MOVE FOR FIREBOAT

Chamber of Commerce to Start Subscription.

WILL TRY TO RAISE $50,000

Committee of Five Is Appointed to Solicit Funds—Plan Is to Build a Craft Specially Designed to Fight Fire.

A definite move in the direction of providing a fireboat for Portland was taken at yesterday's meeting of the Chamber of Commerce trustees. A special committee previously appointed to examine into the matter presented its report, the feature of which was the conclusion of the committee that the only feasible way to provide a fireboat is to do so by popular subscription, and that the sum needed is $40,000 to $50,000. A committee of five, consisting of E. M. Brannick, Johan Poulsen, F. H. Ransom, A. F. Biles and J. C. Flanders, was appointed to solicit subscriptions to a fund for a fireboat, with the understanding that an attempt would be made to have the money returned to the subscribers when authority could be obtained to levy a tax for that purpose. The report of the committee is as follows:

To the Trustees of the Chamber of Commerce:

We have deferred making our report relative to a fireboat for the City of Portland, inasmuch as we have been awaiting the arrival in Portland of Mr. Alfred Stillman, manager for the Pacific Coast of the Insurance Compact, who alone could give us information as to what reduction in insurance rates would be made by the compact if a fireboat was secured for this city.

Although, owing to the non-arrival of Mr. Stillman, we are unable at the present time to give any data as to reduction in rates, the conflagration of last Sunday makes it advisable for us to submit this report at the present time.

A wooden fireboat, with a capacity of 5000 gallons per minute, can be built here in Portland for from $40,000 to $50,000. It can be operated at a cost of from $8000 to $10,000 per year.

Mr. Campbell, Chief of the Fire Department, tells us that no portion of the present fire department could be cut out were a fireboat owned and operated by the city, the number of companies being at the present time small and the area of the city so large that the present number of companies must at least be maintained, even with a fireboat.

Under the present charter, it is impossible for the city to operate, must less build, a fireboat. The city has not the money in the fire fund for that purpose, and even did the general fund of the city admit of it, the restrictions of the charter are such that the Common Council cannot transfer money from the general fund to the fire fund in excess of the estimated amount of receipts under the levy for fire purposes under the charter.

When the new charter board was in session one of your committee submitted a clause for the new charter permitting a special tax to be levied for the cost of a fireboat. This, although at first approved, was afterward stricken out by the board.

But under section 169 of the proposed new charter the City of Portland is authorized to purchase and acquire fireboats. The difficulty is, however, that the tax for fire purposes is limited to 2¼ mills on the dollar, and the estimated revenue would not permit of the construction of a fireboat should the new charter pass. The proposed new charter, moreover, cannot be amended by the Legislature. We would suggest that if the charter passes an effort be made to secure the passage of a special act, passed subsequent to the adoption of the charter, permitting the City of Portland to levy a special tax, not exceeding 1¼ mills on the dollar, for the purpose of building or purchasing a fireboat.

But even should this be accomplished, it would be months before the construction of a fireboat could be undertaken.

After carefully considering the matter, your committee sees as the only feasible way of securing a fireboat in the near future the raising of from $40,000 to $50,000 by the people of this city as a fund for the building of such boat, such money to be given by the people upon the understanding that a concerted effort be made to secure, through the next Legislature, authority for the City of Portland to take over such boat and reimburse the subscribers to that fund.

We believe that if an effort be made now to secure such a fund the money can be raised while the lesson of the late fire is fresh in the minds of all of us.

By means of a fireboat, such as is proposed, fire in property 800 feet back from the river could be fought with the fireboat itself. We believe the reduction in insurance rates would very nearly pay the cost of operating the boat, and every taxpayer in the City of Portland, whether his property is located near or far from the river, has a common interest in the matter.

J. C. FLANDERS,
A. K. BENTLEY,
S. FARRELL.

In the discussion of the report the suggestion was made that perhaps the Albina ferry-boat could be fitted up and utilized for a fireboat. But the fact that the craft is slow and that too much time would be consumed in slipping the cable and assembling a crew upon her in case of fire was deemed sufficient to rule that out of consideration. It was said that with such a makeshift the reduction in insurance rates would be little, if any. The prevailing opinion was that a short, light-draft sternwheel steamer built for fire service should be provided. It could be built within four months, and the cost of maintenance would be only $700 to $800 per month. The committee was instructed to work with this end in view.

THE INDIANA TORNADO.

Conservative Estimate of the Total Damage Is $1,500,000.

INDIANAPOLIS, Ind., June 26.—The tornado that swept across the state yesterday was the most destructive storm that has visited the state since 1877. The path of destruction extended for about 15 miles, and varied in width from three to six miles. Factories were wrecked and houses were blown from their foundations, windows and doors crushed by the force of the wind, thousands of acres of growing crops were destroyed and barns were demolished. Cattle were killed and injured, machinery was wrecked, trees by the hundreds were laid low and telegraph and telephone poles were snapped off. It is remarkable that only two persons were killed—James Van Hoy, a young man of 22, crushed in a falling barn at Pendleton, and James Bailey, a farmer, caught in the wreck at McCordsville. A conservative estimate of the total damage is $1,500,000.

Casualties at Marietta.

MARIETTA, O., June 26.—In the tornado last night William Severns was killed. Mrs. John Drayer, Mrs. Styer and John Bay were dangerously injured. Mrs. Henry Becker was seriously injured. Henry Becker and his two children and several others were badly injured, all of Marietta. The total loss in this city is over $500,000.

No Lives Lost in Dakota.

SIOUX CITY, Ia., June 26.—Reports today from the storm-swept section of South Dakota and Northwestern Iowa confirm the first reports of damage done, the loss being placed at $500,000. Stories of heavy losses of life at Alcester, S. D., proved unfounded. The damage was heavy there, but no one was hurt.

On the Upper Ohio.

CINCINNATI, O., June 26.—Unusually heavy rains fell last night along the Upper Ohio River and in the Syames Creek Valley, causing much damage. At Gallipolis, O., three bridges were swept away, and at Ripley the Methodist Church was wrecked. A cloud-burst at Polkadotte washed away two stores, a warehouse and the postoffice.

Dozen Farmhouses Wrecked.

LANCASTER, Ky., June 26.—A tornado last night wrecked a dozen farmhouses near here, including the $20,000 residence of Mrs. Joseph Daniels. Five persons were injured, one fatally.

AMERICAN STEEL FOUNDRY

Forty-Million Dollar Corporation Organized in New Jersey.

NEW YORK, June 26. — Formal announcement of the organization of the American Steel Foundry, under a New Jersey charter, with an authorized capital of $40,000,000, half 6 per cent cumulative preferred stock and half common, was made today. The new corporation acquires these plants and properties: American Steel Casting Company of New Jersey; Reliance Steel Casting Company, Ltd., of Pittsburg; Leighton & Howard Steel Company, of St. Louis; Franklin Steel Casting Company, of Franklin, Pa.; the Sargeant Company, of Chicago, and the American Steel Foundry Company, of St. Louis. It will issue against them and for additional working capital $15,000,000 6 per cent cumulative preferred stock, and the same amount of common stock. The balance will remain in the corporation's treasury for future purposes, not to be issued save for actual cash or property of actual cash value at par. Control of the companies named is to be taken over not later than July 15.

The statement is made that the owners of the constituent companies declined to accept any cash payment, but took stock instead, thus reducing the cash requirements very considerably. These were guaranteed by Charles M. Schwab and E. H. Gary, president and chairman, respectively, of the United States Steel Corporation, and Max Pam. It is also stated that no underwriting fees or privileges were exacted. Announcement of the election of officers and directors of the corporation will be made shortly.

Steel Trust's Fight.

TRENTON, N. J., June 26.—Argument has begun in the Court of Errors on the appeal of the United States Steel Corporation from issuing $200,000,000 of 5 per cent bonds to retire an equal amount of preferred stock bearing 7 per cent dividends. Counsel for the Steel Corporation held that authority existed under the general corporation act of 1896 to authorize the conversion of preferred stock into bonds without the enabling act of last Winter.

DEAN HOFFMAN'S WEALTH

Left an Estate Valued at From $12,000,000 to $15,000,000.

NEW YORK, June 26.—The will of the Very Rev. E. A. Hoffman, dean of the General Theological Seminary, has been filed for probate. It disposes of an estate the value of which is estimated at $12,000,000 to $15,000,000. Among the charitable bequests are:

General Theological Seminary, $100,000, and the testator's library; the Domestic and Foreign Missionary Society of the Protestant Episcopal Church, $50,000, to be known as the Eugene Augustus Hoffman fund; Clergymen's Retiring Fund Society, $10,000; the fund for the relief of widows and orphans of deceased clergymen, and of aged, infirm and disabled clergymen, $25,000; the New York Protestant Episcopal Public School, $25,000; the New York Historical Society, $50,000.

After making these public bequests the deceased ordered that his wife shall have $75,000, if she desires to buy a home for herself. The rest of the estate is to be held in trust and $75,000 a year is to be paid to the widow. The remainder of the income is divided into four equal parts for his four children.

MANY LAWS INVALID.

Extra Session of Ohio Legislature Needed to Straighten Out Matters.

COLUMBUS, O., June 26.—An extra session of the Ohio Legislature seems certain to straighten out a situation caused by the Supreme Court holding a number of important laws to be invalid. The court today held that the Cleveland City government is unconstitutional, and also that the special law enacted for the City of Toledo, taking control of the police out of Mayor Jones' hands, is void. The court sustained the validity of the Royer act, which limits the jurisdiction of the Supreme Court, and takes away 95 per cent of its jurisdiction in appeal cases. The court directs Governor Nash to appoint a Lieutenant-Governor. Lieutenant-Governor Nippert was appointed Probate Judge of Hamilton County, and President pro tem. Archer, of the Senate, was supposed to succeed the Lieutenant-Governor. The contention of Trauger that there is a vacancy in the office is sustained.

THE DEATH ROLL.

Montana Pioneer.

LEWISTON, June 26.—James Fergus, 90 years old, the father of Fergus County, and identified with the history of Montana, the Dakotas and Minnesota, died at his ranch near this place yesterday afternoon.

Bishop of Auckland.

WELLINGTON, N. Z., June 26.—The Right Rev. William Gardencowie, D. D., bishop of Auckland, is dead. He was born in 1831. He had been bishop of Auckland since 1869, and primate of New Zealand since 1895.

Pike's Peak Pioneer.

KEOKUK, Ia., June 26.—Captain Israel Anderson is dead here at the age of 87. He was the patriarch of Iowa Territory and a pioneer of Pike's Peak in 1858.

Another Venezuelan Defeat.

PORT OF SPAIN, Island of Trinidad, June 26.—The Venezuelan Government forces have been defeated again near Urica, in the State of Cumana, by the rear guard of General Matos' revolutionary army. Deserters and fugitives are entering Cumana and Barcelona by the hundreds. Among them is Garcido, son of the War Minister. The new disaster complicates General Castro's position in Barcelona, the headquarters of President Castro's largest army. General Velutina, the chief commander, quarrels daily with General Castro, who is a brother of the President, and he will abandon the command today.

The situation is more than critical. The government is compelling importers at Carupano to pay again the duties collected on goods received during the late occupation of the town by revolutionists. The first payment was made to the revolutionists which caused a new diplomatic incident.

The United States Vice-Consul, Juan Orsini, has left Carupano for Trinidad. His life was daily menaced by soldiers for having tried to protect the interests of French citizens, he being also Consul for France.

Bad Wreck on Colorado Southern.

PUEBLO, Colo., June 26. — A bad wreck occurred in the Salt Creek suburb of this city after midnight this morning. A train of 22 freight cars was wrecked on the Colorado Southern Railway bridge crossing the Arkansas River. Fourteen of the cars were piled up and the locomotive turned over several times and went into the river. The great weight of the heap of wreckage broke down the bridge and the mass went down into the stream. Engineer Burke and Fireman Mackey are at the bottom of the pile and undoubtedly dead. The wreck was caused by collision with several cars that ran down the grade on the south side and met the train on the bridge.

THREE CARGO SHIPS DUE

NEW SEASON WHEAT FLEET VANGUARD NEAR AT HAND.

Sierra Estrella Is Making a Long Passage—Steamships Carrying Lumber at Low Rates.

The vanguard of the 1902-03 grain fleet from Portland is undoubtedly pretty close at hand, and it is probable that three of the vessels now headed for this port with cargo will reach here before July 4. The British ship Sierra Estrella is making a long passage from Liverpool, being out nearly 150 days, and the Cypromene, which sailed from Antwerp early in January, is daily expected. She put into the Falkland Islands slightly disabled in April, but was repaired and sailed for Portland about two months ago. The third cargo ship due is the British ship Dimsdale, which sailed from Newcastle, Australia, about two months ago with a cargo of coal. While these are about the only vessels fully due at Portland, there will be a number of the early ballast ships coming along in July, and from present indications the season will show much more activity in August and September than is usually the case.

There have been no recent additions to the fleet of cargo ships headed for Portland, but as it already stands at record figures, it makes a good foundation for the numerous additions of ballast ships that are being put on from day to day.

LOW RATES FOR STEAMERS.

The Arab to Carry Lumber to Shanghai for 33 Shillings.

The big profits in steamships and other floating property which were so noticeable a year ago have faded, and unless there is a radical change in the situation in the latter half of the year the books of most of the owners will show a balance on the wrong side of the ledger before the year grows old. The steamship Arab, which was reported chartered for lumber a few days ago, was taken to load at a Puget Sound port for Shanghai at 33 shillings, which is the lowest rate paid for such a service for many years. The Arab, like the Kirkdale, has been lying idle in San Francisco for many weeks, and the business accepted was probably a last resort. While the removal of these two steamships from the disengaged list has cleared matters a little, so far as steamers were concerned, there is still a top-heavy amount of disengaged grain tonnage in the Bay City, which is preventing much strength in freights.

There are now over 28,000 tons of unchartered grain ships in San Francisco, compared with 7000 tons a year ago, and there is also more chartered tonnage there than there was a year ago. The en route list for the California ports shows still more weakness compared with a year ago, the amount listed and en route being 75,000 tons greater than on a corresponding date last year. For Portland there is 115,000 tons headed, compared with 80,000 tons last year. Puget Sound has 37,000 tons listed, compared with 26,000 tons last year. It is thus apparent that there is about 125,000 tons net register more in sight than there was a year ago. As this amount of surplus tonnage will carry approximately 200,000 tons of cargo, and there is less to be shipped than there was a year ago, the outlook is anything but favorable for strength in the freight market, and we are almost certain to go through at least the first half of the grain season with much lower rates than have prevailed for several years.

TOO MUCH DUTY.

Shipowners Are Being Imposed On at Australian Ports.

The owners of the big fleet of windjammers which ply between Puget Sound and the Australian ports are raising a decided "howl" over the laws passed by the federated colonies, which impose a customs duty on every ounce of stores used by a foreign ship in those waters, says the Seattle Times. The tax is not a nominal one, but all that the traffic will bear, and is even arbitrary. A vessel must either buy all of her supplies where she is lying or go hungry, unless she pays tribute. Not only foodstuffs are taxed, but everything, from the needle in a sailor's kit to slopchest and log-book.

J. J. Smith, one of the biggest shipowners on the Pacific Coast, is in receipt of bills from the masters of two of his vessels which recently arrived in the Antipodes, which offer a practical illustration of this new legislation. The barkentine Jane L. Stanford reached Melbourne on April 30 last and at once the customs people sealed up everything aboard of her tighter than a drum. Her skipper raised an objection, of course, when he saw everything eatable in sight being put out of his way, and then he was informed that if he desired to use any of his stores he would have to pay duty and should he thereafter desire to release any part of his stores he must make application to the customs service, and upon payment of the proper tax they would be released. On a quart bottle of Geneva gin he had to pay 3 shillings and 8 pence; for a quart bottle of whisky, 2 shillings and 4 pence; two bottles of wine (one-third of a gallon), 2 shillings; 25 pounds of sugar, 1 shilling and 4 pence; 200 pounds of flour, 5 shillings; 50 pounds of butter, 12 shillings and 6 pence; 25 pounds of codfish, 2 shillings and a penny; 30 pounds of bacon, 5 shillings; 10 pounds of lard, 10 pence; 72 pounds of preserved meats, 12 shillings; 100 pounds of salted meats, 4 shillings and 6 pence, and five gallons of vinegar, 2 shillings and 6 pence.

OIL ON THE LAKES.

The New Fuel May Find Favor in a Big Field.

DETROIT, June 26.—For several weeks at the works of the Detroit Shipbuilding Company, the local branch of the American Shipbuilding Company, experiments have been going forward to determine the practicability of using oil for fuel on lake vessels, instead of coal. It is given out by officials of the company that the investigations have shown that use of oil for fuel will result in a great saving of cargo space. Three barrels of crude petroleum, weighing 300 pounds, will, it is claimed, give the same amount of heat as a ton of coal. The heat obtainable from oil is found to be practically unlimited, a fire brick having been melted in the course of experiments here.

It is proposed to use compressed air instead of steam for an atomizer for feeding the burners with oil, steam having been tried on Atlantic and Gulf steamers. It is claimed that the use of oil would do away with many firemen and do away with the handling of ashes.

Thetis May Be Lost.

SEATTLE, June 26.—Grave fears are expressed for the safety of the United States revenue cutter Thetis, Captain Healy, which went after the steamer Portland in the Behring Sea ice pack. The steamer Dora found debris bearing unmistakable evidence of coming from the cutter. Marine men here fear news of the most terrible disaster of Alaska maritime history when the imprisoned vessels are heard from.

Notice to Mariners.

Notice is hereby given of the following changes in the aids to navigation in the Thirteenth Lighthouse District, which affect the List of Beacons and Buoys, Pacific Coast, 1902:

Oregon—Columbia River, main ship channel; from Astoria to Tongue Point. On June 28 the wreck of Silva de Grasse buoy No. 2½ will be discontinued, and wreck of Silva de Grasse buoy No. 4 will be moved to the position it occupied prior to June 7, 1901.

Washington—Eagle Harbor, page 78. Wing Point Reef buoy No. 2, a red second-class nun, is reported June 21 as having gone adrift from its position off the south point of the reef. It will be replaced as early as practicable.

Rosairo Straits and Obstruction passes, page 84. Lawson Reef bell buoy, a red and black H. S. nun-shaped latticework body, surmounted by a bell, is reported June 23 as capsized and fast to the bottom near the reef in an inverted position. It will be replaced by a perfect buoy as early as practicable.

By order of the Lighthouse Board.

W. P. DAY,
Commander U. S. N., Lighthouse Inspector.

Trial Trip of Anna Barron.

ASTORIA, Or., June 26.—The steamer Anna Barron, built by R. M. Leathers and the Astoria Iron Works for the Thlinket Packing Company, of Portland, was given a trial trip today, and it was successful in every way. The vessel will take on supplies, and will probably leave out tomorrow for Admiralty Island, Alaska, where she will be used as a cannery-tender.

Marine Notes.

The steamship Indrapura came up to Albina dock yesterday afternoon to take aboard a consignment of lumber. Freight is accumulating for the big liner and she will get away with a slightly larger cargo than that of the Indravelli.

The White Collar Line people have been putting "white color" around their dock at the foot of Alder street since the water subsided, and the smell of new-made whitewash has supplanted that left by the retreating river when it slipped from the lower docks. The color matches Crichton's hair admirably.

The Baroda probably rested on American soil long enough to be entitled to citizenship, or, rather, an American register. Catton, Bell & Co., her San Francisco agents, are offering her for sale. As nearly every other vessel caught in a similar predicament has been granted an American register, she will probably find her way under the Stars and Stripes.

Domestic and Foreign Ports.

ASTORIA, June 26.—Arrived down at 1:30 A. M., sailed at 4 P. M.—British steamer Oceano, for Cape Town. Sailed at 4 A. M.—Steam schooner Sequoia, for San Francisco. Arrived at 1 P. M.—Schooner John A., from San Francisco. Condition of the bar at 4 P. M., smooth; wind southwest; weather cloudy.

San Francisco, June 26.—Arrived—Schooner John F. Miller, from Tacoma; steamer Queen, from Victoria; steamer W. H. Kruger, from Tillamook. Sailed—Steamer Tampico, for Seattle; schooner Wm. Olsen, for Port Townsend; U. S. S. Warren, for Seattle.

New York, June 26.—Sailed—La Savoie, for Havre; Fuerst Bismarck, for Hamburg; Friederich der Grosse, for Bremen.

Lizard, June 26.—Passed—Steamer La Touraine, from New York for Havre.

Genoa, June 26.—Arrived—Lahn, from New York.

Hamburg, June 26.—Arrived—Auguste Victoria, from New York.

Liverpool, June 26. — Arrived — Noordland, from Philadelphia.

Tacoma, June 26.—Arrived—Schooner Anna Larson, from San Pedro; schooner J. M. Colman, from San Pedro; schooner Luzon, from San Pedro; barkentine Portland, from San Francisco. Sailed—Schooner Hayden Brown, for San Pedro; American bark Gatherer, for San Francisco; American steamship Victoria, for Hong Kong; German steamship Pentaur, for Port Blakeley; American steamer Edith, for Seattle.

Seattle, June 26.—Sailed—Steamer Dirigo, for Skagway; steamer Excelsior, for Valdez. Arrived—Steamer Homer, from Portland; steamer Dolphin, from Skagway; bark Alexander McNeil, from San Francisco; steamer Cottage City, from Sitka.

WEEKLY CROP BULLETIN.

Showers of Much Benefit—Frosts Do No Harm.

PORTLAND, Or., Tuesday, June 24.—The past week has been dry; its first few days were unseasonably cool and light frosts occurred in many sections of the state. The frosts did no harm to the staple crops, but some tender garden truck was slightly injured by them. During the middle of the week it was unseasonably warm, especially in the Western half of the state, and the soil dried out rapidly.

Correspondents generally report that while the crops have made rapid advancement, and have not yet been injured by drouth, more rain is needed, and the indications are that the showers in the Willamette Valley, which began Monday (after most of the correspondents had mailed their reports), will spread to the Eastern sections of the state by Tuesday and be of great benefit to spring grain and all late crops.

The maximum or day temperatures during the week in Western Oregon ranged between 62 and 85 degrees, and the minimum or night temperatures between 42 and 72 degrees. In Eastern Oregon the maximum temperatures ranged between 58 and 88 degrees, and the minimum temperatures between 36 and 70 degrees, and the week as a whole, while the warmest one of the season, was not sufficiently hot to injure wheat.

Fall wheat continues filling nicely, and the bulk of the crop is now too far advanced to be injured by hot winds. Spring-sown grain is making excellent progress. The grain aphis is reported as having done some injury to Fall wheat in portions of Linn County, but all crops so far this year have been unusually free from insect pests. Oats are heading rather short in some sections of the Willamette Valley. Barley is beginning to ripen and turn yellow.

The first crop of alfalfa has been harvested, and the second crop is growing nicely. A large amount of clover was cut and safely securing during the week. Pastures and range grass are drying up, but the condition of stock is excellent. Corn, hops, potatoes, onions, gardens and sugar beets continue doing well.

The weather has been favorable for fruit of all kinds, and the only complaints this week are from Douglas County, where it is reported that peaches are dropping badly. Strawberry shipments from Hood River have nearly ended.

Northwest Army Matters.

VANCOUVER BARRACKS, June 26.—Major H. E. Sutherly, Acting Inspector-General of the department, will leave Seattle on the transport Warren July 5, to make his annual inspection of the posts and stations in Alaska.

Second Lieutenant Jennings B. Wilson, of the Seventeenth Infantry, who is now stationed here, has been ordered to Seattle to report for duty to the commanding officer of Company B, Eighth Infantry, which leaves on the transport Warren from Seattle July 5 for Alaska.

Contract Surgeon Joseph Pettijohn has received orders to accompany the battalion of the Eighth Infantry, now at Fort Lawton, as medical officer, to Alaska, and then go with Company D, Eighth Infantry, to Fort Gibbon, where he is to be stationed.

Major E. T. C. Richmond, Artillery Inspector, is now making an inspection of the artillery stores and guns of Forts Stevens, Columbia, Canby, Worden, Casey and Flagler.

Fourteen-Cent Hop Contract.

SALEM, June 26.—Mrs. H. A. Mills and Charles Durrell, of Hubbard, have contracted to Lilienthal Bros., of New York, 8000 pounds of 1902 hops at 14 cents per pound.

INAUGURATION OF REGULAR BEACH SERVICE.

June 28, at 12:30, noon, the steamer T. J. Potter will leave Ash-street dock for Ilwaco, and will continue on this run during July and August. Low round-trip rates good for season. Saturday rate good for return Sunday night, only $1 50. Ticket office Third and Washington.

RECREATION.

If you wish to enjoy a day of rest and pleasure, take the O. R. & N. train from Union depot at 9 A. M. for a short trip up the Columbia, returning, if desired, by boat from Cascade Locks. Tickets and particulars at O. R. & N. ticket office, Third and Washington.

SPOONER CANAL BILL

FULL TEXT OF SENATE MEASURE ACCEPTED BY THE HOUSE.

Provides for Building Waterway Across Isthmus of Panama if President Can Secure Title.

Following is the full text of the Spooner Isthmian Canal bill, as passed in the Senate, agreed to by the House and now awaiting the President's signature:

Be it enacted, etc., That the President of the United States is hereby authorized to acquire, for and on behalf of the United States, at a cost not exceeding $40,000,000, all of the rights, privileges, franchises, concessions, grants of land, right of way, unfinished work, plants and other property, real, personal and mixed, of every name and nature, owned by the New Panama Canal Company of France on the Isthmus of Panama, and all its maps, plans, drawings, records, on the Isthmus of Panama and in Paris, including all the capital stock, not less, however, than 68,863 shares of the Panama Railroad Company, owned by or held for the use of said canal company, provided a satisfactory title to all of said property can be obtained.

Sec. 2. That the President is hereby authorized to acquire from the Republic of Colombia, for and on behalf of the United States, upon such terms as he may deem reasonable, exclusive and perpetual control in perpetuity of a strip of land the territory of the Republic of Colombia, not less than six miles in width, extending from the Caribbean Sea to the Pacific Ocean, and the right to use and dispose of the waters thereon, and to excavate, construct and to perpetually maintain, operate and protect thereon a canal, of such depth and capacity as will afford convenient passage of ships of the greatest tonnage and draft now in use, from the Caribbean Sea to the Pacific Ocean, which control shall include the right to perpetually maintain and operate the Panama Railroad, if the ownership thereof or a controlling interest therein shall have been acquired by the United States, and also jurisdiction over said strip and the ports at the ends thereof; to make such police and sanitary rules and regulations as shall be necessary to preserve order and preserve the public health thereon, and to establish such judicial tribunals thereon as may be necessary to enforce such rules and regulations. The President may acquire such additional territory and rights from Colombia as in his judgment will facilitate the general purpose hereof.

Sec. 3. That when the President shall have arranged to secure a satisfactory title to the property of the New Panama Canal Company, as provided in section 1 hereof, and shall have obtained by treaty control of the necessary territory from the Republic of Colombia, as provided in section 2 hereof, he is authorized to pay for the property of the New Panama Canal Company $40,000,000 and to the Republic of Colombia such sums as shall have been agreed upon, and a sum sufficient for both said purposes is hereby appropriated out of any money in the treasury not otherwise appropriated, to be paid on warrant or warrants drawn by the President.

The President shall then cause to be excavated, constructed and completed, utilizing to that end as far as practicable the work heretofore done by the New Panama Canal Company of France, and its predecessor company, a ship canal from the Caribbean Sea to the Pacific Ocean. Such canal shall be of sufficient capacity and depth as shall afford convenient passage for vessels of the largest tonnage and greatest draught now in use, and such as may be reasonably anticipated, and shall be supplied with all necessary locks and other appliances to meet the necessities of vessels passing through the same from ocean to ocean; and he shall also cause to be constructed such safe and commodious harbors at the termini of said canal, and make such provision for defense as may be necessary for the safety and protection of said canal and harbors. That the President is authorized to employ such persons as he may deem necessary, and to fix their compensation.

Sec. 4. That should the President be unable to obtain for the United States a satisfactory title to the property of the New Panama Canal Company, and the control of the necessary territory of the Republic of Colombia, and the rights mentioned in sections 1 and 2 of this act within a reasonable time and upon reasonable terms, then the President, having first obtained for the United States exclusive and perpetual control, by treaty, of the necessary territory from Costa Rica and Nicaragua, upon terms which he may consider reasonable, for the construction, perpetual maintenance, operation and protection of a canal connecting the Caribbean Sea with the Pacific Ocean by what is commonly known as the Nicaragua route, shall cause to be excavated and constructed a ship canal and waterway from a point on the shore of the Caribbean Sea near Greytown, by way of Lake Nicaragua, to a point near Brito, on the Pacific Ocean. Said canal shall be of sufficient capacity and depth to afford convenient passage for vessels of the largest tonnage and greatest draught now in use, and such as may be reasonably expected, and shall be supplied with all necessary locks and other appliances to meet the necessities of vessels passing through the same from ocean to ocean; and he shall also construct such safe and commodious harbors at the termini of said canal as shall be necessary for the safe and convenient use thereof, and shall make such provisions for defense as may be necessary for the safety and protection of said harbors and canal; and such sum or sums of money as may be agreed upon by such treaty as compensation to be paid Nicaragua and Costa Rica for the concessions and rights hereunder provided to be acquired by the United States are hereby appropriated out of any money in the treasury not otherwise appropriated, to be paid on warrant or warrants drawn by the President.

The President shall cause such surveys as may be necessary for said canal and harbors to be made, and in making such surveys and in the construction of said canal may employ such persons as he may deem necessary, and may fix their compensation.

In the excavation and construction of said canal the San Juan River and Lake Nicaragua, or such parts of each as may be made available, shall be used.

Section 5—That the sum of $10,000,000 is hereby appropriated out of any money in the Treasury not otherwise appropriated, toward the project herein contemplated, by either route so selected.

And the President is hereby authorized to cause to be entered into such contract or contracts as may be deemed necessary for the proper excavation, construction, completion and defense of said canal, harbors and defenses, by the route finally determined upon under the provisions of this act. Appropriations therefor shall from time to time be hereafter made, not to exceed in the aggregate the additional sum of $125,000,000, should the Panama route be adopted, or $180,000,000, should the Nicaragua route be adopted.

Section 6—That in any agreement with the Republic of Colombia or with the States of Nicaragua and Costa Rica, the President is authorized to guarantee to said republic or said states the use of said canal and harbors, upon such terms as may be agreed upon, for all vessels owned by said states or by citizens thereof.

Section 7—That to enable the President to construct the canal and works appurtenant thereto, as provided in this act, there is hereby created the Isthmian Canal Commission, the same to be composed of seven members, who shall be nominated and appointed by the President, by and with the advice and consent of the Senate, and who shall serve during the pleasure of the President, and one of whom shall be named as the chairman of said commission.

Of the seven members of said commission, at least four shall be persons learned and skilled in the practice of engineering, and of the four at least one shall be an officer of the United States Army, and at least one other shall be an officer of the United States Navy, the said officers respectively being either upon the active or the retired list of the Army or of the Navy. Said commissioners shall each receive such compensation as the President shall prescribe until the same shall have been otherwise fixed by Congress. In addition to the members of said Isthmian Canal Commission, the President is hereby authorized, through said commission, to employ in said service any of the engineers of the United States Army at his discretion, and likewise to employ any engineers in civil life, at his discretion, and any other persons necessary for the proper and expeditious prosecution of said work. The compensation of all such engineers and other persons employed under this act shall be fixed by said commission, subject to the approval of the President. The official salary of any officer appointed or employed under this act shall be deducted from the amount of salary or compensation provided by or which shall be fixed under the terms of this act.

Said commission shall in all matters be subject to the direction and control of the President, and shall make to the President annually and at such other periods as may be required, either by law or by the order of the President, full and complete reports of all their actings and doings and of all moneys received and expended in the construction of said work, and in the performance of their duties in connection therewith, which said reports shall be by the President transmitted to Congress.

And the said commission shall furthermore give to Congress, or either House of Congress, such information as may at any time be required, either by act of Congress or by the order of either House of Congress. The President shall cause to be provided and assigned for the use of the commission such offices as may, with the suitable equipment of the same, be necessary and proper, in his discretion, for the proper discharge of the duties thereof.

Section 8—That the Secretary of the Treasury is hereby authorized to borrow on the credit of the United States from time to time, as the proceeds may be required to defray expenditures authorized by this act (such proceeds when received to be used only for the purpose of meeting such expenditures), the sum of $130,000,000, or so much thereof as may be necessary, and to prepare and issue therefor coupon or registered bonds of the United States in such form as he may prescribe, and in denominations of $20 or some multiple of that sum, redeemable in gold coin at the pleasure of the United States after 10 years from the date of their issue, and payable 20 years from such date, and bearing interest payable quarterly in gold coin at the rate of 2 per centum per annum; and the bonds herein authorized shall be exempt from all taxes or duties of the United States, as well as from taxation in any form by or under state, municipal or local authority.

Provided, that said bonds may be disposed of by the Secretary of the Treasury at not less than par, under such regulations as he may prescribe, giving to all citizens of the United States an equal opportunity to subscribe therefor, but no commissions shall be allowed or paid thereon; and a sum not exceeding one-tenth of 1 per centum of the amount of the bonds herein authorized is hereby appropriated out of any money in the Treasury not otherwise appropriated, to pay the expense of preparing, advertising and issuing the same.

And provided further, that none of the said bonds shall be sold to pay the sums appropriated in sections 1 and 2 of this act, or to pay the sum of $10,000,000 appropriated in section 5 of this act.

Search On for Yukon Placer Fields.

VANCOUVER, B. C., June 26. — The steamer Dolphin arrived this morning from Skagway, bringing down from Dawson $1,000,000, most of which was taken on to Seattle.

A systematic search is being made for new placer fields in the Yukon territority. Operations have been commenced on the Hootalinqua River, and, if successful there, the search will continue on down the Yukon River below Five Fingers and prospect the streams flowing north from that point.

School Teachers Elected.

VANCOUVER, Wash., June 26.—The Board of Directors of the public schools today elected teachers for the ensuing year as follows: C. W. Shumway, Superintendent; P. Hough, principal of the High School: Mrs. E. C. Sterling and J. Todd, assistant principals; grade teach C. E. Alexander, Milton Pritchard, M Chappelle, Mrs. Scott, Sylvester Fann Miss Hubbard, Miss Snodgrass, M Lynch, Miss Yale, Miss Clark, Miss B son, Miss Funk, Miss Sharpe and M Leavitt.

The commencement exercises of Pr dence Academy were held at the conv hall last evening. Graduating honors w conferred upon the Misses Bessie Geog gan, Flora McKee and Katherine Stef

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If you contemplate an Eastern trip will pay you to call at O. R. & N. off Third and Washington, and get parti lars regarding the greatly reduced ra they will have to offer the 1st of July.

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Mellin's Food does not overtax the infant's stomach with insoluble, indigestible or unsuitable material. Mellin's Food is nourishing and comforting

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For Infants and Children.
The Kind You Have Always Boug
Bears the Signature of Chas. H. Fletche

Rheumatism

DR. RADWAY & CO.—
I have been a sufferer from Rheumatism more than six months. I could not raise hands to my head or put my hands behind or even take off my own shirt. Before I finished three-fourths of a bottle of Radway Ready Relief I could use my arms as well ever. You can see why I have such gr faith in your Relief. Yours truly,
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Taken inwardly, there is not a remedy agent in the world that will cure Fever Ague and all other malarious, bilious and er fevers, aided by RADWAY'S PILLS, quickly as RADWAY'S READY RELIEF. by druggists.
RADWAY & CO., 55 Elm st., New York

Fidgety

people are lacking in nervous strength. The weak, care-worn, melancholy, headachy, and low-spirited men and women are easily excited, impatient, fidgety, and unable to sleep at night. Worn-out nerves must be built up, and the vitality of the whole system replenished before relief can come.

"The least bit of noise or sudden jar would nearly drive me crazy, and I was just too fidgety for anything. I was so nervous that I could not rest or sleep. The first dose of Dr. Miles' Nervine brought me sleep, and after that I got well fast."
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Dr. Miles' Nervine

builds up the nerves, strengthens the brain, and fortifies and refreshes the whole system.

Sold by druggists on guarantee.
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