

# BIG SHIP LAUNCHED

## Hill's Minnesota Christened by His Daughter.

### HE PROMISES GREAT THINGS

Says American Railroads Haul Freight Faster Than Those of Any Nation—Will Gain Same Supremacy for American Ships.

NEW LONDON, Conn., April 16.—In the presence of thousands of spectators, including many visitors from New York, Boston and other cities, the steamship Minnesota, the largest vessel ever built in this country and the greatest cargo-carrier in the world, was launched today at the yards of the Eastern Shipbuilding Company at Groton.

As the last restraining link that held the ship to its place on the ways was severed, Miss Hill broke a bottle of wine over the steel bow and named the craft the Minnesota. After the launching luncheon was served to the guests of the shipbuilding company in the mold loft of the yard.

Final preparations for the launching of the Minnesota were begun early today at the yard of the Eastern Shipbuilding Company. In Groton, the entire force being busied in knocking away the heavy blocking and getting every last detail in readiness for the final launch of the big ship into the water.

There were more than 400 guests at the launching. Mr. Hill received with enthusiastic cheering when he rose to speak.

"In railway transportation we lead the world," said he. "In the United Kingdom it costs \$2.30 to ship a ton of freight 200 miles; in Germany, \$3; in France, \$1.75; in Russia, \$1.50; and in the United States it is only 72 cents. I hope I may in some manner have contributed to this result. But in steamship transportation we are children. Today my old tramp steamer of an nation that flies an American vessel putting into a harbor with a bundle of freight will shout, 'Drop that bundle,' and immediately the bundle drops."

"With that great vessel out there riding at anchor, I do not want to be told to drop any bundle. Moreover, I now give notice to all comers that I will not drop it. Once the American merchant marine was the envy of nations, and with progressive and liberal treatment at the hands of the Government our flag shall again be supreme on the high seas."

In expressing his sentiments regarding the merger agitation, Mr. Hill, after thanking all present for co-operation in the success of the launching, said: "In order to develop our commerce with the Orient and meet the competition of nations, there must exist a power of control that can collect and forward it. But now we are told that such power is a crime, and that he who exercises it is a criminal. I now here plead guilty to that crime, whatever the penalty that may be imposed."

Judge Burke Lauds Hill. Charles N. Hanson, general manager of the New London shipyard, and presiding officer of the ceremonies, here introduced Judge Thomas Burke, of Seattle, who declared that Mr. Hill, with his three railroads and his shipping, had done more for Puget Sound and the far Northwest than all other developing forces combined. Mr. Hill, he said, had created the Puget Sound lumber industry by reducing rail rates on lumber one-half and making it possible to ship Puget Sound lumber over all the United States, and now he was extending his transportation enterprise from the rail-way terminals of the Pacific Ocean to give the American people possession of the commerce of the Orient.

Governor Chamberlain, of Connecticut, paid a tribute to the builders and to Mr. Hill. Congressman Brandegee, ex-Governor Waller, John W. Gates and Lewis Nixon also spoke.

State of Minnesota's Greeting. ST. PAUL, April 16.—In view of the launching of the steamship Minnesota at New London, Conn., the following resolution, introduced by Senator Horton, was unanimously adopted by the Legislature today:

"Whereas, The largest steamship ever built in America, and the largest freight carrier in the world, the new and splendid Minnesota, intended to form a part of the great system of commerce between the Pacific Coast and the Orient, is launched today at New London, Conn.; be it

Resolved, By the Senate and House of Representatives of the State of Minnesota that the following telegram be sent to the Hon. James J. Hill, New London, Conn., the scene of the launching: "The Legislature of the State of Minnesota expresses its appreciation of the honor done this state in the naming of your new steamship, and extends its hearty congratulations on this further evidence of your enterprise in developing the commerce of this country."

### FOUR ARE INDICTED.

Two Grand Juries Are Hit After Missouri Boodlers.

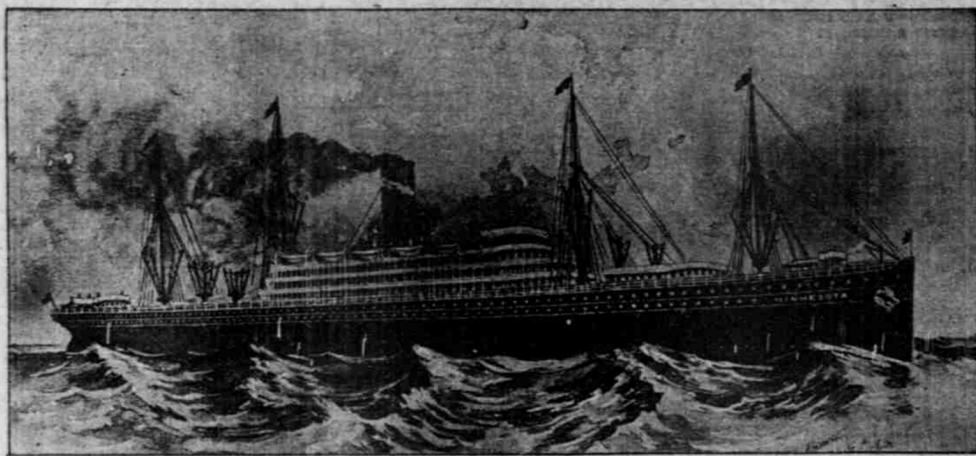
JEFFERSON CITY, Mo., April 16.—Indictments are reported to have been voted by the Cole County grand jury against four members of the Missouri Senate, three from the country and one from St. Louis. It is further stated on good authority that two more indictments may be voted before Saturday, when a partial report probably will be made.

Most of the evidence on which these indictments have been found was uncorroborated by the St. Louis grand jury. The indictments charge bribery.

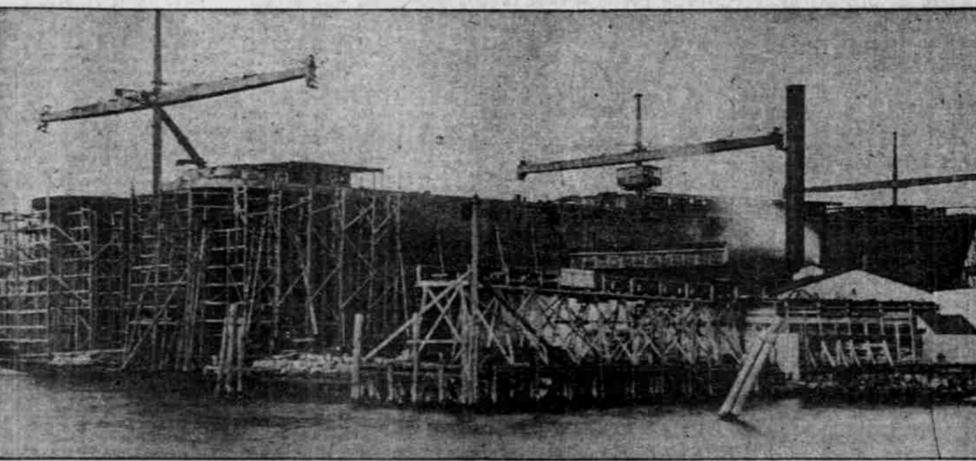
The session today, lasting from 2 to 5 o'clock, was occupied with the examination of Representative O'Fallon, ex-Senator James Orchard and Jesse John, a St. Louis County politician. O'Fallon was the leader of the Republican minority in the House, and it is reported that he told the grand jury of an attempt to bribe him in connection with the slot-machine bill.

United States Senator Stone, who arrived here from St. Louis today, was not at the Court House when the grand jury called for him, and a subpoena was issued for him. Editor Page, of Bonne Terre, who has been cited to appear and account for the possession of a \$1000-bill during the last legislative session, arrived today. In the Senate, Senators Sullivan and C. A. Smith, who were sub-

# LAUNCHING OF BIG STEAMSHIP MINNESOTA



THE MINNESOTA AS SHE WILL APPEAR WHEN COMPLETED.



THE MINNESOTA BEFORE LAUNCHING.

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One will be put into the water in a few days—Large force of men at work.

The first pontoons of the big sectional drydock being built for the Port of Portland at Vancouver will be launched in a few days. It has been completed for some time and the contractors have only been waiting for a rise in the Columbia to put it into the water. The river is coming up now and if the present warm spell continues for a few days, the rise will be rapid.

The second pontoon is practically completed and good progress is being made on the third, 80 men being at work upon it. The construction of the last two pontoons will begin soon. It is probable that the entire dock will be completed by the time specified in the contract, August 4, though some time ago it looked as if the dock would not be ready on the date fixed.

When the drydock is completed, the site at St. Johns will be ready to receive it. Engineer Lockwood has been hard at work since the site was selected preparing the plans, and before long one of the dredges will be put to work excavating the basin. A great deal of piling must be driven before the place is ready for the dock.

The 30-inch dredge Columbia, which is under lease to the Government, is doing good work deepening the ship channel down below Slaughter's. The Portland, the smaller dredge, is now lying at the gas dock, where she will receive a new 20-inch pump. Machinery has been at work for a few days cutting out the old plate and otherwise preparing for the installation of the pump. While the dredge is idle, advantage will be taken of the opportunity to put the pipe line and floats in good condition. They were towed up to South Portland yesterday for this purpose. Some of the boats will be recast with several lengths of pipe will require new rivets.

Henriette at Victoria. Made the Trip Around in Tow in Thirty Hours. The French bark Henriette, which was sunk in Astoria harbor a year ago by getting on a rock which punched a hole through her bottom, and which was purchased and raised by Daniel Kern, is now at Victoria, B. C. Kern patched the hole in the hull and sold the bark to Vancouver men, who will make a barge of the hull to transport ore from the mine on the shore of Vancouver Island to the smelters at Vancouver. She was sent around in tow of the tug Samson and made the trip in 30 hours, arriving Wednesday evening in safety. Mr. Kern says the men who bought the bark have a contract to transport over 50,000 tons of ore this year. He made a snug profit on his investment in the sunken vessel, which shows that it is an ill wind that does not blow good to some one.

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The Panny Kerr, bound from Newcastle, Australia, for San Francisco, was abandoned off Honolulu nine months ago, and this is the first time that the vessel has been sighted since her master and crew deserted her. The ship was on fire when she was abandoned, and that she is afloat is probably due to the fact that she has a steel hull.

Gasoline Whaler. The gasoline schooner Monterey is on the way from San Francisco to the North, under command of Captain Foley, an old whaler. His fitting out of the Monterey as a whaler has attracted general attention among seafaring men, for the Monterey is the first vessel using gasoline to invade the haunts of the bowhead. Captain Foley believes, however, that the venture will prove highly successful, for he counts upon reaching a higher latitude than is possible with vessels depending wholly upon sail, and upon reaching a more easterly longitude than is possible with the steam whalers, whose draft is greater than that of the Monterey. The schooner has engines of 14-horsepower. The supply of gasoline, amounting to nearly 300 drums, will not be called upon until the Monterey starts through Behring Strait next summer.

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## ON THE WAY TO PORTLAND

General passenger agents coming by northern route.

Chairman James Charlton, Pioneer Railroad Man of the Association, Due Saturday.

General passenger agents are leaving the East for Portland to attend the meeting of the Transcontinental Passenger Association. During the past two days practically every general passenger agent who will be present at the meeting in Portland departed from his Eastern home and started for this city, via one of the routes.

Most of the passenger agents are coming out over the northern lines. They will probably return by the southern routes, but the preparations made for their reception and entertainment at different points along the line between St. Paul and Portland have induced the passenger men to come to this city via the northern routes.

Two special cars were added to the Northern Pacific train which left St. Paul last evening for the special benefit of the general passenger agents. General Passenger Agent Charles S. Fee had invited a large number of general passenger agents to accompany him on the westward trip and they accepted.

Arrangements have been completed for the entertainment of this party at different points along the line. The Puget Sound cities especially will endeavor to show the railroad men every courtesy. In Seattle they are to be banqueted and may be taken for a short trip on the Sound. At Tacoma preparations for giving the railroad men a trip about the city and a waterfront ride on some launch or steamer, together with a luncheon, have been completed.

No matter what programmes have been outlined the general passenger agents intended to arrive in Portland on either Monday or Tuesday of next week. The meeting is to be called together on Tuesday and from present indications it is believed every passenger traffic man west of Chicago and St. Louis will be present. A very few of these officials may find it impossible to attend in person but they will be represented by other lines.

San Francisco, April 16.—The gunboat Bennington, commanded by Captain Thomas, late of the Fish Commission steamer Albatross, is to go to sea tomorrow for a two days' trial trip, under the command of a naval party. The Bennington, rated as a third-class cruiser, recently came down to the bay from Mare Island Navy Yard, where she was extensively overhauled and improved.

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Once a day our Government Observers tick the correct time to thousands over the wires.

# ELGIN WATCHES

tick it continually to millions.

Every Elgin watch has the word "Elgin" engraved on the works. Send for free booklet about watches.

ELGIN NATIONAL WATCH CO. Elgin, Illinois.

The meeting will be an especially important one. Chairman James Charlton is to arrive from Chicago Saturday. He has a large amount of preparatory work to complete before the other general passenger agents arrive in this city and is coming early in order that he may complete it. Not only that, but he is anxious to spend some time with his son, A. D. Charlton, assistant general passenger agent for the Northern Pacific at Portland.

James Charlton has been chairman of the Transcontinental Passenger Association ever since that organization was formed. He is undoubtedly the oldest general passenger agent in the United States and that probably means he holds a similar record for the globe. Not only that, but Mr. Charlton is probably the best known railroad man in the country. He is the man who made the Chicago & Alton known all over the United States and first showed the country what could be accomplished by a general passenger agent. His years of experience prior to the time he went to the Alton peculiarly fitted him for the work he began on that road and he surprised even the officials of the company who had expected great things from him.

A. D. Charlton, assistant general passenger agent for the Northern Pacific, began his career under his father on the Great Western, a Canadian road now a part of the Grand Trunk system. At that time Mr. James Charlton was auditor of the company and subsequently he was made its general passenger agent.

After his service with the Great Western, A. D. Charlton went to the Alton, where his father was general passenger agent and for seven years he served with that company.

A. D. Charlton was the first assistant general passenger agent the Northern Pacific appointed. He was sent to Portland on February 18, 1884, and has been here in that capacity ever since. The Northern Pacific was completed through to Portland in the Summer of 1883 and Mr. Charlton's assignment to this city followed in the beginning of the following Winter.

James Charlton has visited Portland frequently. He has a great admiration for this city and has many warm friends here. It is probable his reception next Saturday will be enthusiastic but for the present there is little time at the disposal of the chairman for other than work in connection with the General Passenger Association's meeting. That event is to be one of the most important in recent years, and interesting to railroad men is increasing rapidly.

# A.B.C. BEERS

Famous the World Over—Fully Matured.

Order from Fleckenstein-Mayer Co.

Manufacturing recently appointed chief of cavalry of the British Army, is on a visit to the United States to study the American cavalry tactics and methods. In order that he may accomplish his purpose with as little publicity as possible he is traveling incognito and unofficially. He arrived here last night unannounced and registered at the Arlington Hotel under an assumed name. He visited the War Department today and paid his respects to Secretary Root, Lieutenant General Miles and Adjutant-General Corbin. The cavalry troops at Fort Meade gave a special exhibition of their proficiency in cavalry drill and tactics for the benefit of the distinguished visitor who left here to visit the battlefields of Virginia, following the route of the McClellan campaign on the peninsula. He will make a visit to the West Point Military Academy and will sail for England on the 26th inst.

Here of Making in America. WASHINGTON, April 16.—Major-General R. Baden-Powell, the "hero of

Roman Catholic nuns in the world, according to one statistician, number 68,000.

# Woman's Nature

Is to love children, and no home can be completely happy without them, yet the ordeal through which the expectant mother must pass usually is so full of suffering, danger and fear that she looks forward to the critical hour with apprehension and dread.

Mother's Friend, by its penetrating and soothing properties, allays nausea, nervousness, and all unpleasant feelings, and so prepares the system for the ordeal that she passes through the event safely and with but little suffering, as numbers have testified and said, "it is worth its weight in gold." \$1.00 per bottle of druggists. Book containing valuable information mailed free.

# Mother's Friend

Established 1823. WILSON WHISKEY. That's All!

THE BRADFIELD REGULATOR CO., Atlanta, Ga.

WILSON DISTILLING CO., Baltimore, Md.

# MEDICAL LAKE OINTMENT

is the most unflinching, the most instantly soothing and lastingly beneficial, the cleanest and most grateful of remedies for all acute and exhausting pain to which such treatment can be applied. This Ointment possessing the wonderful curative and healing properties of the famous Medical Lake Salts, is a preparation which is more positive in its beneficent action than any other made. For Cuts, Burns, Bruises, Eczema, Rough and Pimply Skin, Sunburn, Ulcers, Mosquito and all Insect Bites, it is peerless, simple, efficient—alone it will do much, but when used together with Medical Lake Soap and Salts, it becomes doubly effective. Children most with almost daily accidents—hence, mothers would be wise if they keep a box of Medical Lake Ointment constantly on hand. Especially soothing and healing if applied to the bruised or injured parts immediately after washing.

25c. a box, at your Druggist.

Medical Lake Plasters—a wonderful cure for Sprains, Soreness of Chest and Back, and all Strained and Bruised Muscles, invaluable for Colds and Sore Throat. These Plasters are a hygienic and scientific combination of healing and strengthening gums, together with the curative qualities of Medical Lake Salts. 25c. each.

MEDICAL LAKE SALTS MFG. CO., Sole Mfrs., New York and Spokane, Wash.