FIGHT TO A FINISH

Railroad Strikers Settle Down to a Stubborn Contest.

GUARDS FOR THE OMAHA SHOPS

Union Pacific Machinists' Reasons for Refusing to Accept Piecework—Situation on Other Roads.

OMAHA, Neb., July 2.—The strike of the machinists and boilermakers on the Union Pacific Railroad seems to have settled down to a stubborn, quiet fight for supremacy. The strikers felt more encouraged today from the walk-out of their craftsmen on the Northwestern and Montana Central Railroads, which they say will greatly assist them, because of the extra demand it will create for skilled workmen. There are several places along the road where the strikers have met the insurgent spirit. This was particularly true at Evanston, Wyo., where a few men quit. W. W. Webster, president of District No. 2, of Evanston, has gone home to "line up" his men. Much interest centers in the situation at that point, and a bitter fight is expected.

General Manager Dickinson and Superintendent McKeen are still in the West. President Burt is giving his personal attention to matters at this end of the line. It is stated at railroad headquarters that the company has no reason to feel apprehensive over the results thus far, and officials persist in saying no new plans have been adopted for filling the strikers' places.

President Kennedy, of the Boilermakers' Union, said the reports of rifle shots at Cheyenne were misleading. According to his advices, the reports heard were those of bursting torpedoes in the shopyards, and not gun-shots.

The company has taken the precaution of doubling the guards at the shop grounds in this city, and the strikers have placed pickets to watch the movements of the company and prevent, if possible, new men going to work. The Western superintendent of a detective agency arrived in this city today, but it is denied that he is employed by the railroad company.

Thomas L. Wilson, vice-president of the Machinists' Union, today made a statement to the public in answer to that issued by President Burt, touching the merits of the strike on that road. Mr. Wilson admits that the road has been paying the highest scale of wages during the past, but says other roads raised the scale of wages July 1, and that the demand of the Union Pacific machinists was "strictly in line with the general movement of all mechanics to get a fair share of the existing prosperity in the United States, and to which we are justly entitled."

On the refusal of the machinists to accept piecework, Mr. Wilson says the machinists are not to be compared with trainmen, who do not come into competition with each other. He says such a system would tend to bring them into competition with sweat-shop workmen and prevent them from treating as a body with the company. He sums up as follows:

"I do not hesitate to say most emphatically that this trouble was brought about by the arbitrary actions of the Union Pacific Road. They wanted the strike; they got it, and are apparently glad of it. Since we are forced to it, we will see that the men's demands are granted, or we will go down to defeat like one man."

Preparing for a Long Siege.

CHEYENNE, Wyo., July 2.—The last doubts as to wether the Union Pacific intends to fight its boilermakers and machinists to the last were removed this morning, when additional bunks and supplies were sent to the shops. The company is preparing for a long siege and is taking every precautionary measure to protect its non-union men.

The strikers and locked-out men are confident that their places cannot be filled by competent men for some months to come, and say that in the meantime they will strike at the company in unexpected quarters. The strikers claim that a large number of locomotives are already in need of repairs.

General Manager Dickinson and Superintendent McKeen, of the Union Pacific, are here today looking over the strike situation. Mr. Dickinson said, in an interview:

"The company has decided to inaugurate piecework over the entire system, even if it takes years to accomplish it, and will not recede from this position. It will establish a scale of pay which will enable men to earn more by conscientious work than under the time system."

The officials leave tonight for the West to visit other shops along the system.

Santa Fe Strike Ended.

TOPEKA, Kan., July 2.—It is rumored tonight that the Santa Fe and its striking boilermakers at the Needles and San Bernardino agreed upon terms ending the strike, although the contract has not yet been signed. The exact settlement conditions have not yet been given out, but it is known that both the men and the company have made concessions.

LOS ANGELES, Cal., July 2.—General Manager A. G. Wells, of the Santa Fe lines in California, said tonight, in regard to the reported settlement of the boilermakers' strike at San Bernardino and Needles:

"I know nothing of a settlement. If the report is true, it has been made from the other end of the line, and not here."

Northwestern Men Walk Out.

MISSOURI VALLEY, Ia., July 2.—Twenty-four boilermakers and their assistants, the entire force of the Chicago & Northwestern shops at this point, refused to report for work this morning. Those employed at Council Bluffs also laid down their tools and quit work.

More Boilermakers Out.

KANKAUNA, Wis., July 2.—The boilermakers and their helpers, to the number of 21, employed here at the Ashland division shops of the Chicago & Northwestern Railway, struck today, closing the boilermaking department.

RIOTERS IN COURT.

Several Hearings at Wilkesbarre—Shooting Affray at a Colliery.

WILKESBARRE, Pa., July 2.—A number of Justices of the Peace in Luzerne County were kept busy today giving hearings to men charged with participating in riots at coal mines. Early this morning Deputy Sheriff Eckert brought four men from Freeland, charged with engaging in a riot at that place. The prisoners were taken before Magistrate Pollock for hearing. A number of deputies testified that the prisoners gathered in the road leading to one of the mines this morning and tried to intimidate some fellow employes. One of the men pointed a revolver at one of the deputies. The riot act was then read, and the mob refusing to disperse, the Deputy Sheriff and his posse put the ringleaders under arrest. The Magistrate held the defendants in $500 bail for trial. They could not furnish the bail and were sent to jail.

County Detective Phillips, of Lackawanna County, came to Duryea today and placed seven of the coal and iron policemen there under arrest. They are charged with shooting the Italian whose body was found outside of the barricade. The officers were taken to Scranton and arraigned before Magistrate Howe, who held them in $1000 bail.

The Wilkesbarre Alliance made its first arrest today. A member of the United Mineworkers named William Weltzer was arrested charged with libeling merchants and others. There were 14 counts against him. Magistrate Vanhorn demanded $7000 bail. The defendant was unable to furnish the bond, and was sent to jail. The Alliance has offered $5000 reward for the arrest and conviction of boycotters.

There came near being a serious riot at the William A. colliery this afternoon. Charles A. Brown, a mining engineer, was on his way to the mine, when he was threatened by a crowd of strikers. Brown pulled his revolver and fired in the air, whereupon the guards behind the barricade at the colliery came out and fired into the air, causing the foreigners to fall back. After it was thought the trouble had subsided, Brown was arrested by Chief of Police Cosgrove, of Duryea. He was taken before Burgess Burlington, followed by a large crowd of angry Italians, and was held in $5000 bail for trial. The police say they found four revolvers on Brown. Being unable to furnish bail, Brown was removed to the county jail.

The first break in the ranks of the striking firemen occurred this afternoon, when three former employes of the Kingston Coal Company applied for work and were given their old places. Three of the firemen who went out at the Pine Ridge mine, at Miners Mills, also requested that their old places be given to them, and the superintendent of the colliery said they might have them. Since the strike of steam men was inaugurated, June 2, a large number of engineers and pumpmen have gone back to work, but the firemen had remained firm until today.

Cope Bros. & Co. have instructed all their men who are held up by strikers' pickets and compelled to return home to furnish written statements concerning their cases. This is being done to compel the Sheriff and the local authorities to preserve order or confess their inability to do so. If the Sheriff cannot prevent the strikers from turning back men who appear for work, the Governor will be appealed to for protection.

MICHIGAN MINERS' STRIKE.

President Mitchell's Efforts to Settle It Failed.

SAGINAW, Mich., July 2.—A conference of the coal-mine operators and mineworkers considered the differences which have kept the miners in this state on strike for two months. President John Mitchell was present. At an executive session of the miners this afternoon, President Mitchell advised a settlement of teh strike, if possible, urging the men to concede minor points, if only the wages were not reduced under the new scale. He talked as if he felt that the anthracite strikers would need the support of the bituminous men, and that substantial support could only come through the men being at work. The conference later in the day, however, failed to bring about an agreement. The men contended for the same scale of wages as last year, for an eight-hour work day and for abolition of the system whereby the men push the cars from the entries.

The operators conceded the wage scale, offered to increase the pay of firemen 20 cents a day, and to adopt a uniform wage scale for all help above ground in lieu of the demand for eight hours, but refused to abolish the pushing of cars from the entries. The matter was then referred by the joint conference back to the local unions to vote upon, and if they accept the proposition, another joint conference is to be called. Otherwise the strike will continue.

President Mitchell left for Wilkesbarre tonight.

Will Not Recognize Union.

CHARLESTON, W. Va., July 2.—At a well-attended meeting of Kanawha coal operators held today, at which suggestions of President Stephens, of the Chesapeake & Ohio Railroad, were discussed, resolutions were adopted as follows:

"We will not recognize the organization known as the United Mineworkers of America, believing, as we do, that recognition of the order would seriously injure the interest of the operators and miners of West Virginia. The recognition of the United Mineworkers of America being the real and only issue involved in the present strike, we declare that the same is not a proper subject for arbitration, and we will not arbitrate that issue."

Tin Plate Workers' Wage Scale.

NEW YORK, July 2.—President Shaffer, of the Amalgamated Association of Iron and Steel Workers, has held another conference with the officers of the American Tin Plate Company. After the meeting President Shaffer said:

"My object in coming here merely is to agree upon what we call the foot notes to the new agreement between the tin plate workers and the company as to wages which is now in effect. These foot notes refer to matters which were left open when the wage scale was signed last April."

Des Moines Telephone Strike.

DES MOINES, Ia., July 2.—The Mutual Telephone Company, an independent system having nearly 2000 subscribers, is no longer mutual except in name, most of the stock having been purchased by a private company. Heretofore each subscriber was a stockholder, the company having been organized to compete with the Bell system. The sale was occasioned by the strike of the central girls, electrician and linemen. The new management has issued an ultimatum to the strikers and the latter announce that the fight will be waged with greater determination than before.

Chicago Freighthandlers' Strike.

CHICAGO, July 2.—The executive councils of the International Freighthandlers' Union and the Chicago Federation of Labor held a conference today, at the conclusion of which it was announced that no further efforts would be made to settle the differences between the railroads and the freighthandlers. President Curran, of the freighthandlers, said it might be several days before it could be determined whether or not to call out the 10,000 members of the organization in Chicago.

Oppose a Sympathetic Strike.

LOUISVILLE, July 2.—The Courier-Journal tomorrow will say:

"The United Mineworkers of Kentucky will not sanction the calling of a sympathetic strike. Reliable information was obtained yesterday that a secret vote had been taken on the matter, with the result that the men decided they would not break their contracts with the operators. Word has been taken to the Illinois miners, who have taken the same step."

Right to Protect Themselves.

PAWTUCKET, R. I., July 2.—By a decision in the District Court today, street railway men during a strike have a right not only to protect themselves, but also the passengers and property of their employers, by the use of firearms, against the violence of mobs. Five motormen and conductors of the Pawtucket Street Railway Company arrested on the charge of carrying concealed weapons were ordered discharged.

Tennessee Men Want Alabama Scale.

KNOXVILLE, Tenn., July 2.—Thirteen hundred miners employed by the Tennessee Coal & Iron Company at the Tracy City and Whitewell mines struck today for higher wages. They want the Alabama scale.

Yard Clerks and Checkers Out.

WINNIPEG, July 2.—Canadian Northern yard clerks and checkers joined the strikers today. The superintendent offered to sign the schedule at once, but they will remain out with the other unions.

TRACY ON THE WATER

(Continued from First Page.)

near McNeil Island so that he might take a shot at any of the guards who happened to be on the beach. He also wanted to kill the captain of the tug Seafoam near the entrance to Tacoma harbor, because the tug persisted in heading toward the launch. He threatened to kill Munro if a revenue cutter hove in sight. Munro was the last man to board the launch, and Tracy was afraid he might have spread the alarm before boarding the launch.

Tracy told his unwilling companions on the voyage that he had killed his partner, Merrill, because of some differences with him. Something that appeared in one of the papers annoyed Merrill, and he threatened to kill Tracy. The latter challenged him to a duel. Each was to walk 10 paces from a certain line, then turn around and fire. According to Tracy's story, when he had walked eight paces, he suddenly turned around and shot Merrill twice in the back. The story, however, does not receive much credence in police circles.

It is believed that Merrill, instead of being dead, is somewhere in the vicinity of Shelton, where his sister lives.

The tale of Tracy's escape from Thurston County is in keeping with the rest of his adventures. In fact, the men who accompanied him on the trip are inclined to believe that the ex-convict is seeking notoriety. He proved a jolly companion on the long trip in the launch, joking young Clark about his red hair.

STORY OF CAPTAIN CLARK.

Launch Hove in Sight of Seattle in Broad Daylight.

SEATTLE, Wash., June 2.—Captain A. J. Clark, who had charge of the launch in the service of the Olympia Oyster Company, and who was compelled to bring Tracy to this city, tells the following story:

"We left Henderson Inlet, near Olympia, about 8 o'clock this morning. Before we left the two remaining men were bound and tied up so they could not escape. Later, however, Munro, one of my men, went back to get clothes that Tracy demanded. He untied the captives. Tracy remembered Munro's return, after we were out on Puget Sound, and asked Munro if he untied the men. Tracy then said if the escape was interfered with by a revenue cutter, as a result of Munro's return, he would shoot Munro. Tracy suggested that the launch hug in close to the shore, as we passed McNeill's Island, where the United States penitentiary is located. He wanted to kill one of the guards. We dissuaded him from this, however. Nothing further of any great incident happened on the trip until we reached Meadow Point.

"The launch passed the entrance to the Seattle harbor between 5 and 6 o'clock, while it was still broad daylight. Tracy sat in the boat, and coolly commented on the appearance of the city from the water. We reached Meadow Point about 6:30 and dropped anchor. We remained there for about an hour, when dusk began to set in, and the convict said he was ready to go ashore."

Tracy Binds Men Left on Launch.

"Before going, he made Scott tie and bind the others. My son has a sore wrist, and Tracy noticed it as Scott was obeying his order. The other men were tied with their hands behind their backs, a thin rope being tied around their wrists, and thence attached to their feet. The boy, however, on account of his sore wrist, was bound by the elbows.

"'I'll send you a lot of money to make up for kidnaping you and the launch, Captain Clark,' said Tracy as he went over the side, 'for I will have a lot of dough pretty soon now. And I won't forget you other fellows. You have acted pretty decent by me. Well, so long.'

"Tracy, however, insisted that Scott should go ashore with him. He took a liking to Scott on the trip down Puget Sound. The two men landed about 2½ miles north of Ballard and walked slowly into the town. Tracy had 200 rounds of ammunition, and his now famous 30-30 Winchester rifle. He bemoaned the fact that he had not a six-shooter.

"'But I will soon fix that,' he remarked to Scott. 'I am going to search for a policeman first, and get his gun before I do any real business here.'"

TRACY AT SOUTH BAY CAMP.

Makes Men Stay at One End of Room While He Takes Breakfast.

OLYMPIA, Wash., July 2.—Tracy appeared at the camp of the Capital City Oyster Company at South Bay, near Olympia, this morning about 5 o'clock. He entered the home of Horatio Alling. Besides Alling, the cook, William Adair, was in the house at the time. He informed them who he was, and then ordered them to help him get breakfast. As they were doing so, Frank Scott and John Munro, employes of the company, entered. Tracy then became alarmed and made the men stay at one end of the room while he took his breakfast.

The gasoline launch was lying in the bay. Tracy asked a few questions about it, and then ordered the cook to call the master, Captain A. J. Clark, and his son, ashore for breakfast. The cook obeyed the order, and the two men came ashore. After they had eaten breakfast Tracy ordered Munro to gag and tie Alling and the cook. He then marched Captain Clark and his son, Scott and Munro down to the beach at the point of his gun.

LANDING PLACE AN IDEAL ONE.

Well Known as Rendezvous for Notorious Water Pirates.

SEATTLE, July 2.—"While I was mortally afraid of Tracy," remarked Scott, the man who accompanied the convict from the launch to Ballard, in telling the story, "yet he made a fellow feel at home."

After leaving Tracy, Scott hurried back to Meadow Point, and went out to the launch. He expected to find the men who were left on board still lying bound in the bottom of the vessel, but they had all released themselves before his arrival. The party went ashore and came to the city, reaching here shortly before midnight.

The prevailing traits of Tracy, says Captain Clark, are perhaps his vanity and "gall."

Whether Tracy had any previous knowledge of the topography of the country surrounding Meadow Point is not known, but it is certain that he could have selected no locality more adapted to his needs. It will be recalled that at this place Detectives Lane and Adams, together with Marshal Hunt, of Ballard, encountered and captured one of a gang of notorious water pirates during the past Winter, namely, Jack Ferguson, the former associate of Jack Turpin, who terrorized small water craft in the vicinity of Lower Whidby Island for more than two years before he was taken. With Ferguson at the time was an unknown companion, who plunged into the dense underbrush surrounding the point and made his escape.

Meadow Point is situated on the edge of Section 35, on a direct line two miles north of the town of Ballard. It is 3½ miles directly west from Green Lake, and six miles south of Richmond Beach. High precipitous bluffs reach almost to the water's edge on the south side of the point, while on the north a dense growth of underbrush runs almost to the water's edge. The Great Northern Railway line skirts the edge of the point, and various small steamers ply within a stone's throw of the shore.

AMONG FRIENDS NOW, HE SAYS.

Tracy Holds Seattle Is the Only Place He Can Make His Get-Away.

SEATTLE, July 2. — On boarding the launch near Olympia, Tracy announced that he wished to go to Seattle. He helped to get the engines started, but always keeping the others covered with his rifle. He took 200 rounds of ammunition on board with him. He then sent Munro back to get him some clothes and a pair of shoes. At the time Tracy was wearing shoes had had taken from a cripple. One had a sole several inches thick, while the other had a thin sole. Munro took a coat and vest belonging to Alling, the cook's trousers and shoes. With these he returned to the launch, and the voyage began for Seattle.

Captain Clark wanted to cover the distance as soon as possible, but Tracy mildly expostulated, saying he was in no hurry to reach Seattle before darkness set in. As a result of the high speed at which the launch was traveling, the engine became overheated, and had to be stopped twice. Tracy entertained his fellow passengers with blood-curdling tales of his life, and invited them to a frugal lunch with him shortly after the noon hour.

In leaving the launch at Meadow Point, Tracy hesitated for a few seconds, and then said: "Well, d—n it, I don't want to get you into trouble, so I'll wait until you leave Le.

They walked along the railroad track through Ballard. Tracy, however, felt fatigued and insisted upon Scott sitting down with him alongside the rails, a few blocks from the center of the town. While they were resting, Tracy talked rather vivaciously, and with no apparent fear of being overheard. Then they walked along the track a block or so further, when the criminal suddenly stopped and said: "You can go back now."

"What are you going to do?" asked Scott.

"First, I have to get a six-shooter. I need one badly. I must have it. I will first hold up a policeman and get his gun. Then I'll go out to Lake Washington and come down to Seattle on Pike street."

"What then?" asked Scott.

"Oh," said Tracy, airily, "I am going down to hold up Clancy's saloon and gambling-house. I hear they have got some dough down there. But," he continued, "in Seattle I am among friends.

A PROMINENT FIGURE IN THE EARLY HISTORY OF THE NORTHWEST.

The Late Dr. Alden H. Steele.

OLYMPIA, July 2.—Dr. Alden Hatch Steele, who died in this city June 29, was an Oregon pioneer of 1849, having settled at Oregon City in October, 1849, and practiced his profession there for 14 years. Dr. Steele was born at Oswego, N. Y., February 10, 1822. He was graduated from the medical department of the University of New York in 1846, and first began the practice of medicine in his native city. Afterward at Kenosha, Wis., he practiced for one year, and in March, 1849, started across the plains for Oregon with a stage company, but on the way joined company with a rifle regiment of the United States Army and accompanied it to Vancouver, Wash. After spending a few weeks there he went to Oregon City. There he practiced medicine, and was a member of the City Council 11 years. A portion of this time he acted as City Recorder, and for three years was Mayor. In 1863 Dr. Steele became a Warrant Officer in the United States Army, and acted as surgeon at Fort Dalles during the War of the Rebellion. Three years later he was transferred to Fort Stevens, at the mouth of the Columbia River, and in June, 1867, was again transferred to Fort Stellacoom, W. T. That post being broken up in April, 1868, and the troops sent to Alaska, Dr. Steele declined further service in the Army, and came to Olympia, where he resided until his death. For 15 years he was Examining Surgeon for pensions, commencing in 1873. He was Regent for the territorial university from 1876 to 1880, and acted as medical inspector for the territorial penitentiary for six years. He was an honorary member of the medical society of Oregon, and also of Washington.

In August, 1854, Dr. Steel was married to Miss Hannah Blackler, of Massachusetts, granddaughter of Captain Blackler, the Revolutionary officer who commanded the flotilla with which Washington crossed the Delaware the night before the battle of Trenton. Mrs. Steele is still living in this city, and one daughter, who was born in Oregon, also survives him. The latter is Mrs. Russell G. O'Brien, of Olympia.

HIS WAR RELIC

Not an Enviable One Was That of this Young Veteran of the Spanish-American War.

Charles J. Draper, of South Shaftsbury, Vt., who served in Company D, Fourth Pennsylvania Regiment, during the Spanish-American War, brought home with him a relic which caused him a great deal of misery. He tried to rid himself of it, but was unable to do so until a friend came to his aid with what proved to be a valuable suggestion. Mr. Draper tells of it as follows:

"During the encampment in Georgia I became very ill, probably from impure water, poor food and the climate. After eating even the lightest food I would bloat to a great extent. My bowels were in a very serious condition, and my heart was so weak that a few minutes' walk would exhaust me. I could only just drag myself around, and sometimes I would have to stay in bed for a few days. I was treated in Georgia and in Porto Rico by our company surgeon, and later by the doctor at home. They both told me it would be months before I could expect to see any improvement.

"I had been in this state of misery for about four months when a friend recommended Dr. Williams' Pink Pills for Pale People. He had been benefited by them, and thought they might help me. I began taking them, and felt relieved in three days. I took them for two months, and they made me well and strong. I keep the pills by me all the time, though I have had no need of medicine for a long while."

Stomach trouble and nervous debility always yield readily to the potent influence of Dr. Williams' Pink Pills for Pale People. These pills are a positive specific for all diseases arising from poor blood or weakened nerves. They cure locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, the after-effects of the grip, palpitation of the heart, pale and sallow complexions, and all forms of weakness, either in male or female. Dr. Williams' Pink Pills for Pale People are sold by all dealers, or will be sent postpaid on receipt of price, fifty cents a box, or six boxes for two dollars and fifty cents (they are never sold in bulk or by the 100), by addressing Dr. Williams' Medicine Company, Schenectady, N. Y.

This is the only place I can make my get-away. They can't catch me in Seattle. If they do take me, they will have to shoot me from behind, for no man can kill me from the front." He then held out his hand to Scott and shook hands very cordially with his unwilling assistant.

"Good-bye," he said, and, turning, walked down the track toward Seattle with a pack strung over his shoulders.

STAR ROUTE BOX DELIVERY

New Regulation Which Will Accommodate Patrons.

WASHINGTON, July 2.—Second Assistant Postmaster-General W. S. Shellenberger has issued the subjoined general order regarding star route box delivery:

"Notice is hereby given to the public that the contracts in effect July 1, 1902, for the performance of mail service on the star routes in the states and territories hereinafter named provide that, in addition to carrying the mails to the various postoffices, the carrier will be required to deliver mail into all boxes and hang small bags or satchels containing mail on cranes or posts that may be erected along the line of the route, under the following regulations of the department:

"Any person living on or near the route and not within the corporate limits of any town or within 80 rods of any postoffice, who desires his mail deposited at a given point on the line of the route by the carrier, may provide and erect a suitable box or crane on the roadside, located in such manner as to be reached as conveniently as practicable by the carrier without dismounting from the vehicle or horse, and such person shall file with the postmaster at the postoffice to which his mail is addressed (which shall be one of the two postoffices on the route on either side of and next to the box or crane) a request in writing for the delivery of his mail to the carrier for deposit at the designated point, at the risk of the addressee. The small bag or satchel above described, as well as the box or crane, must be provided by the person for whose use it is intended without expense to the department.

"It shall be the duty of the postmaster at every such postoffice, upon a written order from any person living on or near the route, to deliver to the mailcarrier for that route any mail matter—placing in the respective satchels, where such are used, the mail for the persons to whom such satchels belong—with instructions as to the proper mail box or crane at which said mail matter shall be deposited; but registered mail shall not be so delivered unless expressly requested by the addressee in his written order. No mail matter so delivered to the carrier shall be carried past another postoffice on the route before being deposited into a mail box or hung on a crane or post.

"The carrier on the route will be required to receive from any postmaster on the route any mail matter or private mail satchel that may be entrusted to him outside of the usual mail bag, and shall carry such mail matter or private mail satchel to and deposit it into the proper mailbox or hang it on the proper mail crane placed on the line of the route for this purpose; such service by the carrier to be without charge to the addressees.

"The mailcarriers must be of good character and of sufficient intelligence properly to handle and deposit the mail along the route.

"The department does not prescribe any particular design of box or satchel to be used for this service, but the person providing either should see that it is of such character as to afford ample protection to his mail. If there is a lock attached to the box, a key is not to be held by the carrier, as he is expected to deposit the mail without the necessity of unlocking the box. The box or crane should be so located on the roadside that the carrier can deposit the mail without leaving his vehicle or horse, and yet not where it will obstruct public travel.

"The carrier is not required to collect mail from the boxes, but there is no objection to his doing so if it does not interfere with his making the schedule time. The law provides that every carrier of the mail shall receive any mail matter presented to him if properly prepaid by stamps, and deliver the same for mailing at the next postoffice at which he arrives, but that no fees shall be allowed him therefor.

"The box delivery above described is required by the contracts effective July 1, 1902, on all the star routes (with but few exceptions) in Arkansas, Louisiana, Texas, Indian Territory, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, Alaska and Hawaii."

Franchise for Havana Railway.

YOUNGSTOWN, O., July 2.—Messrs. Park and Young, of this city, have received a cablegram from their representative in Cuba, announcing that franchises have been granted them authorizing them to construct and operate street railway lines in Havana. The franchises are said to be worth fully $25,000,000, and include all the franchises in Havana.

THE DEATH ROLL.

T. B. Harrison.

CINCINNATI, July 2.—T. B. Harrison, president of the First National Bank, died of pneumonia today, aged 69 years. Mr. Harrison acquired great wealth in the wholesale grocery business, and retired in 1880. Later he established the First National Bank. It is estimated that his fortune is third in amount among Cincinnatians.

Alexander Geddes.

CHICAGO, July 2. — A cablegram received today announces the death in Scotland of Alexander Geddes, one of the most prominent members of the Board of Trade. Mr. Geddes was at the head of the firm of Alexander Geddes & Co.

A Negro for Principal.

Baltimore American.

The School Board, in executive session, elected Dr. J. N. Waring, colored, of Washington, principal of the Colored High and Polytechnic School, to succeed Professor Hugh N. Browne, resigned. Dr. Waring is about 45 years of age, and received his education at Howard University and Oberlin College. For the last 15 years he has been teaching in Washington, where he is now supervising principal of one of the three groups of colored schools, having about 90 teachers under him. He is highly recommended. Dr. Waring will take charge of the school here at the beginning of the next scholastic year.

Mercenary Patriotism.

Washington Post.

Are the New England Democrats preparing to join their brethren in Louisiana in opposition to political union between the United States and Cuba? Is that long-cherished dream of their party and of the wisest statesmen of other great parties going to be abandoned by the followers of Richard Olney, Josiah Quincy and Patrick A. Collins? If not, how does it happen that the Boston Post, "the representative Democratic paper of New England," the organ that has, "with a mission and without a muzzle," faithfully employed itself from time immemorial in dispensing "the sincere milk" of unterrified Democracy, is pouring a drizzle of ice-cold water down the spinal column of Cuban annexation? It will scarcely be claimed that our Boston namesake is consistent with Democracy's record when it insists that "indeed we should be far better off to treat Cuba as a part of the Union commercially than by saddling ourselves with her responsibilities as an integral part of our Republic."

The rank commercialism of our contemporary, the way in which it exploits the almighty-dollar idea, contrasts almost repulsively with old-time Democratic talk about the Gem of the Antilles. No talk of another star on freedom's banner, no aspiration for the extension of the blessings of our free institutions to the long-suffering people of that island country. Let us make all the money we can out of Cuba, but keep her out of the family.

Exodus From London.

NEW YORK, July 2.—The end of the present week will witness the exit of a great many Americans from London, cables the correspondent there of the Herald. The boats that sail next Saturday have large passenger lists. Of those who came here especially for the coronation, many already have left for Paris and other parts of the Continent. A sort of dullness seems to have settled over everything.

SUMMER THE TIME

TO TREAT AND CURE CATARRH

Climatic Conditions Are Then Most Favorable, and the Liability to Take Cold Reduced to the Minimum.

DISEASE DESCRIBED BY SYMPTOMS

The Proper Course for Sufferers.

Great numbers of people suffer from the malign poisons of catarrh, as from other chronic maladies, without any correct or definite idea of the nature of their affliction. The following symptoms have been carefully arranged to enable many sufferers to understand just what it is that ails them. Many diseases, known under various specific names, are really of a catarrhal origin and nature. Every part of the mucous membrane, the nose, the throat, eyes, ears, head, lungs, stomach, liver, bowels, kidneys and bladder, are subject to disease and blight by catarrh. The proper course for sufferers is this. Read these symptoms carefully over, mark those that apply to your case and bring this with you to Drs. Copeland and Montgomery. If you live away from the city, send them by mail, and ask for mail treatment. In either instance, and whether by mail or office treatment, the patient may be assured of the speediest relief and cure possible to medical science.

CATARRH OF HEAD AND THROAT

The head and throat become diseased from neglected colds, causing Catarrh when the condition of the blood predisposes to this condition.

"Is your voice husky?"
"Do you spit up slime?"
"Do you ache all over?"
"Do you snore at night?"
"Do you blow out scabs at night?"
"Is your nose stopped up?"
"Does your nose discharge?"
"Does your nose bleed easily?"
"Is there tickling in the throat?"
"Is this worse toward night?"
"Does the nose itch and burn?"
"Do you hawk to clear the throat?"
"Is there pain across the eyes?"
"Is there pain in front of head?"
"Is your sense of smell leaving?"
"Is the throat dry in the morning?"
"Are you losing your sense of taste?"
"Do you sleep with your mouth open?"
"Does your nose stop up toward night?"

CATARRH OF BRONCHIAL TUBES

This condition often results from catarrh extending from the head and throat, and if left unchecked, extends down the windpipe into the bronchial tubes, and in time attacks the lungs.

"Have you a cough?"
"Are you losing flesh?"
"Do you cough at night?"
"Have you pain in side?"
"Do you take cold easily?"
"Is your appetite variable?"
"Have you stitches in side?"
"Do you cough until you gag?"
"Are you low-spirited at times?"
"Do you raise frothy material?"
"Do you spit up yellow matter?"
"Do you cough on going to bed?"
"Do you cough in the mornings?"
"Is your cough short and hacking?"
"Do you spit up little cheesy lumps?"
"Have you a disgust for fatty foods?"
"Is there tickling behind the palate?"
"Have you pain behind breastbone?"
"Do you feel you are growing weaker?"
"Is there a burning pain in the throat?"
"Do you cough worse night and mornings?"
"Do you have to sit up at night to get breath?"

SYMPTOMS OF EAR TROUBLES

Deafness and ear troubles result from catarrh passing along the Eustachian tube that leads from the throat to the ear.

"Is your hearing failing?"
"Do your ears discharge?"
"Do your ears itch and burn?"
"Are the ears dry and scaly?"
"Have you pain behind the ears?"
"Is there throbbing in the ears?"
"Is there a buzzing sound heard?"
"Do you have a ringing in the ears?"
"Are there crackling sounds heard?"
"Is your hearing bad cloudy days?"
"Do you have earache occasionally?"
"Are there sounds like steam escaping?"
"Do your ears hurt when you blow your nose?"
"Do you constantly hear noises in the ears?"
"Do you hear better some days than others?"
"Do the noises in your ears keep you awake?"
"When you blow your nose do the ears crack?"
"Is hearing worse when you have a cold?"
"Is roaring like a waterfall in the head?"

CATARRH OF THE STOMACH

This condition may result from several causes, but the usual cause is catarrh, the mucus dropping down into the throat and being swallowed.

"Is there nausea?"
"Are you costive?"
"Is there vomiting?"
"Do you belch up gas?"
"Have you waterbrash?"
"Are you lightheaded?"
"Is your tongue coated?"
"Do you hawk and spit?"
"Is there pain after eating?"
"Are you nervous and weak?"
"Do you have sick headache?"
"Do you bloat up after eating?"
"Is there disgust for breakfast?"
"Have you distress after eating?"
"Is your throat filled with slime?"
"Do you at times have diarrhoea?"
"Is there rush of blood to the head?"
"When you get up suddenly are you dizzy?"
"Is there gnawing sensation in stomach?"
"Do you feel as if you had lead in stomach?"
"When stomach is empty do you feel faint?"
"Do you belch material that burns throat?"
"If stomach is full do you feel oppressed?"

CATARRH OF THE LIVER

The liver becomes diseased by catarrh extending from the stomach into the tubes of the liver.

"Are you irritable?"
"Are you nervous?"
"Do you get dizzy?"
"Have you no energy?"
"Do you have cold feet?"
"Do you feel miserable?"
"Is your memory poor?"
"Do you get tired easily?"
"Do you have hot flashes?"
"Is your eyesight blurred?"
"Have you pain in the back?"
"Is your flesh soft and flabby?"
"Are your spirits low at times?"
"Is there bloating after eating?"
"Have you pain around the loins?"
"Do you have gurgling in bowels?"
"Do you have rumbling in bowels?"
"Is there throbbing in the stomach?"
"Do you have a sense of heat in bowels?"
"Do you suffer from pains in temples?"
"Do you have a palpitation of the heart?"
"Is there a general feeling of lassitude?"
"Do these feelings affect your memory?"

CATARRH OF THE KIDNEYS AND BLADDER

Catarrh of the kidneys and bladder results in two ways, first by taking cold; second, by overworking the kidneys in separating from the blood the poisons that have been absorbed from catarrh, which affects all organs.

"Is the skin pale and dry?"
"Has the skin a waxy look?"
"Is the hair dry and brittle?"
"Is the skin dry and harsh?"
"Do the legs feel too heavy?"
"Is there nausea after eating?"
"Do the joints pain and ache?"
"Is the urine dark and cloudy?"
"Are the eyes dull and staring?"
"Is there pain in small of back?"
"Do your hands and feet swell?"
"Are they cold and clammy?"
"Have you pain in top of head?"
"Has the perspiration a bad odor?"
"Is there puffiness under the eyes?"
"Is there a bad taste in the mouth?"
"Is there a desire to get up at night?"
"Are there dark rings around the eyes?"
"Do you see spots floating before the eyes?"
"Have you chilly feelings down the back?"
"Do you see unpleasant things while asleep?"
"Does a deposit form when left standing?"

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W. H. COPELAND, M. D.
J. H. MONTGOMERY, M. D.

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EVENINGS—Tuesdays and Fridays.
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