

ANNALS THE TARIFF

Difference Between Domestic and Import Freights.

ALMOST EQUAL TO THE DUTIES

Interstate Commission Reports That Railroads Favor Foreign at Expense of Domestic Goods—Commodities Specially Affected.

WASHINGTON, March 2.—The Interstate Commerce Commission today sent to the Senate its report in compliance with a resolution of the Senate directing the commission to investigate and report differences between import and domestic rates from January to July, 1902.

The report indicates that during the six months in question the published rates from ports of entry to destinations on the Atlantic coast were maintained without exception, and that the published rates on domestic traffic from those ports also had been observed during that period. It was admitted, however, that departures from published rates formerly were frequent.

Cement, salt, iron ore and salt cake are articles used to illustrate wide differences between the import and domestic rates from ports of entry to interior destinations, which nearly or fully equal or exceed the amount of the customs duty. Carbonate of potash, from which there is no duty, takes a rate from North Atlantic ports to Chicago of 15 cents per 100 pounds less on import than on domestic traffic. The commission states that it has found a similar import and domestic rate differential in rates between import and domestic traffic, because the duties in a large majority of cases are based wholly or partly on value, while the rates on domestic traffic are based on weight.

Lord Rosebery, who followed, described the Venetian blue book as being "a mean, meager and reticent," and said the money received by the allies represented the proportion of the benefits accruing to them. Lord Rosebery added that he did not think the Venetian blue book was satisfied with Great Britain's delay in approaching that country. Continuing, he took a gloomy view of British foreign relations.

Lord Rosebery, who followed, described the Venetian blue book as being "a mean, meager and reticent," and said the money received by the allies represented the proportion of the benefits accruing to them.

On the other hand, the Venetian blue book is not satisfied with Great Britain's delay in approaching that country. Continuing, he took a gloomy view of British foreign relations.

NEW DIVISIONS ON CANADIAN PACIFIC.

VANCOUVER, B. C., March 2.—Official information of the creation of a new division of the Canadian Pacific Railway was given out today by D. McNeill, second vice-president and general manager of the road. On April 1 the main line and branches between North Portland and Laganan and Kootenai Landing, on the Crow's Nest, will be known as the Western division, of which R. R. Jamieson will be general superintendent, with headquarters at Calgary.

Car Blockade is Broken.

PITTSBURGH, Pa., March 2.—It was stated today that for the first time since November the Pittsburgh division of the Pennsylvania Railroad is entirely cleaned up. The Baltimore and Ohio and the Pittsburgh & Lake Erie roads are also comparatively free from congestion as a result of the Sunday "clean-up."

Mr. Thorne in San Francisco.

SAN FRANCISCO, March 2.—W. S. Thorne, one of the members of President Harrison's, of the Southern Pacific, has arrived here from New York. He has been inspecting several of the company's lines and says that the general condition of its property.

Promotion for Engineers.

OAKLAND, Cal., March 2.—Nine engineers are to be promoted to positions in the Western division of the Salt Lake division of the Southern Pacific. This will mean promotions all along the line. The reason for this change is found in the fact that the amount of construction work which is under way at the Salt Lake cut-off requires an additional number of locomotive engineers. The transfers will be made this week, in all probability.

More Bonds for Erie.

NEW YORK, March 2.—In a circular sent out today by J. P. Morgan & Company, stockholders of the Erie Railroad are asked to forward to the company the proposed issue of \$10,000,000 4 per cent convertible 50-year gold bonds.

NO MEDDLING IN ACRE.

United States Keeps Out and Will Keep Europe Out Also. WASHINGTON, March 2.—The State Department is fully advised by the daily developments of the Bolivian controversy and it is understood that the United States has sought the intervention of the United States to protect her against the Brazilian demands, which practically amount to the annexation of territory regarded by Bolivia as her own.

Wanted Chance for a Revolution.

PANAMA, March 2.—A dispatch from San Salvador received here today says General Regalado yesterday handed over the Presidency to Pedro Jose Escalon, who was declared elected February 13. This was the first peaceful transfer of the Presidency in 50 years and has caused great rejoicing throughout Salvador.

WASHINGTON, March 2.—The United States Consul at San Salvador has informed the State Department that Escalon was peacefully inaugurated President on February 27.

J. P. Morgan a Boy Again.

NEW YORK, March 2.—J. Pierpont Morgan was an active participant in the carnival festivities this (Sunday) afternoon, catches the Tribune's Havana representative. From the balcony of his host's home he witnessed the performance of the passing masqueraders with real boyish delight. He was plainly in good humor. Earlier in the day he attended a ball, and, as there is no legal or moral barrier against his attendance at the post, the nomination must stand until the Senate, by a full and fair

ON WAYS AT SUPPLE'S

STEAMER CASCADES AND WILLIAM M. HOAG BEING REPAIRED.

Ireland Soon to Be Taken Out—Other Work Under Way at the Boatyard.

One of the busiest spots along the waterfront is present in Supple's boatyard, at the foot of East Yamhill street. Mr. Supple devotes his plant almost entirely to repair work and there is generally quite a collection of boats of various kinds about the ways, and a number of other craft are in the vicinity.

DEBATE ON VENEZUELA.

British Liberals Attack German Alliance in House of Lords.

LONDON, March 2.—Venezuela was brought up in the House of Lords today on a motion of Baron Tweedmouth, Liberal, asking for further papers on the subject. He complained that the recently published blue book did not clearly set forth the exact statement made to the United States Government with reference to the blockade, and said that dispatches in the blue book did not correspond with the statements of Premier Balfour and other ministers.

Continuing, Baron Tweedmouth remarked that there was a little cause for alarm on the outcome of the affair, and the co-operation with Germany, which he classed as an alliance with a power whose claims, methods, policy and ulterior objects in that part of the world were different from those of Great Britain.

Foreign Secretary Lansdowne, in replying, defended the co-operation with Germany, and said that the government had excellent reasons for knowing how the United States was likely to regard the action taken. Throughout the negotiations, Lord Lansdowne added, the United States Government which was unthoughtful or unfriendly.

Lord Rosebery, who followed, described the Venetian blue book as being "a mean, meager and reticent," and said the money received by the allies represented the proportion of the benefits accruing to them. Lord Rosebery added that he did not think the Venetian blue book was satisfied with Great Britain's delay in approaching that country.

On the other hand, the Venetian blue book is not satisfied with Great Britain's delay in approaching that country. Continuing, he took a gloomy view of British foreign relations.

CARRIER DOVES MISFORTUNES.

Captain Jensen Reports Two Tragedies of the Sea.

The schooner Carrier Dove, from Beira, South Africa, November 13, for Barrard's Inlet, put back Honolulu February 14 in distress. Captain Jensen there related a tale of two tragedies of the sea, involving the lives of two of his crew.

On board the schooner were the master, two mates, a steward, two sailors, a Scotchman named McKay shipped at Beira, and as he suffered from alcoholism he was worse than useless. Two days after the Carrier Dove put to sea McKay was killed by a shark.

Shortly after this experience the vessel encountered a series of gales, which strained her badly. Four gulls were broken and the mast was cracked. The vessel was away. On January 16, M. S. Anderson, the ship's carpenter, was aloft in a moderate gale, and while working there he lost his grip and fell into the sea, which was running high at the time.

When the Carrier Dove reached Honolulu she was found to be in a bad condition. The hull was cracked and the rigging was damaged. The vessel was repaired and she will resume her voyage to Vancouver.

ELMORE IN BAD CONDITION.

Disabled Steamboat May Have to Be Rebuilt.

OREGON CITY, March 2.—(Special.)—The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition. Ever since she was wrecked the crew of the Ruth has been working to get the Elmore in shape to take her to Portland, but she is still in a bad condition.

OREGON CITY, March 2.—(Special.)—The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition.

The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition. Ever since she was wrecked the crew of the Ruth has been working to get the Elmore in shape to take her to Portland, but she is still in a bad condition.

A NEW STEP IN WIRELESS

P. Cooper Hewitt Has Discovered a Spark Gap Substitute.

New York Sun. In its current issue the Electrical Review describes a new apparatus invented by Peter Cooper Hewitt, son of the late A. S. Cooper, which some of those who have examined it say will revolutionize in methods of sending wireless telegraph messages.

The device consists of a glass globe, about ten inches in diameter, having two tubes containing mercury sealed into the bottom of the vessel. This apparatus acts as a powerful and effective interrupter, and takes the place of the spark gap now used in discharging the condensers for sending up electrical waves.

The operation of this device depends upon a new phenomenon in physics, which has been discovered by Mr. Hewitt in the course of his researches. The first is the resistance of the mercury in the apparatus to a passage of current until a high potential has been applied; the second is the disappearance of this resistance after this high voltage has been reached. The effect of these two phenomena is to permit a condenser to be charged to a high potential, and then, by the disappearance of the resistance of the mercury, to discharge the energy into the circuit containing the condenser, and thence in the sending wire.

These two impulses, being very powerful, will enable messages to be sent to great distances, and as the number of oscillations per second can be controlled, this permits of selective signaling. The number of impulses per second can be made very high—above 1,000,000 per second if desired. The device is inexpensive, and it is said that there is no appreciable deterioration in it, so that it has a long life.

WOULD AID THE CRIMPS.

Organized Seamen Protest Against Allotment Bill in Congress.

NEW YORK, March 2.—The organized seamen on the Pacific and Atlantic coasts are up in arms against a bill introduced in Congress which is designed to restore the allotment system and pave the way for the "crimping" system and other practices which have been abolished. The Central Federated Union has received a telegram from Washington from W. H. Frazier, of the National Seamen's Union, stating that efforts were being made to have the allotment bill passed and asking the body to send a protest against it with

ON WAYS AT SUPPLE'S

STEAMER CASCADES AND WILLIAM M. HOAG BEING REPAIRED.

Ireland Soon to Be Taken Out—Other Work Under Way at the Boatyard.

One of the busiest spots along the waterfront is present in Supple's boatyard, at the foot of East Yamhill street. Mr. Supple devotes his plant almost entirely to repair work and there is generally quite a collection of boats of various kinds about the ways, and a number of other craft are in the vicinity.

DEBATE ON VENEZUELA.

British Liberals Attack German Alliance in House of Lords.

LONDON, March 2.—Venezuela was brought up in the House of Lords today on a motion of Baron Tweedmouth, Liberal, asking for further papers on the subject. He complained that the recently published blue book did not clearly set forth the exact statement made to the United States Government with reference to the blockade, and said that dispatches in the blue book did not correspond with the statements of Premier Balfour and other ministers.

Continuing, Baron Tweedmouth remarked that there was a little cause for alarm on the outcome of the affair, and the co-operation with Germany, which he classed as an alliance with a power whose claims, methods, policy and ulterior objects in that part of the world were different from those of Great Britain.

Foreign Secretary Lansdowne, in replying, defended the co-operation with Germany, and said that the government had excellent reasons for knowing how the United States was likely to regard the action taken. Throughout the negotiations, Lord Lansdowne added, the United States Government which was unthoughtful or unfriendly.

Lord Rosebery, who followed, described the Venetian blue book as being "a mean, meager and reticent," and said the money received by the allies represented the proportion of the benefits accruing to them. Lord Rosebery added that he did not think the Venetian blue book was satisfied with Great Britain's delay in approaching that country.

On the other hand, the Venetian blue book is not satisfied with Great Britain's delay in approaching that country. Continuing, he took a gloomy view of British foreign relations.

CARRIER DOVES MISFORTUNES.

Captain Jensen Reports Two Tragedies of the Sea.

The schooner Carrier Dove, from Beira, South Africa, November 13, for Barrard's Inlet, put back Honolulu February 14 in distress. Captain Jensen there related a tale of two tragedies of the sea, involving the lives of two of his crew.

On board the schooner were the master, two mates, a steward, two sailors, a Scotchman named McKay shipped at Beira, and as he suffered from alcoholism he was worse than useless. Two days after the Carrier Dove put to sea McKay was killed by a shark.

Shortly after this experience the vessel encountered a series of gales, which strained her badly. Four gulls were broken and the mast was cracked. The vessel was away. On January 16, M. S. Anderson, the ship's carpenter, was aloft in a moderate gale, and while working there he lost his grip and fell into the sea, which was running high at the time.

When the Carrier Dove reached Honolulu she was found to be in a bad condition. The hull was cracked and the rigging was damaged. The vessel was repaired and she will resume her voyage to Vancouver.

ELMORE IN BAD CONDITION.

Disabled Steamboat May Have to Be Rebuilt.

OREGON CITY, March 2.—(Special.)—The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition. Ever since she was wrecked the crew of the Ruth has been working to get the Elmore in shape to take her to Portland, but she is still in a bad condition.

OREGON CITY, March 2.—(Special.)—The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition.

The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition. Ever since she was wrecked the crew of the Ruth has been working to get the Elmore in shape to take her to Portland, but she is still in a bad condition.

A NEW STEP IN WIRELESS

P. Cooper Hewitt Has Discovered a Spark Gap Substitute.

New York Sun. In its current issue the Electrical Review describes a new apparatus invented by Peter Cooper Hewitt, son of the late A. S. Cooper, which some of those who have examined it say will revolutionize in methods of sending wireless telegraph messages.

The device consists of a glass globe, about ten inches in diameter, having two tubes containing mercury sealed into the bottom of the vessel. This apparatus acts as a powerful and effective interrupter, and takes the place of the spark gap now used in discharging the condensers for sending up electrical waves.

The operation of this device depends upon a new phenomenon in physics, which has been discovered by Mr. Hewitt in the course of his researches. The first is the resistance of the mercury in the apparatus to a passage of current until a high potential has been applied; the second is the disappearance of this resistance after this high voltage has been reached. The effect of these two phenomena is to permit a condenser to be charged to a high potential, and then, by the disappearance of the resistance of the mercury, to discharge the energy into the circuit containing the condenser, and thence in the sending wire.

These two impulses, being very powerful, will enable messages to be sent to great distances, and as the number of oscillations per second can be controlled, this permits of selective signaling. The number of impulses per second can be made very high—above 1,000,000 per second if desired. The device is inexpensive, and it is said that there is no appreciable deterioration in it, so that it has a long life.

WOULD AID THE CRIMPS.

Organized Seamen Protest Against Allotment Bill in Congress.

NEW YORK, March 2.—The organized seamen on the Pacific and Atlantic coasts are up in arms against a bill introduced in Congress which is designed to restore the allotment system and pave the way for the "crimping" system and other practices which have been abolished. The Central Federated Union has received a telegram from Washington from W. H. Frazier, of the National Seamen's Union, stating that efforts were being made to have the allotment bill passed and asking the body to send a protest against it with

ON WAYS AT SUPPLE'S

STEAMER CASCADES AND WILLIAM M. HOAG BEING REPAIRED.

Ireland Soon to Be Taken Out—Other Work Under Way at the Boatyard.

One of the busiest spots along the waterfront is present in Supple's boatyard, at the foot of East Yamhill street. Mr. Supple devotes his plant almost entirely to repair work and there is generally quite a collection of boats of various kinds about the ways, and a number of other craft are in the vicinity.

DEBATE ON VENEZUELA.

British Liberals Attack German Alliance in House of Lords.

LONDON, March 2.—Venezuela was brought up in the House of Lords today on a motion of Baron Tweedmouth, Liberal, asking for further papers on the subject. He complained that the recently published blue book did not clearly set forth the exact statement made to the United States Government with reference to the blockade, and said that dispatches in the blue book did not correspond with the statements of Premier Balfour and other ministers.

Continuing, Baron Tweedmouth remarked that there was a little cause for alarm on the outcome of the affair, and the co-operation with Germany, which he classed as an alliance with a power whose claims, methods, policy and ulterior objects in that part of the world were different from those of Great Britain.

Foreign Secretary Lansdowne, in replying, defended the co-operation with Germany, and said that the government had excellent reasons for knowing how the United States was likely to regard the action taken. Throughout the negotiations, Lord Lansdowne added, the United States Government which was unthoughtful or unfriendly.

Lord Rosebery, who followed, described the Venetian blue book as being "a mean, meager and reticent," and said the money received by the allies represented the proportion of the benefits accruing to them. Lord Rosebery added that he did not think the Venetian blue book was satisfied with Great Britain's delay in approaching that country.

On the other hand, the Venetian blue book is not satisfied with Great Britain's delay in approaching that country. Continuing, he took a gloomy view of British foreign relations.

CARRIER DOVES MISFORTUNES.

Captain Jensen Reports Two Tragedies of the Sea.

The schooner Carrier Dove, from Beira, South Africa, November 13, for Barrard's Inlet, put back Honolulu February 14 in distress. Captain Jensen there related a tale of two tragedies of the sea, involving the lives of two of his crew.

On board the schooner were the master, two mates, a steward, two sailors, a Scotchman named McKay shipped at Beira, and as he suffered from alcoholism he was worse than useless. Two days after the Carrier Dove put to sea McKay was killed by a shark.

Shortly after this experience the vessel encountered a series of gales, which strained her badly. Four gulls were broken and the mast was cracked. The vessel was away. On January 16, M. S. Anderson, the ship's carpenter, was aloft in a moderate gale, and while working there he lost his grip and fell into the sea, which was running high at the time.

When the Carrier Dove reached Honolulu she was found to be in a bad condition. The hull was cracked and the rigging was damaged. The vessel was repaired and she will resume her voyage to Vancouver.

ELMORE IN BAD CONDITION.

Disabled Steamboat May Have to Be Rebuilt.

OREGON CITY, March 2.—(Special.)—The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition. Ever since she was wrecked the crew of the Ruth has been working to get the Elmore in shape to take her to Portland, but she is still in a bad condition.

OREGON CITY, March 2.—(Special.)—The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition.

The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition. Ever since she was wrecked the crew of the Ruth has been working to get the Elmore in shape to take her to Portland, but she is still in a bad condition.

A NEW STEP IN WIRELESS

P. Cooper Hewitt Has Discovered a Spark Gap Substitute.

New York Sun. In its current issue the Electrical Review describes a new apparatus invented by Peter Cooper Hewitt, son of the late A. S. Cooper, which some of those who have examined it say will revolutionize in methods of sending wireless telegraph messages.

The device consists of a glass globe, about ten inches in diameter, having two tubes containing mercury sealed into the bottom of the vessel. This apparatus acts as a powerful and effective interrupter, and takes the place of the spark gap now used in discharging the condensers for sending up electrical waves.

The operation of this device depends upon a new phenomenon in physics, which has been discovered by Mr. Hewitt in the course of his researches. The first is the resistance of the mercury in the apparatus to a passage of current until a high potential has been applied; the second is the disappearance of this resistance after this high voltage has been reached. The effect of these two phenomena is to permit a condenser to be charged to a high potential, and then, by the disappearance of the resistance of the mercury, to discharge the energy into the circuit containing the condenser, and thence in the sending wire.

These two impulses, being very powerful, will enable messages to be sent to great distances, and as the number of oscillations per second can be controlled, this permits of selective signaling. The number of impulses per second can be made very high—above 1,000,000 per second if desired. The device is inexpensive, and it is said that there is no appreciable deterioration in it, so that it has a long life.

WOULD AID THE CRIMPS.

Organized Seamen Protest Against Allotment Bill in Congress.

NEW YORK, March 2.—The organized seamen on the Pacific and Atlantic coasts are up in arms against a bill introduced in Congress which is designed to restore the allotment system and pave the way for the "crimping" system and other practices which have been abolished. The Central Federated Union has received a telegram from Washington from W. H. Frazier, of the National Seamen's Union, stating that efforts were being made to have the allotment bill passed and asking the body to send a protest against it with

ON WAYS AT SUPPLE'S

STEAMER CASCADES AND WILLIAM M. HOAG BEING REPAIRED.

Ireland Soon to Be Taken Out—Other Work Under Way at the Boatyard.

One of the busiest spots along the waterfront is present in Supple's boatyard, at the foot of East Yamhill street. Mr. Supple devotes his plant almost entirely to repair work and there is generally quite a collection of boats of various kinds about the ways, and a number of other craft are in the vicinity.

DEBATE ON VENEZUELA.

British Liberals Attack German Alliance in House of Lords.

LONDON, March 2.—Venezuela was brought up in the House of Lords today on a motion of Baron Tweedmouth, Liberal, asking for further papers on the subject. He complained that the recently published blue book did not clearly set forth the exact statement made to the United States Government with reference to the blockade, and said that dispatches in the blue book did not correspond with the statements of Premier Balfour and other ministers.

Continuing, Baron Tweedmouth remarked that there was a little cause for alarm on the outcome of the affair, and the co-operation with Germany, which he classed as an alliance with a power whose claims, methods, policy and ulterior objects in that part of the world were different from those of Great Britain.

Foreign Secretary Lansdowne, in replying, defended the co-operation with Germany, and said that the government had excellent reasons for knowing how the United States was likely to regard the action taken. Throughout the negotiations, Lord Lansdowne added, the United States Government which was unthoughtful or unfriendly.

Lord Rosebery, who followed, described the Venetian blue book as being "a mean, meager and reticent," and said the money received by the allies represented the proportion of the benefits accruing to them. Lord Rosebery added that he did not think the Venetian blue book was satisfied with Great Britain's delay in approaching that country.

On the other hand, the Venetian blue book is not satisfied with Great Britain's delay in approaching that country. Continuing, he took a gloomy view of British foreign relations.

CARRIER DOVES MISFORTUNES.

Captain Jensen Reports Two Tragedies of the Sea.

The schooner Carrier Dove, from Beira, South Africa, November 13, for Barrard's Inlet, put back Honolulu February 14 in distress. Captain Jensen there related a tale of two tragedies of the sea, involving the lives of two of his crew.

On board the schooner were the master, two mates, a steward, two sailors, a Scotchman named McKay shipped at Beira, and as he suffered from alcoholism he was worse than useless. Two days after the Carrier Dove put to sea McKay was killed by a shark.

Shortly after this experience the vessel encountered a series of gales, which strained her badly. Four gulls were broken and the mast was cracked. The vessel was away. On January 16, M. S. Anderson, the ship's carpenter, was aloft in a moderate gale, and while working there he lost his grip and fell into the sea, which was running high at the time.

When the Carrier Dove reached Honolulu she was found to be in a bad condition. The hull was cracked and the rigging was damaged. The vessel was repaired and she will resume her voyage to Vancouver.

ELMORE IN BAD CONDITION.

Disabled Steamboat May Have to Be Rebuilt.

OREGON CITY, March 2.—(Special.)—The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition. Ever since she was wrecked the crew of the Ruth has been working to get the Elmore in shape to take her to Portland, but she is still in a bad condition.

OREGON CITY, March 2.—(Special.)—The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition.

The steamer Elmore, which ran aground at Pika Point, near Astoria, River on the night of February 7, is in a very bad condition. Ever since she was wrecked the crew of the Ruth has been working to get the Elmore in shape to take her to Portland, but she is still in a bad condition.

A NEW STEP IN WIRELESS

P. Cooper Hewitt Has Discovered a Spark Gap Substitute.

New York Sun. In its current issue the Electrical Review describes a new apparatus invented by Peter Cooper Hewitt, son of the late A. S. Cooper, which some of those who have examined it say will revolutionize in methods of sending wireless telegraph messages.

The device consists of a glass globe, about ten inches in diameter, having two tubes containing mercury sealed into the bottom of the vessel. This apparatus acts as a powerful and effective interrupter, and takes the place of the spark gap now used in discharging the condensers for sending up electrical waves.

The operation of this device depends upon a new phenomenon in physics, which has been discovered by Mr. Hewitt in the course of his researches. The first is the resistance of the mercury in the apparatus to a passage of current until a high potential has been applied; the second is the disappearance of this resistance after this high voltage has been reached. The effect of these two phenomena is to permit a condenser to be charged to a high potential, and then, by the disappearance of the resistance of the mercury, to discharge the energy into the circuit containing the condenser, and thence in the sending wire.

These two impulses, being very powerful, will enable messages to be sent to great distances, and as the number of oscillations per second can be controlled, this permits of selective signaling. The number of impulses per second can be made very high—above 1,000,000 per second if desired. The device is inexpensive, and it is said that there is no appreciable deterioration in it, so that it has a long life.

WOULD AID THE CRIMPS.

Organized Seamen Protest Against Allotment Bill in Congress.

NEW YORK, March 2.—The organized seamen on the Pacific and Atlantic coasts are up in arms against a bill introduced in Congress which is designed to restore the allotment system and pave the way for the "crimping" system and other practices which have been abolished. The Central Federated Union has received a telegram from Washington from W. H. Frazier, of the National Seamen's Union, stating that efforts were being made to have the allotment bill passed and asking the body to send a protest against it with

ON WAYS AT SUPPLE'S

STEAMER CASCADES AND WILLIAM M. HOAG BEING REPAIRED.

Ireland Soon to Be Taken Out—Other Work Under Way at the Boatyard.

One of the busiest spots along the waterfront is present in Supple's boatyard, at the foot of East Yamhill street. Mr. Supple devotes his plant almost entirely to repair work and there is generally quite a collection of boats of various kinds about the ways, and a number of other craft are in the vicinity.

DEBATE ON VENEZUELA.

British Liberals Attack German Alliance in House of Lords.

LONDON, March 2.—Venezuela was brought up in the House of Lords today on a motion of Baron Tweedmouth, Liberal, asking for further papers on the subject. He complained that the recently published blue book did not clearly set forth the exact statement made to the United States Government with reference to the blockade, and said that dispatches in