SEEK LOWER RATES

Jobbers Confer With Railroad Representatives.

DECISION IS REACHED

Arguments Are Reduced to Writing, and Will Be Submitted to Heads of Transcontinental Lines in the East.

The old effort on the part of the Northwest jobbers to secure lower distributive rates from the Coast to the interior has broken out again and is now being considered by the heads of the transcontinental lines running into the Northwest terri-

Saturday last a meeting was held in the office of R. B. Miller, general freight agent of the O. R. & N., for the discuswere Mr. Miller, as host and representa-tive of the O. R. & N.; J. C. Eden, as-sistant traffic manager of the Northern Pacific, from Seattle; W. E. Coman, general freight and passenger agent of the Southern Pacific; Samuel Fulton, general freight agent of the Northern Pacific, of Portland, representing the transcontinental roads running into the Northwest.
As the representatives of the Jobbers' Association, James S. Goldsmith, of Seattle; Frederick Mottet, of Tacoma, and L. A. Lewis, W. H. Beharrell and W. A. Mears, all of Portland, attended the con-

After the meeting those who had been present declined to discuss what had been done, saying it was not at that time proper to make any statement until the questions had been discussed with other members of the executive committee of

Yesterday, however, W. A. Mears announced that the meeting had been be-tween representatives of the executive committee of the North Pacific Jobbers' Association and the traffic heads of the Northwest lines making terminal rates into Portland, Seattle and Tacoma. Several matters were under discussion, but the principal one was the question of lower distributive rates from Portland Seattle and Tacoma to the interior points. The present terminal rates are not excessively high, and the association has made no complaint against them, but in the estimation of the shippers the dis-tributive rates back from the centers of

trade are entirely too high and ought to cussed at length and the arguments of the shippers fully set forth. It was then re-quested by the traffic men that the arguments of the jobbers be reduced to writ-ing and submitted to them in full. The matter would then be referred to the head offices of the companies for their advice, and after hearing from them another meeting would be held at which some arrangement would in all probability be effected to the advantage of the business men of the Northwest.

HARRIMAN MAY GET ROAD.

Option on Chicago Great Western Is

Said to Have Been Secured. ST. PAUL, Oct. 25.-The Dispatch today says: It is said here on apparently reliable information that the Union Pacific Ry. has secured an option on the Chicago-Great Western property. No details are given, nor is a confirmation obtainable

President Stickney, when asked by the Associated Press to confirm the report that the Union Pacific Railway had an option on the Great Western, said: "I have nothing to say for publica-

Mr. Thorne on Tour of Oregon Lines.

E E Calvin, general manager of the O. R. & N. and Southern Pacific lines in Oregon, left yesterday accompanied by W. V. S. Thorne, of New York, director of purchases for the Harriman lines, for tour of inspection over the Southern will be made at the principal points along the line, especially at those places where improvements are either being made or contemplated. Mr. Thorne will continue his trip to San Francisco after being left by Mr. Calvin, and will return to his home in New York over the southern lines of the Harriman interests.

Officials Profess Ignorance.

OMAHA, Oct. 25.-At Union Pacific headquarters in this city nothing was known of that road having secured an option on the Chicago Great Western,

TO MAKE WAR IMPOSSIBLE.

Arbitration Society Urges an Anglo American Understanding.

CHICAGO, Oct. B .- To bring about the negotiation of a permanent Angle-American treaty to provide for the settlement of all differences between the United States and Great Britain has been the object of an important meeting of the In-ternational Arbitration Society of Chi-

Dr. Edmund J. James, president of the University of Illinois, presided. Judge James M. Dickinson, counsel for the United States in the Alaska boandary case, proposed the adoption of a platform Indicating the precise object of the society, and this was done. The res-olution will be sent to the President, Sec-retary of State Hay, and the chalrman of the Senate committee on foreign affairs. It was decided to call a conference in Chicago later in the year, of commercial, industrial, municipal, legal and philan-thropic societies and other organizations, to adopt means to bring about a permanent Anglo-American treaty.

PROBLEM FROM GHETTO. Hebrews Adopt Wise Measures for

Care of Immigrants.

Chicago Chronicle The continuous influx of Jews to this country from various parts of Europe, and especially from Russia, might create some apprehension but for the fact that the Hebrew race, probably more than any other, looks after the welfare of its own, and that the individual Jew is disposed to

be self-dependent. One of the sanest forms of relief and one that promises unlimited good is the establishment of farm schools after the fashion of the one at Doylestown. Pa. This institution has just celebrated its eighth anniversary and has good reason to be proud of its success. The object of the school is to educate young Hebrews to become leaders and teachers of farming and then send them out over the country to establish schools in which Jewish immigrants may be trained to useful-

By force of circumstances the Jew has been compelled for the most part to take up trading pursuits of some kind. He has little knowledge of farm life, but has an instinct for trade. He seeks the large cities, and can live in mean circumstances if he must. The result is the ghetto. Lit-tie or no capital is required for existence here and he lives in an unhealthy hand-

o-mouth life.

Dr. Krauskopf, president of the farm chool, which is called the National Farm ichool of the Eighth Sucooth Harvest

Pilgrimage, declares the institution to be the bridge from the steerage of the ocean the bridge from the steerage of the ocean ressel to the broad acres of the South and West, and predicts that by means of it Jewish colonies which have hitherto been failures will eventually become bread-producers as well as broad-winners and under the healthlest conditions.

Naturally intelligent and remarkably economical, the Jew will find on the farm a good opportunity for the exercise of his powers—the more so, as farming each year becomes more scientific, more the

year becomes more scientific, more the work of the head and less that of the hands. He may not find it the "land flowing with milk and honey," but he can easily convert it into one. Canaan is in Dakota. Nebraska and Kansas no less than in Palestine.

ASK TEACHERS SPARE THE ROD New York Educational Authorities Memorialized by Glasgow Society.

NEW YORK, Oct. M .- A petition has een received by the school authorities of Greater New York from the Society for the Reform of School Discipline at Glasgow asking that the teachers here spare the rod as an instrument of discipline in the public schools.

Since the Principals' Association petitioned the Board of Education in June last to restore corporal punishment, the matter has been hanging by a thread which the committee on elementary

which the committee on elementary schools may cut at any time.

When the petition of the Principals' As-sociation was presented, last June, those who supported it declared there were some school children of such disposition they will respond to no mode of discipline other than the rod. It was stated that 234 out of 256 principals favored the repeal of the existing anti-corporal punishment

gow says:
"The English Board of Education has recently issued a declaration against the use of corporal punishment in the echools of this country, based largely on the evils arising out of its use here as compared with the evidence afforded by the success of American schools, "British educationists regard educa-

The petition just received from Glaz-

tional progress in America with the greatest interest and speculation and beleve that more is to be learned from American originality and initiative than from those of any other country."

ANOTHER WOMAN IN CASE. Unknown Female May Have Incited Assault on Mrs. Thomasson.

PEORIA, III., Oct. 25 .- Oliver Kratzert whose name has been connected with that of Mrs. Nellie Thomasson, gave out a statement today, in which he declared that a woman who formerly lived in Chi-cago, but is now living in Peoria, may have been responsible for the assault upon Mrs. Thomasson by Richard Higgins, All efforts to get him to divulge her identity

It was learned today that John G. Higgins, the elder, who was away from Peoria at the time of the assault upon Mrs. Thomasson, was in the city last Sun-day, but left within a few hours, osten-sibly for New York City. It is said, however, that he started toward California.

Inklings.

Arthur L. Tubbs in Everybody's. It is generally the woman with a fine carriage who is most willing to walk. carriage who is most willing to walk.

"While there's life, there's hope" is not exactly the motto for an undertaker.

The girl of the period seldom comes to a full stop until she finds the young man of the interrogation-point.

There is nothing some disdainful women hold up to ridicule oftener than their learnesters.

The confidence man's road to successoften seems to be paved with gold bricks

Decline in Price of Whisky.

PEORIA, Ill., Oct. 25.—The basing price of finished goods in the whisky market has declined a point, and was posted this morning at \$1.26. Within two months the price has dropped from \$1.25 to \$1.24. Competition is again assigned as the cause, the strong fight being made between individual independents for business in additional contents for business and contents for business and contents for business and contents for business and contents for the contents of the contents for the contents of t vidual independents for business in addi-tion to the fight waged on the trust by all independents being given as the reason for the continued reductions.

Fearful of a Riot.

a conference today between Mayor Allen and Colonel Higgins, commanding the militie, it was decided it would be necessary to keep the troops on duty until after the funeral of the negro, Blount, who was lynched yesterday. The whites are fearful of a race riot.

NEW STEAMER STRANDED

MASSACHUSETTS GOES ASHORE OFF BAHAMA ISLANDS.

Fate of Officers and Crew is Not Reported_Lewis River Farmers in Steamboat Venture.

NASSAU, N. H., Oct. 25.-The Atlantic Transport Line steamer Massachusetts om Cardiff for New Orleans, stranded off Abaco, Bahama Islands, October 14 She is resting easy.

No Word of Officers or Crew. TAMPA, Fia., Oct. 25.-The Captain of the Spanish steamship Ontaneda, which arrived today, reports the loss of the steamship Massachusetts. The Captain states that on the afternoon of October 20, while off Stirrup Key, his vessel was approached by an American two-masted schooner with flags at half-mast. The schooner asked the Ontaneda to report upon arrival at port the loss of the Massachusetts, the wreck having occurred 17 miles north of the old Bahama Channel. The name of the schooner reporting the wreck is not known. It made no mention of loss of life.

The Massachusetta was a steamship bound from Cardiff, England, to New Or-leans. She had a capacity for 25,000 bales of cotton and was a brand-new yeasel.

GERMAN MERCHANT MARINE.

Steamers Increase in Number, Sailing Ships in Size.

The German Empire possesses 1911 ships of an average capacity of over 1000 tons each, against 976 ships of 1000 tons at this time a year ago. Of these ships, 786 are steamers and 225 sailing vessels. The in-crease in number is in steamers. Today Germany has only 10 fast steamers; four, the Furst Bismarck, Augusta Victoria, Columbia and Kaiserin Maria Teresa, have been sold to Russis. Of the fore-going, 38 steamers carried mails; the others are passenger and freight steamers. In regard to size, the Kaiser Wilhelm II of the North German Lloyd, with its 20,-600 tons, leads. There are two steamers now in course of construction for the Hamburg-American Line which will be ven larger than the Kalser Wilhelm II. One of these, the America, is being built in Ireland, and the other, the Europa, in the shippards of Stettin. Of the number of ships in the Hamburg-

of the number of ships in the Hamburg-American Line there are 128 steamers. The North German Lloyd has 97 steam-ers; the Hansa, in Bremen, 42; the Ger-man Levant Line, 30; the Wormann Line, 35; the Hamburg-South American Steam-ship Company, 25; the Cosmos, 35, and the German-Australian Steamship Com-pany, 25. There were 47 new steamers in course of construction in April, 1994, Of course of construction in April, 1904. Of these, 13 were for the Hamburg-American Line, 3 for the North German Lloyd, 6 for the Hansa and 7 for the firm of H. C. Hahn and Schleswig. In the matter of sailing vessels, it is noticeable that the number is not increasing, but that there is a tendency to increase their tonnage capacity. The largest sailing vessels are two five-masted ships belonging to a Hamburg firm. They have 50% and 4005 ons capacity, respectively.

FARMERS' STEAMBOAT LINE.

Lewis River People May Run Leona In Opposition to Mascot.

A party of farmers of La Center, Wash, propose to embark in the steamboat busi-ness. It is their intention to buy the steamer Leona, of the Oregon City Transsteamer Leona, of the Oregon City Transportation Company, and operate her between Portland and Lewis-River points. The field is now held by Jacob Kamm's company, the Lewis River Transportation Company, which has run the steamer Mascot on the route for years. It is one of the best-paying runs in this vicinity and this has doubtless led the Lewis River people to think of embarking in the business. For the same reason, it is natural to believe that the Kamm company will not allow the field to be inpany will not allow the field to be in-vaded without a protest, and if the Leona goes on, a rate-war will probably be the result. It is stated that the farmers have secured a landing-place at Hosford's dock,

at the foot of Washington street. The Leons, since she was withdrawn from the Oregon City route, has been un-der charter to Kamm and has run to cific lines as far as Dunsmuir. The cific lines as far as Dunsmuir. The Berkeley remains under martial law. At Berkeley remains under martial law. At Mascot, which has been undergoing remains under martial law. The latter boat is now

service again. Launch Party Wrecked. SAN FRANCISCO, Oct. 25.-With a party of 20 persons aboard, the launch Re-

Babies Sold Like Cattle

Philadelphia Press.

EALIZING that in the sight of the law they are not liable to punish- sent out a good many. Besides, a lot ment for carrying on their traffic in helpless infants, proprietors of baby

the face of protests from Coroner Dugan and a humane public, continue in their unnatural callings. A visit to any of these places where bables are shown, bartered and hustled about from place to place with little more consideration than is given to domestic animals, convinces one of the necessity of abolishing this evil in the way recommended last Thursday by a Coroner's jury in an inquest upon the death of one of the little unfortunates. This recommendation suggests the es-

farms and lying-in establishments, in

manner now pursued by the existing es-tablishments. Seeking the places of advertisers in

the door. The reporter was shown into the rear half of a long room divided by a frame partition, where he waited while the woman finished a conversation in German with a man in the front part of the room.

Then Mrs. Hughes came in "I came to "I came to

Then Mrs. Hughes came in,
"I came to see about adopting a
aby. What are your charges?" said baby. the visitor.

"Oh, we don't charge anything for em. All we ask is a good home," replied the woman.
"Well, I am acting for a sister who would like to adopt a baby if it could be done quietly and if she likes the baby. Not knowing what the arrangements would be, she asked me to come first."

"That's all right," said Mrs. Hughes, growing confidential. "I have lots of fine people coming here. You see, everything is all right and have now just

place I keep. None of my bubles have died while they were little, and I have

the newspapers print is not so."
"Where is this baby?"
"It's boarding over at 789 North Seventh street," Here she wrote the name "Mrs. Buts" on a card with the Sev-enth street address and handed it to the reporter.
"You and the lady go over there, and

"You and the lady go over there, and if it don't suit you let me know. I will have another one here in the course of a week, and later expect some more." Here the woman went so far as to offer to contract for bables yet unborn, but whose mothers were expected to give birth to them in that house in the course of a few weeks.

Referring to the case before the Cor-This recommendation suggests the es-tablishment of a bureau under the su-pervision of the Department of Health and Charities, which would assume sole charge of the adoption of infants, and who had wanted a baby for adoption further urges that a bill be introduced at the next session of the Legislature making it a penal offense for any one in a business-like way. After hearing to buy or sell a helpless child in the her declare that she was not breaking

At the house \$39 North Sixth street, Seeking the places of advertisers in an afternoon paper a reporter for the press yesterday visited several houses where it was stated "lovely, healthy babies" could be had for adoption.

The house of "Mrs. Hughes," at 503

was shown into a well-furnished parlor.
"What are your charges for a baby, a
day or so old?" he asked. "Fifty dollars, The age don't matter."

"Do you call for them?"
"Yes, if you let me know when it's born. I'll come day or night." Don't you think the evening would be best for it; wouldn't do for anyone to see you carrying a baby away from the house, or would the night air burt a baby so young? a baby so young?
"No, indeed. We wrap them up well
and if you have an alley back of your
house no one would see me leave."

cruit was wrecked on the rocks off Oleum, the wharf of the Union Oli Company, in the heavy fog today, and for three hours the men and women waited expecting the frail craft to go to piecos. Two of the party, E. A. Smith and T. A. Jones, were washed overboard and had narrow es-capes from drowning. All on board were safely landed, but the boat remains on the rocks.

Unadilla is Floated. SAN FRANCISCO, Oct. 26.—The United States naval tug Unadilla, which ground-ed on Angel Island, was floated at high tide, and proceeded to Mare Island apparently uninjured.

Domestic and Foreign Ports.

Domestic and Foreign Ports.

ASTORIA. Oct. 25.—Arrived down at 2 A.

M.—British ship Carnarvon Bay. Arrived at
10 and left up at 12:10 P. M.—Steamer Aberdeen, from San Francisco. Arrived down at
11 A. M.—British ship Wray Castle. Arrived
at 4 P. M. and left up at 7:30 P. M.—
Steamer W. H. Kruger, from San Francisco.
Arrived at 6 P. M.—Steamer Despatch, from
San Francisco. Condition of the bar at 5 P.

M. smooth; wind, south; weather, cloudy.
San Francisco. Oct. 25.—Arrived last night
—Steamer Redondo, from Portland.
New York, Oct. 25.—Arrived—Staatendam,
from Rotterdum.
San Francisco, Oct. 25.—Arrived—Staatendam,
from Rotterdum.
San Francisco, Det. 26.—Arrived—Staatendam,
from Rotterdum.
San Francisco, Oct. 26.—Arrived—Staatendam,
from British ship Glenburn, for Liverpool.
Arrived—Schooner Joseph Russ, from Columbia
River; schooner Joseph Russ, from Columbia
River; schooner Lilly, from Umpqua; steamer
Norwood, from Bellingham, Salied—Schooner
Haltyon, for Astoria; steamer Centralis, for
Gray** Mathematics.

Halcyon, for Astoria; steamer Centralia, for Gray's Harbor; steamer Santa Barbara, for Gray's Harbor.

PREPARING FINE DISPLAY.

Granges Will Show Visitors What Northwest Produces.

Active preparations are being made for a fine agricultural display while the Na-tional Grange is in session in Portland next month. Clackamas, Marion and sevother counties outside of Multnomah will make a special effort to capture the wagon offered by Studebaker Bros. for the finest county display. In these and other counties the Grangers are actively preparing to add to the display. At Salem a considerable portion of the state fair display and produce from the state in-stitutions will be shipped to Portland, while the Oregon Agricultural College will

send a complete collection of grains.

Mrs. Clara Waldo, who is traveling in sairs. Glara. Waldo, who is traveling in the interest of the order as state lecturer, reports much enthusiasm among the mem-bers over the coming of the National body. The fruit and vegetable display from Even-ing Star Grange Fair, held last week, has all been saved by C. H. Welch and A. F. Miller for the National Grange. We Miller all been saved by C. H. Weich and A. F. Miller for the National Grange. Mr. Miller and Mr. Weich are both putting in the present week among the business circles of Portland bringing up the financial end of the work.

In Washington state Master J. O. Wing reports much activity in making displays. Whitman, Clark and neveral other counties will make special effort in that direction. The exhibit will be made in the Armory Hall, where the sessions of the National Grange will be held.

Steel Trust Dividend.

NEW YORK, Oct. 25.-The directors the United States Steel Corporation today leclared the regular quarterly dividend of 1% per cent on the company's preferred

The net earnings for the quarter ended September 30 were \$18,773,933, a decrease of \$13,649,022 Unfilled orders on hand September 30 aggregated 3,027,436 tons, a decrease of 701,396 tons, as compared with September 30, 1903.

Receivership Dissolved.

INDIANAPOLIS, Oct. 25.—Judge Fran-cis Baker of the United States Circuit Court today formally dissolved the re-ceivership of the Vandalia Railroad.

CLOSED AGAIN BRIDGE

WORK ON MORRISON - STREET BRIDGE INTERRUPTS TRAFFIC.

After Travel Is Resumed Again No Further Inconvenience is Expected to Occur.

Major W. C. Langfitt, Government en gineer in charge of the rivers and harbors for this district, yesterday served notice on the Pacific Construction Company that it would be necessary to remove the old stone pier which will be in the middle of the east draw-space when the Morrison-street bridge is completed. The pier will have to be blasted out for a distance of 30 feet below the surface of the water in order that it may not cause any obstruction to arise in the East Side channel.

Major Langfitt wants the old piers and as much as possible of the temporary falsework out of the way before the strong Winter current sets in. As construction now stands, only one through the draw is open and it has been narrowed to 77 feet. The approach of Winter makes the opening of the two draw channels desirable for the safety of navigation. The narrowing of the one of navigation. The narrowing of the one channel and the total obstruction of the other might not only make navigation hazardous when the river was flowing strongly but cause the lodgment of drift. Demolition of the old draw and construction of the new will proceed night and day. The grillage of the new draw pier is almost finished. It consists of submerged wooden piles upon which the pier will rest. As the steel for the draw span is all here there will be no waiting

pler will rest. As the steel for the draw span is all here there will be no waiting for materials. Removal of the old plers had already begun.

The bridge will be closed today for an indefinite period of time. It is hoped by the contractors that the obstruction can be removed in less than two weeks, but the rapidity of the work will depend to a large extent upon the weather. The order from Major Langfitt was given at this time as the water is now at its lowest stage and it will be easier to do the work now than after the rains have swollen the river.

len the river.

During the time the bridge is closed the City & Suburban will take care of its traffic from the East Side by the system of transfers adopted when the bridge was closed for the first time several weeks ago. All East Side passengers from the City & Suburban will be transferred at Grand avenue and East Burnside to the tracks of the Portland Railway Company on Union avenue and East Burnside. The transfers will be good on the Portland Railway cars, but in addition the City & Suburban will put 12 transfer cars or the tracks of the Portland & Suburban These cars will give a two-minute service across the Burnside-street bridge and will run from Grand avenue and East Burnside to Fifth street, down that street to Washington, down Washington to First and out First to the point of start-ing. This system of transfers will be kept up until the bridge at Morrison street sed to traffic again.

This will be the last long inconvenience that will have to be suffered by the people of the East Side. The work on the Morof the hast same. The work on the andrison-street bridge will be kept up while it is closed to traffic, and when the pier is taken out of the channel and the bridge is opened, there will be no delay again unless it be for a short time during some unday while the workmen put the last iches to the structure.

Moroccan Seaport Besieged.

NEW YORK, Oct. 25.—Larashe, a forti-fied scaport town of 4000 inhabitants, is now besieged by the rebellious Sahelida-byles, says a Herald dispatch from Tan-gier. The European residents, fearing an assault, have appealed to the foreign le-gations for auxiliary forces.

Paul Morton: A Sketch

The Navy Will Get a Brace From Its New Head. Alfred Henry Lewis in Munsey.

onic, something to brighten the eye of one's Americanism in the elevation of Paul Morton to the head of the United States Navy Department. If Mr. Roosevelt were called upon to prove the purity of the Presidential motive he would not have to go beyond this one appointment. Men of push-cart politics were heard to bewall the rise of Mr. Morton. They pointed out that he was once a Democrat, while remembering the Republican sort of the Administration. There is an individual whose kind is frequent in both parties, with whom partisanship is a principle and who lists one's politics as chief among one's virtues or one's vices, the alterna-tive contingent upon one's party affilia-tions. If one be of the party of the indi-vidual adverted to, one is a saint; if of the opposition, one receives darkling rating. It was folk of this character, with whom party interest is impressive beyond public interest, and who would see the ountry sink without a sob so that they got the party safe ashore on a hatch cover, who were bitten of grief because of the Cabinet coming forward of Mr. Morton. On the other hand, those who hold plow stilts, not offices, and live by their industry rather than their "pull," be-hold in the advent of this man from the West that which renews popular belief in republican institutions.

Mr. Morton's nomination makes vastly for the credit of the Adminis tells of a White House probity from which it sprang. And yet, to those who knew Mr. Roosevelt, the new Secretary of the Mr. Hoosevelt, the new Secretary of the Navy was no surprise. Mr. Roosevelt, against those who peddle out their integrity by the pint as corner hawkers peddle peanuts, is honest by wholesale, and Mr. Morton is the upcome of that honesty. Mr. Morton made his debut in the drama of existence on May 22, 1857, in Detroit, and is a son of the late J. Sterling Morton. Secretary of Agriculture in Mr.

Detroit, and is a son of the late J. Sterling Morton, Secretary of Agriculture in Mr. Cleveland's second Cabinet. He has put in 30 of his 47 years in practical business as a railroad man. He began with a clerkship in the land department of the Burlington company, and climbed and climbed until, as he gives up a railway for a public service, his rank is that of second vice-president of the giant Santa Fe system, with 8000 miles of road to consider and conserve. His stipend as chief of the and conserve. His supend as chief of the American Navy will be an annual \$8000; since he lays down a salary of \$25,000 to accept it, the transaction does not smell

of avarice For his new duties and their best dis charge, he possesses the cardinal at-tributes in perfection. He is strong, wise, brave, and, beyond all, honest. If there be anything in a strain, if blood is to tell, he could not well avoid those traits, peculiar could not well avoid those traits, peculiarity that of honesty. With his father, integrity was a kind of genius; it was militant, decisive and wore a sword. The
younger Morton is the vigorous replica of
his father in those executive virtues of
steam, courage and intelligence, added to
an honesty that is neither to be builled
nor cajoled. He will have no ensmies, no
friends in the discharge of his duties; friends, in the discharge of his duties; the one headland to steer by will be the headland of public right. All this is good for the people, while it may cripple the jobster in his profits. That Mr. Morton is lucid and sound

thing is all right and have now just the baby you want. He is a lovely boy, with blue eyes, and he's just is weeks added the reporter. "No names would appear in this would they?"

"Well, you see, we have to be very years old. Of course, your sister needn't years old. Of course, your sister needn't woman. "because there is so much fuss being made about the business. But I all right."

"Is he healthy?" asked the reporter. "No names would appear in this, would they?"

"Is he healthy?" asked the reporter. "The forehead is full and thoughtful, and the whole head shows intellectual balance like a ship would turn out all right."

"Is he healthy?" asked the reporter. "So much fuss being made about the business. But I don't know your name and we could register the baby under any name you gave us. We have to register them newspapers lately about these places and the way the babies were treated?"

"Yes, but that's not the kind of a and of unusual native powers is shown by his advance from low to high in the councils of the railroads. The railroad business is jealous, competitive. There can be no triumph, no worth. True, one might

step by step and every slight push for step by step, and every slight push for-ward represented a battle and a victory. It was not pocketbook, not pedigree, but merit that brought him to the fore and held him there. And now, when in his 48th year he takes charge of the Navy, he is at the crest of his strength. He has outgrown those cautionless activities that make youth a time of peril white. he still lives years this side of spathles that arrive with the Winter of one's days. The public sets him at the superlative. Mr. Morton, when one recalls his training and executive bent, could not have been better placed for public interest. The Navy, more than any other of the nine departments of the United States Government, needs a business man. It does not call for a sallor; indeed, while the statement smacks of paradox, a sallor might easily be a bad selection. The prime demand is for him who knows dollars and cents, and in parting with them will get their equivalent. The Navy is a purchaser, and deals with material things. The War Depart-

ment will in its expenditures, deal often er with men and their employment. Seventy-five per cent of the war money goes for men, while 25 per cent is devoted to contracts for material. The naval situation is the other way about. There comes marching a ceaseless procession of big contracts for battleships and cruisers and all manners of marine things. The Secretary who makes these contracts, and wh must see to their carrying out, should be one trained in business to a feather-edge. Such a man is Mr. Morton. There will arise no specification kinks which he does not understand; there will occur no con-tract knots that he cannot untie and solve. He will transact public concerns as if they were private concerns, and the country having paid for it, may look to get its pound of flesh. This is Mr. Morton's first office; he

the books of party. This condition of political solvency will make it easy for him to discharge to best public advan-tage the responsibilities he has as-sumed. He did not seek the place; no politician exerted voice or influence in his favor; he assumes his office quit and clear of obligation. From this liberty of mind and hand and conscience the Nation may hope much. It will not see its money and its service devoted to the payment of debts of politics, while the general welfare plays dubious second fiddle, often with a soaped bow. There has not been a Cabinet appointment so free from the taint of politics since Washington named Jefferson his Secretary of State in 1789.

Mr. Morton is well looking, and handsome in a masculine way. He is six feet tall, with deep chest and doorwide shoulders; standing straight as a lance, he weighs 200 pounds. It is a erty of mind and hand and conscience lance, he weighs 200 pounds It is a fine thing to stand tall and straight and strong, with lean flanks and chest arched like the deck of a whaleback, among a people who arrive at nine-tenths of their opinions through the eye. Mr. Morton's features, typically American, are regular and replete of character; the nose and jaw and cheek-bones have an emphasis that speaks of the executive. The forehead is full and thoughtful, and the whole head

GUTICURA SOAP

The World's Greatest Skin Soap.

The World's Sweetest Toilet Soap.

Sale Greater than the World's Product of Other Skin Soans.

Sold Wherever Civilization Has Penetrated.

Millions of the world's best people use Cuticura Soap, assisted by Cuticura Ointment, the great skin cure, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for baby rashes, itchings and chafings, for annoying irritations, or too free or offensive perspiration, for ulcerative weaknesses, and many sanstive, antiseptic purposes which readily suggest themselves to women, especially mothers, as well as for all the purposes of the toilet, bath and nursery.

Cuticura Soap combines delicate emolliest properties derived from Cuticura, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odours. No other medicated soap ever compounded is to be compared with it for preserving, purifying and beautifying the skin, scalp, hair and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the tollet, bath and nursery. Thus it combines in one soap at one price the most effective skin and complexion soap, and the purest and sweetest toilet, bath and nursery soap.

Bold Encouplest the world. Outbrack Resolvent, 20s. (in form of Chosolate Custof Pills, 20s. per visit of 60; (Inthurst, 10s. 10sp., 30s. Depote; Lendon, 9f Chartes-hruse Sq.: Parts, 5 Has de in Paix; Hoston. 18f Colum-bra Ave. Polity Deng & Chen. Chep., Soic Props. agr-Send for "How to Circa Every Humour."

hopeful sign, especially in one who administers a public trust. While Mr. Morton rules as naval chief, the rings will be held at bay; there will be progress and invention; no Maxim, no Gatling, no Holland will be driven abroad with his weapon lest its adop-tion here should disturb or diminish those streams of profit flowing in favor of stagnant ones who produce the things that were. There will be no blowholes in the armor plates; the mills will not select the inspectors for the Government; neither will the bill for "extras" exceed the contract price

of the ship.

Not only has Mr. Morton a sound head and a sound heart, but he pos-sesses what for the good of a public service is perhaps superior to either— a sound stomach. Whether in passing or in executing a law, your dyspeptic is a disaster. He is bad enough in priis a disaster. He is old enough in private life, but there he is heid in check by personal interest. Give him an office, and the bridle of self is removed; should loss come, it will fall upon the public; and where his dyspepsia is acute, no fear of public loss will serve for his restraint. It is the judgment of several observant years in Washington that in every case and under all conditions dyspepsia, as an emotion, is more powerful than patriotism. Where-fore, even more than from his good head and his good heart, are the naval interests of the country to have advantage from Mr. Morton's good digestion. To eat well and to sleep well are but bed plates for that engine called the mind, wanting which the machine

Until the campaign of 1896 Mr. Mor-ton, whose political assertions had been limited to the casting of his ballot, was a Democrat. In that year he voted for General Palmer, and four later for Mr. McKinley. Several months ago he de-clared his intention of voting next November for Mr. Roosevelt. On that record of politics the President ap-pointed him. reaping as the harvest thereof much acrid criticism from politicians. The people—that is to say, the privates in the army of party—have found no fault with Mr. Roosevelt: in-deed, many of them, to paraphrase an eminent utterance, are beginning

love him for the critics he has made.

While Mr. Morton's father was Secretary of Agriculture, Colonel William R. Morrison was head of the Interstate Commerce Commission. Colonel Mor-rison, one of the cleanest and most powerful influences that ever came to Washington, was not celebrated as a friend of the railways. He was not their foe, but he watched them narrow ly, and brought them sharply up when they ran into a law. On one occasion he met the younger Morton; the latter was a witness before his commission. "Morton," said the Colonel to the Secretary of Agriculture after his return from the hearing, "I met your son Paul while I was away. He was a witness before us, and on the stand for several hours. I was much taken in This is Mr. Morton's first office; he several hours. I was much taken in steps from private life into one of the Government's most important positions. It is of particular excellence that he comes hand-free and debtless; there exist against him no balance in the flight of an arrow, and with the comes hand the comes had the comes hand the comes had the comes hand the comes had the comes the exception of one detail had the rail-way business at his finger tips. I must say, however, that he displayed one de-"What was that?" asked the old Sec

retary.

"He can't lie," replied Colonel Morri-son, with a chuckle. "That is his great railroad drawback; he can't lie!"

HAD TO HIDE IT

A mother wrote us recently that she had to keep Scott's Emulsion under lock and key -her children used to drink it whenever her back was turned. Strange that children should like something that is so good for them. It's usually the other way. Scott's Emulsion makes children comfortable, makes them fat and rosy-cheeked. Perhaps that's why they like it so much-they know it makes them feel good.

We'll send you a sample, free SCOTT & BOWNE, on Pearl Street, New York,



"Mary," said the Mistress, "in future always order Golden Gate Coffee."

Nothing foes with GGLDEN GATE COFFEE but satisfaction. No prizes no coupons no crockery.

I and 2 lb. aroma-tight time.

J. A. Folger @ Co. Established half a Century San Francisco



Dr. W. Norton Davis

IN A WEEK

We treat successfully all private nervous and chronic diseases of men, also blood, stomach, heart, liver, kidney and throat troubles. We cure SYPHILIS (without mercury) to stay cured forever, in 30 to 60 days. We remove STRICTURE, without operation or pain, in 16 days.

We stop drains, the result of self-abuse, immediately. We can restore the sexual vigor of any man under 50, by means of local treatment peculiar to ourselves.

WE CURE GONORRHOEA IN A WEEK The doctors of this institute are all regular graduates, have had many years' experience, have been known in Portland for 15 years, have a reputation to maintain, and will undertake no case unless certain cure can be effected.

We guarantee a cure in every case we undertake or charge no fee, consultation free. Letters condidential. Instructive SOOE FOR MEN mailed free in plain wrapper. If you cannot call at office, write for question blank. Home treatment successful.

Office hours, 9 to 5 and 7 to 8. Sundays and holidays, 10 to 12.

Dr. W. Norton Davis & Co.

Offices in Van-Noy Hotel, 52½ Third st., cor, Pine, Portland, Or.





THE GREAT CHINESE PHYSICIAN



Disease, Stomach
Disease, etc., by
powerful Chinese
herbs unknown to
medical science in
this country. Consultation free. Herbs
& Roots Medicine
Co., M North Fourth
Street, cor. Burnside, Portland, Or.

FREE LAND IN OREGON

in the richest grain, fruit and stock section in the world. Thousands of acres of land at actual of irrigation. Deed direct from State of cost of irrigation. Deed direct from State of Oregon. WRITE TO-DAY. BOOKLET and Oregon. WRITE TO-DAY. BOOKLET and MAP FREE. Deschutes Irrigation and Power Com-pany, 510-11-12 McKay Building, Portland, Oregon.

