TO CONTROL ROAD

Condition Made in Dalles Portage Project.

OWNERSHIP TO BE ABSOLUTE

Board of Trade Decides That Columbia Railroad & Navigation Company Must Sell Its Assets to New Company.

The Board of Trade yesterday decided to open negotiations for the absolute purchase of the right of way and all assets of the dalles portage road owned by the Columbia Railway & Navigation Company. According to the first plan of reorganization, these rights were to be paid for by stock in the new company. Lest there should arise later troublesome questions of control, it was decided wise to secure absolute ownership of the old company's assets. The movement is believed to be one of great importance to the Inland Empire.

Plans are going ahead steadily for completion of the portage railroad above The Dalles. The Board of Trade feels certain that the project can be put through. Its committee on railroads, of which Joseph Gaston is chairman, has made investigations and preliminary reports, showing that the proposed enterprise is feasible. The committee is now working on plans for organization of a new company to take over the property of the Columbia Railway & Navigation Company, which owns rights of way above The Dalles and about 10 miles of finished track between Big Eddy and a place opposite Celilo.

The railroad committee submitted a plan of organization to the board yesterday. It was discussed a long time. According to the plan the members of the Columbia Railway & Navigation Company were to give over the road and its property, as it now exists, for stock in the new company. The subscribers to the new stock were to be in control of the road. But the board apprehended that the old stockholders would gain the ascendancy, and feared such a possibility would deter many persons from subscribing for stock, inasmuch as there is not full confidence in the old management. It was therefore resolved to ascertain for what sum in cash or bonds the old company would sell its property and franchises. Seneca Smith was added to the railroad committee to negotiate with the old company on this basis.

Basis of Reorganization.

The shares of the new company were to have a par value of $50 each, and the capital stock was to be $750,000. The old company was to take $350,000 worth in exchange for its property and franchises. The subscribers to the new capital were to own $400,000 worth. The amount to be raised was $250,000. First mortgage bonds were to be sold to the extent of $1,000,000, $250,000 worth of which were to go to the old company and $250,000 to the subscribers of new capital. The old stockholders were also to have $250,000 worth of second mortgage bonds. The stock for the members of the old company, amounting to $350,000, was to be placed in escrow for a period of three years. At any time within this period the subscribers to the new capital would have the option of exchanging $250,000 worth of first mortgage bonds for the $350,000 worth of stock of the old corporation.

The liens against the property of the portage road amount to $123,000. These would have to be paid out of the money raised. Rolling stock would cost about $16,000 and terminals $20,000, and a steamboat and barges about $31,000. If the Government would remove dangerous rocks in Three-Mile Rapids, the company would be saved $50,000, the cost of an extra 2½ miles of road around the rapids. To build the road to Columbus would cost $60,000, but this was not necessary.

All the parties interested in the old company had agreed to pool their interests, and to place them in the hands of a trustee, to guarantee the interests of farmers and shippers. They were to take their pay in exchange for the securities of the new company. In order to put the road in working order, money would have to be raised to pay the liens, to build terminals, a steamboat and barges, and to buy rolling stock.

Assets of Old Company.

The railroad committee's report showed that the Columbia Railway & Navigation Company has expended $815,000 in surveys, purchase of right of way and actual construction work. Surveys had been made to Frankfort, opposite Astoria, and as far north as Spokane. The data of these surveys were still valuable property of the company. The company also held existing contracts for 85,000 tons of grain freights annually, which would yield the new company over $216,000 a year annual revenue.

Mr. Gaston said he had been all over the property of the existing company, and therefore knew accurately the whole situation. He thought that $50,000 of the $123,000 liens could be met with bonds. The railroads, Mr. Gaston said, would be bent on destroying the enterprise or on tying it up with litigation, but he believed it could go through. A great deal of new land would be opened by it which is not now touched by railroads. He argued that if the venture proved profitable, as it undoubtedly would, the new stockholders could turn over $250,000 in bonds for $350,000 in stock, and assume absolute management.

Debate on the Project.

"I think it would be better to buy out the old company, lock, stock and barrel," said F. E. Beach.

"So do I," echoed William Killingsworth. "We could raise enough money to clear out the old company."

"But," objected Mr. Gaston, "how are you going to raise a big sum independently of the old company, if you cannot raise a small sum in connection with it?"

"Don't you think the old company would take, say $250,000 in bonds, instead of stock?" asked Seneca Smith.

"No," answered Mr. Gaston. "It would be a soft snap for the new company."

"It would be a softer snap for the old company," dissented Seneca Smith.

"For $25,000 control would be taken from the new stockholders," remarked somebody.

"I think they want too much for their property," remarked Mr. Killingsworth.

To Negotiate for Absolute Purchase.

It was then resolved to negotiate for the absolute purchase of the road.

"The project can be carried out," remarked Mr. Beach. "It should be pushed along."

"Yes," agreed Mr. Gaston, "it should be disposed of as quickly as possible."

The board will meet again Monday afternoon to discuss the question further.

The board has received many letters from influential men in the Upper Columbia region, encouraging the movement to complete the portage road. The project is recognized as one of the most important to the interests of the Inland Empire.

"The property above The Dalles is worth $1,000,000," said Mr. Gaston yesterday. "It controls the railroad situation on the north side of the Columbia."

AFTER ALASKA STEAMSHIP LINE.

Board of Trade Is Devising Way to Get Northern Commerce.

The Board of Trade is after a steamship line between Portland and Alaska. It has appointed a committee to devise ways and means for building up trade with the north. The committee will consider organization of a stock company for the purpose, and also terms by which steamers can be induced to come here. The board believes that it is possible to build up trade with the North, and does not know of a better time to begin. At the meeting of the board yesterday there was much enthusiasm, and it was resolved to go ahead with the most energetic dispatch. The committee appointed consists of F. E. Beach, William Killingsworth, H. R. Albee, Seneca Smith, B. L. Paget, James Steel and Adam Appell.

Some time ago Secretary J. M. Moore sent letters to the leading merchants of the city, asking if they favored a steamship line. About 50 replies have been received, all of them encouraging the project.

"Now is the time to begin," said President Beach. "We need immediate action. I favor incorporating a company and getting steamers right away. There is plenty of freight, and all we have to do is to take hold. In 30 days we can have a steamer chartered and on the way."

Somebody suggested that the subject be put off until another meeting. "No, no," came back the chorus. The above-named committee was thereupon appointed.

"What points in Alaska shall our steamers touch?" asked somebody.

"The high places," replied Seneca Smith.

Alexander Kunz reviewed Portland's similar effort several years ago. "If we go at it again we must give positive assurance that we shall stay by it. If we should fail this time we should never restore ourselves with Alaska merchants."

Mr. Kunz recommended small ships and frequent trips. He said Seattle had built up its trade with small vessels. "A 1200-ton ship is too large," he said.

The Port of Portland has promised to make a typewritten response to the suggestion of the board that a Government engineer superintend the construction of the drydock. Last Monday night the board appointed a committee to confer with the commission. Its chairman, James Steel, reported to the board yesterday that President Banfield has promised a written response.

The board resolved against any city market plan, whereby control of the block of land, proposed for the market, would be given over to a private company. The resolution as first worded censured the Council if that body should rent the property. The board decided simply to disapprove of any such action of the Council. The resolution was as follows:

Whereas, We, the Board of Trade, believe that it would be unwise and unbusiness-like to rent the Market block to any corporation or individual, as we believe the property would be of great value to the city were it constructed and prepared as a public market, and of inestimable value to the citizens; therefore, be it

Resolved, We condemn and disapprove any plan to rent the Market block.

FIRST OF DEAN SERIES.

Y. M. C. A. Evangelist Lectures on the Book of Mark.

The first of the "Dean Series" of meetings at the Young Men's Christian Association was held last night, in the nature of a most interesting study in the book of Mark. About 100 men were present.

Mr. Dean fulfilled the expectations of those present by a most interesting and instructive discourse. Of a pleasing personality, his deep earnestness makes his splendid voice and careful manner most effective.

He said that the book of Mark was written by Mark, though dictated by Peter. Everywhere it shows the impetuousity of that hasty though faithful disciple, and being written to the Roman people, who loved action and accomplishment, was full of what then appeared as great deeds, and marvels. Almost half the book is given to the account of Christ's death and kindred events, emphasizing their great importance.

"Remember, Jesus Christ did not come into the world to live, nor give precept, but to die," said Mr. Dean. "His life and teaching were incidental. We can never keep the precepts of the sermon on the Mount until we have been to the experiences of the cross to secure strength. There were no more evil spirits in the time of Christ than now, but the great spiritual purity of Jesus caused them to cry out against them. It was a new thing for any god or demigod to heal the sick. The Roman gods had given their time to the cracking of skulls, but seldom to repairing them. Christ's message of healing was new.

"There is a progression in the steps of power shown in the book. Christ overcomes the beasts of the desert, the tempter, heals the sick, forgives sins, and makes health, and finally is set at the right hand of God. The great climax, however, is in the 20th verse of the last chapter, when the disciples go forth in their Master's strength to do even greater things than He had done."

Tonight Mr. Dean will give the second Bible reading on The Acts. A devotional meeting will also be held from 12:06 to 12:30. To both of these meetings all men are invited. They are held in the Association's new auditorium.

SOUTH AMERICAN TRADE.

Canal Will Help Develop Southern Republics.

NEW YORK, April 30.—Colonel Dickey, United States Consul at Callao, Peru, who is in this country on his yearly leave of absence, is strongly in favor of an Isthmian canal.

"I do not much care which route is chosen," he said, "so long as the canal is built. The South American Republics will not develop at the rate of which they are capable, at the rate at which they should, until the canal is built. Peru, however, is developing. My relations with the Peruvian Government, from the President down, have been most cordial and pleasant. The imports from the United States have increased greatly, due to the aroused activity of American importers. The want of American banking connections in Peru is a great drawback. The banks and American steamship connections are the greatest needs just now.

"Whether American steamships can compete with the present English, German and Chilean lines now operating between the west coast of South America and California, owing to the extreme low cost of operation of the latter is a question for consideration. These foreign companies say they are well satisfied with the business they do. Two hundred and fifty thousand dollars' worth of cargo entered Peru in American bottoms during the March quarter of the present year, which is the best record yet during the four years of my consulship."

Tributes to Consul-General.

NEW YORK, April 30.—Vice-Consul Westcott is overwhelmed with letters of expressions of regret over the death of Consul-General Osborne, says a London dispatch to the Tribune. Mr. Osborne was respected and liked by the London general public and had administered his office with exceptional ability. He was greatly depressed by the death of President McKinley, his cousin, and lost interest in public affairs.

Mutual Alliance Association.

NEW YORK, April 30.—Organization of the Mutual Alliance Association of this city has been completed. The new concern will have a capital of $500,000, and a surplus of the same amount. Kalman Haas will be its president. The directors include, besides H. H. Rogers and Cornelius Vanderbilt, many prominent capitalists.

Chief Thunder Not Drowned.

GATESVILLE, Wis., April 30.—The report announcing the drowning of Tom Thunder, the celebrated Winnebago Indian, is erroneous. He was in this city today.

OFFER FOR STEAMER LINE

PROBABLE TRANSFER OF THE D. P. & A. N. CO.

Columbia River & Northern Railway Becomes Conditional Purchaser of the Corporation.

A conditional offer of the Columbia River & Northern Railway Company for The Dalles, Portland & Astoria Navigation Company has been accepted by the latter corporation. The condition is that the Columbia River & Northern shall have 30 days within which to examine the property of the navigation company. If at the end of that time all shall have been found satisfactory, the transfer will take place. This is the statement authorized last night by President Rufus Mallory, of the railway company. He did not care to give out the details of the negotiations.

It is understood that the transaction contemplates a transfer of the stock of the navigation company, the organization of which will not be disturbed. This corporation owns four steamboats—the Dalles City, the Regulator, the G. W. Shaver and the Reliance—a commodious wharf at The Dalles, and several docks along the Columbia River at the various landings. All the steamboats but the Reliance are now in active service between Portland and The Dalles.

From the fact that an inventory of the property of the navigation company has been made in the past few days, it was assumed by many that the transfer of ownership would take place today, and a report to that effect became current, but it is not authorized by officers of the companies concerned.

The object of the railroad company is to get the steamboats necessary to give its proposed railroad from Goldendale an outlet to Portland. It will deliver traffic to the boats at Lyle, at the mouth of the Klickitat River.

BADGERS FIND WATER.

Cut a Spring at Kent, Where Locomotive Was Depended On.

President Lytle, of the Columbia Southern Railroad, says water is so plentiful in Sherman County that some of the badgers are flooded out of their holes this Spring. In former years it was supposed that water was hard to obtain there, and farmers sometimes teamed their water for miles rather than dig wells 50 to 80 feet deep. At Kent, the highest place on the Columbia Southern, people have been in the habit of getting water from engines of the railroad company. But there is a good well less than half a mile away, and recently an excellent quality of water has come to the surface under curious circumstances.

Squirrels were attracted to the locality by wheat that was left in a carelessly gleaned field. Badgers soon followed the squirrels, and their industry has resulted in changing the whole aspect of affairs there. One of the badgers struck a spring of water that flooded his subterranean abode and came so near the surface that the overhanging wall caved in and exposed a crystal pool. The basin was hollowed out with shovel and hoe, and people now get all the water they want there. The supply is sufficient for any test yet applied, and the quality unexceptionable. This has opened the eyes of the people to the possibility of obtaining water in that locality, and a number of wells will be sunk.

Water is much more plentiful in Sherman County than it was a few years ago. This is attributed to the fact that the country is now quite generally cultivated, the stirring of the soil tending to retain moisture that formerly ran off the surface as fast as it fell. President Lytle says the water problem has been solved there, and that no farmer need go long without an adequate supply at his door.

ENTRY INTO ST. LOUIS.

Rock Island Purchases the Kansas City & Colorado.

ST. LOUIS, April 30.—M. A. Low, general attorney of the Chicago, Rock Island & Pacific Railroad Company, stated today that his road has purchased the St. Louis, Kansas City & Colorado Railroad, operating between St. Louis and Union, Mo., and has authorized the Mercantile Trust Company to negotiate for the purchase of the Wiggins Ferry stock at $500 a share. With the purchase of the St. Louis, Kansas City & Colorado Railroad, the Rock Island secures right of way into St. Louis, and with the acquisition of the property of the Wiggins Ferry Company, ample terminal facilities will be had.

Mr. Low declined to state the price paid for the Colorado road. He said the Mercantile Trust Company had secured an option on a majority of the stock of the Wiggins Ferry Company, the purchase price of which would be more than $5,000,000, recently mentioned. Mr. Low advanced the opinion that the Rock Island would probably expend millions of dollars for improvements.

The heaviest holders of Colorado Railroad stock were David R. Francis and John Scullin, president of the Wiggins Company. The road has only been built to Union, Mo., but is being extended to Kansas City, where it will meet the Rock Island.

There were no changes today in the contest between the Mississippi and Mercantile Trust Companies, over the Wiggins Ferry stock. Both sides still hold firmly that the controlling interest has not yet passed.

Superintendent Player Will Retire.

TOPEKA, Kan., April 30.—June 1 John Player, superintendent of machinery and motive power, will close 12 years' labor with the Atchison, Topeka & Santa Fe Railroad. The office will become vacant with his retirement. Mr. Player was the first man in the world to use pneumatic power in connection with the various mechanical implements used in railroad shops.

Injunction Dissolved.

GRAND FORKS, B. C., April 30.—A private dispatch received today from Vancouver states that Judge Irving, of the Supreme Court, has dissolved the injunction restraining the Victoria, Vancouver & Eastern from completing its line. The proceedings were instituted by the Kettle Valley lines. On receipt of the news, the chief engineer ordered construction operations to be resumed. One week will be occupied in completing the grade across the Manly ranch, after which tracklaying to Republic will be resumed at the rate of three miles daily. The courts have yet to dispose of a second injunction suit restraining the Victoria, Vancouver & Eastern from building a branch line across the tracks of the Kettle Valley Road to the Granby smelter.

Houston and Waco Road Opened.

HOUSTON, Tex., April 30.—The International & Great Northern today inaugurated its train service between Houston and Waco, the road having been only recently completed. Work is being pushed toward Fort Worth as rapidly as the graders can work.

Between Aberdeen and Hoquiam.

ABERDEEN, April 30.—Work will be commenced in less than two weeks on the eastern, or No. 2, section of the Aberdeen & Hoquiam electric road. Bids have been called for by the company for piling and the driving and capping of the same along Heron street, in this city, and when the work shall once be commenced it will be pushed to completion along the entire line. The equipment has been ordered, consisting of four modern cars and an equal number of trailers, while contracts have been let for rails, wire and other material. Both Aberdeen and Hoquiam are eager for the completion of the road, the necessity for quick communication between the two cities being recognized by everyone.

Railroad Notes.

Traffic has begun moving to a limited extent over the O. R. & N. St. Johns extension, though the line is not entirely completed.

Secretary William Reid, of the Portland, Nehalem & Tillamook Railroad Company, has gone to the Nehalem Valley and the Tillamook country with an Eastern representative of the bondholders of the company. They will return to Portland about May 10.

The fact that the O. R. & N. Co. has laid on the St. Johns extension light rails taken from the main line, where renewals have been made, is taken by the people along that line as an indication that a further extension to the projected Vancouver bridge is not contemplated.

—Photo by Johnson.

APPOINTED TO INTERNATIONAL TRIBUNAL

Judge W. G. Van Horne, of Salt Lake City.

Judge William G. Van Horne, who has been appointed Judge of the Court of First instance, at Cairo, Egypt, is a leading attorney of Salt Lake City, Utah. The position is a life one. The court is an international body, maintained by the various maritime governments, and passes upon questions arising out of the Suez Canal traffic and kindred matters. The vacancy in the court occurred through the promotion of Judge Batchellor from the Court of First Instance to the Court of Appeals, to succeed Judge Kelly, resigned.

DAILY CITY STATISTICS.

Marriage Licenses.

Allen Otto Vaughn, 30; Ernestine L. Pressy, 19.

Frank V. Duck, 23; Emma Heale.

Charles M. Cook, 29; Nora M. Yates, 25.

William Pigeon, 28; Lottie Sheldon, 24.

Emmett E. Eller, 33; Anna B. Pfaender, 23.

Alfred W. Collins, 25; Bertie Richardson, 23.

Birth Returns.

April 29, girl to wife of L. E. Therkelsen, 331 Eleventh street.

April 28, girl to wife of D. Kellogg, corner Forty-first and East Yamhill.

April 28, boy to wife of Edward R. Harrison, 171 Grand avenue.

April 29, boy to wife of D. A. Thayer, 282 Third street.

Death Returns.

April 29, Horace G. Sawyer, 55 years, 170 Twelfth street; gastritis.

April 29, Richard S. Perkins, 79 years, 655 Flanders street; obstruction of cerebral artery.

April 30, Eugene Scott, 55 years, 595 Fourth street; apoplexy.

April 28, Lung Wo Ting, 89 years, 130½ Second street; overdose of opium.

April 28, Edith P. Connor, 20 years, 301 Holladay avenue; lesion of kidneys and brain.

April 26, Julia Ready, 55 years, 291 North Sixteenth street; heart disease.

Contagious Diseases.

Mrs. H. H. Schroder, 252 Page street; diphtheria.

Louisa Fauset, 645 East Twenty-sixth street; scarlet fever.

Building Permits.

R. Glisan, alteration to house, Twenty-first and Northrup streets; $1000.

August Wemme, repairs to mill, corner First and Mill street; $2000.

Real Estate Transfers.

C. A. Fuhr to Anna Agelsheim, lot 3, block 123, Stephens' Addition	$ 850
Lon O. Rowles to Adolph H. Bauman, lots 3, 4, block 11, Hansen's Addition	1,200
Marie Nelson to Nels Nelson, lots 5 and 6, block 11, North Albina; lot 16, block 3, First Electric Addition	1
George B. Lardner to Laura Breske, lot 8, block 7, Mount Tabor Villa	400
S. J. Randall and wife to Laura Breske, lot 1, block 1, Albina Heights; lot 1, block 6, Lesh Addition	100
F. Breske and wife to Ella M. Henderson, lot 28, block 15, Sunnyside	1,950
W. C. Johnson to E. E. Hawks, 6 acres, section 18, T. 1 S., R. 4 E.	1
L. M. Costner to C. G. Ellison, lots 7, 8, block 15, Smith's subdivision	1,750
Ida Armstrong and husband to F. J. Lund, block 10, tract A, Kinzel Park	10
P. H. Marlay to James Humphrey, trustee, lot 1, block 47, Portland City Homestead	1
James Humphrey, trustee, et ux. to M. A. Moses, lot 8, block 50; lot 6, block 57; lot 1, block 90; lots 4, 6, block 80; lot 6, block 48; lots 1, 5, 6, 7, block 47, Portland City Homestead	10
Carrie Powell and husband to A. J. Anderson, SE. ¼ of NE. ¼, section 18, T. 1 S., R. 4 E.	1,200
Elizabeth Ryan to Mollie Buckenmeyer, lots 18, 19, block 105, West Irvington	900
Sallie B. Forbes et al. to E. G. Hare, W. ½ of lots 7, 8, block 16, Caruthers' Addition to city	2,000
First Presbyterian Church to O. R. & N. Co., block 14, Fairview	150
Mark Baxter to N. W. Bowland, 14 acres, section 19, T. 1 S., R. 3 E.	1,050
K. Horedsgaard and husband to Charles Phelan, lots 1 and 8, block 1, Washington Addition	650
William T. Bryham Nicholson to Alexander Strong, W. ½ of lots 1 and 2, block 8, Nicholson's Addition	1,200
Northern Counties Investment Trust to Byron T. Randall, lot 5, block 2, Byrnes' Addition	500
Waverly Association to William MacMaster, blocks 3 and 16, Waverly Heights	4,900
John Winters and wife to M. Keating et al. lots 1, 2, block 4, Maegly Highland	550
J. W. Curtis, trustee, to R. L. Barnes, trustee, one-sixteenth interest in 100 acres, section 7, T. 1 N., R. 1 E.	1
Sheriff (for Albert Bartsch et al.) to German Savings & Loan Society, lot 4, block 11, Portland	17,000
Mary P. Montgomery to A. F. Wheeler, lot 11, block 27, Albina	900
Henry C. Baker to F. A. Blanck, irregular parcel of land, East Seventeenth and Tibbetts streets	1
F. A. Blanck and wife to William Haslett, .05 acre, section 11, T. 1 S., R. 1 E.	1
Oscar Tibbetts to Agnes J. Blanck, part of lot 1, block 9, Tibbetts' Addition	100

Abstracts, and title insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing building.

DENTISTS WIN DIPLOMAS

FORTY-ONE GRADUATES FROM NORTH PACIFIC COLLEGE.

Judge George H. Williams Delivers Address to Class, and Dr. Woods Hutchinson the Charge.

Dental students, graduates of the North Pacific Dental College, received the degree D. M. D. last night and are now full-fledged members of the dental profession.

The commencement exercises were held in the First Baptist Church, which was crowded, and even standing room could not be had within the building. The stage was beautifully decorated, and the fine musical programme and addresses were thoroughly enjoyed.

The annual address was delivered by Hon. George H. Williams. Dr. Herbert C. Miller, dean of the college, conferred the degrees. The charge to the class was given by Dr. Woods Hutchinson, and the valedictory by Wilbur Norton Pintler. The music rendered by Mrs. Rose Bloch-Bauer, Mrs. Walter Reed, Mr. J. W. Belcher and Mr. J. Adrian Epping was thoroughly appreciated and heartily applauded.

The Graduates.

The following are the graduates:

James Townsen Allen, Alice May Magilton, Robert Walter Anderson, Ernest Carl Macy, George Sydney Barrett, William Leslie Martin, Hugh Hanford Bowlby, Nathan Ray Norris, Gustavus Magnus Oesterberg; Fred Franklin Boody, Wilbur Norton Pintler, Everett Elijah Bailey, Charles Park Poston, Herbert Earl Barrett, Herbert Wood Pugh, Ernest Jay Doty, D. Franklin Pyle, Virgil Lewis Dimmick, Charles Allen Rambo, Curtis Egbert, Eugene Carlton Roseman, Samuel Arichabald Fulton, Rey Stone Stryker, John William Nelson Shepherd, Francis Joseph Fredrichs, Lizzie Catherine Stewart, George Glaze, Wallace Cordon Shearer, David Alonzo Griffin, Peter James Sharp, Roy Groger Haskell, Newell Lee Smith, Ralph Hutchinson, Donald Bruce Stuart, Harvey Egbert Kelty, Burt Raue Stevens, George Larkin, James Hugh Webster, Kinzo Moriyama, Frank Henry Walgamot, Marlatt Alroy Winningham.

Address of Judge Williams.

Hon. George H. Williams said in part: "Every generation, by discovery or experience, acquires some truth not known to its predecessor, which is transmitted to its successor; so from generation to generation the stores of human knowledge are increased. Among all the discoveries and improvements made in the course of human events there are none more remarkable or beneficial to mankind than those made in medical and surgical science, including the science of dentistry.

"In olden times dentistry was confined to the extraction of troublesome teeth, and men of any calling were considered competent to practice it. Recently it has been recognized as a distinct branch of surgery, and men are especially educated in its arts. Not only decayed and defective teeth are removed without pain, but new ones are supplied to answer all purposes of mastication.

"But to acquire what others have ascertained and published is not all of true professional ambition. Apparently the field of exploration and discovery is illimitable; there are depths of learning not yet sounded, and problems of deep import yet unsolved.

"The field of medicine is largely one of experiment; no one can tell without an actual test whether or not certain drugs, plants or fluids will extirpate a disease. Surgery, including dentistry, stands on a different footing. Accuracy and the extension of knowledge in surgical operations are constantly increasing. Few discoveries of modern times are more wonderful and certainly none more beneficial than the use of anesthetics in surgical operations.

"Physicians and surgeons are often called to abodes of want and destitution. Difficult and disagreeable tasks are thus imposed upon them without the prospect of compensation. It is a severe task, but one that cannot be properly shunned. Good physicians and surgeons must be good Samaritans; they must exercise that charity which is 'gentle and easy to be entreated.'

"We call the man a hero who faces death upon the battlefield. Our great men are those who have distinguished themselves in the brilliant and exciting scenes of war, yet the physician who is called upon to fight the wasting pestilence, who goes when bidden to murky seats of contagion and who confronts as duty requires the invisible arrows of death, displays as much true courage as the fierce warrior upon fields of blood and carnage.

"Every man who belongs to a profession contributes something to its honor or dishonor. To know a rule of practice is good, but it is better to know the reasons for the rule. There is a philosophy in every science; the deeper the practitioner goes into that the higher he will rise in his profession. Many professional men are content with the knowledge they acquire in learning their profession. They stop studying and they stop growing. Some are born with a natural aptitude for their profession, but it not infrequently happens that the untiring student outstrips his more brilliant but less industrious competitor. Success is not a chance in a lottery, but the prize of a struggle. Professional men must learn to 'labor and to wait.' True merit will generally find reward."

Charge to the Class.

In his charge to the class Dr. Woods Hutchinson said: "Be not only true to your profession and true to your science, but true to your community and your race. Be men in every sense of the word. A real man is by no means common among us. Hold yourselves at the service of the community in everything, even in politics. Take the example of the man who has appeared before you this evening. He has won fame and National reputation, but again offers himself to the community for service at its call. Remember that you are not merely moneymakers, not merely dentists, but members of a great brotherhood of science. Have an ambition to add something to the great store of knowledge. Notwithstanding the work of great geniuses of science, two-thirds of the great advancement has been made by the tiny, almost microscopical additions of thousands of workers snatching time from sleep and bread-winning.

"Remember the words of Hamlet:

To thine own self be true;
And it shall follow as the night the day
Thou canst not then be false to any man.

In a few well-chosen words Wilbur Norton Pintler expressed the thorough appreciation felt by the class for the past efforts of the faculty in their behalf, and expressed a determination to strive to make their work in the future of such a high standard that it would honor their instructors and their school.

This evening at the Commercial Club the Alumni Association will give a banquet in honor of the graduates.

Growth of Catholic Church.

NEW YORK, April 30.—At the first annual meeting in this city of the Maynooth Alumni Association of the United States, Dr. McCready, of New York, was elected president; Dr. Toner, of St. Paul, vice-president; Father Coyne, of Winona, Minn., member of the council. Speaking on the progress of the Catholic Church in the United States, Father Sheedy, of this city, said: "Taking the religious census for the past year compiled by Dr. H. J. Carroll, a Protestant clergyman, it is found that of the 653,000 new members that were added to the various denominations, 468,083 were added to the Catholic church. The increase in population was 2.18 per cent, while the Catholic increase for the year was 5.4 per cent. Of the 20,000,000 church members in the United States, Dr. Carroll set down 9,000,000, or nearly one-half as Catholics."

Burial of J. Sterling Morton.

NEBRASKA CITY, Neb., April 30.—The remains of the late J. Sterling Morton, former Secretary of Agriculture, arrived from Chicago early today, and were escorted to the Public Library, where they lay in state until 11:30, being viewed by many people, including all the school children. Governor Savage and staff came from Lincoln to attend the funeral services, which were held at Arbor Lodge, at 2:30. The services were Episcopalian. The remains were laid beside those of Mr. Morton's wife and son, Carl, in Wynke Cemetery. Every business house in the city was draped in mourning, and by request of the Mayor business was generally suspended during the funeral hour.

Drouth Causes Loss in Sheep.

SANTA FE, N. M., April 30.—Reports from all parts of the territory indicate that sheep are dying by the hundreds. This is lambing season, and the number of lambs that will be saved will be unusually small. The range has practically dried up on account of the drouth.

Added to the losses of the sheepmen in the territory come reports that grasshoppers are already creating havoc in the Northern Rio Grande Valley. Around Santa Cruz the insects are as thick as leaves on the fruit trees, and they are eating off clean early vegetables, etc.

Railway Surgeons' Convention.

ST. LOUIS, April 30.—Several hundred of the most distinguished surgeons of North America are in St. Louis attending the annual meeting of the International Association of Railway Surgeons, comprising the United States, Canada and Mexico, which met today. The address of Dr. Goode, of Mobile, president of the association, and the reports of the secretary and treasurer, occupied the morning session.

Funeral of Sol Smith Russell.

WASHINGTON, April 30.—Funeral services over the remains of Sol Smith Russell, the actor, were held this afternoon at the residence of Frederick Berger, Mr. Russell's brother-in-law and lifelong friend. Dr. Perry, of St. Andrew's Episcopal Church, officiated. The remains were interred in Rock Creek cemetery. The floral offerings were numerous and beautiful.

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