

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.

Every trolley-car from Norwich, vehicles from the suburban districts and special trains on the New York, New Haven & Hartford Road brought loads of spectators, and by 11 o'clock the streets bore the appearance of a university boat race. The weather was cloudy. A stiff northeast gale was blowing, and the air was chilly enough to make heavy coats desirable.

Hill on Ocean Commerce. 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 pledge 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.

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 Hot After Missouri Boudlers.

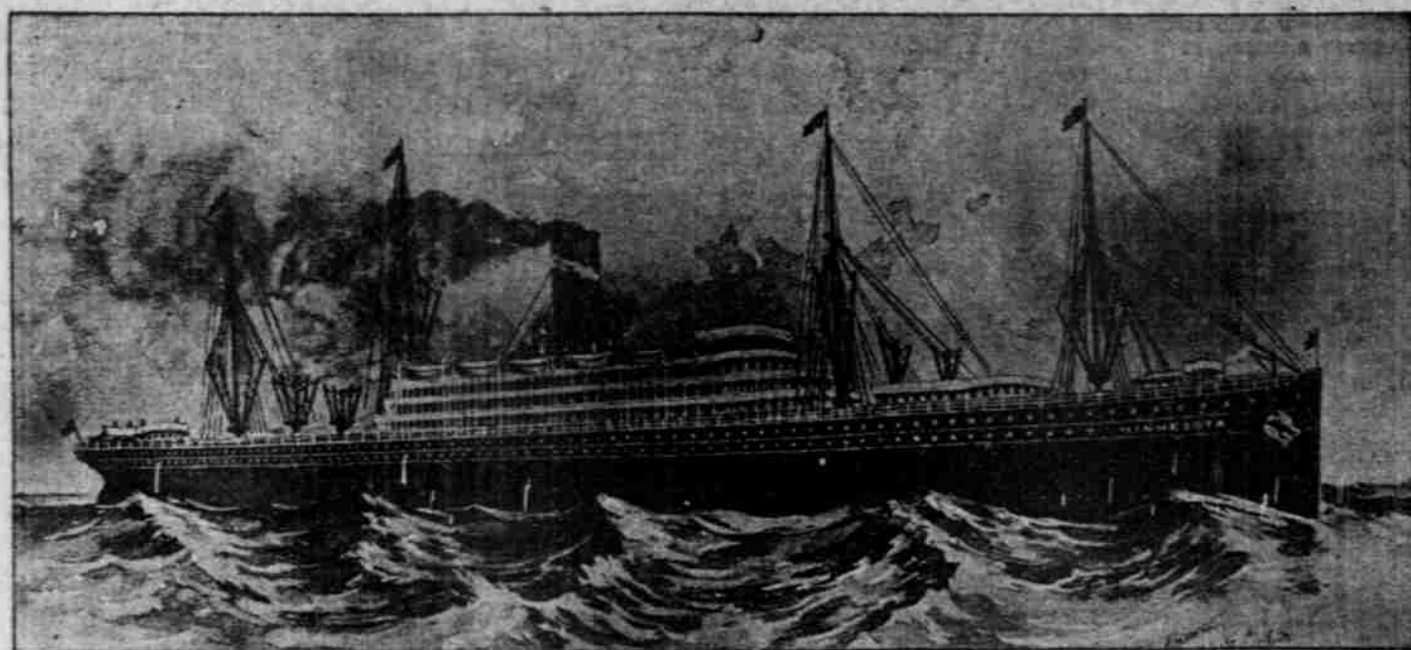
JEFFERSON CITY, Mo., April 16.—Indictments are reported to have been voted by the Cole County grand jury against four members of the Missouri Senate, three from the country and one from St. Louis. It is further stated on good authority that two more indictments may be voted before Saturday, when a partial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

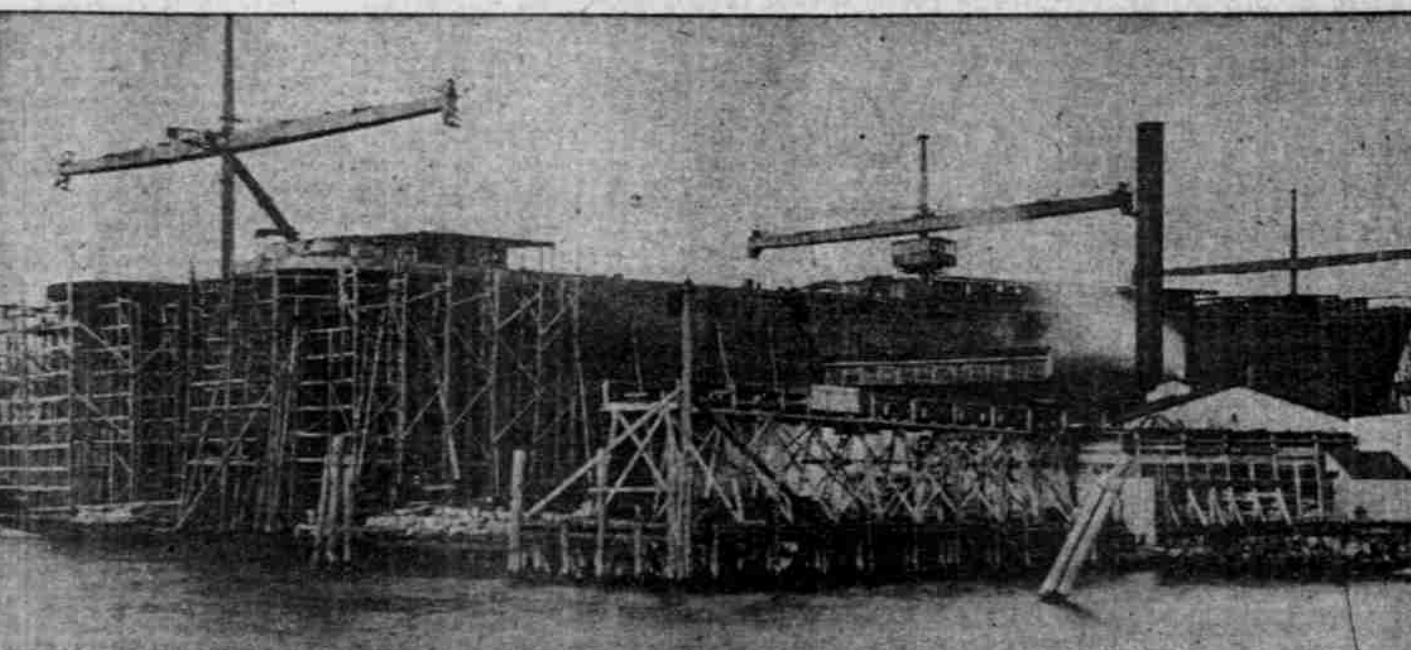
The session today, lasting from 2 to 5 o'clock, was occupied with the examination of Representative O'Fallon, ex-Senator James Orchard and Jesse John, a St. Louis County politician. O'Fallon was the leader of the Republican minority in the House, and it is reported that he told the grand jury of an attempt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

pened some days ago, have not reported here and nothing has been heard from them.

EVIDENCE FROM THE BANKS.

Folk Compel Them to Show Whence Boodle Came.

ST. LOUIS, April 16.—The grand jury today took up the baking-powder investigation where it was broken off last night by adjournment. One of the most important moves yet made in the Legislative boodle inquiry is the issuance of a subpoena duces tecum by the St. Louis grand jury on the cashier of the Steadville (Mo.) Bank, requiring him to bring books and checks before that body. It was in this bank that funds supplied by the Baking-Powder Trust are said to have been kept for disbursement. In this connection, Circuit Attorney Folk has wired Attorney General Crows to subpoena State Senator F. H. Harris, who is supposed to know considerable about the fund.

Circuit Attorney Folk this afternoon telephoned Roland Hughes, prosecuting Attorney of Kansas City, to subpoena Lieutenant-Governor Lee and to hold him until a representative of the St. Louis grand jury could personally subpoena him. Prosecuting Attorney Hughes immediately issued a subpoena commanding Lee to appear in the Kansas City Criminal Court tomorrow as a witness in an important murder trial.

"Governor Lee cannot be held as a defendant," said Mr. Folk, "but he can be detained by subpoena until process from here can reach there."

A committee of the St. Louis grand jury visited the La Fayette Bank this afternoon to inspect the books relative to the \$200,000 to have been deposited there by State Senator John P. Collins, of St. Louis, soon after the last grand jury adjourned.

Circuit Attorney Folk has enough evidence to indict several persons for bribery or forgery, or both. If the offenses had been committed within the jurisdiction of the St. Louis grand jury, Mr. Folk stated to the Associated Press that the evidence would be turned over to the Cole County grand jury, which would make use of it.

LEE IS BROUGHT TO TIME.

Served With Subpoena Despite Effort to Evade It.

KANSAS CITY, Mo., April 16.—Lieutenant-Governor Lee, who seemed not to be in the best of health, left for Chicago on an Alton train tonight, just after assuring a number of persons that he was bound for St. Louis. At the train he was subpoenaed by a Jackson County Deputy Marshal to testify in a local case, this subpoena being issued at the request of District Attorney Folk, of St. Louis.

The Lieutenant-Governor in Missouri until a St. Louis summons could be served. The Deputy Marshal, in serving the paper, said:

"Mr. Lee, you understand that if you disobey this subpoena you will be regarded as a fugitive from justice."

The Lieutenant-Governor replied angrily, denouncing Mr. Folk and saying that he understood the move, which was to call him before the grand jury at St. Louis.

Lieutenant-Governor John A. Lee arrived in the city early today from Jefferson City, where he testified yesterday before the grand jury.

"I have told all I knew," said he. "I am free now, and they cannot want me any further."

It was evident that Mr. Lee was not physically strong, and that he was badly in need of a rest, which Mr. Lee said he might go either to Chicago or St. Louis, he did not know which. Pressed for a statement, he said:

"I am being hounded by political enemies. Why should I make a statement and furnish them with more ammunition? This thing will work out all right. The truth will become known, and I do not fear the result. I am content to abide by the decision of the people. But the facts will not be made known by me. Others will do that at the proper time."

Phelps Goes Into Hiding.

CARTHAGE, Mo., April 16.—W. H. Phelps, the Missouri Pacific attorney, is generally supposed to be at his home here. A call at his home brings the assurance that he left on Tuesday for Arizona. It is stated positively, however, that he was in Carthage last night and is not known to have taken a train out of town. Sheriff Owen has his hands full with the Joplin mob case, and has had no time to serve a subpoena if he received one.

READY FOR LAUNCHING

TWO PONTOONS OF THE NEW DRY-DOCK COMPLETED.

One Will Be Put Into the Water in a Few Days—Large Force of Men at Work.

The first pontoon 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 36-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 28-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 in the hull of 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.

ABANDONED SHIP SIGHTED.

Coal Vessel Found Near Kerr Seen in Midocean.

HONOLULU, April 16.—(By Pacific cable.)—Advices from Japan received here on the Pacific Mail steamer China state that the derelict British ship Fannie Kerr was sighted on March 22 by the British ship Heathstone. When sighted the derelict was in latitude 21° 54 north, longitude 152° 14 west. Smoke was seen rising from the hull of the vessel, and all her masts were gone.

The Fannie 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

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.

Picked Up at Sea.

NEW YORK, April 16.—Six men, the captain and the crew of the American schooner Bella Russ, arrived here on the Norwegian steamer Bergen, having been taken from a small boat party filled with water in which they had spent eight hours. A terrific sea was running and the men were nearly exhausted when picked up. The schooner was abandoned off Little Egg Harbor in a severe storm.

Celtic's Damage Repaired.

LIVERPOOL, April 16.—The White Star liner Celtic, which collided in the Mgrsey yesterday with the British steamer French bark General Neumayer, for Port Elizabeth for orders. Condition of the bar at 4 P. M. moderate; wind north; weather hazy.

San Francisco, April 16.—Arrived—Steamer Michigan from Seattle; sailed—Schooner Virginia, for Portland; ship Standard, for Bristol Bay; steamer Senator, for Puget Sound; bark C. D. Bryan, for Seattle.

New York, April 16.—Arrived—Germanic, from Liverpool; Patricia, from Hamburg; Sailed—Laurentian, for Glasgow; Malika, for Bremen; April 16.—Arrived—Kaiser Wilhelm der Grosse, from New York.

Domestic and Foreign Ports.

ASTORIA, April 16.—Arrived at 9 and left up at 10:50 A. M.—Steamer Aurelia, from San Francisco. Sailed at 2:30 P. M.—Schooner Vol-

Hutchinson, for Astoria; sailed—Schooner Victoria, for Seattle; sailed—Schooner Virginia, for Portland; ship Standard, for Bristol Bay; steamer Senator, for Puget Sound; bark C. D. Bryan, for Seattle.

Hamburg, April 16.—Arrived—Kaiser Wilhelm der Grosse, from New York.

Antwerp, April 16.—Arrived—Pennland, from Philadelphia.

Hamburg, April 16.—Sailed—Bucher, for New York.

Seattle, April 16.—Arrived—Steamer Excelsior, from Valdez; steamer Portland, from Valdez; steamer City of Seattle, from Seagraves; steamer Meteor, from Boreas. Sailed—Barge Richard III, for Treadwell; 1863, steamer Charles Nelson, for San Francisco.

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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 15, 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 interest among 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.

Hero 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 48,000.

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.

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