likewise said to be 250,000 acres of yellow pine standing, amounting to 2,500,000,000 feet, lumber measure, of merchantable lumber. The gold and copper mines in Idaho and Eastern Washington and Oregon are said to be valuable and productive. gold belt of Eastern Oregon alone produc-\$2,225,000 in 1899, and the Coeur d'Alene district of Shoshone County, Idaho, having the largest lead-sliver mines in the United States. development of the valuable copper mines in the Seven Devils district, along the Snake River, between Lewiston, Idaho, and Hunting-

ton, Or., is said to be awaiting transportation Comparative Freight Rates.

Present freight rates on wheat from Lewis ton and the Palouse districts to Portland, Ta-coma or Seattle are reported to be 21% cents per cental, or 12% cents per bushel, the distance being, roughly, 350 miles. The rate to Portland from Walla Walla and Pendleton, roughly, about 200 miles, are 10% cents per bushel and 17% cents per cental; from The Dalles to Portland, 88 miles (between which

two points there is water as well as rail transportation), they are 4% cents per bushel and Ti2 cents per cental. These rates amount to about 5 cents per bushel per 100 miles, except from Lewiston, where the rate is about 4 cents are bushel per 100 miles, except from Lewiston, where the rate is about 4 cents On the Mississippi River the rate on wheat in sacks from St. Louis in 1890 was 10 cents in eacks from St. Louis in 1890 was 10 cents per 190 pounds for the entire distance (about 700 miles), or a little less than 1 cent a bushel per 100 miles. The average rail rate for the same distance dwer the Illinois Central Railroad was .695 of a cent per ton per mile, or 3.475 cents per 100 pounds per 100 miles, more than double the water rate.

In 1874, Major Michler said, regarding the improvement at the dalles. "The importance

improvement at the dalles: "The importance of the proposed improvement cannot be ever-catimated." Major Powell reported in 1882 that "in volume and commercial value the Columbia is second only to the Mississippi." The Board of Engineers in 1890 stated that it did "not deem it necessary to present statistics or arguments to demonstrate the importance of the improvement of the Columbia Bilver." "It is evement at the dalles: "The importance rovement of the Columbia Biver." "It is

my opinion," says Major Herts, in this re-port, "this work is one of public importance, and one that is a worthy undertaking for the United States," As to whether the present is the most advisable time to undertake a work of this mag-nitude, attention is invited to the reports of two boards of engineers, both of which advo cated the construction, equipment and opera-tion by the United States of a portage road to transfer freight around the obstructions be-tween The Dalles and Cellio free of cost to the shippers. This road, as proposed, was to be only a temporary expedient to obtain prompt relief for the interior producers, and was to be followed by the more permanent improv ment when necessary to accommodate the traf-fic. The conditions that existed at the date of these reports of the boards have changed only in the direction of making their recome tions more worthy of consideration. Such portage road could probably be completed at a little more than one-tenth the cost of the proposed canals, and within less than half of the time, as the right-of-way is now nearly all secured, the acquisition of title to only small portion awaiting further action of Con

Work Above Celilo Falls.

Between Cellio and the mouth of the Snake there has never been even a survey of the Columbia; but steamers operated there, as well as on the Snake River up to Riparia, in the early days, and they can do as well now. It is not navigation, but it is practicable and it is possible at moderate expense to remove rocks from the channel and otherwise improve navigation very materially there. In his annual report for 1901, Captain Langfitt, of the Corps of Engineers, spoke as follows of the work above Celllo

Both the Columbia and Snake Rivers be tween Celilo and Asotin are more or less ob-structed by rock and gravel bars, which cause rapids, the ruling depth over some of which at low water is from two to three feet, while some (particularly in the 67 miles of the Snake between its mouth and Riparia, Wash.) tre impassable at extreme low-water stages These bars, together with the narrow and crooked channel at many places, render navi-gation by light-draft steamhnats between Cellio and Asotin more or less difficult at some points and dangerous at others

out the 140 miles between its mouth and Lewiston, but a continuous survey of the Co-lumbia between Cellio and the mouth of Snake River has never been authorized or made. Prom 1872 to 1882 the work of removing ob-

structions was carried on with the view of obtaining a low-water channel depth of about 514 feet in the Columbia between Cellic and the mouth of Snake River, and a lowwater channel depth of about 4½ feet in the Snake between its mouth and Lewiston. Owing to the construction of railroads along and adjacent to both streams, and the difficulties of navigating the Snake below Riparia and some portions of the Columbia be ween Cellia and the mouth of the Snake steamboats abandoned the streams between celllo and Riparia for purposes of regular nav

Since then work of improvement has been Briefly stated, the proposed project for im-provement now submitted provides for aban-ioning the previous hoat-railway project and for substituting the following: First, the con-Snake River.

The maximum draft that could be carried two lift locks of about 24 feet lift each, ex-tending across the peninsula on the Washing-ton shore in the vicinity of Cello Falls; sec-(the limits of regular navigation) was about

lumbia and Snake River country is wheat. At ington shore, immediately north of and par-niled to Ten-Mile Rapids; third, the construc-tion of a canal about \$900 feet long around Five-Mile Rapids, having two locks (one of 33 is taken to Riparia by steamboais, at which place it is transferred to cars and transported by rail to Portland, Or., where it is placed feet lift and one to be used as a guard lock | abound ocean vessels for export to Europe and for use during high stages), this canal to be along the Oregon shore, its lower end opening on the rivers between Celilo and Asotin wil immediately below Big Eddy and its upper materially increase until some feasible plan i materially increase until some feasible plan is adopted by Congress for passing steamboats around the obstructions in the 12 miles of the Columbia River between The Dalles and Cellio. and thus give, during a portion of each yea at least an all-water route of transportation from Asotin to the Pacific Ocean, a distance of about 468 miles.

NEW YORK, Jan. 1.-Fanny Rayne Mc Comb has risked the loss of millions for love's sake and has just married Lewis Herzog. The ceremony was performed by the Rev. Dr. Henry Vandyke at the Brick Presbyterian Church, this city, in the presence of a few of the young people's The bride is the daughter of the mil-

lionaire, James J. McComb, who died on March 31 last, at Dobbs Ferry. Mr. Mc-Comb objected to Mr. Herzog as a prospective son-in-law, and a few days before his death he added a codicil to his will his death he added a codicil to his will which has deferred the wedding until the present. Mr. McComb's fortune was esti-mated at the time of his death at upward of \$20,000,000. By the provisions of his will, which had been in existence for years, his daughter, Fanny, would have received upward of \$4,000,000. By the codicil it was provided that if she were married to Mr. Herzog she should be cut off with an in-

Soon after her father's death Miss Mc-Soon after her latter's death axiss are for a renewal of the agriculture for an energy for a renewal of the agriculture for an energy for a renewal of the agriculture for an energy for a renewal of the agriculture for a renewal of

N. P. STOCK RETIRED

FOUR-FIFTHS OF THE PREFERRED CANCELED IN NEW YORK.

More May Have Been Redeemed Abroad-Remainder Expected to Come In Promptly.

NEW YORK, Jan. 1 .- The office of the Northern Pacific Railway Company was kept open today for the receipt and redemption of the preferred stock of the company. Upward of \$90,000,000 of the entire \$75,000,000 of that issue were received, paid and canceled.

Under the terms of the company's notice all outstanding shares of the whole issue of preferred stock became actually retired at midnight tonight and ceased to exist as stock, and all holders of certificates for preferred stock have been notified that on presentation of the same at the company's office they will receive payment in cash to the par amount of each certificate. The stock redeemed abroad is not included in the \$60,000,000 controlled at the New York office, and, considering that today was a holiday, with banks and banking offices closed, it is thought the balance of the funds provided for this

POWER WILL APPEAL

Will Take Northern Pacific Case Up at Once.

MINNEAPOLIS, Jan. 1.-The attorneys of Peter Power declare that their client will appeal from the decision of Judge Lochren, dissolving the injunction against the retirement of Northern Pacific preferred stock, to the United States Court of Appeals at St. Louis. George A. George A. Lambs, Power's principal attorney, says this can be done in a very short time, not more than six or seven days. Mr. Power declares with great emphasis that he brought the suit in collusion with the

Increased Wages for Trainmen. PHILADELPHIA, Jan. 1.-The Press

omorrow will say:
"An increase of from 4 to 12 per cent in the wages of about 45,000 trainmen will be announced soon by the Pennsylvania Rail-road Company, to take effect January 1. It will apply to all the trainmen on the lines owned or operated by the company. The clerical force is not included in the For months the officials of the company have been working on a plan, as they term it, for an adjustment of wages. While the officers of the company say the change is only an adjustment, it is, nevertheless, an increase, in most cases from 4 to 12 per cent. The Pennsylvania Railroad employs on its system east of Pitisburg and Erie about 90,000 men, of which number fully one-half are used in the running of trains."

Burlington's Great Falls Branch. ST. PAUL, Jan. 1.-It is stated on reliable authority that the Burlington will begin work on its Billings & Great Falls branch, to connect with the Great, Northern, January 10. Work will in all probability be started at three points, Billings, Merino and Stanford, and as soon as the grading is completed at these points, the entire force of workmen will be transferred to Great Falls, where considerable work must be done before a suitable entrance to that city can be gained. The Burlington, it is stated, will push work on this branch, and hopes to have it completed by the end of the year

Governor Shaw Starts East. DES MOINES, Is., Jan. 1.—Governor Leslie M. Shaw, the coming Secretary of the United States Treasury, departed for Washington this evening. He will spend tomorrow at Chicago, and will arrive at Washington Friday night. He will remain there two days, and will return to Des Moines in time for the Grant Club banquet, January 2. Governor-elect Cummins called on Governor Shaw today and extended New Year's greetings, incidentally listening to Governor Shaw's message to the Legislature, which will convene Jan-

More Money for the San Pedro Road. SALT LAKE, Jan. 1.—The board of directors of the San Pedro, Los Angeles & Salt Lake Ratiroad Company has just called upon the members of the company for an additional \$1,000,000 to push the work of construction on the line that is to run from this city to the Coast. This money is to be paid at once, and makes \$6,000,000 already put up by the promoters. It is said to be the only case in the history of this country where this amount of money has been paid for such work without the issuing of bonds.

Surveying Route for Alaskan Road. SEATTLE, Jan. 1.—A party of survey-ors, headed by H. T. Harper, is now in Alaska surveying a route for a railroad from Pyramid Harbor to the Rainy Hollow district, which is said to be one great mineral deposit. Harper will not state for whom the survey is being made but the impression prevails that it is for Vancouver and Victoria capitalists, with Americans heavily interested.

To Break Another Merger. , JACKSON, Miss., Jan. 1.-Attorney-General McClurg is contemplating the institution of proceedings to break the merger of the Southern and Mobile & Ohio Railways. It is very likely that the proceedings will be begun within 10 days.

In Peace Prepare. London Express.

The recent revelation of German animos ity toward Britain and the frenzied acstruction of their new navy are an advertisement to Great Britain to remembe that the command of the sea is not a come of \$15,000 a year during her life, the result of painstaking preparation in time of peace. There are, moreover, other facts which should prepare the result of peace. for a renewal of the agitation for drastic her father's will, seeking to have the thank God for the navy, because months courts declare the new codicil void. The and even years will elapse before the

Yakima 800,000 75,987 500,000 90,000	Pendleton. 1,210,000 850,000 5,400,000 100,000	The Dalles, 1,100,000 421,850 4,750,000 90,000	Total. 9,633,460 3,966,237 34,767,000 *4,863,000	Value. \$17,383,500 *1,921,200
7,500 30,100 729 1,500,000 300,000 51,000	9,250 111,000 350 3,347,000 200,000 70,000	9,000 121,000 500 7,500,000 400,000 46,000	**4,803,000 284,000 83,800 521,330 3,600 16,797,000 2,405,000 367,000	**1,921,206 284,006 1,977,806 1,563,996 1,263,196 1,679,766 2,007,756 2,202,006
20 17 200 12				
				\$28,336,000

20,000 130,000 280 1,000,000 500,000 65,000

Slight

Utah's Mineral Output. SALT LAKE, Jan. 1.-The total valuation of Utah's mineral output for 1901, according to the Tribune, was \$19,070,727, Gold Sliver Copper Lead The increase in the total mineral output in 1901 over the previous year amounted to \$1,668,366.

The mileage of street railways in New York City has increased from 132 in 1894 to 1142 miles in 1901. The total of passengers in the former year-was only 50,830,173, against the enormous total of 1,124,832,660 for last year.

army reformers can provide us with a new army, even of moderate extent, reads to go anywhere and do anything.

Marconi Royally Entertained. OTTAWA, Ont., Jan. L-Signor Marcity. He was among the callers on the Governor-General, Lord Minto, this morn-ing. This afternoon he was the guest of Mgr. Falconi, the papal delegate, and this evening, Dr. Borden, Minister of Militia, was the host at a dinner given in his

Valuable Painting Ruined.

Partial List of Contribu-

tors

After-Dinner Speeches

Joseph H. Choate
Mark Twain
Prederick Coudert
Horace Porter
George William Curtis
Chauncey M. Depew
Chas. A. Dana
Sir Edwin Arnold
James Russell Lowell
Henry Ward Beecher
Albert S. Beverrige
Tunis G. Bergen
James M. Beck
Charles Francis Adams
Matthew Arnold
James G. Blaine
William Jennings Bryan
Andrew Carnegle
Henry Watterson
Joseph Chamberlain
Hampton L. Carson
Lewis E. Carr
Oliver Wendell Holmes
Randolph Churchill
Robert Coliyer
Charles Emory Smith
Roscoe Conkling
And many others

Great Addresses

Lyman Abbott
Pelik Adler
Arthur T. Hadley
William E. Channing
George William Curtis
J. P. Dolliver
Henry Drummond'
Edward Exgleston
William McKinley
William McKinley
William Cullen Bryant
John J. Ingalis
John Fiske
Daniel Coit Gilman
Cardinal Gibbons
Hamilton Wright Mable
Bir John Lutbock
Henry W. Longfellow
J. Proctor Knott
Washington Irving
George F. Hoar
Thomas W. Higginson
John Hay
Oliver Wendell Holmes
Brander Matthews
Carl Schurz
Goldwin Smith
John L. Spalding
And many others

Anecdote Story Reminiscence and Repartee

These have been originated and told by many men in many places. Some have been "manuscripted" for this publication for the first time. The special contributors (and they are but a few of the total) are—

Champ Clark Jonathan P. Dolliver "Mark Twain" John M. Allen Chauncey M. Depew Joseph M. Choate Horace Porter

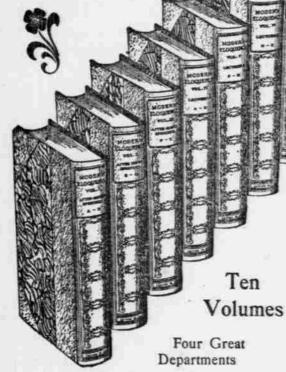
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NOTE

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Whatever the viewpoint, this work is without precedent. It has no predeces-r, no competitor. Speeches that have been flashed across continents, lectures that have been repeated over and over again to never-tiring audiences (but never published), addresses that have made famous the man, the time and the place-these are brought together for the first time, and with them a large number of the wittlest sayings of the wittlest men of the nineteenth century.

For an hour-for a whole evening in the easy chair at home-for the study of style and diction that have electrified brilliant assemblies, for the man

ambitious to become a successful or popular public speaker, and for the one who has to prepare a toast or an address, this work is a never-failing source of charm and inspiration. Nor is this solely "a man's work." "The tenderest tribute to woman I have ever read," said Senator Dolliver when he read the manuscript of Joseph Choate's after-dinner speech-"The Pilgrim Mothers."

"MODERN ELOQUENCE" is a triumph of the publisher's art in 10 octavo volumes, but moderately priced. To properly pre-sent this eclectic library, portfolies comprising Table of Contents, fine photogravures, chromatic plates, sample pages and other interesting material, have been prepared. One of these portfolios, with full particulars regarding bindings, prices, terms, etc., will be sent on application.

THE OREGONIAN

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THE OREGONIAN, PORTLAND; Gentlemen; Reference of your advertisement of Thos. B. Reed's library of Mouran Elloquence, I will be please a receive (wilhout charge) partic pale pages, photogravures lates; also full partic prices, etc. Referring to sement of Hon.

Lawton was engaged, fell today, while

IUMPED THE TRACK.

Passenger Train Wrecked, Killing Two and Injuring 17 Persons.

PITTSBURG, Jan. 1 .- As a result of a through passenger train on the Baltimore & Ohio Railroad jumping the track to-day, two men are dead and 17 injured, five of whom are considered seriously hurt. Through the courtesy of General Super-intendent W. R. Woodford, of the Pitts-burg division, the following official list of dead and injured is given. The dead: ad and injured is given. JOHN COLLINS, Connellsville, Pa., en-

McCUNE, Connellesville, fireman.
The injured: J. D. Partella, mail clerk,
Washington, D. C., seriously; William
Avery, engineer, seriously; G. W. Ryan, Avery, engineer, seriously; G. W. Kyan, Baltimore, seriously; E. A. Young, mali clerk, seriously; R. R. Souser, Napier, Pa., seriously; Charles Henry, Philadelphia, slightly; C. B. Smith, Allegheny, Pa., slightly; J. S. Matthews, Cheyenne, Wyo., slightly; J. R. Waters, Huttonville, W. Va., slightly; M. R. McKinley, Pack, Lightly, M. R. McKinley, Pack, Lightly, M. B. McKinley, Pack, Lightly, M. B. McKinley, Pack, Lightly, M. R. McK Rock Island, Ills., slightly; H. A. Hall, Gainesville, W. Va., slightly; F. J. Lasey, Chicago, badly bruised; Frank W. Brenner, — head cut; S. J. Jones, Summit, Md., slightly; E. J. Lehman, Washington, D. C., slightly; J. A. Barton, Chicago, slightly; I. N. Hay, Meyersdale, Pa.,

slightly.

The injured were all taken to Meyersdale for treatment as quickly as the re-lief train from Cumberland could get them there. The train left here at 8:40 this morning, bound for New York. It was a full vestibuled train. In going down the steep grade, one and a half miles west of Glencoe, the engine, from some cause as yet unknown or explained, jumped the track at the curve and the entire train piled on top of it. Probably the only thing that prevented an appalling death list was the fact that the heavy vestibule cars did not break up in going

over the embankment. The work of rescue had to be begun quickly, because the gas tanks in the cars exploded and set fire to the wreckage. The flames spread rapidly and in a short time the entire train was burned. engine was completely demolished and the two dead men, when taken from the debris, were horribly mangled. Collins was one of the oldest engineers on the road. General Superintendent Woodford says he has been unable as yet to ascer-tain the cause of the accident.

A DISASTROUS COLLISION.

Two Persons Lost Their Lives and a Valuable Horse Was Killed. KEITHVILLE, La., Jan. 1.-Two lives

were lost, one person was seriously in-jured and the racehorse George Arnold, for which \$20,000 had been refused, was killed in a disastrous collision between a Texas Pacific fast freight train and a Houston, East & West Texas freight train on the siding at this place at 4 o'clock this norning. The dead are: W. J. DANIELS, Houston, Tex., fire-

JAMES KANE, stable attendant, Twelve cars of the Houston train were burned to the trucks. W. J. Daniels was either crushed or burned to death under the wreckage. Bob Edwards, another fireman, sustained injuries by jumping from his cab. The engineer of the Houston train, who is said to have been Newt Denton, disappeared immediately after the accident. One car contained four racehorses belonging to J. W. Fuller, of Wills Point, Tex., which were en route from the Winter meeting at New Orleans. George Arnold won the Christmas handi-CHICAGO, Jan. 1.—"The Battle of Zapote Bridge," the painting by Verestchagen of the last contest in which General The horse was insured for \$3000. Three

Heart Institute here last night resulted in several thousand dollars' damage to the building, while 70 persons, who were within at the time, narrowly escaped be progress in the chapel, and Bishop James McGolick was just pronouncing the bene diction, when the explosion occurred. Fragments of the boiler came up through the floor, and every window in the entire structure was shattered. The woodwork took fire above the boller-room, but the arrival of the department prevented any casualties.

Head Severed From His Body.

ALBUQUERQUE, N. M., Jan. 1 .- At Bridge No. 81, 70 miles west of Albuquerque, Fireman Henry Schopper, of the west-bound California limited, was instantly killed. As the train approached the bridge at full speed Schopper leaner far out to make an observation on the en gine. His head struck an iron girder and was severed from the body. leaves a wife.

Telegraphic Brevities.

William J. Work, night clerk at the St. Paul Postoffice, was arrested on the charge of steal-Five persons were seriously injured, one fa-

tally, in a collision between a carriage and an electric car in Chicago. Todd, Burns & Co.'s big dry goods warehouse, at Dublin was damaged by fire to the amount of £130,000. The independent Wilson & McCally tobacc plant, at Hamilton, O., has been sold to the Continental Tobacco Company. William Jessop & Sons, of Sheffield, have placed contracts for the erection of three new

teel works at Washington, Pa. Dr. Charles Harbordt, one of the most widely known chemists and metallurgists in Mexico, is lead. He was a native of Belleville, IIL Alonzo Castle Monson, a retired New York Inwyer, is dead, aged 80. He went to San

Francisco in 1849, and was a member of the vigilance committee. Orlando Lester, the megro on trial at Oxford, Miss., charged with being an accomplice in the murder of the two Montgomerys, was found guilty of murder in the first degree.

The condition of Mrs. Ida Gilbert Dennis, the Washington dressmaker, who was mysteriously assaulted three weeks ago, is very critical. Her death may occur at any moment. A special term of court has been ordered in Greenville, Miss., to try Ashley Cocke, Tom. Louderdale, Will Blackburn and Will Phipps, charged with the murder of G. M. Wray, on a Mississippi Valley train.

Weavers of the Atlantic Cotton Mills, at Lawrence, Mass., voted to reject the compromise offer of an advance of 5 cents a cut and to continue the strike until the demand for an advance of 10 cents is granted.

London Bank Statement. LONDON, Jan. 1.-The annual clearing-

house statement shows that the clear-

ances in 1901 reached the unprecedented total of £9,561,169,000, an increase of £500,-999,000 over 1900, and £410,900,000 over 1809, hitherto the record year. The Stock Exchange settlings days' to tals for the year aggregated f1,582,624,000, being £243,053,000 over 1900 and £38,329,000 over 1899, the previous record.

Cholera Raging in Java. SEATTLE, Jan. 2 .- Colonel E. F. Hand, who arrived here yesterday from Java, states that cholera is raging more se there than ever before this year. The death record in the City of Saura baya during the month of November, he states, was over 7000. Colonel Hand is returning from a mining expedition to Celebes Islands, where, he said, gold abounds in great quantity.

Geologists in Session ROCHESTER, N. Y., Jan. 1.-At the second day's session of the annual meeting

other horses in the car-Queen Esther, of the Geological Society of America McKinley, enunciated and insisted upon Lawton was engaged, fell today, while being taken from the walls of the Art Institute, where the painting has been on exhibition. A large hole was torn in the canvas. Verestchagen said he thought it would be impossible to repair the damage. The painting was valued at \$10,000. Northern Rocky Mountains, Montana," and "Physiography of the Northern Rocky Mountains,"

> Editor Killed a Highwayman. CHICAGO, Jan. 1.-Eugene Hector, formerly financial editor of a Chicago newswayman tonight. The man killed is supsed to be a Bostonian named Donov The dead man was shot through the right

> Negro Day at Charleston Fair. CHARLESTON, S. C., Jan. 1.-This was Negro day at the exposition. The colored people held appropriate exercises in celebration of emancipation day and delivered their building to the exposition

> Senator Berry Is Better. LITTLE ROCK, Ark., Jan. 1.—Reports from Bentonville today state that United States Senator James H. Berry's condi-tion has improved materially, and that he expects to leave to morrow for Wash-

Not McKinley's Doctrine. Boston Herald.

tend. His instruction to the Taft Commission was earnest in this regard, and he many times repeated in public utter-ances this keynote of our policy, that our motive is not selfish, but sincerely altrustic. It seems to us that the action of the House in passing the bill imposing the Dingley tariff on imports from these islands is hardly consistent with the late President's idea of our duty toward the islanders. The speeches in its behalf do not read as if they were keyed to the

the interests and prosperity of the Fili-Why We Leave Home.

note of benevolence to them. We are of the opinion that any one reading them dispassionately must feel that they are

inspired by a purpose to serve the interest of our people at home, rather than

Roseburg Review. This is a very hard season for Oregon's prominent citizens. The moment one eaves his hamlet for recreation elsewhere in the state, the rumors begin to fly concerning his candidacy for Governor, ship or some other official plum, and his tour is chiefly and naturally a continual round of denials.

"Yes, she has a passion for animals." "Dogs It was the doctrine of the late President or husbands?"-Life

Disorders of Men

pinos.



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A DAMAGED PROSTATE

As a Factor in So-Called "Weakness" Cannot Be Too Highly Emphasized.

There is no such condition as "weakness" in a man otherwise strong and robust, and if the following facts are understood he may realize the uselessness of treating it as such:

Anatomy and physiology teach us that the prostate gland, so-called neck of the bladder, is the very center of the reproductive system in the male. Inflammation of any organ invariably causes disordered function of that organ and symptoms peculiar to the organ inflamed arise. It should be apparent that the prostate, when damaged by long-continued and too often repeated excitement or the harmful influence exercised by an ill-treated contracted disorder, that disordered function must result. Congestion of the prostate by these factors is so long kept up that it finally becomes localized as a chronic affection and a catarrhal condition of the efaculatory and prostatic ducts establishes itself. The first symptoms pointing to this prostatic dusts establishes itself. The first symptoms pointing to this prostatic disorder are referable to the reproductive system. It is first noticed that patients suffering from this disease are embarrassed by "too quickness." This is invariably followed, if cure is not effected, by all those symptoms known as "weakness."

"weakness." The greater number of patients suffering from this "weakness" are healthy, ro-The greater number of patients suffering from this "weakness" are healthy, robust men in every other respect, men who possibly have been treated with tonics, electricity, stc., for a weakness which, if the above has been made clear, will be understood never to have existed. Some years ago we called the attention of the medical profession and others to the fact that the above well-defined disorders were not weaknesses, but symptoms, results of inflammation, and that stomach drugging could not cure, but procedures, directed toward repairing the damage always proved successful, as indicated immediately by increased circuintion and renewed strength. The adoption of this plan of treatment by the profession is proof of its correctness. Colored chart of the organs sent sealed in plain wrapper free on application.

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