out-

PLANS TO OPEN NAVIGATION

Consider Means of Getting Around Obstructions at The Dalles, Celilo Falls and Ten-Mile Rapids-Captain Harts' Plans.

The special board of Government en-gineers that went to The Dalles Monday night returned last evening to this city on the steamer Regulator. The engineers were escorted throughout the trip by Representative Malcolm A. Moody, who took upon himself the duty of making the journey comfortable and enjoyable. "I endeavored to let the engineers see the ground to the best possible advan-tage," said Mr. Moody last night. He had arranged for the transportation of the board by rail to Ceillo, and back from The Dalles by boat. At his solici-tation the O. R. & N. placed a special car at its disposal.

car at its disposal.

The board is made up of Lieutenant-Colonel William H. Heuer, Major William L. Marshall, Captain Edward Burr, Captain Caselus E. Gillette and Captain Charles H. McKinstry, Captain W. C. Langfitt accompanied the party.

Course of Canal Examined. The engineers spent all day Tuesday in-specting the course of the canal as pro-posed by Captain Harts. Yesterday they were on the Columbia River on the steamer Regulator. They devoted the time on the river to study of Captain. Harts' plan and deliberation thereon. Harts' plan and deliberation thereon. It is not possible to tell what the de-cision of the engineers is in regard to the feasibility of the canni; in fact, it is doubtful if they have yet made up their minds. Since their personal inspection of the route of the proposed waterway, they are discussing the project among themselves, and their conclusions will not be reached until they have fully exchanged their ideas in regard to the enterprise. It is not prob-able that they will decide against the report of Captain Harts. Their present duties are believed to be those of re-ducing the expense of the improvement in its important details.

Tuesday morning bright and early the board started from The Dalles in the same car in which it had spent the night. About one and a half miles below Cellio the engineers left the car, walked down to the river and were ferried across to the Washington shore in a selning boat. They spent about two hours inspecting the course of the proposed canal around Cellio Falls. This canal will be over half a mile long and will have a lock at the lower end. At about 11 o'clock they returned to the car and went up to the foot of Celilo Falls. Thence they returned down stream to Summit, where they went down to the river again and inspected Ten-Mile Rapids.

Work at Ten-Mile Rapids.

These rapids are very swift. Captain Harts planned to reduce their velocity by means of a dam at the narrows, about three miles below, which would raise the level of the water at that point and re duce the current above. Captain Harts also planned to lessen this rapid by means of an artificial channel around to the northward. This channel would take the northward. This channel would take off a large part of the water that now rushes down Ten-Mile Rapids.

The engineers thence went down to the site of the proposed submerged dam at Old Messhouse, where the river is only 180 feet wide. Here is the most difficult engineering problem of the whote canal. The canal from this place down to Big Eddy will be about 9000 feet long. At several places the sides of the canal will have to be built up. The board spent have to be built up. The board spent Tuesday night at The Dalles.

The engineers will probably remain in Portland a day or two yet, deliberating over the canal project and the improve ment of the bar. They are extremely redicent about divulging any part of their investigations, and have declined in any social activities of

RECORD ON LAND FILINGS Fiscal Year 1902 Ensily Surpasses All

Others. OREGONIAN NEWS BUREAU, Washington, Sept. 24.—The forthcoming annual report of Land Commissioner Hermann will show that the fiscal year 1902 surpassed all others, not only in the number estead entries made, but in min-

eral locations, and practically all other forms of settlement, while the total rev enues derived from the sale and disposal of public lands exceeds the amount collected in any one year in the history of the country. A year ago, when highwater mark was reached in public land business, a slight decline was expected for the year just closed. The remarkable and exceptional showing is taken as an evidence of the material prosperity of the country, for in years past hard times have retarded the settlement of the West. The final figures for the past year have not been fully compiled, but enough is known to indicate the general result. Commissioner Hermann says his office has never done so much work in any one year, nor made such a creditable showing.

TROOPS FOR MILITARY PARADE. Root Designates Soldiers to Attend

National G. A. R. Encampment. WASHINGTON, Sept. 24 .- At the request of the local committees having in charge the arrangement for the annual encampment of the Grand Army of the Republic, the Secretary of War has instructed the Commanding General of the Department of the East to direct the folowing-named troops of the Army to participate in the military parade of Tuesday, October 7: The Fourth Artillery Corps and band and four companies of Coast Artillery from Fort Monroe; three companies of Coast Artillery from Fort Washington; one company of Coast Artillery from Fort Hunt; three companies of Const Artillery from Fort McHenry; one company of Coast Artillery from Fort Howard; the Engineer Band and Third Battalion of Engineers from Washington Barracks; the Second Cavairy Band and Second Squadron, Second Cavairy and Fourth Battery of Field Artillery from Fort Meyer. The troops of the Army will be under the command of Colonel Huggins, Second Cavalry.

TO TRAIN MEN FOR ARMY. Order Issued Establishing Schools for Officers at All Posts.

WASHINGTON, Sept. 24.—Before leaving for the West Secretary Root issued an order establishing the general scheme of education and training of officers of the Army. The order establishes schools at every post in the Army for officers, including all Lieutenants and Captains of less than 10 years' service as comof the former method of training in the officers' schools. It is not intended that officers shall be forever attending recitations. Under the old system of ly-

ceum instruction there was no such thing as graduation, but under the new acheme,

prepared under the direct supervision of the Secretary of War, officers will be able generally to secure certificates in all the courses which they are required to pur-

courses which they are required to pur-sue, within two years.

The purpose is to give officers a thor-ough technical knowledge of drill regula-tions, guard duty, target practice, service with troops in camp, military law, field engineering and other branches of knowl-edge indispensable to military men. Reci-tations are prescribed for the junior of-ficers, and this practical course will ocfacers, and this practical course will oc-cupy two periods of 20 days each between November 1 and April 20. Every Lieuten-ant will be required to establish his fit-ness, not only in the theories of his ordinary duties, but also must learn practically the duties of Adjutant, Quarter-master, Commissary, and those of other staff bureaus. It is intended that the officers who establish the greatest professional aptitude under the provisions of this order shall be selected for further instruction at the general service and staff col-lege and the war college at Washington,

ARMY MANEUVERS BEGUN.

Outposts Are Now Subject to Attack at Fort Leavenworth. FORT RILEY, Kan., Sept. 24.—The pre-liminary drill of the regular troops in the maneuver division has been completed, and the real maneuvers began today by the formation of outposts and army corps and the attack and defense of the same. In this problem the forces of the man-euver division are divided. Lieutenant-Colonel Steadman is in command of one of the armies, and Colonel Minor com-mands the other. Umpires accompanied each organization to see that the maneuver was carried out in strict accordance with the conditions under which the at tacks and defenses were to be made.

The weather this week has caused son sickness in the camp. Lieutenant Ford, Signal Corps, is among the sick.

MONEY RELIEF REPORT UNTRUE. Banks Cannot by Law Issue Notes Beyond Par Value of Bonds.

WASHINGTON. Sept. 24.-It was stated at the Treasury Department tothat Secretary Shaw proposes to allow National Banks to issue circulating notes beyond par value of bonds deposited as curity. Such action would constitute a plain violation of the law. Up to March 14, 1999, it was said National banks could issue only 90 per cent of the par value of the bonds, but the act of that date permitted such issue up to their par value when deposited as se-

Report for Department of Dakota. WASHINGTON, Sept. 24.—Brigadier-General W. A. Kobbs, commanding the Department of Dakota, in his annual report says the discipline and instruction of his command are good, because, as a rule, the officers are capable and pains-taking. He quotes from Major Alfred Reynolds, Inspector-General of the Department, to the effect that he "inclined to the opinion that the abolition of the beer feature in post exchanges has not materially increased the number of trials by court, nor called for other extra disciplinary measures."

General Kobbe says that, with the ex-ception of the posts at Helena, Mont., and Bismarck, N. D., the military stations in the department date back to the days of the Indian warfare, and were originally placed with reference to Indians. He rec ommends the retention of all these posts, with the exception of Fort Yates, which, he thinks, should be abandoned. He recommends an increase in the garrison at Fort Keogh. He also recommends legis-lation to settle the title to Fort Missoula reservation, which includes part of school section.

Records in Warner Court-Martial. WASHINGTON, Sept. 24.-The Secretary of the Navy has received the record of the court-martial in the case of Pay-master Clerk W. H. Warner, who was tried on the battle-ship Wisconsin, at Bremerton, Wash., on the charge of em-bezzling funds of the Government in connection with the purchase of commissary supplies for the ship's company. He was found guilty and sentenced to dismissal and to imprisonment at hard labor for one year. The findings and sentence were approved by Rear-Admiral Casey, commanding the Pacific Station.

Papal Delegate for Washington, ROME, Sept. 24.-The Vatican has instructed Mgr. Diomede Valconer, the re-cently appointed papal delegate in the United States, to proceed immediately to Washington, as it considers that that post has been already too love week. has been already too long vacant

lows to Go on Drydock. NEW YORK, Sept. 24.—The battle-ship Iowa, which has arrived here, will sail, says a Herald dispatch from Montevideo, n Thursday next, for Bahia Blanca, where

AMERICAN FLAG AS BLIND Willy Move of Venezuela Gunboat to Renew Bombardment of Port.

PORT OF SPAIN, Island of Trinidad, Sept. 24.-A leading German merchant, who recently escaped from Ciudad Bolivar, arrived here yesterhay and made statement under oath before the officials here, setting forth that, on August 29, the Venezuelan warship Restaurador, when steaming up the Orinoco River for the second time, in order to again bombard Cludad Bolivar, hoisted the American flag in order to be able to reach that city without arousing the suspicion of the inhabitants as to her identity, and that by this strategy the Restaurador reached the custom-house at Cluded Bolivar and immediately opened fire on the center of the city, causing loss of life and damage to property from the quarters inhabited by foreigners.

The merchant also stated that the forign Consuls and all the population of hudad Bolivar protested against the actions of the Restaurador.

Iwo bridges on the English La Guayra-Caracas Railroad were blown up with dynamite September 18 by the revolution-

Venezuela Makes Apology.

WASHINGTON, Sept. 24.—The singular circumstances reported by the German merchant in the above telegram were explained by the receipt of two cable-grams from United States Minister Bowen, at Caracas, at the State Department this afternoon. The first dispatch stated that the Venezuelan gunboat Restaurador that the Venezuelan gunboat Restaurador had approached Ciudad Bolivar flying the American flag. She did not lower the flag until she was very close to the shore, when she opened fire upon the fasurgents from her position there, creating great consternation.

When the Restaurador returned to La

Guayra, the fact was reported by Minis-ter Bowen, who indignantly demanded a complete spology from the Venezuelan Government, and also that the flag of the United States be saluted by the offending ship. The second cablegram from Mr. Bowen reports that the Venezuelan Government promptly acceded to the terms, a suitable apology, and the Commander of the Restaurador hoisted the American fing and fired a salute. The matter is still under consideration by the State and Navy Departments.

YOU ARE WANTED, But You Will Be All the Better for Having Gone Through It. Having Gone Through It.

No matter how bad you are, when you we gone through a treatment with updene you will feel clean and fresh, r they cicurse and refresh. They insection will be and refresh they in the country of the set overcome tobacco and liquor habits, sey vestore you from the consequences youthful errors. Price it per box or a hoxes for \$5. Get a box from S. G. idenore & Co., Portland, Or.

Spain has ordered the eight-hour day for Government work

THAT BRIDGE APPROACH

DOES PUBLIC OWN WHOLE, OR ONLY PART OF STREET!

Are Vested Bights Involved at Docks on Morrison Street?-Position of the Parties.

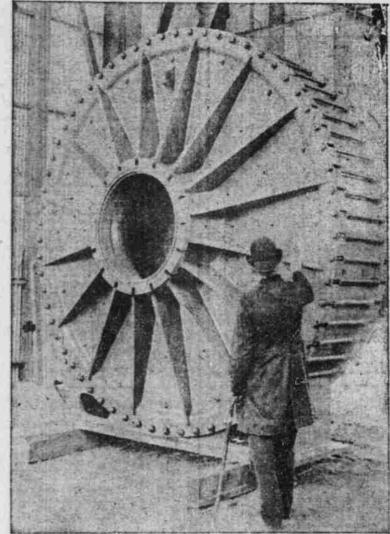
The doctrine of vested rights is to be invoked to preserve the Morrison-street entrance to the lower docks at either side of the bridge approach. The owners of those docks say they were granted the right to reserve a part of the street as an entrance to their property, for which they quote two ordinances passed by the Common Council away back in 1829. But the act of the Legislature author-ising the construction of the Morrisonby the Com street bridge did not take those ordinances

grades must be provided by the private owner. If he choose to have sub-base-ments or upper stories, well and good; but he cannot take part of the public out he cannot take part of the public street for an incline, up or down, to reach floors not on grade. This is the view taken by the city authorities. They say if the owners of docks abutting on the Morrison bridge approach wish ingress and egress on that street, they must, on their own property, get to the street level. Now they use part of the public street to get up to the legally established street grade. And the part of the public street thus withdrawn for private use is what the city wishes to restore to the public in order that the full benefit of a wide bridge at Morrison street may be en-

At the south side of the approach the property is owned by the Stephen Meade estate; the estate of Aaron Meler owns that at the north side. Both are now used as a woodyard, and the woodman also uses the dock in the street under the approach to the bridge. That is public

No bill has yet been drawn to raise street bridge did not take those ordinances money for building a new bridge. W. D. into consideration, and formally gave the Fenton, president of the East Side Im-

GREATEST DREDGING PUMP IN UNITED STATES, FOR PORT OF PORTLAND.



THIRTY-INCH DREDGING PUMP.

The above is a picture of the 30-inch centrifugal dredging pump for the new Port of Portland dredge. The casing of the pump has arrived, and is being put in place. The revolving "flyer" that goes inside the pump is being finished up in Calirnia, and is expected to be here any day.

The pump is the last of the machinery of the dredge to be set up. The dredge aid be finished and ready for work within three weeks. Its total cost, including

that of its tender, now building on Puget Sound, will be about \$225,000.

Steam was raised in two of the four bollers last Saturday. All the engines worked perfectly. The hig engine, which will run the 30-inch pump, operated amouthly. It has 1500 horsepower. Each of the four Hoine safety boilers has 350 horsepower. The hull of the dredge is very stanch. It is 225 feet long and 42 feet wide, and draws about five feet of water. The dead weight of the hull is about 800 tons, and of the dredge complete, about 1400 tons.

The dredge will have spuds 89 feet long, and will be able to work to a depth of 80 feet. It will be the most powerful machine of its kind in the United States Its working capacity will be three times that of the Port of Portland dredge now

bridge company the right to make the west approach to the bridge on a level with the grade of Front street. Nothing was said in it about reserving any space an entrance to the lower docks at the side of the approach. However, when the time came for building the approach, about 1885, the owners of the abutting dock property made an arrangement with the bridge company by which the present passageway to the docks was obtained. So the matter has rested to this day. The city has grown and there is now call for a bridge of greater capacity at Morrison strect. A two-story structure being im-practicable there, the only way to get an adequate bridge is to make it the full width of the street; and it is of no use to have a wide bridge if the entrance to it is to be choked by a reservation in the center for a passageway to the lower docks. This is the question the city desires to have settled before the time shall come for building the new bridge.

The ground taken by the city is that it has the power to ourselve.

It has the power to establish street grades and that when the grade of the Morrisonstreet bridge approach was fixed at the street bridge approach was fixed at the level of Front street, the abutting property had the same rights that adhere to property on other streets where the grade is fixed by ordinance or statute. That is, the adjoining property should be brought up to the authorized grade in order to get free access to the street. Entrance to parts of private property not on street.

ovement Association, has that matter in hand and is out of the city. East Side people are the active movers for the new people are the active movers for the new bridge, and they will see that an early start is mide toward getting one. But thus far it is not known what the provisions of the bill will be. In a general way it is said authority will be asked for issuing bonds to the limit of \$250,000 for rebuilding the bridge. Whether the city or the county will be pledged for the pay-ment of the bonds and the maintenance of the bridge is a matter not yet settled. But there is general agreement upon the point that it is desirable to find out whether the city can use the whole street or only part of it for the west approach.

Those Hieroglyphics. Chicago Tribune. The Chinaman had refused to give up the washing.

"But." said the man who had called or it, "this is the right check, isn't it?" "Check all light," answered the Chinaman, blowing a mouthful of spray over the towels he was ironing. "Man all Check says 'ugly little man.'

SOUTHERN PACIFIC'S REDUCTION TO CHICAGO AND TEXAS.

Enables Oregon Producers to Market Common Stock That Would Not Move Otherwise.

General Freight and Passenger Agent Coman, of the Southern Pacific, has in-

structed Agent Countiss, of the Transcon tinental Association, to quote reduced rates for apples from the Oregon lines to soints in Taxas and as far east as Chi-The new rate is % cents to Texas and Missouri River points, and & cents to Chicago and St. Louis and common points in carloads, minimum weight 20,000 pounds. These new rates apply through Portland. except on shipments destined for Texas, which will start direct South. evidently the corpse of a man lost from a steamer plying to or from the Orient. It was in 44 north, 185 west. The reason for the reduced rates is that

there is a large crop of common applies in Western Oregon, particularly in the southern part of the state, which, in view of the abundant yield in the East Rigo, could not be moved to market at the \$1 rate. There would be no profit in it, there-fore the preducer could better afford to let the apples of this class rot on the ground than to take the trouble and risk of sending them to a market that would no more than make him even on the trans-action. The lower rate will enable the Oregon growers to put their common apples into Texas and the Lower Missouri and Mississippi Valleys with sufficient promise of profit to induce them to make the shipments. The railroad company gets the businers, the Oregon producers clear up their orchards at a small profit and the great interior gets fairly good fruit cheap. Business is created and waste, is prevented by the device of the cheap in at all A stub train was made up at at all A stub train was made up at at all A stub train was made up at all at all A stub train was made up at all at rate.

Oregon also has a large supply of firstclass apples, that can well afford to pay the \$1 rate and leave a good profit to the grower. Of course, the rate sheets cannot The Southern Pacific has brought say that these apples shall pay more than the others; but it so happens that the market for the superior apples is in New market for the superior apples is in New York, not in the Miseissippi Valley, and the rate to New York remains unchanged. The fine apples will pay II per 100 pounds and the common fruit will pay the less rate that will enable it to move.

EXPORT GRAIN CASE. Wichita Charges Discrimination in

Favor of Kansas City. WICHITA, Kan., Sept. 24.—The Inter-state Commerce Commission was in ses-sion here today, Martin A. Knapp, chair-man: C. A. Prouty, Joseph W. Fife and James D. Tolman, members, and P. J. Parrell, attorney, were present. They heard testimony in the case known as the "export grain case," in which Wichita claims that the railroads discriminated on Gulf rates in favor of Kansas City and against Wichita. The commission ex- said a minimum of \$70 will be asked. pected to complete the hearing today, but it became so much interested in the subject that it has announced that it will continue the hearing three days.

Expert testimony was introduced show ing that three-quarters of the wheat of Kansas is grown within a radius of 100 miles of Wichita, which pays a rate of 23½ cents to Galveston, while Kansas City sends wheat through Wichita to Galveston on a 15-cent rate. It was testified to that Nortonville, north of Wichl-ta, shipped wheat to Kansas City and thence to Galveston via Wichita at a rate 7 cents less than the Wichita rate. Secretary Herser, of the Wichita Board of Trade, testified that he had positive knowledge that Kansas City grainmen received rates to Galvaston at even less than the published tariff. Superintendent Biddle, of the traffic department of the Santa Fe. admitted that Wichita was a more natural grain market than Kansas City, but Eastern roads terminating at Kansas City insisted on making that the grain center, so they could compete for the grain trade of Kansas. He thought that the roads going south from Kansas of lumber they could carry wheat south-ward cheaper than roads that could not The Interstate Commerce Commission

regards this case as a very important

TO SHOW OREGON PRODUCTS.

Southern Pacific Will Send Exhibit to Peorla Corn Carnival. On notice from Immigration Agent G. M. McKinney that he had secured 100 square feet at the Peorla corn carnival for

a display of Oregon products, General Freight and Passenger Agent Coman, of the Southern Pacific, sent word at once that he would use it, and he is now col-lecting an exhibit that will do credit to the state. He will avail himself of a num ber of the best displays at the State Fair just closed at Salem, which will be freshened by additions from various parts of Western Oregon, which Southern Paelfic agents are now collecting.

Every exhibit, will be carefully labeled, so that there will be no doubt where it comes from, and the whole display will be made to show Oregon in its proper advantage and among surroundings that will make it impressive. It is expected that this will be the means of attracting much attention to Oregon in a quarter which does not know this state well.

Ohio Railroad Sold.

COLUMBUS, O., Sept. 24.—The Columbus, Sandusky & Hocking Railroad was

known navigator, was arrested and jailed today for an alleged debt. Suit was brought by the Pacific Trade & Transport Company, of San Francisco, which alleges White owes the company 13,322. and as White was about to sail for Ma nila, the warrant for arrest alleging him to be an absconding debter was sworn

Railroad Notes. The Union Pacific train due from the in at all. A stub train was made up at Pocatello and run through to Umatilla, where it was consolidated with the train

out. White has retained counsel and in

timates a suit for false imprisonment may

(The Columbus, Sandusky & Hocking

Secured But 79 Sealskins.

per Islands on August 18 with 240 skins

On June 5 the schooner passed a floating body, dressed in oilskins, which was

Arrested as an Absconding Debtor.

White, of the schooner Sequois, a well

SEATTLE, Sept. 24.-Captain Michael

\$3,006,000 of receiver's certificates

The Southern Pacific has brought three extra freight trains from Salem to Portland since the close of the state

but now residing at Pendleton, has applied for a trolley franchise for the northern suburbs of Seattle, including Fort Lawton, Ballard, Fremont, Woodland Park and Lake Washington, a to-

land Park and Lake Washington, a total length of about 29 miles.

Precident Perham, of the Order of
Railway Telegraphers, is in the Pacific
Northwest looking after the interests of
his order, and incidentally, it is said, genting matters in shape to apply for an advance of pay for the telegraphers. The
present minimum pay on the Northern
Pacific, since the recent raise of \$5, is
\$69 a month, on the O. R. &. & N., \$57.59,
and on the Great Northern, \$20, and it is
said a minimum of \$70 will be asked. The passenger train due from San

Francisco yesterday morning at 7:45 did not reach Portland until about 3:30 last evening, having been delayed by the wreck of a freight 13 miles north of Red-ding, Cal. The California train due at 7 last night arrived on time and shead of the train that should have been 12 hours earler. Transferring around the wreck caused the extra delay to the train that first reached it,
At the annual meeting of the City &

Suburban Railway Company Tuesday af-ternoon the old board of directors was re-elected as follows: Tyler Woodward. H. W. Corbett, C. A. Dolph, Rufus Mallory and H. C. Campbell. The directors re-elected Mr. Woodward president, Mr. Corbett vice-president, C. F. Swigert sectotary and manager, and Miss May E. Swigert treasurer.

General Agent J. Clock, of the Wiscon sin Central, is just out of the hospital after withstanding an eight weeks' siege of typhoid fever. Now he is going to Southern California for a two months rest. Assistant General Freight Agent F. J. Erfert arrived from Milwaukee yes-terday, and will be in charge of the Port-City, such as the Kansas City Southern, were partly responsible for the low Kansas City rate; that being heavy haulers shall be able to resume his duties.

> WHY HE DESERTS I6 TO 1 Cockrell's Words That Strike Terror

to Democracy. Following is the bombshell exploded in the camp of Democracy by Senator Francis M. Cockrell, of Missouri, follower of Bryan and the original supporter of Senator Henry M. Teller for President on a silver platform:

"As long as the present conditions and circumstances exist it is neither wise nor judicious nor for the best interests of our people and country to urge the restor-

ation of the free colnage of silver.
"There are two questions in which the secole of this country will always be interested—their money and their taxes. They want good money, subject to the least possible fluctuation in its purchas-ing power, and in sufficient quantity to meet the demands of their numerous purchases and payments and transact the business of the country without stringency or redundancy. I believe in the gold and silver coinage of the Constitution, and that Congress has no consti-tutional power to demonetize silver and deny its use as metallic money. Under the bimetallic system this country grew Under and prospered, and when silver was demonetized, in 1873, and its coinage as full legal tender money stopped, the vol-

ume of money was reduced, prices fell, business was paralyzed and ruin followed.
"I believe that the restoration of bi-metallism by the full and unlimited coinage of silver dollars with full legal tender, equally with gold by our nation independently of other nations was both wise practicable and could be and profitably executed and maintained, each the equal of the other at home and abroad. I then believed in the greatness of our own people and our nation and that, we were then, as now, the greatest nation—a world power. Subsequent events have only confirmed and strengthened

my views. "Since then conditions and circumstances have greatly changed and the policy then wiscest and best may not meet the existing conditions and circumstances. Had we succeeded in 1895 and restored himetalism, we would have asked these opposed to our views to give sked those opposed to our views to give bimetalism a fair trial, because we as-serted that it would increase the volume of good, sound money, revive our indus-tries and bring prosperity. We failed. The Republican party triumphed and passed the act of March 14, 1506, de-claring the gold dellar the standard our claring the gold dollar the standard unit of value, but did not stop the colnage of the eliver bullion in the Treasury, purchased under the act of July 14, 1890, nor take away the legal tender of the standard cliver dollars. This act authorized the refunding of the greater part of the then outstanding United States bonds into new bonds, payable only in gold coin, and most of them have been so refunded

"In addition to this there was an abnormally large increase in the production of gold throughout the world and a large exports and a large excess in the exports of merchandise over imports. In the six fis-cal years, 1896 to 1901, both inclusive, the excess of exports of merchandise over imports was \$2,743,000,000, and the excess of imports of gold over the exports in the five fiscal years, 1897 to 1901, was more the five fiscal years, 1897 to 1991, was more than \$21,000,000, there being an excess every year except in 1890, when the gold exports exceeded imports over \$31,593,000. On July 1, 1802, the stock of money in the United States was \$2,558,770,769, with \$312,241,357 held in the Treasury. Estimating our population at \$9,000,600, we now have a per capita of \$32,34 in this country and of \$28 in circulation. On July 1, 1895, our of \$38 in circulation. On July 1, circulation per capita was only \$21 10, an

increase of \$6 98 per capita. This is an enormous increase in per capita money in

sold here by Master Commissioner J. Robinson today to Paul R. Cravath, of New York, who bid the upset price of \$2.76,000. There were no other bidders. It is stated Cravath represents the Henry W. Putnam syndicate, of New York, which is said to own a majority of the bonds. It is understood that the road will be reorganized and continue to be operated as an independent line. "The effect of this increase of money has been precisely what we bi-metalists claimed would be the result of the increase of the money by the free coinage of silver and fully sustains the quantitative theory of money. With this increased volume of money prices have risen, industries have revived and pros-perity has been brought in. As long as Railroad comprises 272 miles. It has issued stock to the amount of \$7,389,450, has \$10,312,512 of bended indebtedness and these conditions and circumstances exist it is neither wise nor judicious, nor for the best interests of our people and country, to urge the restoration of the free coinage of silver.

standing. It has been operated by a re-ceiver since June, 1897.) What have been the additions to our volume of momey? The United States notes or greenbacks-\$46,681,616-have re-VICTORIA, B. C., Sept. 24.—The sealing schooner Saucy Lass, which reached mained the same. The s'andard silver dollars in 1896 were 430,000,000. Now they are \$539,000,000, an increase of over \$169,or today from Copper Island, after an eight months cruise, brought back but skins. She reports the seals scarce off Copper Islands. The schooner Dora Soward, of Victoria, was spoken off Copper Islands. 000,000. The gold July 1, 1896, was over \$567,000,000. Now it is over \$1,188,(0),(0), an increase of over \$820,000,000.

"In addition to this there has been a large increase in the National bank notes. The only decrease has been in the re-demption and cancellation of United States Tressury notes issued for the purchase of silver buillon. Our Republican friends are crying. Let well enough alone, whenever we mention tariff taxes. alone. whenever we mention tariff tages. Why do they not practice on the financial what they preach on the tariff question? The Democratic party has not revived the money question. The Republican party has done it and makes an issue of the Fowler bill, designated as a measure to maintain the gold standard, provide an elastic currency, equalize the rates of interest throughout the country and furterest throughout the country and fur-ther amend the National banking laws."

Northwestern People in New York. NEW YORK, Sept. 21.—(Special.)— Northwestern people registered at New York hotels today as follows: From Portland—J. B. Hemmons, at the Broadway Central.

From Spokane-J. M. Gleeson, at the Herald Square. From Seattle-Mrs. H. D. Brooks and Mrs. W. K. Sheldon, at the Continental; A. B. Stewart, at the Albemarle; M. Mo-Ewen, at the Manhattan.

AT THE HOTELS.

THE PERKINS

THE PERKINS

D. J. Hiller. Castle Rk: Miss I. Larsen. Dalles
Mrs D. J. Hiller. do
Wm Scales. Contrails
Mrs Wm Scales. do
Miss R. Asnes. do
Mrs J. P. Benton. Cincin
Mrs J. P. Benton. do
Miss R. Asnes. do
Mrs J. Y. On J. Centralis
Mrs J. L. Benton. do
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A Winans, Hood River
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C L Houston, Astoria
G F Marvin, St Johns
W C Laws,
do
J W Kimfong, Spoksne
J S Dlamond, S F
G La France, Spoksne
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W T Demen, Myrtle P
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F B Mayers, Ohl
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e-third the space between curbs on the west approach of Morrison-street bridge is taken up by the private passageway to docks below the grade at either side of the street. This passageway is in the middle of the street, as shown in the which is a view looking eastward toward the bridge. Teams pass down the incline to the docks at either side below the grade. A street-car track is on either side of the incline, and it is not easy for teams to pass when cars are on the approach. At time traffic is materially congested there. This does not matter so much now, because the bridge is narrow, and cannot accommodate more traffic than can pass the constricted approach, but if the bridge were wider the extra width would be useless. And even now the business bouses on the approach suffer inconvenience because so much of the street is taken up by the subway. But the owners of the property thus inconvenienced own the docks underneath, which are so greatly benefited by the subway, so ho complaint comes from them. It is only the general public that suffers the inconvenience without recompense.