

ALL SAY GOOD BILL

Rivers and Harbors Appropriations Satisfy Citizens.

GOOD NEWS FOR UPPER RIVER

Portland Business Men Are Uniformly Pleased at Prospect of Beginning Work on Removal of Dalles-Celilo Obstructions.

The rivers and harbors bill as reported to the House of Representatives Saturday is satisfactory to Portland's shipping interests. The appropriations made for the Upper Columbia are not as large as were expected, but are considered as a commitment of the Government to the policy of improving the river. When the first work is inaugurated, it is held that the Government will continue the contract until the completion of the improvement. The appropriation for the improvement of the mouth of the Columbia is regarded as timely, and it is hoped it will soon be applied to the work designed.

In speaking of the appropriation bill yesterday, President Meers, of the Chamber of Commerce, said: "The bill is, I think, very satisfactory to the people of Portland. Of course, the appropriations are not so large as we expected, but still we have no cause for complaint. The appropriations for the upper river committee are very commendable in the future, and we have the important provision for work at the mouth of the Columbia. As everybody knows, the efforts should be to keep the mouth of the river open, and next the improvements of the Upper Columbia."

"The bill," said S. C. Beach, president of the Board of Trade, "does not provide all that we hoped for, but all that we could reasonably expect. The appropriation for the upper river might have been higher, but we must be satisfied with what we receive. Our great need was an appropriation for the improvement at the mouth of the Columbia, and that has in part been satisfied. To my mind, our first duty is the improvement of the mouth of the Columbia. That work is a matter of great necessity, and we should pay particular attention to it. Until it is completed we can afford to let the upper river wait, but the same time we should always keep its claims before Congress."

"To secure the improvement of the Columbia we should, in my opinion, have a committee of business men appointed, whose duty it should be to investigate and report on all obstacles in the river. The committee might be selected from business men in the center of Oregon, Washington and Idaho, lying on the Columbia and its tributaries, and by active co-operation work it could accomplish more results than can be accomplished by commercial bodies working individually."

"We wanted more, but we are satisfied with the good start we have made," said Samuel Connel, ex-president of the Board of Trade. "The bill is in my opinion a pledge of the Government to complete the work it undertakes, and that is all we could expect."

"If the work shall be continuous from the time it is started, we shall have no reason to complain," said George Taylor, Jr., ex-president of the Chamber of Commerce. "We wanted more money, and we would be better satisfied if larger sums had been appropriated. However, if the work, when once taken up, is prosecuted without intermission, we may give our thanks to Congress for what it has done."

SATISFIED AT THE DALLES.

Citizens Express Approval of the Appropriation for Upper River.

THE DALLES, Mar. 3.—Referring to the recommendation of the rivers and harbors committee regarding improvements on the Upper Columbia and Snake Rivers, N. W. Hayden, president of The Dalles Chamber of Commerce, said: "I am exceedingly pleased to note that we have found favor with the rivers and harbors committee, who so thoroughly investigated the obstructions in the Columbia above this city, and who during their tour of the Coast last summer. As is generally known this is a matter of paramount interest not only to this immediate vicinity, but to the entire inland Empire. We have been encouraged to hope for more favor at the present time from the committee than has been granted in its recommendation, to-wit, the transfer of the appropriation from the boat railway project to that of preliminary work for locks and a canal."

"While our people are disposed to leave matters beyond their understanding, especially with reference to a project requiring the proficiency of skilled engineers, yet it is true that Captain Hart's report is not entirely satisfactory. Some favor Major Johnston's report made to Congress 20 years ago, which recommended the river at this point, which was in substance a canal from the big eddy to the terminal bay at the head of the chute, the same being a three mile chute during the basalt rock paralleling the chute, then building a dam or caisson in the mouth of the chute, submerging Celilo Falls, and connecting the fall of the Columbia River between the falls and the head of Celilo Falls at The Dalles Rapids. This proposition would not require any leveling or cut stone, excepting in the jambs of the locks. This would permit boats to pass over Celilo Falls as easily as they approach Cascade Locks, and would concentrate all the Government works requiring attention at the locks immediately above the big eddy, and at the same time would create a water power for extent and ease of application unequalled on the continent, back of the falls. The annual product of 50,000,000 bushels of wheat and over 20,000,000 pounds of wool, all of which could be conveniently manufactured by this power thus created. It is true also that the Government project never has received any favor with those acquainted with local conditions, which practically makes it impossible of success. I am sure that the recommendation of the committee will meet with universal favor."

F. A. Seufert, senior member of the firm Seufert Bros., who own the canneries three miles above this city, and who have lived on the river along the rapids for the last 20 years, said:

"The first improvement that should be made would be the removal of the rapids at the Three-Mile Rapids. This would necessitate a cost of \$25,000. This would make the river navigable to the big eddy. Then if eight miles of tramway to Celilo would be constructed, the highest estimate for which would be about \$125,000, \$14,000 would then remain for the new survey of a canal. In this case the construction would be completed at this season's wheat crop, about 1,000,000 tons, would get the benefit of a cut-rate of 50 cents per ton, an amount which would pay for the tramway twice over. Although the tramway might not handle all this freight, it would still force the railroad to make a reduction of 50 cents per ton, if not \$1 per ton. When the State of Oregon constructed a portage railway at the Cascade Locks at a cost of \$90,000, while the Government was constructing a canal, the rate on grain from The Dalles to Portland was 12½ cents per bushel by rail, immediately after the completion of the portage falling to 5 cents per bushel by rail or boat and standing the transfer of 50 cents per ton across the state portage. I mention it as a tramway because the

Government is usually opposed to entering into railway construction." Speaking of the committee's recommendation, Hon. E. O. McCoy, of the Wasco Milling Company, said tonight: "I am strongly of the opinion that the recommendation of the committee to apply the appropriation thus transferred to the preliminary survey and commencement of a canal project is the most judicious conclusion that could be reached, in view of the decision of the majority of the committee, as I understand it, that the canal proposition would be most advantageous. It is eminently fitting that appropriations made for any other method of removing the obstructions in the Columbia at this point should be devoted to carrying out the best approved device for speedy opening of the river, and while the sum thus appropriated is small comparatively, it is a move in the right direction, and gives encouragement toward future work. I feel sure that the visit of the rivers and harbors committee did great good, in view of the fact that it saw the magnitude of the river and was able to determine on some practical way of attacking the obstructions."

JOINS NATIONAL BODY.

Chamber of Commerce Now Member of Rivers and Harbors Congress.

To bring National support to its work



ONE OF THE POWERFUL TYPES ON CHICAGO WATERFRONT.

For river and harbor improvements in the Pacific Northwest, the Portland Chamber of Commerce has become a member of the National Rivers and Harbors Congress, having headquarters at Baltimore, Md., and has remitted to Colonel W. H. Love, the secretary, a warrant for \$25 in payment of the first year's dues. This entitles the chamber to representation in future sessions of the congress and to the backing of the congress for its measures. When the congress was organized at Baltimore, October 8 and 9 last, the chamber was too low in funds for it to think of sending a delegate, but its recent large increase in membership has put plenty of money at its command for furthering the best interests of this section.

The congress was organized by 15 delegates, representing 25 commercial bodies from 22 states and territories. The lack of interest on the part of the Pacific Coast was shown in the following colloquy which took place when the report of the committee on organization was presented:

Mr. Smith, of New York—Would it not be well to recognize the rights of the Pacific Coast States? This is an organization that will live for some time and be recognized in the southern portion, the eastern portion and the northern portion, and it strikes me that it would be well, as a matter of policy, if not for mere courtesy, to recognize the Pacific Coast States.

Mr. Anderson, of Pittsburgh—I would respectfully suggest, in answer to the motion of the gentleman from New York that if the Pacific Coast States are not represented here, I do not know why we should trouble ourselves to recognize people who are not here.

The Pacific Coast delegate was Hon. Thomas H. Cavanaugh, of Olympia, Wash., who is now a member of the executive committee of the congress. He has the roll calls and all subsequent business of the congress, Mr. Cavanaugh answered for the "Pacific Coast States," which the secretary, Mr. Love, of the Pacific Coast States, Washington, Oregon was not heard of. Among the things which the Baltimore Congress ordered was the appointment of two committees: First, an executive committee to take charge of all matters pertaining to the permanent organization; and second, a representative committee of 25 members with instructions to present the resolutions adopted by the congress to the appropriate committees of the House of Representatives and Senate of the United States. The resolutions were presented on January 15.

Among the men of National prominence who have identified themselves with the congress are: William H. Lincoln, president of the Boston Chamber of Commerce; James R. Garfield, son of the ex-President; and a large number of persons who are interested in river improvements in the Mississippi and Ohio valleys. That all of them are sincere promoters of river and harbor improvements it is only necessary to refer to their cordial indorsement of the opening address of Colonel M. J. Sanders, of New Orleans, who said among other things:

"The present traffic on the Mississippi River from St. Paul to New Orleans, and including the Ohio basin, has been carefully computed by the United States Corps of Engineers, to be some 15,000,000 tons annually, with a ton mileage of 5,399,000,000. The ton mileage of the whole of the railroads of the United States in 1897 (the latest date for which I have authorized statistics) was 500,000,000,000, and the railroad mileage 153,000 miles. This shows a ton mileage traffic on the railroads of 325,000 for each mile of railroad, while the river traffic shows a ton mileage per mile of over four times as great, or 1,300,000."

It is on record that heavy traffic on our rivers, where they are even moderately competent for navigation purposes, such as, for instance, coal from Pittsburgh down the Mississippi River, can be successfully carried in four-fifths of a mill per ton per mile; wheat from St. Louis to New Orleans at one and one-half mills per ton mile, and even less, while the cheapest known railroad rate on coal is about two mills per ton mile, five times greater than the water-rate rate, and the average on all railroads in the United States is 14½ mills per ton mile. And this economy is available in spite of insufficient and neglected channels, resulting from the parsimonious timidity of Congress. It is well known that the traffic on the Great Lakes demonstrates every year, with the opening of navigation, the economical advantages of water over rail. In a letter to President Meers, of the Portland Chamber of Commerce, Secretary Love has this to say of the future of the Congress as a permanent body:

"We further urge and call upon you to take part with your Senators and Congressmen in the work and object of this rivers and harbors congress, urging them to give the matter their immediate and earnest support. We want you to feel that it is your work, and that your individual efforts will turn the tide in favor of our demands. Your committee have laid the seed, and it is for you to assist

in its cultivation. You can also greatly assist in the fruition of our efforts by getting the press of your locality to take the broad National view of the future question, and have them urge upon the Senate and House the unanimity of the country's demand for liberal appropriations for rivers and harbors."

CHARGE AGAINST MCKINLEY

Accusations of Misconduct in 1898 Rescinded in Good Spirit.

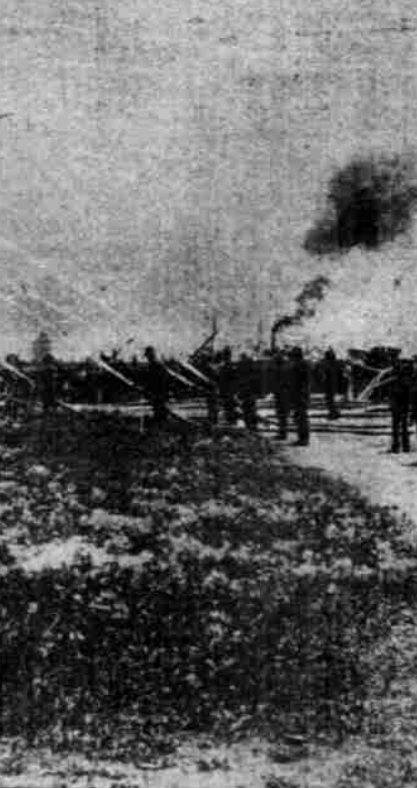
New York Times. Our neighbor, the Evening Post, makes a charge so serious in its nature that if made and substantiated during his term of office it would have afforded just cause for his impeachment, and if now supported by proofs would cover his name with infamy. We shall show that the charge is without foundation; and that the Post is in error as to the facts. To its columns in its issue of Thursday upon Dr. von Holleben's report of the proceedings at the conference of the representatives of the European powers held at the British Embassy on April 18, 1898, the Evening Post appended these observations:

"It behoves every American also to recall that every representative of a foreign power at that memorable conference agreed that the intervention of this Government in Cuba was

unjustifiable; that the dispatch of April 19 from the Spanish Foreign Minister had fully met all the demands of Congress, and completely removed all legitimate cause for war."

Right here is a strange anomaly. Every Ambassador at Washington knew of Senator Bernabe's frank and conciliatory note. Not a member of that Congress with which the issue of peace and war then rested had been informed of its full significance. Mr. McKinley in the White House knew from General Woodford's dispatches, which he never communicated, that the basis for a fair adjustment existed; the State Department also knew it. Not another citizen of the United States knew that ought to have been proclaimed from the housetops—that Spain had yielded to nearly every point. It is a murky and disagreeable corner of our diplomatic history upon which the recollection of the anti-bellum negotiators have shed more certain light. To say that England or Germany or any other power was our friend at that time means only that they recognized the hopelessness and the positive danger of interfering with a nation lashed to a fury by the sensational press; with a President who, having wearied of a difficult leadership, had abdicated; with a Congress which, its more reckless members, was rushing inevitably into war.

FIREBOAT AT WORK.



ONE OF THE POWERFUL TYPES ON CHICAGO WATERFRONT.

Congress has the sole power to declare war. A President who should withhold from Congress information making war avoidable by removing the justification for it would be a fit subject for impeachment, and his accomplice in the State Department would be dismissed in disgrace.

What are the facts? The Madrid dispatch of April 19, which the Evening Post declared "fully met all the demands of Congress," was communicated to the State Department by Senator Poyne on the evening of that day—Sunday, April 19. In the Times and in other newspapers of the following morning, Monday, April 20, a summary of its contents was published in Washington dispatches. Its substance was then given and the nature and extent of Spain's concessions accurately set forth. Congress was not kept in the "full significance" of the dispatch; it knew that hostilities were to be suspended in Cuba, autonomy granted, and that an offer had been made to "arbitrate" the destruction of the Maine.

President McKinley's message submitting the Cuban issue to Congress was read in the Senate and House on Monday, April 21. In its concluding paragraph the President stated that the Spanish Minister had announced that his government had directed General Blanco to proclaim a suspension of hostilities in Cuba. The Minister's note had been received, he said, after the message was prepared for transmission to Congress.

On Tuesday, April 22, the Spanish Minister's note of April 19 was read out in the State Department and was printed in full in the morning newspapers of Friday, April 25.

The "memorable conference" was held on the evening of the 14th. Naturally "every Ambassador" knew of "Senator Bernabe's frank and conciliatory note." But Congress continued for four days thereafter to debate "the issues of peace and war." The Spanish Minister's note, weighed and found wanting, was an ample time to draw back, if Congress was convinced that the dispatch of April 19 "removed all legitimate cause of war." The "basis for a fair adjustment" as known to the President from Senator Poyne's message and from General Woodford's dispatches, was before Congress. It was all in the note of April 19, published in summary on Tuesday, April 22, that the joint resolution authorizing the President to employ the Army and Navy to expel Spain from Cuba was agreed to in conference and passed in the Senate and House. The points yielded by Spain had been before Congress during the debate from Thursday until midnight Monday.

Who had volunteered to proclaim them "from the housetops" would have incurred the risk of being "called down" by the first policeman.

Our diplomatic history during this month in which the Spanish War was begun has not "murky and disagreeable corner." President McKinley, moderate, peace-loving and blameless leader, anxious, devoted Congress in nothing. Congress knew not only the promise Spain then made, but knew how it had kept her former promises of reform in Cuba; furthermore, Congress rightly judged that the people of the United States would not tolerate a reflection of the Maine outrage to arbitration.

Preferred Stock Pineapple.

Excellent for Stomach.

OPEN MILWAUKIE ROAD

BAD CONDITION AROUSES MOVEMENT FOR IMPROVEMENT.

Sellwood Gives \$100 for Repairs—County Will Be Asked to Take Highway in Charge.

There are general desire and great necessity that something should be done for the improvement of the Milwaukie road, from Powell street to the Clackamas County line. A great travel passes over this road and street every day from Clackamas County and from Sellwood, yet none of the roads entering the city is in worse condition.

To the status of the road may be attributed this bad condition. It is partly a county road and partly a street. From Powell to Holgate it is a street. From Holgate to the old city line of Sellwood it is a county road, and then through Sellwood it is again a street, while for the short stretch between Sellwood and the county line it is again a county road.

At Sellwood about \$100 has been raised among residents to repair the portion within Sellwood, and it is probable that this stretch will be cared for, if the rest of the road and street can be repaired. Owing to the fact that the Milwaukie road is a great general highway, carrying all the traffic that comes into Portland, it is proposed that it shall be made a county road from the city limits to Powell street, inasmuch as the property-owners cannot be required to keep it in good condition for all time. This can only be done by act of the Legislature. A. N. Willis, who is chairman of the committee, who has been trying for a year to get something done for the road, says that he has come to the conclusion that making it a county road all the way is the only way out of the difficulty. However, City Road Supervisor Kelly will make his recommendations to the County Court next Wednesday as to the needs of county roads within the city, and he may suggest some way by which the Milwaukie road may be repaired, if only temporarily.

ADVENTISTS IN CONFERENCE.

Education Is Principal Topic Discussed at Sessions.

The Pacific Union conference of the Seventh-day Adventist Church resumed its session yesterday morning at the church, East Everett, and Eleventh streets, with devotional exercises from 9 to 10 o'clock. President W. T. Knox presiding. From 9 until 10:15 Bible study was conducted by Elder A. T. Jones, and between 10:15 and 12 o'clock the regular conference was carried on. This consisted chiefly of reports of the various conferences represented, generally prosperous conditions being indicated from these fields.

The reports dealing with practical education brought out the fact with decided emphasis that work was held in highest respect, and that it was an accompaniment of true education. In fact, the students in the schools were taught that work is education, and education is work, and this principle is further demonstrated by instruction in mechanical and practical branches.

The attendance in the morning, though large, was greatly increased during the afternoon session, when the reports from the various conferences were continued. R. Palmer, who is working along missionary lines, made a forcible and interesting first part of the afternoon on the general principles of the work. Public worship was conducted at 7:30 last evening, and the conference will again be in session at 10:30 this morning.

The general subject of education will be discussed later in the week, when new officers will also be elected.

WILLSBURG IMPROVEMENTS.

Sidewalks Are Being Laid and a New Schoolhouse Is to Be Built.

Willsburg, a suburb on the east side of Sellwood, has caught the fever for civic improvement. The Willsburg Literary Society two or three years ago began an agitation for better walks, and also for new ones where there had been none. Entailments were given and money was raised in various ways, all of which was devoted to the sidewalk fund. Gravel walks are replacing the broken and dilapidated wooden walks. William Willis and J. M. Nickum have added this work very much.

Willsburg district has also decided that it will build a new schoolhouse this year to replace the old one. It is proposed to build a two-story school building, at a cost of about \$500. This will be enough for present needs. The new schoolhouse will stand near the present building, which will be used as a public hall, and will be completed by the time school opens next fall.

RECEIVED DEED OF SITE.

Contract for the New Mizpah Presbyterian Church Will Soon Be Let.

The contract for the new Mizpah Presbyterian Church, to be erected on Powell and Mary streets (East Thirtieth), will be let soon. The Willsburg Literary Society has been started some time next month. Rev. Jerome R. McGlade, the pastor, says that the trustees have received a deed to the ground agreed to be changed made by the new plan of the Thirtieth tract. The church ground is a lot of about 1000 feet. The old building will be moved to a near-by lot, and used until the new structure shall have been completed.

The specifications of the new edifice are expected this week, when bids will be asked for. Cost of the new structure is estimated at \$500. A considerable por-

tion of the money for the new building has been raised. The membership uniting and enthusiastic over the prospects of work soon starting on it.

STREET-GRADING CONTRACT.

In Upper Albina, Hogan Tract, 50,000 Cubic Yards of Dirt to Be Handled.

Contracts have just been let to remove 50,000 cubic yards of dirt from the streets in the Hogan-Catlin tract, between Williams and Union avenues, and Morris and Monroe streets. J. V. Cook, Fargo and Monroe streets and Rodney avenue are all to be graded out. This contract aggregates an expense of about \$11,000, and is the largest excavating contract since the Cook Addition fill was made. It will be a great improvement for that district, in which many new houses are already under construction. This tract heretofore has been a blockade to improvements. All this district also is included in the Cook-avenue sewer district, which is to be built this year, and for which the City Engineer is preparing plans.

CHANGED INTO A HOTEL.

Buildings Formerly Occupied by Wolf & Zwicker.

The buildings on the northwest corner of East Water street and Hawthorne avenue, formerly occupied by the Wolf & Zwicker Company, have been completely changed about. The small one-story structures have been removed, and the corner near the entrance to the bridge, and the two-story buildings moved to the corner. The latter include the storehouse and the large office and draughting department, the two being placed together and making one large building. It is to be a hotel. The cost of these changes will be about \$8000.

TO OPEN A LONG ROAD.

Highway From Woodstock to Division Street.

An effort is being made to open a road from the south end of Tabor avenue, in the Richmond tract, south to Powell road, and thence south between the Williams tract and Ivanhoe to the south side of Woodstock. This is an old project that has just been revived, with good prospects that it will be accomplished. There never was very much in the way, and it only needed some one to push and keep pushing. This will make a needed avenue from the Woodstock district. If it can be completed, it will be a great improvement to the city.

TAILOR STORE BURGLARIZED.

Burglars Enter the Store of T. S. Schulze, 372 East Burnside.

The store of T. S. Schulze, merchant tailor, at 372 East Burnside street, was broken into and burglarized Saturday night. Mr. Schulze discovered that his store had been broken into yesterday morning, when he opened it. Entrance was effected through the back door. Several bolts of valuable cloth were taken, but the full amount could not be ascertained.

Gas Main for East Burnside Street.

For a month 20-inch sections of gas main rested along the south side of East Burnside street, from Grand avenue eastward. The main will be laid out to East Twenty-eighth street. As East Burnside street is soon to be improved, the residents are wondering if this main is to be laid after the improvement has been made. If it is, it will be laid out to East Twenty-eighth street, and then turned into having the street torn up the second time. They want the main put down before the improvement is made. Perhaps the gas company intends to do this.

In the Southeast District.

The Clinton Kelly Board of Trade is working to have a cycle path built along the north side of Powell street, between East Twenty-first and East Twenty-sixth streets. This is for the benefit of the many school children who attend the Clinton Kelly building, and residents. There is no sidewalk along the street, and the children have to walk in the mud.

The board has also asked for several mailboxes to be placed in Kenilworth and along East Twenty-sixth street, in which residents may deposit mail. This district has a free mail delivery, but there are only a few mailboxes.

East Side Notes.

Orrin F. Holt, the 7-year-old son of Mr. and Mrs. Frank Holt, of Milwaukie, died in the home of his parents Saturday. The funeral will be held this forenoon at 11 o'clock.

The meeting of the St. Johns Pish Church announced for Saturday night was postponed until next Saturday night, on account of the funeral of A. F. Learned, a pioneer of that district.

Revel meetings will be continued every night during the coming week in the Calvary Baptist Church, East Eighth and East Grant streets. Rev. Mr. Riley, of McMinnville, will conduct the services.

J. C. Scott, of the St. Johns Water Company, says that he will lay from 1500 to 2000 feet of water main in that place this Spring to meet the demand. During the year several thousand feet or more will be laid.

AMBASSADOR AT THE VATICAN

Interesting Historical Reminiscences Revived at Rome.

Rome Letter Chicago Record-Herald. The reports that the Government of the United States intends to send an Ambassador to the holy see are revived with increased interest when I wrote about them a couple of weeks ago. It was Archbishop Corrigan, of New York, who had persuaded the President to recognize the temporal power of the Pope to that extent. Now the credit is awarded to Archbishop Ireland, who the gossips say, has been visiting Washington for that purpose. The arrival of Chancellor O'Brien, of the archdiocese of Baltimore, who is the legal adviser of Cardinal Gibbons and would be likely to know all about it, is used as confirmation of the report, but that gentleman assures me that he is here for rest and recreation and to visit old friends, and has no official or ecclesiastical business whatever. It is more likely that he has been called to Rome in connection with the Rospioloso case, to which I will refer hereafter.

There is no doubt whatever that some one has encouraged Cardinal Rampolla, Cardinal Satoli and other officials at the Vatican who take an active interest in American affairs to believe that the President will send some sort of an envoy to Rome for the purpose of discussing Philippine affairs, and the departure of Archbishop Sheil for America has been delayed for that purpose. That gentleman is not visiting in the United States, but is part of Italy, having gone there shortly before Christmas, and will remain there until he is summoned to Rome. His steamship passage was engaged nearly a month ago; he expected to be in Washington long before this, and no other plausible explanation is given for the change in his plans. Furthermore, those who are in the confidence of the high officials of the church are very positive in their assertions that an Ambassador or at least an envoy of some sort will arrive from Washington shortly. When told that President Roosevelt has no power to appoint such a person they smile incredulously.

I have been able to trace the reports very close to headquarters. Cardinal Rampolla certainly has some good reason to expect a Commissioner from Washington to confer concerning Philippine affairs. He will not disclose the reasons for his belief, but is more confident than he was three weeks ago. Any kind of an agent, with or without rank, either a layman or a priest or a friar, who comes here with authority from the Government of the United States to discuss any question



It is significant that in homes of wealth where the very best is demanded, Ivory Soap is used in the nursery. At the same time, in hundreds of families where economy decides the choice, Ivory Soap is selected. Thus its purity attracts the rich; its economy attracts the poor. High quality and low cost: is there any better combination?

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whatever the representatives of the holy see will be welcomed with the greatest satisfaction, because his presence will be construed not only by the church, but by the Italian Government and the powers of Europe, as a recognition of the temporal power of the Pope. It would have an important influence upon Europe if the United States should at this time send an official messenger to treat with the Pope upon any subject. As a preliminary remark, the "moral effect" upon European nations would be so important that the church could afford to make any concessions in the Philippines demanded by the United States, and if your Government is wise it will take advantage of this opportunity when it can obtain better terms than either before or after the emergency passes."

ON THE BERLIN BOURSE.

No Results Yet From Prince Henry's American Visit.

BERLIN, March 2.—Although Prince Henry's reception in the United States made an excellent impression on the Bourse, it did not influence values, the disposition being to await practical results therefrom. After the revival of speculation in the past few weeks the impression gains ground that this matter has been overdone, consequently there is a tendency to take profits. Besides domestic conditions the Bourse was affected by the check to Kaffir speculation in London.

While the American iron reports of the last week reacted favorably and the domestic iron market continues to improve, the Bourse quotations on iron shares weakened through over-speculation. The demand for iron is evidently increasing. Coal shares weakened considerably upon renewed reports of the bad situation of the market.

The feature of the week was the great strength of bank stock as the result of the publication of the various yearly bank reports. The abolition of sugar bounties affected sugar shares, but not adversely. Loan money made a smooth carry-over, and money continues to be offered in great abundance.

Preferred Stock Asparagus.

Large white asparagus, better than fresh.

Not 10 per cent of the large wage-earners in the English cutlery trade save a farthing, declares the Lord Mayor of Sheffield.

HAVE FAIR OPEN ON TIME.

A. J. Johnson Speaks of Mistakes of Other Expositions.

A. J. Johnson, the United States forestry expert for Oregon, and who collected and placed in the exposition purposes the Oregon woods displayed at the recent Buffalo Exposition, arrived in this city from Astoria, last night. He leaves for the exposition at the Charleston Exposition, and will travel by way of San Francisco and New Orleans. On his arrival at Charleston, he will take charge of the same exhibit of woods and curios which won such renown at the Oregon at Buffalo, and will have with him some additional specimens of value.

Mr. Johnson was interviewed by an Oregonian reporter, and said that the State of Oregon has the most complete exhibit of forestry ever made, and we hope through the influence of the Charleston Exposition to interest other and different people in the timber resources of the State of Oregon, both east and west of the Cascade Mountains. I hope that those in charge of the Lewis and Clark Centennial Exposition, which is to be held in Portland in 1906 will not make the same mistake made by the managers of the Buffalo and Charleston Expositions, in not having their expositions ready for the press and the public advertised. You can say that the public will not wish to attend an exposition that may be only half finished. I earnestly hope that Oregon will avoid this mistake. If they arrange that the opening date of their Exposition shall be May 1, 1906, be sure that everything is ready on that date. If they make it June 1, have it ready June 1; but do not say May 1, and then have it in July. Such a procedure will kill the whole thing."

FOREIGN MONEY MARKETS

London Stock Exchange Not Affected by Kitchener's Success.

LONDON, March 2.—The position of the money market during the week did not show any material or extraordinary change, where a period of stagnation has succeeded the recent sharp outburst of activity. The settlement passed off easier than was expected, but the market is still indebted £3,000,000 or £3,000,000 to the Bank, with the prospect of continuing to borrow from that source for some time to come. The most notable feature of the present situation is the continued demand for gold from Paris.

During the week the stock exchange was altogether languid, in spite of the activity in South Africa and the considerable successes reported by Lord Kitchener. American securities were not helped by the decision in the matter of the Northern Securities Company, as operators are apparently awaiting the final adjustment.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Watson*

"ALL WRIGHT FOR MORE THAN HALF A CENTURY"

WRIGHT'S INDIAN VEGETABLE PILLS, 25, N. Y. Hk.

One Bottle, 25¢; Six Bottles, \$1.00; and by mail, \$1.25.

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