DILLON IS SUSPENDED

DISORDERLY SCENE IN THE BRITISH HOUSE OF COMMONS.

The Irish Nationalist Called Chamberlain a Liar—High Words Between Other Members.

LONDON, March 20.—One of the liveliest scenes witnessed in the House of Commons since the palmiest days of the Irish Nationalists ended this afternoon with the suspension of John Dillon. During the discussion of South African affairs the Liberal leader, Sir Henry Campbell-Bannerman, vigorously protested against the government's conduct in uttering malignant slanders in calling the Liberals "pro-Boers." These slanders, Sir Henry said, were used for party purposes. The Government, which had been going from blunder to blunder, claimed immunity from criticism and if this continued it would follow "the precedent of the evil days of the American war."

The speaker proceeded to give a bitter detailed criticism of the Government's treatment of the Boers and its miscalculations, declaring that the honor and interests of the country were just as dear to the Liberals as to the most supercilious defender of the government's policy and the Liberals would continue to protest in the name of the righteous and generous traditions of the nation against the methods of the government.

The Colonial Secretary, Mr. Chamberlain, in the course of an inquiry, said he desired deliberately to accuse Sir Henry Campbell-Bannerman of losing no opportunity for slandering his countrymen, the soldiers and the government. Consequently, "the malignant slanders" had come from the opposition side. The speaker, Sir Arthur Court Gully, here intervened and declared that the term "malignant slander" was unparliamentary. Both Sir Henry Campbell-Bannerman and Mr. Chamberlain thereupon withdrew the words, amid cheers.

Mr. Chamberlain, proceeding, referred to the Boers who are fighting on the British side, when John Dillon (Irish

John Dillon.

Nationalist) interjected, "They are traitors," on which Mr. Chamberlain retorted: "The honorable gentleman is a good judge of traitors." A scene of great confusion ensued. When order was partially restored Mr. Dillon demanded a ruling on Mr. Chamberlain's words.

The speaker said: "An honorable member spoke of soldiers serving under the British flag as traitors. I deprecate the interruption and I deprecate the retort of the other member."

Mr. Dillon then said: "I will tell the right honorable member that he is a damned liar!"

A dead silence followed this remark. Such unparliamentary language seemed to stun the House.

The speaker invited Mr. Dillon to withdraw the expression, but the latter said: "I will not withdraw."

"Then I must name you," said the speaker.

The Government leader, A. J. Balfour, then said: "I beg to move that Mr. Dillon be suspended from service in the House."

The motion was carried by 248 to 48 votes. Mr. Dillon, immediately, by direction of the speaker, left the House, amid wild Nationalist cheers, and Mr. Chamberlain resumed his speech. Mr. Dillon's suspension under the present rules cannot exceed a week. His offense would have been much more severely dealt with had the new rules been in force.

The ejection of Mr. Dillon did not serve to clear the atmosphere, and the remainder of the debate was filled with personal allusions and unpleasant exchanges, the nature of which would have excited comment had they not been discounted by the first explosion. David Lloyd-George, Welsh Nationalist, bitterly attacked the government, gave a harrowing picture of the conditions in South Africa, and charged the War Office with pigeon-holing important information. Sir Charles Gazer, Conservative, interrupted Mr. Lloyd-George, saying the speaker was playing to the pro-Boers, whereupon Mr. Lloyd-George characterized the interruption as an "insolent remark." This caused confusion in the House, and cries of "withdraw." John Redmond, leader of the Irish party in the house, appealed to the chair, and Sir Charles reluctantly withdrew his statement.

W. R. Plummer, Conservative, and Mr. Redmond then had an altercation, and after some interruption Lloyd-George said he did not know who was responsible for all the errors and incompetency in South Africa, but that the men who had profited by these conditions now sat on the government bench. Mr. Brodrick, Secretary of State for War, replied to Mr. Lloyd-George with a long defense of the War Office.

Mr. Brodrick and Mr. Chamberlain, during the discussion, showed themselves to be very hopeful for affairs in South Africa. Mr. Chamberlain estimated there are still 9000 fighting Boers in the field. This optimism is rather offset by the fact that the government has again telegraphed to Australia, inviting that commonwealth to send 2000 more men to South Africa.

ITO'S RETURN HOME.

Refuses to Take the Credit for Effecting the Alliance.

TOKIO, March 1, via San Francisco, March 20.—Marquis Ito, ex-Premier of Japan, and the one man to whose efforts the conclusion of the Anglo-Japanese alliance is by many credited, returned to Japan on the 28th ult., after a tour around the world. The Marquis, who is in good health, is being feted by his countrymen and foreign residents, and has made several speeches advocating closer relations between his country and Western nations, and eulogizing the courteous treatment he received in the United States and elsewhere during his tour. He diplomatically evades all attempts to thrust on him the credit for effecting an alliance, which he admits is of great benefit to Japan, and preaches the lesson that Japan should live up to her new ally.

The alliance is being specially celebrated throughout Japan. Almost every town of any consequence in Japan has held and will hold celebrations. It is said that special imperial decorations will be conferred on Lord Lansdowne and Sir Claude MacDonald, British Minister to Japan, for their services in bringing about the agreement.

The imperial diet will close early this month. So far no further privileges have been granted foreigners in the way of allowing them to own land, mines, etc. Playing-cards are to be taxed, a protective tariff placed on engines, and various economics effected, but the government has been able to carry through its budget.

TOBACCO WAR IN ENGLAND.

Startling Move Made by the American Invaders.

LONDON, March 20.—Ogdens, Ltd., as the local representatives of the American Tobacco Company, today gave notice of their intention to give their entire net profit and £200,000 yearly for the next four years as a bonus to their customers. The American Tobacco Company's bonus scheme is the sensation of the day in the British tobacco world. The anti-monopoly role assumed by the American side has brought them the adherence of a number of influential men, who were opposed to the Imperial Tobacco Company's boycott, and already one firm owning many stores in the metropolis has posted notices of its refusal to exclude American goods. Ogdens, Ltd., today sent out 10,000 telegrams from their Liverpool house, carrying the announcement of their offer to every tobacco tradesman in England. The fact that Ogdens' business in 1900 amounted to nearly $966,000 indicates the enormous amount that is expected to be expended in bonus. The London tobacconists have called a meeting for tomorrow to consider their future action.

LONDON, March 21.—The comment in the papers this morning on the startling developments in the tobacco struggle is mainly confined to the serious effect of the introduction of American methods into Great Britain. The Daily Chronicle refers to the appeal to the Canadian manufacturers for legislative interference against American companies, and says the remedy is worse than the disease, but that these latest developments on American lines are so extraordinary that they may possibly, at some future time, require extraordinary remedies. The Daily Mail thinks the Imperial Tobacco Company has been outmaneuvered, "It showed its hand too soon, and was, therefore, easily outbid," says this paper.

Decline of British Shipping.

NEW YORK, March 20.—Admiral Lord Charles Beresford, at a dinner of the Institute of Naval Architects, referred to the decline in British shipping, says the Tribune's London correspondent. Ten years ago the British Indian Company had the largest tonnage; the Messageries Maritimes came next in the Peninsular and Oriental trade. Today the Hamburg-American Line leads, with the North German-Lloyd second and Elder & Dempster third. Ten years ago the British mercantile marine formed 80 per cent of the shipping of the world, but today it accounted for only 69 per cent.

Proper preparations should, he said, be made for the protection of England's mercantile marine. He appealed to the nation to see that the naval reserve was placed on a more satisfactory footing and then electrified the audience by declaring that he should go to different towns in the country and explain the conditions of affairs, even if the authorities court-martialed him out of the service.

The Feeling in Ireland.

LONDON, March 20.—The feeling in Ireland is well illustrated by a resolution now on its way to Mr. Kruger, "care of Queen Wilhelmina," adopted yesterday by the Londonderry Guardians, an elective body, as follows:

"We desire to record our admiration of the magnificent stand the brave South African Republics have made against the British Empire, and to congratulate the Boer, Delarey, on his recent great victory, which not only covers England with disgrace and ridicule, but is gratifying to the rest of the civilized world, and which must have a good effect on the jingoes of the greatest helot empire the world ever has seen."

No Intention of Surrendering.

LONDON, March 20.—A dispatch to the Times from Kierksdorp, Transvaal Colony, says that the Boers in the Western Transvaal are well supplied with guns and ammunition, and have unlimited support and a large amount of stock; that their numbers give them confidence, while the blockhoouse system has not yet been extended enough to alarm them. What is possible has been done, continues the correspondent, but, owing to the insufficiency of troops, the British columns have been too small to cope adequately with the Boer forces, which are all composed of fighting men, without any intention of surrendering.

Cecil Rhodes' Condition.

CAPE TOWN, March 20.—Cecil Rhodes passed a better night. He slept more than for some time past. Consequently there was a distinct improvement in his condition today. He had another good sleep this forenoon. His physicians have promised that, if possible, he shall sail for England next week. Dr. Jameson does not consider this to be impossible.

A bulletin issued at midnight says that the lung difficulty of Cecil Rhodes has been ameliorated, but that, owing to the heat, the patient is unable to sleep.

Prince Tells England to Wake Up.

NEW YORK, March 20.—The Prince of Wales' address before the National Physical Laboratory at Bushey Park was the most interesting he has delivered since his famous speech in the Guild Hall on his return from a tour of the Empire, says the Tribune's London correspondent. He again told England to wake up; her commercial supremacy was threatened, and the only way to maintain it, he said, is to give greater facilities for furthering the application of science to commerce and manufacture.

Lady Rodney Gets a Divorce.

LONDON, March 20.—Lady Rodney, a daughter of Baron Winborn, and a cousin of the Duke of Marlborough, was granted a divorce today from her husband, the seventh Baron Rodney, on grounds of cruelty and infidelity. The plaintiff testified that on one occasion her husband struck her in the eye with his clenched fist.

Plague at Sydney and Brisbane.

VANCOUVER, B. C., March 20.—The steamer Aorangi, from Australia today, brings word of fresh outbreaks of plague at Sydney and Brisbane. Twenty new cases have recently been reported at Sydney, and the theaters have been closed. At Brisbane there have been several deaths from plague.

The Porte Warned.

LONDON, March 20.—In a dispatch from Vienna, the correspondent of the Daily Chronicle says that Great Britain, Austria and Russia have addressed a note to Turkey admonishing the Porte to keep order in Macedonia and Albania. Germany, says the correspondent, declined to join in this note.

A Paris Engagement.

PARIS, March 20.—The newspapers here announce the engagement of the Duke of Chaulnes-et-de-Picquigny, brother of the younger Duchess of Uzes, to a daughter of William Gebhardt, of New York, who has been living in Paris for a number of years.

Russian Deal With Persia.

LONDON, March 21.—The Times understands Persia has concluded an agreement with Russia, under the terms of which Persia is to get a loan of 10,000,000 rubles, and is to give Russia a concession for a new road from Tabriz to Teheran.

Prince Henry on His Flagship.

BERLIN, March 20.—Admiral Prince Henry of Prussia hoisted his pennant at noon today on the battle-ship Kaiser Fredrich III as commander of the squadron in Kiel waters.

In Honor of Miss Roosevelt.

WILHELMSHAVEN, March 20.—Emperor William has directed that a former torpedo-boat, now used as a guard ship here, shall be renamed Alice Roosevelt.

TREACHERY OF NATIVES

SOUTH SEA ISLANDERS UP TO THEIR OLD TRICKS.

Several Labor-Recruiting Vessels Fare Badly—Cannibalism Is Reported From Noumea.

VICTORIA, B. C., March 20.—During the month of February the natives of the islands of the South Seas gather on the coast in large numbers, and the vessels which go to recruit laborers bring home many stories of treachery. This year is no exception to the rule, and a number of these stories were brought here by the steamer Aorangi, which arrived this morning from Australia, Suva and Honolulu.

The Ketch Venture, while in Cadell Straits, a narrow and difficult passage, was attacked by natives, who attempted to climb over the side. In the fight which followed, two members of the crew were killed by spears in the hands of the natives.

George McCabe, recruiting officer of the labor vessel Rhoderick Dhu, was another victim. The cruise of the bark had been fairly successful and without special incident until the Island of Malayta was reached. Here it was decided to land for the purpose of obtaining a few recruits, if possible, and, although no instances of treachery on the part of the natives were known to the officers of the vessel, still McCabe took precautions against disaster of any kind. In the boat commanded by McCabe were a number of his trusted men, and another of the ship's boats was also in attendance to cover the landing of the party. No natives were seen on the island, but shortly after the officer had landed and had proceeded some distance up the beach he was suddenly fired on from the rear by islanders concealed in the thick undergrowth. McCabe was killed instantly. The murderers, after committing their treacherous deed, immediately fled inland, and thus escaped the wrath of the crew of the Rhoderick Dhu. McCabe's body was recovered and later buried at sea.

The captain of one of the recruiting vessels adopted a novel method of getting natives to enter into contracts with him. He secured a phonograph, and, before leaving Queensland, had a native already engaged on a plantation talk into it, telling of the good time he was having. This was taken to the native villages and turned loose. The natives flocked to the recruiting ship.

The Danish barkentine Puck, with 170 recruits on board, ran ashore and was wrecked. The recruits and crew were rescued by the German steamer Meteor.

Another wreck, of which news was received by the Aorangi, was that of the schooner Prosperity, bound from Newcastle to North Queensland. When off Point Lookout, Stradbroke Island, the man at the wheel drew the attention of the mate [illegible] and ahead. The mate for answer str[illegible] the man, and immediately the schooner went ashore. The crew, with the exception of the mate, who locked himself in the cabin, spent the night in the rigging and swam ashore in the morning. The mate and cook were drowned.

A tribal war is in progress in Noumea. One band of villagers attacked a rival village, and, according to reports received at Sydney, a number of men were killed and the wounded were decapitated. It was also said that cannibalism was practiced by the same party.

The Aorangi called at Suva this trip, this port having been included in the ports of call of the Canadian-Australian liners. She had 116 passengers and all accommodation on the two steamers to follow her has been booked by passengers bound to London for the coronation.

The captain of the H. M. S. Pylades has annexed Ocean Island, South Sea, which is rich in phosphates. It has been under British protection.

THE RUSSO-FRENCH NOTE.

Official Statement of the Declaration From St. Petersburg.

ST. PETERSBURG, March 20.—The Official Messenger, in publishing today the Franco-Russian declaration relative to the Anglo-Japanese convention, accompanies it with an official statement as follows:

"The Imperial Government received with the most perfect calm the announcement of the Anglo-Japanese agreement. The principles which have guided Russian policy since the beginning of the disturbances in China remain and will remain inviolable. Russia insists on the maintenance of the independence and integrity of China, a friendly neighboring country, as well as that of Corea. Russia promotes the preservation of the status quo and general peace in the far East by the construction of the great Siberian road, together with its branch line through Manchuria, toward a port always ice free. Russia aids in the extension in these regions of the commerce and industry of the whole world. Would it be to her interests to put forward obstacles at the present time?

"The intention expressed by Great Britain and Japan to attain those same objects which have invariably been pursued by the Russian Government, can meet with nothing but sympathy in Russia, in spite of the comments in certain political spheres and in some of the foreign newspapers which endeavor to present in quite a different light the impasive attitude of the Imperial Government towards a diplomatic act, which, in its eye, does not change in any way the general situation on the political horizon."

Comment of the French Press.

PARIS, March 20.—The morning papers here comment with much satisfaction and approval upon the Franco-Russian declaration concerning the Anglo-Japanese convention, which they consider strengthens the chances of lasting peace in the far East, as contributing to the establishment of the necessary balance of power as a striking consecration of the dual alliance and a definition of its scope, field and objects.

"If," says the Figaro, "Germany and the United States have any misunderstanding regarding any alliance and policy in China or fears for the 'open door,' these are now removed. We are for the 'open door' on the condition that nobody attempts to close it on us."

The Gaulois thinks this declaration is at an opportune moment to remind Great Britain that her treaty with Japan does not leave her such a clear field as she seems to think.

Germany Was Not Invited.

BERLIN, March 20.—The extension of the Franco-Russian Alliance to Eastern Asia has caused a great amount of comment and conjecture in the circles here which follow international politics. A few hours before the text of the note giving the substance of the arrangement was given to the press in Paris the text of the declaration was shown to Count von Bulow by the Russian and French Ambassadors who together called upon the Chancellor for that purpose. It does not appear that Germany was invited to participate in the Franco-Russian declaration, and it is absolutely certain that she would not have had anything to do with it, Germany's policy at present being to keep entirely clear of estrangements in China that might lead to acute controversies.

United States Will Accept It.

WASHINGTON, March 20.—The Franco-Russian note relative to China, which was published today, was handed to Secretary Hay yesterday by Ambassador Cambon for France and Count Cassini for Russia. The note is regarded officially as simply another pledge on the part of the signatory powers to maintain the "open door" in China. On this basis it will be accepted in a memorandum indicated by the President when the note shall have been duly considered.

DISORDER IN HAYTI.

Situation Is Critical, but It Is Not a Revolution.

PORT AU PRINCE, Hayti, March 20.—The political situation is critical. The authorities continue making arrests. The prisoners of importance are taken on board the Haytian warship Crete-a-Pirot. The authorities here believe the disturbances in Hayti will be quelled before they reach the stage of being considered revolutionary.

It is rumored here that the Minister of Public Works, M. C. Leconte, (who, as reported yesterday, left Port au Prince for Jacmel with a detatchment of troops) has restored order at Jacmel. All is quiet there.

The French cruisers Tage and Suchet left today for Martinique.

Likened to the Durrant Murder.

SAVANNAH, Mo., March 20.—Frank Knickerbocker, Mayor of Savannah, argued for the defense in the trial of Stewart Fife for murder today, and in the course of his remarks mentioned the Durrant case in California, telling the jury that an innocent man had been hanged after being prosecuted by the actual murderer. He talked at considerable length in defense of Mrs. Richardson, who had already been tried and acquitted of the murder of her husband.

The case went to the jury at 9 o'clock tonight. The jurors retired without taking a vote, and will begin to ballot in the morning. It is the general opinion of those who attended the trial that Fife will be acquitted.

No Case Against Klump.

GRAND RAPIDS, Mich., March 20.—William Klump, arrested and held in custody today on suspicion of complicity in the murder of his wife, who died from poison taken in a headache powder at Lowell, two weeks ago, was released today, no case having been made against him.

Against Sunday Playing.

DES MOINES, Ia., March 20.—The Nagley bill prohibiting the playing of baseball or football on Sunday passed the House today by a vote of 59 to 16.

NEW REAR-ADMIRAL IN U. S. NAVY.

A. S. CROWNINSHIELD, WHO SUCCEEDED REAR-ADMIRAL HOWELL.

Captain A. S. Crowninshield, who has been commissioned as Rear-Admiral by the President, to succeed Admiral Howell, is at present at the head of the Bureau of Navigation of the Navy Department. He was graduated from the United States Naval Academy in 1863, and attached to the steam sloop Ticonderoga. He participated in both attacks on Fort Fisher during the Civil War. He was commissioned a Lieutenant November 10, 1866; Lieutenant-Commander, March 10, 1868; Commander, March 25, 1880; and Captain, July 21, 1894. He was in command of the battle-ship Maine until succeeded by Captain Sigsbee in 1897. He then became Chief of the Bureau of Navigation. During the war he was a member of the Board of Naval Strategy. It is probable that he will be assigned to the command of the European squadron.

J. P. MORGAN'S HOLDINGS

THE BANKER'S PURCHASE OF NORTHERN PACIFIC STOCK.

And the Part He Played in the Securities Company Deal—War on Rate Cutters.

NEW YORK, March 20.—George Perkins, of the firm of J. P. Morgan & Co., testified today in the hearing before a special examiner of the suit of Peter Power against the Northern Pacific Railroad Company. His firm, he said, was a purchaser of Northern Pacific between May 1 and May 9 last year, but how much was bought he did not know. Neither did he know how much of the stock J. P. Morgan held May 1, 1901. Mr. Perkins said J. P. Morgan & Co. bought some $78,000,000 of Northern Pacific stock from Union Pacific interests after the Northern Securities Company was formed in November. About $10,000,000 was paid in cash, and the rest was to be paid for in stock of the Northern Securities Company.

After taking the stock from the Union Pacific the Morgan Company sold it to the Northern Securities Company, receiving for the same $10,000,000 in cash and more in stock. The cash received from the Northern Securities Company was equal to the sum paid the Union Pacific interest. Mr. Perkins said at the time of the purchase of the stock by his firm there was no agreement in existence with the Northern Securities Company in reference to the disposal of the Northern Pacific stock. He said his firm simply acted as brokers in the transaction. In case the stock was not disposed of to the Northern Securities Company it would have been turned back to the Union Pacific interests. Mr. Perkins said he did not know whether or not J. P. Morgan & Co. owned any of the stock of the Great Northern Railway during the Summer and Autumn of 1899, and he did not know how much Great Northern stock the firm owned now.

"Do you know that the firm of J. P. Morgan & Co. acquired $16,000,000 to $18,000,000 worth of Northern Pacific stock between May 1 and 9, 1901?" Mr. Perkins was asked by Judge Lancaster.

The witness said he had no knowledge of any such transactions. Lancaster also asked for a list of all the members of the firm of J. P. Morgan & Co. The list was handed him. A conference ensued, during which it was suggested that subpenaes might be issued for some of the members or for all.

The next witness was A. P. Clough, vice-president and a director of the Northern Securities Company. He said that the transfer of about 500,000 shares of Great Northern stock to the Northern Securities Company had been completed, and that negotiations were pending for about 300,000 or 400,000 shares more. There were 1,250,000 shares of Great Northern stock in existence, he said. Of Northern Pacific stock $150,000,000 par value had been turned over to the Northern Securities Company. Mr. Clough said he never knew of any arrangement between Mr. Harriman, Mr. Morgan, Mr. Hill and others subsequent to May 1, 1901, by which Mr. Morgan was to be given the proxy of Mr. Harriman in the Union Pacific in exchange for Mr. Harriman being placed on the boards of the Northern Pacific and the Chicago, Burlington & Quincy.

WAR ON RATE-CUTTERS.

Government Takes Up the Fight Against Chicago Roads.

CHICAGO, March 20.—Petitions for injunctions were filed here today in the United States Circuit Court by United States Attorney S. H. Beathea, against six of the railway companies centering in Chicago, charging them with infractions of the interstate commerce law in regard to rate-cutting. In substance the complaints are the same as those filed at Kansas City. The defendants are the Michigan Central, Illinois Central, Pennsylvania, Cincinnati, Chicago & St. Louis, Lake Shore, and the Chicago & North-Western roads. Other bills will be filed against roads centering here as soon as they can be prepared, and every road against which evidence has been gathered will be included.

The petitions will be heard before Judge Grosscup some time next week. It is probable that no new move will be made in court here before the Kansas City petitions are heard. If the Government, represented by ex-Judge W. R. Day, maintains its present attitude, the railroads are likely to oppose determinedly the granting of injunctions. General counsel, acting on behalf of their roads and other Western roads, visited Mr. Day and United States District Attorney Beathea today, with a view to ascertaining just what railroads would be sued and how far the Government purposed proceeding. One purpose of the visit was to try to induce the Government to include all railroads centering in Kansas City and all centering in Chicago. It was urged that by so doing the situation would be placed within the grasp of the Government, whereas this would not be accomplished by proceeding against a part of the roads.

Although absolutely nothing has been said by any representative of the Government, nevertheless the opinion exists generally that if a bitter fight is made against the injunction proceedings, the Government will institute criminal proceedings against all violators of the law, including packing-house representatives.

KANSAS CITY, March 20.—Copies of the notices that the application of the interstate commerce commission for an injunction to stop rate-cutting would be made here next Tuesday were placed in the hands of the United States Marshal today and immediately served on the Kansas-Chicago lines. The notices are the same.

RUSHING ROAD TO GOLDENDALE.

New Klickitat Line Will Be Fnished by Fall.

Surveys for the Klickitat-Lyle Railroad are being made by two crews, which are now in the field, and Superintendent of Construction Simons says the line will be able to take care of a great deal of business in the Fall. Bids for a large part of the construction work will be asked for within 30 days, and the remainder within 50 days after the surveys are completed. All the track material has been ordered, and as soon as the grading is finished the work of laying the track will be begun.

Mr. Simons says that every effort will be made to push the work of construction so that the company may be able to receive as much business as possible this Fall.

New Road to Salt Lake.

DENVER, March 20.—The News today says:

"Samuel M. Perry, president of the Denver & Northwestern Railroad Company, which is to build the new road into Middle Park, with Hot Sulphur Springs as the first terminal, and with Salt Lake City as its final destination, has just returned to Denver from New York City, where he has been for some weeks closing up the final details for the construction of the road. Mr. Perry confirmed the report that the road is to be built, but was reticent in discussing the details of the venture. It is not probable, however, that the new road will reach Salt Lake for some time, as it will require tunneling through the mountains for 10,000 feet to get to the other side of the main range of the Rockies, this alone requiring at least a year's time. The new road, when completed, will tap a very rich country."

Salt Lake-Leamington Cut-Off.

SALT LAKE CITY, March 20.—Work on the Salt Lake-Leamington cut-off of the Oregon Short Line was commenced today. The cut-off will run from Salt Lake to Leamington, on the present line of the road in Southwestern Utah, and will form part of the main line of that road in the extension to Los Angeles. The building of the cut-off will result in a saving of about two hours in running time, as besides the shortening of the line by 17 miles, two extremely heavy grades existing on the present line will be avoided. The line will run past Garfield Beach, on the south shore of the lake, through the Ophir mining district, thence almost directly south, a total distance of 110 miles.

Trains Break Blockade.

According to a telegram received by H. Dickson, of the Great Northern, from General Western Passenger Agent Denniston yesterday, all the trains which were blocked by storms in North Dakota will arrive in Seattle by noon today. These trains, like the trains on other routes, were delayed several days by the blizzard. Among their passengers are about 2000 homeseekers destined for various points in Oregon and Washington. Mr. Dickson said yesterday that probably 5000 homeseekers will leave St. Paul soon for Oregon and Washington, and many will come to Portland over the different Northern lines.

'Frisco Road's Plans.

SAN FRANCISCO, March 20.—President B. F. Yokum, of the St. Louis & San Francisco Railroad, generally known as the 'Frisco line, is in the city, accompanied by L. F. Parker and T. F. West, of the legal department of the road. He says that he is here to study the commercial strength of the Coast and to ascertain whether it would be advantageous for his company to extend its line as far West as San Diego or some other Southern California terminus.

S. P. Improvements at Salem.

SALEM, March 20.—The Southern Pacific Company has just completed the construction of new freight receiving platforms around its freight depot in this city. New and heavier timbers have also been laid in the sidewalk near the depot, where teams are frequently driven.

Rate to Trans-Mississippi Congress.

CRIPPLE CREEK, Colo., March 20.—Arthur F. Francis, secretary of the Trans-Mississippi Congress, has been advised by railroads west of the Mississippi River that there will be a rate of one fare for the round trip to the meeting in St. Paul in August.

Plans of the Metropolitan.

NEW YORK, March 20.—At a special meeting of the stockholders of the Metropolitan Street Railway Company today, the proposition of the directors to lease the property of the company to the Inter-Urban Street Railway Company, which guarantees the payment of 7 per cent annually on the capital stock of the Metropolitan, was ratified by a large majority vote. The proposition of the directors to issue a mortgage upon the property and franchises of the company to the Morton Trust Company, as trustees, to secure an issue of $65,000,000 of 4 per cent bonds to mature in 2002, and to bear interest from April 1, 1902, was ratified. Of these bonds, $54,000,000 worth are to be reserved to retire and refund the several issues of existing bonds as they mature or to refund in advance of maturity such bonds as can be acquired either by purchase or exchange.

Isidor Wormser, Jr., filed a suit in the Supreme Court today, asking that the lease of the Metropolitan to the Inter-Urban be declared null and void. Wormser said he sued as holder of 1000 shares of stock in the Metropolitan and also in behalf of any other stockholders who might wish to join in the suit. He declared, in the complaint, that the lease was a scheme to divert the property of the company from its stockholders.

WEAK KIDNEYS AND BLADDER TROUBLE

Had to Pass Water Very Often Day and Night.

Cured by the Great Kidney Remedy, Swamp-Root.

DR. KILMER & CO., Binghamton, N. Y.

About two years ago I had a very severe case of kidney and bladder trouble. The pain in the small of my back was so severe that I could not stand it to stay in one position more than a moment or two, and was obliged to pass water very often day and night. I tried medicines and doctors without getting relief. Noticing an advertisement in the Topeka State Journal of Swamp-Root, I determined to give it a trial and bought a bottle. By the time I had finished the first bottle the pain had entirely disappeared from my back. The pain and frequent desire to pass water ceased. However, I continued to take the medicine, using about six bottles in all. That was over a year ago and I have had no return of the trouble since.

(A. H. Nooney.)
Chief Engineer, State Capitol Building, Topeka, Kan

A. H. Nooney.

Jan. 2, 1902.

Weak and unhealthy kidneys are responsible for more sickness and suffering than any other disease, therefore, when, through neglect or other causes, kidney trouble is permitted to continue, fatal results are sure to follow.

We often see a relative, a friend, or an acquaintance apparently well, but in a few days we may be grieved to learn of their severe illness, or sudden death, caused by that fatal type of kidney trouble—Bright's Disease.

The mild and extraordinary effect of the world-famous kidney and bladder remedy, Dr. Kilmer's Swamp-Root, is soon realized. It stands the highest for its wonderful cures of the most distressing cases. A trial will convince any one—and you may have a sample bottle sent free, by mail.

Sample Bottle of Swamp-Root Free by Mail.

EDITORIAL NOTE—Swamp-Root has been tested in so many ways, and has proven so successful in every case, that a special arrangement has been made by which all readers of The Oregonian who have not already tried it may have a sample bottle sent absolutely free by mail. Also a book telling all about Swamp-Root, and containing many of the thousands upon thousands of testimonial letters received from men and women who owe their good health, in fact their very lives, to the wonderful curative properties of Swamp-Root. In writing, be sure and mention reading this generous offer in the Portland Daily Oregonian when sending your address to Dr. Kilmer & Co., Binghamton, N. Y.

If you are already convinced that Swamp-Root is what you need, you can purchase the regular fifty-cent and one-dollar size bottles at the drug stores everywhere. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

VALUE OF TESTIMONY.

Greater Than Assertion.

There is none of us so hardened but that when we have been able to aid our fellow-creatures by conferring a benefit or bringing a little comfort into their lives we like to have appreciation shown. This generally affords more pleasure than the performance of the act itself, and in this connection the following letter from a Paris, Texas, lady is of more than usual interest: "Dear Friends: I address you as such, for you have been such to me. I suffered for three years, off and on, with piles. I was treated at the hospital, and the new and elegant hospital of Memphis; they only gave me temporary relief. I came West, thinking the change of air and water would benefit me; five months ago the bleeding piles came back on me, and bled so much that I thought I would die. I have had four of the finest doctors in this section of Texas; all they did was to finally nearly let me go to my grave; all they wanted was a big sum of money from me and to operate on me. I said no, no surgeon's knife would enter me; if it was my time to die, God knew it, and when I died I would die altogether. I began hearing about your medicine. I had no faith in you, but I sent and got a box of your Pyramid Pile Cure; in two days the blood flow had slackened to one-half the amount, and in one week I felt so much better I walked four blocks and did a little housework. I was not bleeding then; in three weeks I was well. God bless you for putting such a wonderful medicine within the reach of suffering men and women! I shall never cease to recommend your medicine or be without it; also I used your Pyramid Pills. Sallie A. Hearndon." Testimony like this should be more convincing than all claims and assertions, and should leave no doubt in the mind of the reader as to the merit of the remedy. Pyramid Pile Cure is sold by druggists for 50 cents a package, or will be mailed by the makers to any address upon receipt of price. Write Pyramid Drug Company, Marshall, Mich., for their book on cause and cure of piles.

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