CURRENT POLITICAL DISCUSSION

THE NATIONAL ISSUE BEFORE THE PEOPLE OF OREGON TODAY

Eugene Register.

No public utterance on the Philippine question has been so profoundly logical nor created such widespread interest nor sent so many "scuttle" Democrats scurrying to cover as that of Senator Beveridge of Indiana, made before the Republican state convention the other day at Indianapolis. Today we republish an extended extract from that speech, and hope that every Republican and every Democrat in Lane County will read it. It will open the eyes of every opponent of Republican policy in the Philippines, and show to the people of Oregon what an irrevocable mistake Oregon would make should it indorse the Democratic policy towards the islands.

Oregon has spoken before 10,000 strong in favor of expansion and opening of trade with the Orient, and no trumped-up make-believe that a Democratic candidate is entitled to recognition on account of his personal qualifications will divert the public mind from the supreme issue of the hour, which is none other than the Philippine question.

No state in the union will profit more by retention of the Philippines than will Oregon. It is the entering wedge to trade relations with China that will increase the value of every farm product in the state and put Oregon agriculture upon a firm and substantial basis. It will lift the Filipinos out of the degradation, poverty and ignorance heaped upon them by Spanish rule, lift them up, widen their usefulness as a people and open the way for our entrance into China, where we will be able to sell millions of dollars' worth of Pacific Coast products, increasing the values of our lands and giving the agricultural class just recompense for their ardent toil.

Give up the Philippines, the islands forced upon us by an unsought conquest? There is not a soldier boy in Lane County who carried a gun in those wearisome days far away across the briny deep, but what rebels at the thought as he thinks of the comrades who sleep in distant graves because they sought to honor and protect the flag of American freedom and liberty.

The Main Issue Before the People of Oregon.

Salem Statesman.

Whether we shall retain the Philippines, accepting our opportunities and duties and making the most of both, or scuttle the islands, is the National question now before the people of Oregon.—Oregonian, Friday.

This IS the main issue now before the people of Oregon. Let us stick to it. The main issue is not a question of candidates—though the Republican state ticket in its personnel compares more than favorably with the Democratic state ticket.

The main issue is as very plainly stated above by The Oregonian. It is not to be thought of that Oregon shall place herself in position to be pointed to as favoring the policy of "scuttle."

Our readers will remember that everybody was talking Bryan in the early part of the campaign of 1896. It looked like Bryan would carry Oregon. He would have carried the state, undoubtedly, had the vote been taken a few months earlier.

But there was a "campaign of education," and a majority of the voters decided that the policy of repudiation would not do.

We hear a great deal of Chamberlain now. His candidacy is one of noise. It is like Bryan's candidacy was in 1896. But underneath it is the policy of "scuttle." THIS MUST NOT BE INDORSED. It will not do for Oregon Republicans, or Oregon Democrats either, for the matter of that, to lend their aid towards such an indorsement. It will not do to think of it for a moment. Some may regard Mr. Chamberlain as a good fellow, and want to favor him with their votes. He is a good fellow. But his candidacy is on the platform of "scuttle." His election would be sounded in the East as an indorsement by the people of Oregon of the policy of "scuttle." There is no calculating the damage that would be wrought to the interests of this state by such an outcome of the campaign now on.

Better think twice, gentlemen, before even lending your sympathy, much less your votes, to the accomplishment of such a result.

Eastern Oregon Comment.

Ontario Argus.

In casting our eye over a paper printed not far from here, it looks as though some fear was entertained that should certain Republican nominees be elected the public ranges would be leased to large stock-owners. Without referring to the men who are on the Republican ticket, why cannot all men be willing to give a fair statement of the facts as they exist, and say that the Republican candidate for Governor, W. J. Furnish, living in Eastern Oregon, and the Republican candidate for Congress, J. N. Williamson, also living in Eastern Oregon, have both pledged themselves, should they be elected, to use every honorable means to defeat any measure looking to the leasing of the public ranges? Drowning men are always calling to some one to throw them a rope, and if the rope saves them from a wet grave they are most likely to hang themselves with the same rope if let alone. We well remember the campaigns of 1895 and 1900; that the great cry was 16 to 1, which with the idea that we were fast coming to a time when we would bow to a king, providing a Republican President was elected, and that it would take $3 or $4 worth of anything farmers produce to get $1 in cash; that the country was going to the devil, led by the Republican party, as fast as it could travel. This, and lots more balderdash used for campaign purposes, was hurled at the Republican party by the Democrats, Populists and Silver Republicans, who were calling for a rope, with which they finally hung themselves. No more 16 to 1 is heard; no more bowing the knee to a king is mentioned; and, after all, the Democratic party have had their prayer answered, for they now have 16 to 1 dollars more than they had under a Democratic administration (they cannot deny it.) We have heard Democrats say that the reason land, under Republican administration, has increased in value all over the United States is because money was never so plenty, and times were never one half so good as now; yet they come forward trying to cast a shadow on the Republican candidates, hoping to gain a few votes by referring to the land-leasing business. We are glad to know that this leasing of the public lands is not a thought first coming from a Republican, and that the greatest land-grabber in the West is a Democrat. But why not be honest and say that both Democrats and Republicans stand alike on the measure, for it is the men who are large stock-owners, regardless of party, who are fighting for the law. Every honest man who has the interest of the masses of the people at heart and who believes in equal rights will put his foot on such a law and help to stamp it out. Judging the future by the past, and believing that the Republican party has and will come to the rescue of all true American policies, we are content with the men who have been nominated and placed on the Republican ticket, and say now that they will receive a larger vote next June than has ever been cast by the winning party in Oregon.

VOX POPULI AND THE PARK SITE.

THE ATTRACTIVE VIEW.

W. M. Wisdom Recommends City Park as an Ideal Spot.

PORTLAND, April 28.—(To the Editor.)—Thanksgiving day, 1901, ushered in a new era, so to speak, in the history of Portland, for there was announced to the world that a new birth, a new spirit, a united, energetic, enthusiastic people had come into existence—"old Portland" buried, "new Portland" born. The most drastic critic and energetic opponent of Portland has now been able to justly question the commercial importance, the natural advantages of location, and the remarkable beauty and attractiveness of the chief city of the Pacific Northwest. But some, yes, many of its most loyal and enthusiastic advocates and supporters have shrunk with remorse and often disgust in the past at the glaring lack of harmony and public spirit as manifested by its leading citizens. But now "old things have passed away and all things have become new." Now, indeed, may every loyal Portlander rejoice not only because of the enthusiastic harmony displayed at the "round up" meeting of the committee of public-spirited citizens having in charge the matter of securing subscriptions to the Lewis and Clark Centennial Exposition, but on every hand the evidence to all thinking, observant persons of the material growth and advancement of Portland is so manifest that it cannot be rejected.

Since the Lewis and Clark Exposition is an assured fact, the only question remaining unsettled in relation thereto is the site or location for the same. Many locations have been suggested through the public press of the city, every one having, no doubt, many points in its favor, yet there is one only altogether desirable spot for this purpose, having substantially everything to recommend it which may be said of any of the other locations referred to, but it possesses so many and such superior advantages collectively, that when the situation is fairly and impartially considered in all its phases no other should be seriously considered.

The location by all means should be the City Park, for the view from this point is indeed a sight to behold, and, like Katisha's famous ear, "Is worth coming miles and miles to see." To many who enjoy going forth under the open skies to commune with Nature, the scene from this spot is worth a trip across the continent to behold. Old Portlanders do not fully appreciate the rare attractiveness with which Nature has surrounded their city. Portland is peculiarly and favorably situated, both as to commercial importance and picturesque attractiveness, while its climatic charms are by no means the least of its advantages which would recommend it to the Easterner who exists on a Turkish bath temperature about six months of the year, the remainder being spent in a refrigerator.

From what other city on the continent may one behold such a magnificent view as is obtainable from the hills west of Portland? Three eternally snow-capped peaks rear their majestic heads heavenward—Mount Hood, the noblest of them all, seemingly kissing the skies, and all to be seen at one glance on a midsummer day. Then, again, is one of the grandest rivers on the globe peacefully finding its way to the mighty Pacific. For here indeed "rolls the Oregon." It is one thing to admire the handiwork of man, quite another to marvel at the beauties and grandeur of Nature. If the City Park is chosen for the location of the site of the Lewis and Clark Exposition these varied attractions may be brought together. The arguments that might be used in favor of this site are manifold, for, aside from the foregoing may be mentioned ease, quickness and convenience of approach from central points of the city, and by no means least, the value to the city of buildings and improvements which may be made permanent. Long after the exposition ceases to be there would remain an enduring monument to the enterprise and public spirit of the promoters and supporters of this historic event. We have substantial authority for asserting that "a thing of beauty is a joy forever."

Therefore, beautify the City Park, the hills and dales, so that tourists to the Pacific Coast must in the future consider their tours incomplete without a visit to Portland and its famous park. Turn the old reservoir into lakes on which run gondolas and miniature pioneer steamboats to carry pleasure-seekers. Create lagoons and water falls in the ravines, which should be spanned and respanned by romantic rustic bridges. Build an observatory here, and bring the rare attractions and beauties of the surrounding country already referred to practically to the feet of the observer. Of itself this would be an advertisement which would make Oregon, and Portland in particular, known far and wide.

If the purpose of the Exposition is not to advertise to the outsinde world the attractions and greatness of Oregon, then, pray, what may it be for?. If advertising is the object, then it should be done properly. The Oregonian has taken the initiative in this matter, but it must be followed up if the object is to be obtained. A certain very high authority on advertising once said, "A little advertising, like a little learning, is a very dangerous thing." May this not be as true when applied to public enterprises as to private undertakings? Without judicious advertising the Exposition cannot be made a success from any standpoint, no more than can any considerable private enterprise be successfully established without this agency. First, make Oregon known to people beyond its own borders. Have her talked about. This is one kind of advertising—the A, B, C, in fact, of the science—for successful advertising is scarcely less than a science. This accomplished, people will begin to flow into the state from all quarters, and with people will come more rapid developments of her well-nigh boundless resources, which as yet are in scarcely more than embryonic state. But first we should strive with might and main to make the Exposition a success. To this end boom the Park view to strangers within our gates, and if he visits it on a clear day a living advertisement is secured, and it is live ads that carry weight. Then when your Easterner returns to his stuffy quarters called home, he becomes a walking, breathing advertisement for Portland and the Exposition. Let this kind of advertising become as general as possible and make it possible and desirable for every tourist who visits Portland to return home and tell his friends and acquaintances what a sight there is in store for those who take in the Lewis and Clark Exposition; that in fact this view alone is worth coming miles and miles to see. And sight-seeing is the one great object of most visitors to affairs of this character.

The time was never more propitious than now for advertising Oregon's resources in the East. The next 10 years should see Oregon's population trebled, and this will result if her wonderful resources and matchless climatic attractiveness are made known in a proper way in the effete and congested East. Portland may become the chief, instead of being the second, city of the Pacific Coast, with a fair prospect of dropping into third place unless she looks well to her laurels. We should look the situation squarely in the face. Facts, we are told, are stubborn things. We should not deceive ourselves. Portland cannot maintain her commercial supremacy by resting on her natural advantages and past laurels, while her more thrifty neighbors to the north are bending every effort to outstrip her. Only effort and united and determined effort can prevent such a result, and the sooner this fact is recognized and met, accordingly the better for the future of Portland. In the East, from which emigration must come, the tide is Seattleward. Shall we stem this or float with it? Shall Seattle become the "whole thing" in the East? The possibilities are at Portland's door, and she has but to reach forth to grab them. Croaking will not change their conditions, but the long pull, strong pull, and pull altogether will. This spirit and this only will keep Portland where she belongs, in the lead. The first step has been taken with that end in view. Now let all Oregon join hands in making the Lewis and Clark Exposition the success it ought to be, and there will be enough benefits to go all around.

W. M. WISDOM.

THE SITE FOR THE FAIR.

Protest and Argument Against the City Park.

PORTLAND, April 28.—(To the Editor.)—It is improbable that the 1905 fair committee will be much influenced in their choice of a location by the individual opinion of various citizens, but there are certain facts to be taken into consideration which to anyone conversant with the difficulties of construction and the ease with which large sums of money may be squandered in moving dirt, filling up holes, building expensive retaining walls, drainage, etc., etc., would at once preclude the selection of certain localities.

In Colonel Hawkins' encomium of the City Park, he dwells at length on the surpassing grandeur of the view from the heights. Do we expect to deal principally in views? And if so, why not locate the fair on top of Portland Heights, where the view is even more grand?

The insecurity of life and property on the steep hills west of the city has been demonstrated in the past and at present this tendency of the hill to slide might be turned to good account by developing Colonel Hawkins' "unique features." Just pull in the anchors and let her coast; buildings and all. "A ride on a landslide" could be advertised. The Ferris wheel, Eiffel tower, and centrifugal railway would have to go 'way back, and think what a "unique effect" would strike the visitor when he landed at the bottom of the gulch with a ton of earth on top!

The statement that "back of the City Park is a tract that has been leveled off and terraced at great expense," is significant. If the expense was great for leveling off this minute section of hillside what would it be for a tract sufficiently large to build the 1905 fair buildings on? Colonel Hawkins says we could put it on a river, but that has been done before. Is not that proof that in the judgment of those older communities having experience in such things the water is the proper place for it? Furthermore, the construction of large permanent buildings in the City Park would ruin it as a park, as many of the trees would have to be cut down, thereby destroying its greatest attraction. The suggestion that a system of boulevards could be constructed along the hills, is a good one (for those who can afford the luxury of horses and carriages). However, most of us will probably have to be content with other means of transportation.

It would seem to an unbiased person that the fair should be located, first, where there is sufficiently level ground to build on without going to great expense in leveling up and where a secure foundation can be had; second, where the transportation facilities are numerous and diverse. If a reasonable distance from the business district, it should be rather an attractive feature than otherwise; third, where there can be a greater variety of attractions than would be possible were the location remote from water.

There are several locations on the river that seem to fill these requirements.

Wherever the committee see fit to locate the fair, it is to be hoped they will give us plenty of water. We can find the other drinkables by intuition, but without water the 1905 fair would be a howling desert as dry as the City Park reservoirs, where only the denizens of the Midway and traditional Kentucky colonel would feel at home.

J. H. CUNNINGHAM.

PLENTY OF ROOM AVAILABLE.

H. H. Northup Considers It the Only Place for the Exposition.

PORTLAND, April 26.—(To the Editor.)—The executive committee of the Lewis and Clark Centennial has called for sealed proposals for a site for the location of the 1905 fair. No one can object to this, in order that the committee may be fully advised. Yet, it should not be overlooked that the Lewis and Clark Centennial is to follow the St. Louis fair, which will undoubtedly be the greatest exhibition that the world has ever seen. The Government has made generous appropriations, and the State of Missouri and the City of St. Louis are putting forth every effort to that end. Enormous sums are to be expended, running into the tens of millions; and great buildings are to be erected, and magnificent effects are to be produced.

What then shall be done? Shall we give up our project, because of its comparative insignificance? By no means, NO. We have it within our power to make the most attractive and successful exhibition that the world has ever seen; one that will be a surprise and a wonder to every "stranger within our gates." We cannot compete with St. Louis along the lines which she proposes to follow, but we can mark out for ourselves a path that will lead to success. Nature has placed the means within our reach. Let the location be such that the fair shall be known as the finest scenic exhibition that the world has ever seen. Let it be such that the visitor shall have ever before him the wonderful panorama of our beautiful landscape; so that every time he passes from one portion of the grounds to another there shall appear, to fill him with delight, the wide stretch of country, meandered by the Willamette, and the Columbia, and the distant mountains, set with their lofty peaks, covered with the eternal snows. Let the City of Portland be seen, along both banks of the river, and stretching away into the remote distance.

Can such a location be found, which shall combine with it such accessibility that the gate receipts shall be an important factor in the enterprise? Yes, the City Park. Here is the place for a successful exhibition. Here is the location which shall fix in the memory of every visitant the wonderful beauty of our city, and shall cause a longing for Oregon long after the recollection of all things seen at the St. Louis exhibition shall have faded from the memory forever.

If it is said that there is not sufficient space, I have to say that the grounds to the immediate west of the Park are ample, and I am informed that the owner will give their use without compensation.

Many other advantages will suggest themselves why the Park location is the most desirable that there is to be had.

H. H. NORTHUP.

The Town Clerk Cured of Bilious Colic.

Mr. James McMahon, Town Clerk of Columbia, N. Y., was the victim of a severe attack of bilious colic recently. Three doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy effected a cure. He was so much pleased with the quick relief which that remedy afforded that he now recommends it to his friends. For sale by all druggists.

EIGHTEEN CARGO SHIPS

MORE LOADED TONNAGE HEADED FOR PORTLAND.

Coal and Merchandise Fleet of Over 50,000 Tons Capacity—Spot Ship Chartered—Marine Notes.

Eighteen ships, with a carrying capacity of over 50,000 tons, are now en route or listed for Portland with general cargo. This is the largest amount of cargo tonnage that has ever been listed for this port, and when the ships which make up the big fleet begin coming in, they will materially swell the custom receipts for this district. The latest addition to the list of cargo ships is the British ship Ventura, which comes from Antwerp to Taylor, Young & Co. in W. R. Grace & Co.'s regular line. This makes a total of six ships from Antwerp, the others being the Christel, Bidston Hill, Copley, Holyrood and Musselcrag. The list from Liverpool has recently been increased by the British ship Foyledale and the British bark Norma, both well known in this port. The Sierra Estrella and the John Cooke have both sailed from Liverpool for Portland.

From Newcastle, N. S. W., the Euphrosine, Brambletye, Dimsdale and Mount Stuart are coming with coal. The Hamburg fleet includes the Matterhorn and Gertrud, the Combronne is coming from Leith, and the G. W. Wolff from Cardiff. A few of these ships have already been chartered for new-crop loading, but by far the greater portion of them are still on the disengaged list.

TO CONSIDER SUBSIDIES.

Parliamentary Committee Will Study New Combine.

LONDON, April 28.—The Parliamentary committee appointed by the Admiralty to consider the question of subsidies as affected by the new Atlantic shipping combination, and the best means of obtaining for the naval service auxiliary steamers of greater speed and efficiency than the ships now employed, will be presided over by the Earl of Camperdown, an ex-Lord of the Admiralty. The other members of the committee are Vice-Admiral Fitzgerald, Professor Bayles, Captain Safford, R. N., and representatives of the Treasury and Postoffice. The committee will report on the modifications necessary in existing contracts, and what alteration in the present rate of subsidy will be necessary to prevent vessels passing to a foreign flag without permission of the Admiralty.

In the House of Commons today, the president of the Board of Trade, Gerald Balfour, replying to a question, said the board had no power to require the disclosure of any agreement for the transfer of a British ship to a foreign owner, nor to require the White Star Line, or other lines, which had entered into the American combination, to disclose the terms of their agreements with the American syndicate or to produce any documents showing the status of the persons who, under the agreements, acquire a share in the control or beneficial interest in the ships concerned. The effect of the shipping combination, he added, was engaging the serious attention of the British Government.

Repulying to a question on the same topic in the House of Commons today, the Secretary of the Admiralty, Mr. Arnold Foster, said the Admiralty was of the opinion that the services of the merchant cruisers should be continued, if compatible with reasonable expenditure. Such subsidies would not seriously affect the expenditure on fast cruisers whose services could not be performed by mercantile cruisers. The goyernment's present arrangements gave it the power of utilizing, in war time, a certain number of merchant steamers, and gave it a lien on steamers now being constructed.

Abstract of the Agreement.

BERLIN, April 28.—An abstract of the steamship agreement which has been issued at Hamburg and Bremen quiets the suspicions that the German steamship companies had got the worst of the contract with J. P. Morgan. Many points of the agreement have not yet been made clear, but the outlines of the contract are explained in the abstract, especially with a view of gaining the approval of the public with regard to the action of the Hamburg-American Steam Packet Company and the North German Lloyd Line. This object has been attained.

The Lokal Anzeiger, from inquiries made, reaches the conclusion that the agreement reassures those who feared that the independence and financial future of the lines were threatened by an alliance with the syndicate.

The Berlin Tageblatt, referring to this subject, notes that although the independence of the two German lines is nominally guaranteed, the companies are compelled to undertake specific obligations which to a certain extent restrict the freedom of their actions. The paper admits, however, that the agreement is for the Germans the choice of the lesser of two evils.

Morgan Meets Pierre Today.

LONDON, April 28.—The revelation of the terms of the agreemnt between the German lines of steamers and the shipping combination has led to renewed newspaper attacks upon the British Government. W. J. Pierre, head of the shipbuilding firm of Harland & Wolf, will meet J. P. Morgan in London today, to settle various details connected with the combination and to prepare a circular for the shareholders of the companies concerned.

WHERE FREIGHTS ARE LOW.

Steamships Taking Cargo From Australia at Any Rate That Is Offered.

The recent charter of a ship to load coal at Newcastle for Portland at $1 92 per ton was commented on at the time of the engagement as the lowest rate on record. An indication as to the general demoralization of rates which has resulted in that rate is given in the following from the Liverpool Journal of Commerce:

"A Liverpool shipowner states that a locally owned sailing vessel chartered to load from Sydney for a home port had actually completed her loading when the charterers approached the owners, asking to be relieved of the contract. They were willing to pay a sum of money as compensation for breach of contract, and agreed, of course, to discharge the ship again, the market for the cargo being so poor here and the prospects so unpromising. The steamships now engaged in the colonial trade are taking all the cargo that offers at anything that can be got. Sailing ships are just now having an exceptionally hard time, and it is found impossible to attempt to obtain a decent freight where any French subsidized ship has been or is likely to come, as the ships under the tricolor can accept almost any rate of freight at all, and still pay well, thanks to the generosity of the French Government and the foolishness of the Nation, which apparently received no compensating advantages for the liberal bounties paid to bolster up a small section of the country's trade."

SHIP NOMIA CHARTERED.

Voyage Will Net Owners $10,700 Less Than on Her Original Rate.

Portland exporters continue to secure spot ships for less money than they can be chartered for at other Northwestern ports. The German bark Nomia was chartered by Girvin and Eyre last Saturday at 25s 9d, which is is lower than the last previous charter reported on Puget Sound. This rate represents a heavy loss to the owners by failure of the vessel to arrive here in time to fulfill her previous charter, which was at 28s 9d. The Nomia, on her last outward trip from Portland, carried 3100 long tons of wheat. At the difference of 13s between the two rates at which she was chartered this would mean a loss of $10,703, if she carried the same amount of cargo that she carried on her last trip. The Nomia will leave up from Astoria today, and will help out the May fleet, which is in a fair way to be of very small proportions. Some new-crop chartering is still being done, but the demands of most owners are too stiff for much business, 30s being the lowest rate.

YOUNG DWYER RECOVERING.

Injured Sailor Will Be Taken Back to His Home in England Thursday.

William Dwyer, the young sailor whose back was broken by a fall on the British ship Ardnamurchan, has recovered sufficiently to enable his mother to take him back to his home in England, and they will start Thursday morning for New York. The young man has hung to life with a grit that has won for him the admiration of every one he has met, and in spite of the fact that his injuries were at first pronounced fatal, he is in better shape physically and mentally than he has been at any time since the accident happened. He will be accompanied on the trip by a nurse and physician, and no bad effects are expected from the trip. Mrs. Dwyer has been at the bedside of her son for the past six weeks, and her presence has had much to do with his gallant fight for life. It is probable that a return to his old home and friends will start him farther on the road to recovery.

CUTTER BEAR SAILS.

Goes Northward on Annual Cruise in Behring Sea.

SEATTLE, April 28.—The United States revenue cutter Bear left Seattle tonight for her annual cruise in Behring Sea and the Arctics. She had on board Special Agent Hamilton, who goes North for the Government to inquire into the condition of the natives, especially as regards educational matters, and Captain J. T. Thompson, a retired Army officer. The latter is a guest of Captain Francis Tuttle, commander of the Bear, and is making the trip mainly for pleasure.

One of the chief missions of the Bear this year is to land 400 Siberian reindeer on St. Lawrence Island for the use of the natives. These were assembled on the Russian Behring Seacoast by Lieutenant E. P. Bertholf. The latter was dispatched to Siberia two years ago to perfect arrangements for the animals. The deer will be loaded in Baronesskoff Bay, Siberia.

New Traffic Arrangement.

ABERDEEN, Wash., April 28.—It is announced from Puget Sound ports that the Pollard Steamship Company, operating between Aberdeen and San Francisco, has made a through traffic arrangement with the Northern Pacific Railroad, whereby passengers may leave Seattle at 9 A. M. on special days, arrive at Aberdeen at 3 P. M., take steamer here and in two days more land in San Francisco. This point has always been a favorite one with coastwise passengers, either going to or coming from California ports. There is now a fleet of speedy steamers, such as the Grace C. Vindauer, Chehalis, Newburg, Coronado, Grace Dollar, Santa Barbara, Sequoia, San Pedro and Santa Monica, making regular trips between this port, San Francisco, Santa Barbara and San Pedro. On every trip, either up or down, the passenger list is large and is constantly increasing.

Railway Boycotts Steamers.

LONDON, April 28.—The Daily Express, in its issue of this morning, asserts positively that the shipping combine has forced the Canadian Pacific Railway to boycott the Beaver Line of steamers by the threat that if the road failed to comply with the combine's demand no emigrant carried on any ship under the control of the combination would be allowed to travel over the Canadian Pacific. "At a hurried meeting of the directors of the Canadian Pacific," continues the Daily Express, "it was decided that it would be useless to try to fight the combination. As a result of this action the British agents of the Canadian Pacific now refuse to issue passages on steamers of the Beaver Line."

Overdue Ship in Port.

SAN FRANCISCO, April 28.—The British collier Corunna, on which reinsurance rates have been quoted at 15 per cent, is safe and is expected to arrive here within a few days. She was spoken on April 24 by the steamer Enterprise, which arrived from Hilo today. The Corunna left Newcastle, Australia, 35 days ago with a cargo of coal.

Lake Steamer Wrecked.

PORT HURON, Mich., April 28.—The captain of the barge Sacramento reported here today that he sighted a quantity of wreckage on Saginaw Bay Saturday afternoon during the terrific storm, which evidently came from some steamer. The steamer Pawnee has not been heard from since the storm, and there are fears that the wreckage may be part of her.

Sails for Peru.

EVERETT, April 28.—The Italian bark Cavour, released from a libel suit, instituted by Geronimo Casaboza, has sailed for Peru.

Marine Notes.

The steamer Dalles City went to her home port yesterday to complete her repairs. Nearly everything is in readiness except a new coat of paint, which will be applied next week.

The steamer Undine made a special trip to Vancouver yesterday morning, taking over 256 recruits for the Seventeenth Infantry. The men arrived from San Francisco on a special train yesterday morning.

The French bark Vendee has nearly completed her cargo, but is waiting for lay days to expire. She was libeled on account of damage to some of her cargo, but she has been released on bond. The damage was to 3500 sacks of salt.

Domestic and Foreign Ports.

ASTORIA, April 28.—Sailed at 9 A. M.—Steamer Elmore, for Tillamook. Sailed at 2 P. M.—Steamer Columbia, for San Francisco. Condition of the bar at 5 P. M., rough; wind northwest; weather cloudy.

Tacoma, April 28.—Arrived—British bark Duns Law, from Hong Kong; steamer Mackinaw, from San Francisco. Sailed—British ship MacDiarmid, for Queenstown; 26th, German steamer Neko, for Port Blakeley.

San Francisco, April 28.—Arrived—Steamer Enterprise, from Hilo. Sailed—Steamer Geo. W. Elder, for Astoria; steamer Pleiades, for Ladysmith; steamer Titania, for Nanaimo. Arrived—Schooner John G. Worth, from Port Gamble; steamer Santa Monica, from Gray's Harbor.

Scilly, April 28.—Passed—Steamer Statendam, from New York for Plymouth and Rotterdam.

Glasgow, April 28.—Arrived—Carthagenian, from New York, via Moville.

Liverpool.—Arrived April 27—Cevic, from New York.

Auckland, April 28.—Sailed—Ventura, from Sydney, N. S. W., for San Francisco.

Bremen, April 28.—Arrived—Friederich der Grosse, from New York.

Cherbourg, April 28.—Arrived—Kaiser Wilhelm der Grosse, from New York, via Plymouth, for Bremen, and proceeded.

Gibraltar, April 28.—Arrived—Aller, from New York, for Naples and Genoa.

Brisbane, April 28.—Arrived—Aorangi, from Vancouver, B. C., via Honolulu, for Sydney, N. S. W.

Seattle, April 28.—Arrived—Steamer Jeanie, from Quadra Bay; steamer Santa Barbara, fromo San Francisco.

Will Build Stamp Mill.

BAKER CITY, April 28.—Frank E. Wilson, of Utah, who owns the Friday mine, near this city, has left for Salt Lake, to arrange for the erection of a 10-stamp mill on the property owned by himself and associates. He is not fully determined as to the kind of a mill he will select. He is considering the advisability of putting up a new style Chilean mill. Mr. Wilson, who is an old-time Utah miner, has been very successful in his ventures in mines. He is heavily interested in the Thunder Mountain country.

Oregon City Notes.

OREGON CITY, Or., April 28.—Arrangements have been made with the Southern Pacific Company for special rates for Clackamas County teachers to the meeting of the State Teachers' Association in Eugene, June 23. Local participants in the discussion will be Professor T. J. Gary, of the West Oregon City School, and County Superintendent J. C. Zinser.

Dr. William R. Lord will lecture in the First Congregational Church at 2 o'clock tomorrow afternoon to the pupils of the Oregon City, Canemah, West Oregon City, Parkplace and Maple Lane schools. Dr. Lord comes at the instance of the John Burroughs Society of Portland.

Mining Company Will Organize.

ELMA, Wash., April 28.—Steps are being taken to organize a mining company with headquarters at Elma. It is to be known as the Co-operative Mining Syndicate, and will have a capital stock of $1,000,000. The lands to be developed are in Okanogan County, Washington, and are owned by C. B. Ferris, of this place. The principal interest is in the gold, although the assay shows the ore to be rich in other minerals. The leading men of the enterprise are City Marshal Clay, Dr. Joseph Kent and C. B. Ferris.

HOSTETTER'S CELEBRATED STOMACH BITTERS

When the bowels are constipated the blood becomes impure. The bitters is the best known laxative and blood purifier. It will cure **Sick Headache, Indigestion, Dyspepsia and Malaria, Fever and Ague.**

A trial will convince you.

Where there's life there's hope

Never give up. Even if you have been trying a Sarsaparilla and have not improved. It's not the slightest reason why "Ayer's" will not cure you. "Ayer's" is not like any other Sarsaparilla. Doctors know this. They have our formula. That's why they always recommend "Ayer's" in preference to every other kind. It's the oldest, safest, strongest, best.

"Your Sarsaparilla has done me a great deal of good, purifying my blood and giving me strength and a general invigoration of the whole body. I know it is the best blood-cleanser, and it has done me a wonderful sight of good."
GEO. W. ROOSE, Jefferson, Ohio.

$1.00. All druggists. J. C. AYER CO., Lowell, Mass.

The Morning's Mourning

As George Ade says, in his new opera, "Ki-Ram:"

"It is no time for mirth and laughter
"The cold gray dawn of the morning after."

A fur overcoat on your tongue; "hair on your teeth;" a taste "as if a cat had littered in your mouth;" nerves a-tremble; aching hair; a "bust-head of splitting agony;" appetite—none; movement of the bowels—not a sign; present (unwelcome visitor), Gen. R. E. Morse. Never do it again, eh? Oh yes, you will. Remember

"The Devil was sick; the Devil a monk would be,
"The Devil got well; the Devil a monk was he,"

and a Cascaret three times on the day of misery will make you well. But, for goodness sake, be wise, up to the century, and the next time you go out with the boys, eat too much, drink too much, irritate your stomach, block your bowels, don't forget that you can prevent the "morning's mourning" by taking a Cascaret Candy Cathartic before you go to bed. They work while you sleep and make you awake bright as a new dollar in the morning. Always carry a box in your pocket, and have another on your dresser and another on your night table. Also one

"In your grip—on a trip,"

lest you forget.

Cascarets

Best for the Bowels. All druggists, 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped C C C. Guaranteed to cure or your money back. Sample and booklet free. Address
Sterling Remedy Company, Chicago or New York. 543

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J. HENRI KESSLER, M. D.
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This is the oldest Private Medical Dispensary in the City of Portland, the first Medical Dispensary ever started in the city. Dr. Kessler, the old reliable specialist, has been manager of this institution for 20 years, during which time thousands of cases have been cured, and no person was ever refused treatment. The St. Louis Dispensary has thousands of dollars in money and property, and able financially to make its word good.

Since Dr. Kessler started the St. Louis Dispensary, over 20 years ago, hundreds of traveling doctors have come to Portland, advertised their sure-cure ability in the papers, got what money they could from confiding patients, then left town. Dr. Kessler is the only advertising specialist who can give references to all classes. You may ask bankers, merchants, and all kinds of business men. They will tell you that Dr. Kessler is O. K. Lots of people coming from the country deposit their money with him. No other specialist on the Coast can give such reference as this old doctor.

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Many doctors in country towns send patients to Dr. Kessler, because they know he is prepared to treat all kinds of private and chronic diseases.

PRIVATE Diseases. This doctor guarantees to cure any case of Syphilis, Gonorrhea, Gleet, Stricture cured, no difference how long standing. Spermatorrhea, Loss of Manhood or Night Emissions, cured permanently. The habit of Self-Abuse effectually cured in a short time.

YOUNG MEN Your errors and follies of youth can be remedied, and this old doctor will give you wholesome advice and cure you—make you perfectly strong and healthy. You will be amazed at his success in curing Spermatorrhea, Seminal Loases, Nightly Emissions, and other effects.

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Painful, difficult, too frequent, milky or bloody urine, unnatural discharges, carefully treated and permanently cured. Piles, Rheumatism and Neuralgia treated by our new remedies, and cures guaranteed.

Patients treated in any part of the country by his home system. Write full particulars, enclose ten 2c stamps, and we will answer you promptly. Hundreds treated at home who are unable to come to the city.

READ THIS Take a clear bottle at bedtime, and urinate in the bottle, set aside and look at it in the morning. If it is cloudy or has a cloudy settling in it, you have some kidney or bladder disease, and should be attended to before you get an incurable disease, as hundreds die every year from Bright's disease of the kidneys.

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Enclose ten 2c stamps or no answer. 230½ Yamhill Street.