LIGHT ORIENTAL CARGOES

DULL FLOUR TRADE AFFECTS BUSINESS OF REGULAR LINERS.

Three Tacoma Steamers Have Sailed Less Than Half Loaded—Two Big Steamships Due—Marine Notes.

Oriental steamers plying out of Pacific Coast ports are partaking of some of the hard luck which has made business so unprofitable for the sailers, and none of the craft leaving North Pacific ports for the past six weeks have gone out fully loaded. The steamship Strathgyle, which was scheduled to sail on the 28th, has been held up past her time, awaiting some belated freight, and will still put to sea with a light cargo. She will probably finish loading this afternoon, and may clear in time to have her cargo figure in the April shipments. While she will carry considerable cotton, beef and general cargo, the flour shipment is the smallest that has left the port on an Oriental liner for the past year. Unless some more flour turns up from an unexpected source she will have only about 6000 barrels. This looks very small in comparison with the 40,000 and 50,000-barrel shipments that have made Portland famous, but it is still much better than the showing made by the Puget Sound steamers for the Orient.

The steamship Duke of Fife, sailing April 1, had but 2000 barrels of flour, and less than 1000 tons of other freight. The Victoria sailing April 16, had but 2750 barrels of flour, and 600 tons of cotton, sheeting and beer. The Tacoma, sailing April 18, had 2621 barrels of flour, 500 tons of miscellaneous freight, and 84,962 feet of lumber, the combined cargo of the three steamers being insufficient to load any one of them to her capacity. Although the Strathgyle is going out light, there is a fair amount of business in sight for the next steamer of the line, and by the time she arrives, it is expected that the flour market will improve so as to admit of more liberal shipments.

FRENCH SHIPBUILDING.

An Output of 600,000 Tons Is Expected Within the Next Three Years.

In the British Consul's report on the trade of Havre for last year it is stated that two steamers, each of 5000 tons, one steamer of 3000 tons, and one paddle steamer of 170 tons (for the Havre and Trouville service) were launched in 1901. Two four-masted sailing ships, each of 3200 tons; two three-masted sailing ships, each of 2500 tons, and one steamer of 500 tons (for the Newhaven and Dieppe service), are now under construction. Several vessels, which are actually completed and ready for sea are, it is stated, waiting in the port of Havre until the new merchant shipping bill becomes a law in order that they may get the benefit of the equipment bounty. Orders have been given for the construction of other ships, but they will not be put on the stocks till the new bill becomes a law. The new bill provides that the tonnage on which bounties will be allowed must not exceed a total of 600,000 tons—300,000 tons for steamers constructed in France, 200,000 tons for steamers built abroad, and 100,000 tons for sailing ships. It is estimated by competent authorities, the Consul writes, that in view of the extensive orders for shipbuilding now on hand, the full tonnage of 600,000 tons will be completed within the next three years, and that the bounties provided by the bill will then be exhausted.

TWO BIG STEAMSHIPS.

Ventnor and Queen Mary Due at Portland in a Few Days.

The British steamship Queen Mary is expected to leave Victoria today, and should reach Portland Friday or Saturday. Another of the Pacific Export Lumber Company's chartered liners, the British steamship Ventnor, is now in San Francisco discharging a portion of her cargo of bags, and will sail for Portland with the remainder about Sunday. As she has considerable cargo aboard for this port, it will require a few days to discharge it, and the Ventnor will not be ready for cargo until nearly a week later than the Queen Mary. Both of the steamers will load lumber, and will carry away about 6,000,000 feet. The Carl, now loading for the same company, has a capacity of nearly 2,000,000 feet, and the combined cargoes of these would make enough building material to construct a fair-sized city. Neither the Ventnor nor the Queen Mary has ever visited this port before. These big vessels, with the Quito, which is still lying here idle, will keep the few sailers in port from appearing lonesome. The Quito has been ready for business for nearly a month, but thus far has not able to secure anything at a profitable rate.

ANOTHER SPOT CHARTER.

British Ship Ladakh Taken for Tacoma Loading at 25s 9d.

It requires a good many ships to move a 44,000,000-bushel wheat crop, and the shipping season for that reason is drifting farther over into Spring than is usually the case. Quite a number of disengaged ships have come into the Columbia, and on Puget Sound, within the past two months, and at one time there were six on the free list at once. All have now been taken except the Speke, and the Lord Shaftesbury, and Portland again has the distinction of having the only idle wheat ships in the Pacific Northwest. The last spot charter reported is that of the British ship Ladakh, which is now discharging cargo on Puget Sound. This vessel was chartered yesterday by Girvin & Eyre to load at Tacoma. She receives 25s 9d, which is the same rate paid for the Nomia for Portland loading two days earlier. Present prices for wheat are sufficiently high to induce farmers to sell more freely than they have for several years past, and from present appearances there will be a smaller carry-over at the end of the season than there has been since the small crop years.

CAPTAIN ALBERS DEAD.

Commander of the Deutschland a Victim of Apoplexy.

BERLIN, April 29. — Captain A. Albers, of the Hamburg-American steamer Deutschland, fell dead of heart failure in the charthouse of his vessel as she was approaching the port of Cuxhaven. He expired in the arms of his first officer, who caught him as he fell. The long hours spent by Captain Albers on the bridge of the vessel, after the loss of her rudder at sea, which occurred before the Deutschland reached Plymouth, and during the passage of the North Sea, probably hastened the captain's collapse. As the senior captain of the Hamburg-American Steam Packet Company, Captain Albers was to retire after a few more trips.

HAMBURG, April 29. — The Hamburg-American line steamer Deutschland, disabled at sea by the loss of her rudder, while on a voyage from New York, has been examined, and the officials of the company admit that the repairs will necessitate laying up the vessel for some time.

THE SHIP COMBINE.

British Newspapers Say It Will Not Be Injurious to British Interests.

LONDON, April 29.—"Soft Soap and Blarney," "The Shipowners and the Absent-Minded Government," are two scare heads in this afternoon's papers here. They are fairly representative of the general impression created by the ministerial replies to the questions in the House of Commons regarding the Americanization of the Atlantic. "But what is Gerald Balfour (president of the Board of Trade) against J. Pierpont Morgan?" asks the Westminster Gazette, in urging the Government not to accept Mr. Balfour's reassuring statement, and not to rely on the passionate assertions of the sentimental attachment of the shipowners to the British flag.

"The combine," says the Liverpool Express, "will prove much more favorable to British interests than has up to the present been suspected. There will be no sale of British ships to J. P. Morgan. There will be a combination of companies registered in America on the basis of a nominal capital, which will be the individual value of each boat in the various fleets entering the combination. Each cargo and passenger boat will be valued separately. There will be an agreement so far as freight rates are concerned, and the companies pooled will declare the gross freights carried by each boat. These will be pooled and will be divided pro rata with the capital.

"It will thus be seen that the separate management of each concern will be continued and the company which can manage its fleet most economically will receive the larger portion of the net profits. Provision will be made whereby other companies can join the combination at any time on similar terms. As the majority of the ships will be British, the combination cannot be managed adversely to British interests."

The shareholders' meeting of the Leyland line in London today brought together a number of shipowners prominent in the combine, such as Messrs. Wilding, Pierrie and Torrey, and a representative of the Associated Press was assured that there was absolutely no change in the situation, which was exactly as outlined in these dispatches April 19.

OFF FOR THE POLE.

Steamer Frithjof Will Carry Expedition to Search for Baldwin.

NEW YORK, April 29.—Plans for the auxiliary Baldwin-Zeigler expedition to northern polar regions have been completed and the men who have been entrusted with its direction and management will soon leave for Europe. The steamer Frithjof, which with the America conveyed the Baldwin party to Franz-Josef Land, has been chartered for the work and will depart from Tromsoe on July 1.

The auxiliary expedition will be in charge of W. S. Champ, secretary to William Zeigler. Mr. Champ will sail for Europe on the steamer Cymric May 13 and the remainder of the party will sail on the Pretoria June 3. Mr. Champ has had experience in the Arctic region. The Frithjof will again be commanded by Captain Kjeldsen, whose work in the Arctic has been conspicuous. The Frithjof will go from Tromsoe to Camp Zeigler, on Alger Island, which is 80.4 north, and there secure the last instructions left by Baldwin.

It is believed here that Baldwin has worked to the northward of Alger Island and that the America is fast in the ice. When the America is found, an effort will be made to refill her bunkers with coal and work her out of the ice pack. It is thought that Baldwin used the America for Winter headquarters and worked north with sledges, establishing caches preparatory for the dash to the pole.

Baldwin's associates here are of the opinion that he began his northern movement for the pole about the middle of February and that he will reach the highest point about the middle of June, and the Frithjof expedition is timed to meet him. Baldwin has always believed that he would find a drift that would take him out of the way of Greenland, but his associates are of the opinion that his return will be across the ice towards Franz-Josef Land. Mr. Champ's plan after releasing the America will be to establish a patrol with the hope of picking up the Baldwin party. It is planned to cover a stretch of 150 miles east and west across the route most likely to be taken by Baldwin.

DRAGS HER ANCHOR.

British Ship Speke Drifts on Sands, but Is Not Damaged.

ASTORIA, Or., April 29.—The British ship Speke, which has been anchored in the lower harbor for some time, dragged her anchor during the storm last night and drifted on the sands. At high water today she was taken off and found to be uninjured.

Measurements of Totem.

The official measurement of the gasoline launch Totem, built by O. P. Graham, of Warrenton, for the Pacific Packing & Navigation Company, was completed by the customs authorities today. Her dimentions are as follows: Length, 48.2 feet; beam, 11.45 feet; depth, 4.15 feet; tonnage, 14 tons gross, 10 tons net. The launch will be taken to Juneau, Alaska, and used as a tender for the cannery recently purchased from the Taku Packing Company.

Clears for Peru With Lumber.

The American barkentine Chehalis cleared at the Custom-House today for Callao, Peru. She carries a cargo of 804,000 feet of lumber, valued at $8041, and was loaded at the Knappton mills.

In a Fatal Gale.

DUNKIRK, France, April 29. — Advices received here say that the French fishing fleet was recently caught in a gale in the North Sea; that three schooners foundered, and that many lives were lost.

Marine Notes.

The steamer Aberdeen cleared yesterday for San Francisco, with 420,000 feet of lumber.

The French bark Vendee will finish loading this morning, and may get through the custom-house this afternoon in time to figure with the April clearances. This will leave the Brunel and the Nomia as a nucleus for a May fleet.

Among other tourists bound up the river on the steamer Netlaka, of the White Collar line, yesterday morning, was the individual who is making a tour of the world with his hands fastened by handcuffs. He was booked through for The Dalles and photographed in an artistic pose before the capstan.

Domestic and Foreign Ports.

ASTORIA, April 29.—Arrived—Steamer Vosburg, from Tillamook. Condition of the bar at 4 P. M., rough; wind south; weather rainy.

Tacoma, April 29.—Arrived—Steamer City of Seattle, from Seattle.

New York, April 29.—Arrived—Kronprinz Wilhelm, from Bremen.

Seattle, April 29.—Sailed—Steamer City of Seattle, for Skagway; steamer Dolphin for Skagway; steamer Umatilla, for San Francisco; 28th, steamer Santa Barbara, for Port Hadlock; United States steamship Bear, for Alaska. Arrived—Steamer City of Puebla, from San Francisco; steamer Edith from San Francisco; German steamer Neko, from Port Blakeley.

New York, April 29.—Arrived—Californian, from Marseilles, Genoa and Naples; Moltke, Hamburg and Southampton. Sailed—Nevadan, for San Francisco; Nomadic, for Liverpool; Pretoria, for Hamburg, via Plymouth.

Hong Kong, April 29.—Arrived—Ching Wo, from Tacoma, Yokohama, etc., for London.

Yokohama.—Sailed April 28—Hyson, for Seattle; prior to 28th, Empress of Japan, for Hong Kong.

Bremen, April 29.—Arrived—Freidrich der Grosse, from New York.

Auckland, April 28.—Arrived—Sierra, from San Francisco, for Sydney.

Teneriffe.—Sailed April 10—Numantia, from Hamburg, etc., for San Francisco.

Hamburg, April 29.—Sailed—Menes, for San Francisco.

San Francisco, April 29.—Sailed—Steamer Alltak, for Alltak. Arrived—Steamer Progreso, from Seattle; schooner Idaho Schauer, from Port Gamble.

Taking Desperate Chances.

It is true that many contract slight colds and recover from them without taking any precaution or treatment, and a knowledge of this fact leads others to take their chances instead of giving their colds the needed attention. It should be borne in mind that every cold weakens the lungs, lowers the vitality and makes the system less able to withstand each succeeding cold and paves the way for more serious diseases. Can you afford to take such desperate chances when Chamberlain's Cough Remedy, famous for its cures of colds, can be had for a trifle? For sale by all druggists.

GOOD CHEER IN THE PHILIPPINES.

Reprinted from The Congregationalist of April 5, 1902.

Mr. Charles H. Ames, author of the following paper, is an Amherst graduate of the class of 1870, and is a member of the publishing house of D. C. Heath & Co. in Boston. He took a trip around the world last year, in the course of which he spent six weeks in the Philippine Islands, where he had exceptional opportunity to acquaint himself with the ideals and methods of the Taft Commission and of Superintendent Atkinson, who has charge of the educational propaganda, as well as to investigate for himself conditions in various parts of the islands. He spent some time in Oregon on his way around the world, and ascended Mount Hood last July with the Mazama party.

Public sentiment in regard to the American occupation of the Philippine Islands has been largely affected by the determined effort of critical persons to present every discouraging feature of it in its worst aspect. Letters from sick or discouraged or otherwise disaffected soldiers, civilians or teachers have been given great and undue publicity. The "seamy side" of such a question always exists. The value of a critical party is conceded. But it is my conviction, based on personal observation in the Philippines, that its work has been much overdone in America in regard to this great and important question. The recent presentation before the Senate committee of a large body of testimony from responsible and competent witnesses, offering means for a fairer and more encouraging estimate of the whole question, may be considered substantial cause for satisfaction.

There is no longer excuse for the notion that in the Philippine Islands a brave and intelligent race of people were contending for the same ideals which inspired Washington and his associates in the struggle for American independence, or that "American soldiers were every day shooting Christian Filipinos for no crime but loving the Declaration of Independence."

There is no longer excuse for believing that the American Army has become demoralized and is given over to a spirit of revenge and cruelty, or that Governor Taft and his associates are vulgar carpetbaggers—actuated by a spirit of greed and selfishness, or that Superintendent Atkinson and his associates are engaged in forcing upon an unwilling people an alien language and an education unsuited to their needs.

The American people may now, with fullest warrant, accept the statement that their representatives, both military and civil, in the Philippines are, generally speaking, a very creditable body of men, sensitive to public opinion at home, but necessarily possessed of a knowledge of the situation not obtainable here, and striving with rare courage and wisdom to bring order out of chaos, and to the best of their ability serving the high interests of civilization.

It is my belief that the "Spanish War" was one of the most justifiable in history, was conducted on exceptionally humanitarian principles, so far as our country was concerned, and that the most unexpected train of events, which brought to us the possession of Porto Rico and the responsibility for the Philippine Archipelago, followed in practically unavoidable sequence from that war.

Into this opinion, so far as this logical sequence or the duty of the United States under the circumstances is concerned, enter no considerations of future profit to America of either a financial or political nature. Whether such profits, or, on the other hand, loss and future complication and danger may be the result are separate questions and not subjects of discussion in this article.

While it is admitted that about this question of the primary right of this country in the Philippines the greatest difference of opinion has existed, and, in spite of recent revelations, may continue to exist, it is submitted that the present conduct of our representatives in the islands should not be made part of that question and should be judged on its own basis.

For present conditions then it may be stated that the efforts to secure peace throughout the vast extent of the Philippines have substantially succeeded. A few hostile bands are still active but in very restricted areas. A work so vast and varied that it can hardly be more than hinted at here has been accomplished in the interests of civilization.

The first need after actual hostilities have ceased is means of communication. Before our advent these were probably the worst of any country in the world having any relations with civilization. There are now nearly 1000 miles of cable, nearly 5000 miles of telegraph lines, and between 100 and 200 miles of railway.

The work of the Taft Commission in the best interests of the Philippine people, as well as of their relations with the United States, has been for more than a year and a half unremitting and truly wonderful. From the awful chaos of affairs in the islands and complexity of duties and questions, unimaginable at this distance, it has evolved order and detailed plan, and put its plan very largely into execution.

The tangled mass of Spanish law has been carefully studied. It has created a municipal code, a provincial law, a school law, a law prescribing an accounting system, passed acts organizing a bureau of the central government, acts organizing the courts, an act to incorporate the City of Manila, a code of civil procedure for the islands, a new tariff act, and has spent months in establishing municipal governments throughout the archipelago. So far as possible it has brought the natives themselves into active governmental relations. Unhampered in the slightest degree by the President or home Government, its plans seem to have been as wise as human good will and the best ability available could make them.

The Educational Department has in its way achieved a similar record. The sending out of 1000 American teachers to assist in the establishment of a genuine educational system in such a country is one of the romances of the world. Superintendent Atkinson and his associates have been criticised and derided and even denounced—and for every conceivable reason. Utter failure has been predicted. But it is becoming known that it was an entirely sincere and serious movement and that, though it was in the face of obstacles to daunt any but the most devoted, it has been from the first surprisingly successful. It is but a beginning. Errors may be made and plans may have to be modified, the superficially educated native may cause trouble, or his zeal for education cool, but whatever capacity for intellectual and moral improvement he may possess will now for the first time in the history of his country begin to have assistance and opportunity for development.

Up to date the work of the Educational Department has been welcomed by the native population, and the plans and labors of its able and devoted superintendent and his assistants have been justified. The labor they have undertaken is an endless one. It must constantly pass to newer hands. It is a part, and perhaps the very noblest part, of the "white man's burden," and an inevitable one; but he will learn better and better how to adjust it, and the world's growth into more rationality by his efforts will be his reward by the way.

Let it be remembered, however, of the American effort in the Philippines, that its motive is the highest and that it is democratic in its plan—designed for the people as such and not for the favored few—and above all that it is nothing forced upon an unwilling people, but what they have welcomed everywhere.

The following peculiarly favorable conditions for our work in the Philippines seem to me to be of structural importance:

First—The Philippine Islands are a well-defined group, separate and apart from other islands or lands. The political significance of this fact will be at once recognized when one contrasts them with the "borderland" countries, like Korea or Siam or Afghanistan.

Second—The relatively small number of the people with whom we have to deal. The whole population of the islands is judged to be not more than 8,000,000, with only about 6,000,000 of which number we are at present practically concerned. We are a race of 76,000,000, with limitless resources. Contrast this with the problem of the English in India in controlling a diversity of races numbering 300,000,000; or with the efforts of any Occidental nation, or of all of them combined, to influence, not to say control, the 400,000,000 of China.

Third—The great majority of the Filipinos are, at least nominally, Christian. This is a fact of prodigious importance. Even granted that they are still superstitious, and that their religion has not, as yet, in their minds any very close relation with morality, it is yet true that in their confessions and ceremonies they celebrate the same religious ideals that we do. Contrast with this the hostility of the Hindus and Chinese to these ideals, and the enormous initial advantage in our task will be recognized.

Fourth—The Filipinos are already favorably disposed to and eager for education, and even the kind of education we are doing so much to provide for them. Here again is a feature of transcendent importance.

All the considerations cited lighten in a marvelous way the task we have undertaken in the islands, and seem to me to constitute valid reasons why the American people of all the civilized peoples in the world should be the ones to attempt the gradual improvement of this Oriental race, and why the Philippine people are, of all others in the Orient, the most favorably situated and constituted for such an experiment.

The experiment is a grave and extraordinary one, and its results no man may accurately predict; but, allowing long time for it and patience and thoroughness and honesty in what we have undertaken, we need not anticipate ultimate failure.

REV. DR. MOSESSOHN.

A Letter From Him to The Oregonian.

PORTLAND, April 29.—(To the Editor.)—Since my arrival in Portland I have been a constant reader of The Oregonian, and many times contributed to this worthy daily, finding it the most tolerant publication toward all mankind, irrespective of religions or creeds. No wonder that the editorial in last Sunday's edition (27th inst.), under the heading, "A Charge and the Record," astonished me. I do not intend to take issue in behalf of Dr. Wise, as that learned and eloquent lecturer is fully capable of taking care of himself. The purpose of my present letter is better conveyed in the expression of Queen Esther, "Let my life be given me at my petition, and my people at my request," because the wholesale undeserved attack upon the Jews at large in an editorial of such a popular and leading daily may create anti-Semitic feeling at least in Oregon.

I do not doubt that the writer of that editorial did not consult history in upholding his view, nor did he intend to hurt the feelings of a good portion of loyal citizens of our free country, but as long as this assault on the Jews at large is published, the reading majority will not question the intention of the writer, and may accept the opinion for its face value. To right this wrong is the purpose of my present letter, hoping that space will be given for its publication.

In order not to trespass on the space of The Oregonian, I will restrict myself to facts, and facts only. The writer says: "He (Dr. Stephen S. Wise) belongs to a race which has known persecution, but which is generally most ungenerous toward other creeds and races." With the greatest deference to the truthfulness of the first clause, that the Jews have known persecution, I am compelled to say that the latter clause, containing the broad accusation against all Jews that they hate all nations of the world, is contradictory to truth and against historical records. Such a wholesale accusation against a peaceable nation as the Jews are is worthy of the pen of Rohling, Drummond, Pobiedonaszev and other celebrated anti-Semites. How it found place in The Oregonian is more than I can account for.

"It is a rare thing to find a Jew who does not hate a Catholic as cordially as the Catholics hate the Jew," continues the writer. Now, one question: Did the writer of these unfortunate lines interview and consult all the 10,500,000 of Jews scattered over all the world to found his wholesale furious attack on all Jews? As a Jew, knowing the tolerance wrought in the spirit of my nation, I am not afraid openly to deny this undeserved accusation, and the burden of proof is on the writer's shoulders, as his statement is in the affirmative.

Though the writer relaxes his harsh statements by finding only one Jew (Dr. Wise) rising above prejudice against other nations, I have to say that the learned doctor will protest against this compliment and will tell to the whole world that in the matter of tolerance toward other nations he is not above the average member of the house of Israel, of whom young and old are strict followers of the golden rules of Moses, "And thou shalt love thy neighbor (not only a Jew) as thyself" (Lev. xix:18), and Micah iv:5, "As to all nations let them walk every one in the name of his god, and we will walk in the name of the Lord our God for ever and ever." This is the fountain of tolerance of which every Jew draws from his youth; these are the waters of life of which the Jew drew his natural friendliness and peace with all mankind.

"We will enter into no dispute with Dr. Wise on the question whether the Jews are or have been ungenerous toward other creeds and races, or not, or whether Jews have shown similar feelings toward Catholics and other Christians, or not," continues the writer. Well said. But is it logical? He accuses a whole nation of the lowest and meanest crime under the sun—viz., hate to the whole world—and intends to deprive the wrongfully accused of a hearing, what they have to say in their defense. Does not history repeat itself? It reminds me of the gloomy Middle Ages, when the Jews were accused of poisoning the wells of the waters of which they themselves drank, and on the strength of such a folly were exterminated by the tens of thousands without being given a hearing and opportunity to defend themselves.

"Appeal might be made to 15 centuries of the world's history," finishes the writer, in affirmation of his statements. Now, for truth's sake, will the writer show to the world the record when and where the Jews were given the permission to have a hearing before the nations, that the historians might draw unprejudiced opinions? Did those historians—and they are very few—that painted the Jew in the darkest colors know the Jew more than "the Christ-killer"? Did they ever search the true attitude of the Jew? Did they ever make a study of the Jew's mind, history, heart and actions? And were these bigotry-blinded historians the foundation of the editorial writer's opinion? If so, I pity him.

I am through, and leave the readers to weigh those statements on the scales of unprejudiced history, truth and facts, and decide whether the writer of that editorial did not commit an irreparable wrong to the Jews at large.

In the belief that the mistaken opinion of one is not the general spirit of tolerance toward all mankind, irrespective of creed, assured by The Oregonian in the same editorial, I hope that my present letter will right the wrong done.

REV. DR. N. MOSESSOHN.

The Oregonian willingly affords space for the above letter, for tolerance of opinion has been the rule of its life. It has no doubt of the entire sincerity of the writer; but it cannot assent to his assumption (perhaps it is unconscious to himself) that the people for whom he speaks is the one tolerant, fair and faultless people of the human race. For there is a good deal of human nature in all of us, and race antipathies are among the most powerful forces and factors of history. The Oregonian does not want to go into this subject, and it will only say that this writer gives too much attention or lays unnecessary stress on one of its passing remarks. The Oregonian's remark, of which so much is made, bore, as it has been heretofore fully shown, no tone of intolerance or malice in itself, or even by indirection. It applied no more to the Jewish race than to Christians; and this sensitiveness about it, shown in the letter printed above, is altogether unwarranted and needless. The Jews have their place among our esteemed fellow-citizens, but they are not absolute saints more than the rest of us. Every race that has been actuated by deep religious feeling has been a persecutor when it has had power. The safety of our modern life is that we have thrown religious contentions and ecclesiastical power out of the affairs of state.

FUGITIVES SURRENDER.

Philadelphia Officers Charged With Ballot-Box Stuffing.

PHILADELPHIA, April 29. — Ex-Deputy Coroner Samuel P. Salter, of Philadelphia, and Clarence Meeser and Joseph Rodgers, of Washington, alleged ballot-box stuffers, who jumped their bail in 1899, and have since been fugitives from justice, today surrendered themselves to the court. Meeser, who was employed in the copyright division of the Congressional Library, and Rodgers, who was a Lieutenant of the Capitol Police, were members of an alleged gang of 14 repeaters, who came here from Washington to vote at the November election, when Colonel James M. Barnett, Republican, of the Tenth Pennsylvania Regiment, headed the ticket for State Treasurer. The men are alleged to have placed 200 fraudulent votes in a ballot-box.

George Kirtland, of Washington, a member of the gang, it later developed, was in the employ of a local newspaper, and gave the entire scheme away. Five of the 14 men were caught and were subsequently released on $1800 bail each. All the men, it is said, with the exception of Kirtland, were Government employes. Salter, Meeser and Rodgers disappeared, and nothing was known of their whereabouts until they surrendered today. They were released on bail for their appearance at the next term of court.

Thought to Be Mrs. Luetgert.

CHICAGO, April 29.—Mrs. Mary Robbins, who is believed by some to be Mrs. Adolph Luetgert, the supposed murdered wife of the sausage-maker, has been taken into custody because of the strong suspicion that attaches to her case. Mrs. Robbins had intended leaving the Alma Mott Home, 589 Austin avenue, to which she was taken about six weeks ago, but the chain of circumstantial evidence seemed so strong to Attorney Lawrence Harmon, who defended Luetgert, and to a number of other persons interested, that a hurried conference was held, and it was decided to hold the woman until further investigation could be made. The woman told apparently conflicting stories, but insisted that she is not Mrs. Luetgert.

Confidence Men Arrested.

COLORADO SPRINGS, Colo., April 29.—A. Duff, C. W. Davis, Joe Bailey and E. Rose were arrested while quarreling over a bill at the depot. When their room was searched several hundred dollars of counterfeit money, three revolvers and a complete bunco outfit was found. The police say the prisoners are confidence men, notorious throughout the West.

Consecration of a Bishop.

DENVER, April 29. — Bishops of the Episcopal Church who are to participate in the ceremonies attending the consecration of Rev. Charles S. Olmstead, as bishop of the diocese of Colorado, began to arrive this evening. The consecration will take place at St. John's Cathedral in this city Thursday. Among the visiting bishops will be Bishop Coadjutor A. L. Williams, of Nebraska; Bishop Edward Atwill, of Kansas; Bishop Coadjutor Charles P. Anderson, of Chicago; Bishop Theodore N. Morrison, of Iowa; Bishop George H. Kingsolving, of Galveston, Tex.; Bishop Frank R. Millspaugh, of Topeka, Kan.; Bishop James Funston, of Idaho; Bishop William H. Hare, of South Dakota; Bishop James S. Johnston, of San Antonio, Tex.; Bishop William M. Brown, of Arkansas; Bishop Leighton Coleman, of Delaware; Bishop Daniel S. Tuttle, of St. Louis, and Bishop Charles C. Grafton, of Fond du Lac, Wis.

Beresford Says He Made a Mistake.

NEW YORK, April 29.—About a year ago, when Lord Charles Beresford was second in command of the Mediterranean fleet, a letter was published from him disclosing the weakness of the British Navy in an emergency, says a London dispatch to the Tribune. Admiralty officials, when questioned, asserted stoutly that a serious breach of the rules of the service was committed without the knowledge of Lord Charles, and that a private letter had been published improperly, especially as it contained evidence of confidential communications with the authorities.

Lord Charles in the meantime has been returned to Parliament as a result of the movement for strengthening the Navy started by this letter. He now admits in today's Times that the publication of the letter was a grave mistake, for which he alone was responsible.

Cure for Cholera.

ANN ARBOR, Mich., April 29.—By an expedition to the disease-stricken parts of India the effectiveness of benzozone is to be tested. Professor Victor C. Vaughn and Frederick W. Novy, of the medical college of the University of Michigan, will leave for Asia about the middle of June. Last Winter Professor Novy announced the discovery of benzozone, an organic peroxide, which was believed to possess absolute antiseptic powers in the intestinal tract, and which, if that supposition were true, would be not only a cure, but a total preventive of such diseases as typhoid, cholera, plague, dysentery, and all other diseases, the seat of which is in the intestines.

Nationalists' Plans Failed.

NEW YORK, April 29.—In the result of the elections just held, it is evident, says the Paris correspondent of the Tribune, that the fierce attack skillfully organized by the Nationalist leaders against the policy of peace and internal development pursued by Waldeck-Rousseau and his colleagues has failed, and that it is hopeless to persuade the French people to follow those who wish to revive the days of Boulangism and adventure.

Governor Richards Will Run Again.

LARAMIE, Wyo., April 29.—The Laramie Republic announces that Governor De Forest Richards has consented again to be a candidate for gubernatorial honors, subject to the action of the Republican convention, and adds that it does not appear that there will be any opposition to his candidacy.

Dumont's Stay Was Short.

NEW YORK, April 29.—Santos-Dumont, the aeronaut, has announced that he will sail for London Thursday. The belief was general that his stay would last some months.

"My affairs," he said, "make it necessary for me to cross at this time. I'll be back in a couple of months, for I am impressed by the progressive nature of the American people, and I believe I will get the encouragement that I desire to carry on my experiments here."

Captain Mahan's Article.

NEW YORK, April 29.—A remarkable article on motives to imperial federation is contributed by Captain Mahan, U. S. N., to the forthcoming number of the National Review, says a London dispatch to the Tribune. The writer compares the movement in England and America and argues that it was a sudden realization of the pressing peril to national unity that aroused both peoples.

McMurty Moves to New York.

NEW YORK, April 29.—George G. McMurty, president of the American Sheet Steel Company, and a former resident of Western Pennsylvania, has joined the steel magnates' colony in this city by purchasing a residence at 812 Fifth avenue, opposite Central Park. The price is said to have been $270,000.

Lady Beresford's Wedding.

NEW YORK, April 29.—The marriage of Lady Sibyl Beresford and Captain Dawnay, Earl Roberts' aid, just celebrated at St. Mark's Church, was attended by half a dozen Duchesses and a swarm of titled people, cables the London correspondent of the Tribune. Three children in simple muslin frocks followed the bride with her long court train of Brussels lace.

China to Name New Coast Consul.

SAN FRANCISCO, April 29.—Secretaries Shen and Chun, of the Chinese Legation at Washington, are in the city, the guests of ConsulGeneral Ho Yow. It is given out that their business is manly for pleasure, and that they will visit Los Angeles before returning to Washington, but it is said unofficially that their appearance has to do with a transfer of the Consulate to Ho Yow's successor. His second term has already expired, and the Chinese Foreign Office seldom retains a diplomat at one post more than one term of three years. Ho Yow has already announced his intention of soon going on an extended vacation.

Will Be at Rosecrans Burial.

HELENA, Mont., April 29.—Mrs. J. K. Toole and Miss Rosecrans, daughters of General W. S. Rosecrans, left Helena today for Washington to attend the ceremonies connected with the burial of the body of General Rosecrans at Arlington.

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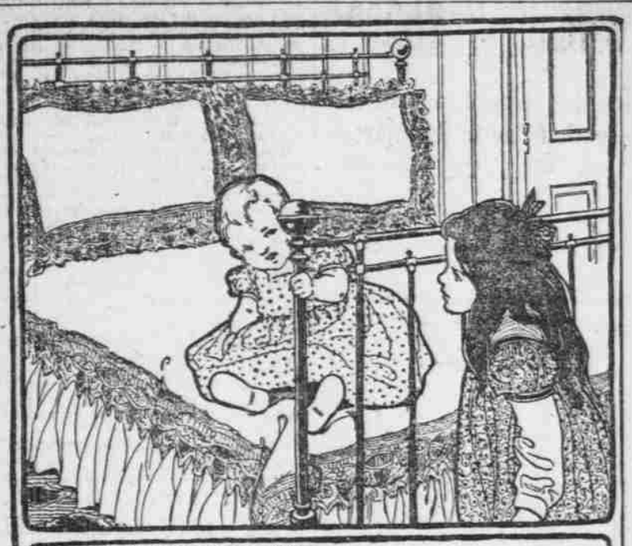

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Child Influences Grocery Trade

Four families in five, when they choose a new food, ask "Is it good for children?"

"People sometimes forget it, but a man in the grocery business, whether he is a retailer or a wholesaler, has to remember that, sooner or later, the point that decides the choice of breakfast food for four families in every five is the question, 'Is it the right thing for the children?'" said a grocery man, one of the most important in the country. "No amount of argument will make them continue to buy a food that isn't best for children. They make the test right at their own table. Wheat is too uncertain in the cooking—it has to be cooked too long before it is ready to digest, and even then it's a tax on a child's digestion and doesn't build the little one like oat food. There's something in human nature that makes folks swing back to oat-food, as surely as they prefer natural milk to condensed milk. Probably it's the old leaning toward nature. Oat-food is what a child thrives on, anyhow.

"There's a wide difference in oats, even. One lot of grain may have twice or three times as much nutriment as another. The best of the harvest is picked out and bought by the men who make Scotch Oats. They have the biggest capital, and nobody else stands a chance. Then the special milling process, every detail of which is watched with extraordinary care, is another important point. Scotch Oats, in fact, are about as much better than other oats as other oats are better than wheat."

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