AWAITS LAW'S DELAY

Nan Patterson Still a Prisoner in the Tombs.

JEROME HAS NOT DECIDED

Question Whether to Release Her or Try Her Again Keeps Her in Jail—Threatening Letter From Crank.

NEW YORK, May 8.—Nan Patterson's future is still uncertain. Bail has been provided for her, but District Attorney Jerome has not yet decided what action he will take in her case. This afternoon, after a long conference with Mr. Jerome and his assistant, Mr. Rand, Miss Patterson's counsel was compelled to bear to the girl in the Tombs the disappointing news that she may have to remain in prison for at least a week longer. The prisoner bore the announcement with fortitude, although she had been led to believe that she might be granted her freedom either today or tomorrow.

At least two bondsmen are said to be ready to give bail in any reasonable amount and counsel for Miss Patterson say the surety will be provided without delay as soon as the District Attorney expresses a willingness to accept it. Mr. Jerome issued the following statement:

In reference to the case of the people against Nan Patterson, I am unwilling to make any statement other than this: My information in regard to the case presents a serious question for my decision and one which I must decide for myself and not permit the newspapers to decide for me. I have not yet decided it.

Abraham Levy, Miss Patterson's counsel, said after the conference:

Mr. Jerome promised that he would take up the matter at the earliest possible moment and give it his fullest attention. He will then state what course will be taken. I am bound, until he disposes of the matter, to take no further action and will not make any move until that time. Mr. Jerome has now to decide whether to admit her to bail or discharge her on her own recognizance, dismiss the indictment against her, or again place her on trial. I have no doubt that Mr. Jerome will speedily decide.

Mr. Levy received a letter which had been sent in the mail to Mrs. J. B. Patterson, Nan Patterson's mother, at Washington, D. C., in which Miss Patterson's life was threatened. The letter says in part:

I am sorry to cause so much pain, but you will never see Nan. Although she cheated justice and the law, she has more to deal with, and she will never go far away from the Tombs. I am the victim of another such woman as your daughter, and not only has my money gone but I am slowly dying. Wednesday night, if the jury had acquitted, I would have shot her as she left the Tombs. If she was convicted I could have committed suicide, as I have wished to for the last ten months. But my name will be famous yet as a lover of justice. The American people shall know that one man had the courage to avenge Young's murder. I write this so that you will know I am in no way connected with Young's friends. Yours in death,

ARMEDI BEAUPARLIER.

Mr. Levy said that if the letter had not been written by a crank he would regard it as important. He added that it evidently was written by a man who knew the name of Nan Patterson's father, who has been known throughout the trial as "J. Randolph Patterson," but whose real name is John Bartlett Patterson.

Counsel for J. Morgan Smith and his wife, Julia, appeared in the Court of General Sessions today and asked for an order directing the District Attorney to resubmit the case of conspiracy against his clients to the grand jury. An assistant District Attorney had been asked for a similar order and then opposed it. Judge Foster took the matter under advisement.

CABINET MEETS FRIDAY

President Will Meet His Advisers Immediately on Return.

WASHINGTON, May 8.—(Special.)—A Cabinet meeting has been called for Friday morning. This will be the first opportunity the President has had for over a month to confer with his official family. He will arrive at 3 in the morning and be driven immediately to the White House.

There are many matters of unusual gravity requiring his attention. The Bowen-Loomis imbroglio then will be taken up, as will the asphalt trouble in Venezuela.

BOWEN RETURNS HOME.

Taft Tells Him Roosevelt Will Handle His Affair.

WASHINGTON, May 8.—Mr. Bowen, American minister to Venezuela, who arrived last night in New York in answer to a summons from Secretary Taft in connection with the Loomis-Bowen controversy, telegraphed the acting secretary of state today, reporting his arrival and asking when he should come to Washington. Secretary Taft, having concluded to allow the case to be acted upon by the President, telegraphed Mr. Bowen that it was not necessary for him to report in Washington until a week from today.

NEW YORK, May 8.—Herbert W. Bowen, American minister to Venezuela, arrived here today on the steamer Philadelphia. He said he would say nothing on Venezuelan affairs until he had reported to Washington. He inquired as to the present status of the Loomis charges, but declined to discuss the matter. He said he probably would go to Washington tomorrow.

Panama's Farewell to Davis.

PANAMA, May 8.—General Davis, the retiring Governor, in accordance with the orders of Secretary Taft, will leave Panama tonight for Colon, on his way to New York. Colonel Gorgas, the new sanitary officer of the canal zone, will take charge of the zone tomorrow. A number of prominent citizens of Panama have addressed a memorial to General Davis expressing regret at his departure, showing appreciation of the difficulties he has had to struggle with, under circumstances without precedent, and recognizing the disinterested impartiality of the policy which guided his action.

WASHINGTON, May 8.—Secretary Taft today received a cablegram from General Davis at Panama announcing that he will leave Panama Tuesday on the steamer Alliance, and expects to reach Washington by May 25.

Americans Mining in Corea.

WASHINGTON, May 8.—Minister Allen, in a cablegram to the State Department, says that among valuable mining concessions granted by the Corean government was one to the American firm of Coibron & Bostwick.

Ball-Player's Nose Broken.

WASHINGTON, May 8.—Lave Cross, captain and third baseman of the Philadelphia Athletics, was seriously injured by a batted ball during a game here today. The ball bounded into his face and crushed the bridge of his nose. It is though that a small blood vessel was ruptured. It will necessitate his retirement from the game for some time.

JAPANESE GURAD STRAITS

Scouts Seen Off Chinese and Watch Outlets to Pacific.

AMOY, China, May 8.—Vessels arriving here report having sighted Japanese warships between this port and Hongkong. Japanese ships appear off Amoy at night and undoubtedly are in communication through this plan with the Island of Formosa. A Japanese line of scouts is reported here to be around the south of Formosa, and another line of scouts is said to reach into the Pacific from opposite Tamsui, in the northern part of Formosa. A censorship is maintained over cable messages from Formosa.

Civil Rule for Manchuria.

TOKIO, May 8.—The government is perfecting plans to convert the military administration of the occupied territory in Manchuria into a civil administration. Army officers will continue to be chiefs of departments, but they will be assisted by civilian experts and civil police. It is expected that General Kamio will be Administrator of the Liao Tung Peninsula. The Administrator of Manchuria has not been selected. Taxes sufficient to pay the expenses of the civil administration will be imposed.

NEW BOOKS ADDED TO LIBRARY

New books at the library follow:

Sociology.

Javal, Emile. On becoming blind; tr. by C. E. Edson 371.9 J41
McClaflin, Emilin. Constitutional law in the U. S. 342.73 M126
Poulsson, A. E. Love and law in child training 372.2 P875
Steffens, J. L. Shame of the cities 352 S817
Wilcox, D. F. American city 352 W667a

Science.

Hammer, W. J. Radium and other radioactive substances, 1902 ..... 546 H224

Useful Arts.

Cabinet maker 684 C115
Crozier, W., and Henderson, P. How the farm pays 630 C954
Eissler, Manuel. Handbook on modern explosives. 1897 ..... 662.2 E36
Fiske, G. B., comp. Poultry feeding and fattening. 1904 ..... 636.5 F541p
Johnson, J. B. Engineering contracts and specifications. 1904 ..... 620 J67
Pettengill, Lillian. Toilers of the home. 1903 ..... 647 P499
Pratt, E. A. Organization of agriculture. 1904 ..... 630 P913
Prelini, Charles. Tunneling. 1902 ..... 622.2 P924
Terry, T. B. Our farming 630 T329

Fine Arts.

Cumming, David. Handbook of lithography 765 C971
Ely, H. R. Another hardy garden book 716 E52a
Jervis, W. P. Encyclopaedia of chemistry R758 J57
Nye, A. C. Furniture designing and draughting 749 N984
Riemann, Hugo. Encyclopaedic dictionary of music R780.3 R556

Literature.

Smeaton, W. H. O. English satires. 827 S637
Sophocles. Tragedies; tr. into English prose by Sir R. C. Jebb 882 S712J

History.

Fiske, John. How the United States became a nation 973 F541h
Sketch of the reign of George the Third from 1760 to the close of the year 1790 ..... O942.07 S627

Biography.

Bolton, Mrs. S. (K.) Lives of poor boys who became famous 920 B694
Eggleston, G. C. First of the Hoosiers ..... B E29E
Kant, Immanuel. Immanuel Kant, his life and doctrine; by Friedrich Paulsen ..... B K166P
Waters, Mrs. C. (E.) C. Women in the fine arts R920.7 W329

Fiction.

Conrad, Joseph, and Hueffer, F. M. Romance C754r
"Katharine," pseud. Letters from an Oregon ranch K191
King, Basil. In the garden of charity K517i
Philipotts, Eden. Secret woman P564s

Books for Children.

Ewing, J. H. Juliana Horatia Ewing and her books ..... JE E93G
Gerson, Virginia. Happy heart family JG862h
Walch, W. S. Our young folks' history of the Roman empire J937 W228
A list on municipal improvement follows:
Baker, H. N. Municipal engineering and sanitation. 1902 ..... 628 B168
Burrage, S. & Bailey, H. T. School sanitation and decoration. c1899 ..... 371.6 B968
Chapin, C. V. Municipal sanitation in the U. S. 1901 ..... 614 C463
Conkling, A. R. City government in the United States. 1894 ..... 352 C752
Dolman, F. Municipalities at work; the municipal policy of six great towns and its influence on their social welfare. 1895 ..... 352 D665
Elliott, F. R. Handbook of practical landscape gardening. 1883 ..... 710 E46
Ely, R. T. The ideal city as a well-ordered household. (See his Coming city. 1902. p. 58-83.) 352 E52
Fairlie, J. A. Municipal improvements. (See his municipal administration. 1901. p. 225-316.) 352 F172
Gerhard, W. P. Disposal of household waste. 1904 ..... 628.5 G368
Goodhue, W. F. Municipal improvements. 1903 ..... 352 G652
Judson, W. P. City roads and pavements suited to cities of moderate size. 1902 ..... 625.7 J93
Naylor, William. Trades waste; its treatment and utilization with special reference to the prevention of river pollution. 1902 ..... 628.5 N323
Price, G. M. Handbook on sanitation. 1901 ..... 628 P945
Robinson, C. M. Improvement of towns and cities; or the practical basis of civic aesthetics. 1901 ..... 352 R658
Robinson, C. M. Modern civic art. 1903 ..... 710 R658
Shaw, A. Municipal government in Continental Europe. 1897 ..... 352 S534
Weinery, Samuel. Municipal public works; their inception, construction and management. 1903 ..... 352 W372
Wood, Francis. Sanitary engineering; a practical manual of town drainage and sewage. 1902 ..... 628 W875
Zueblin, C. American municipal progress. 1902 ..... 352 Z94

Unnecessary Dollars.

Reader.

We live in a world that seems at times to call for more energy, more worry and more nervous force than we can possibly expend, and yet our situation is such that each man feels there can be no letting up. We strive not for any particular end in business, but for an ideal. That ideal is to be abreast or ahead of our fellows. The physician with more patients than he can look after with justice to his health, increases his practice as fast as he can. The lawyer does not turn down clients, even if they bring him enormous labor for fees he does not need. The millionaire makes more millions, not that he wants to spend them, but because his neighbor is making them, and it is a question as to who will get the most. Not one dollar that has come into the hands of a Carnegie or a Rockefeller in the last ten years has been of material value to them. If they got so many million neckties a year instead of so many million dollars, they would be as well off materially.

New Road to Pacific Coast.

NEW ORLEANS, May 8.—The Colorado Southern, New Orleans & Pacific Railroad filed a charter here today to build a railroad from New Orleans to connect with the Colorado Southern and thence to the Pacific Coast. The charter bears the names of local directors.

"Ah!" said Mr. Klumsey, "dancing is certainly the poetry of motion." "Sometimes," replied his fair partner, witheringly, "but when the feet get twisted it's worse than doggerel."—Philadelphia Press.

LOSS OF TOGO'S SHIP

(Continued from First Page.)

Petersburg to secure a definition of the line northward, and Russia made proposals that the government at Pekin delimit the zone, but answers from China were evasive, Japan declining to bind herself.

DENY JAPAN HAS PROTESTED

But France Fears Neutrality Question Nears Crisis.

PARIS, May 8.—The critical tone of the British press concerning France's alleged breaches of neutrality in Indo-China brought out an emphatic general statement today from the Foreign Office that the accusations are unfounded. An official said:

"It is universally known that the Japanese intelligence department is exceptionally efficient. Therefore, if various specific breaches of neutrality really existed, the Japanese government would have been aware of them and would have presented specific charges to the French government. So far, however, Japanese action has been confined to requesting France to exercise strict neutrality. She has not made any specific charges, nor have any specific acts of violation of neutrality yet been brought to our attention. The Japanese government asked in amicable spirit that we give neutrality and we answered that we had done and are doing everything possible to that end. The reports to the contrary we believe to be misrepresentations."

Dr. Motono, the Japanese Minister to France, went to the Foreign Office yesterday evening, where he had an extended interview with Foreign Minister Delcasse. The nature of their conversation was not disclosed, but it is understood that Dr. Motono referred to Japan's increasing impatience regarding the alleged breaches of neutrality.

The feeling prevails here that the situation is gradually assuming much tension. Reports are current that the positive instructions of the French officials here receive perfunctory execution on the part of their subordinates in Indo-China owing to the individual sympathy existing between the civil and naval French and Russian authorities.

A semi-official note issued this afternoon says:

"Contrary to the allegations contained in a dispatch from Hong Kong to a foreign agency, not only has the French Government not disregarded the rules, the government has unremittingly seen to their extension."

The semi-official Temps today in a leading article refers to the "disagreeable attitude of the Japanese press towards France, which now finds a partial echo in the British press," and says that the basis of both criticisms is that France ought to apply the British rules of neutrality and that the entire subject is discussed from the British conception of what constitutes neutrality. The paper adds:

If (the British press) virtually proposes that France abandon the neutrality regulations she has always followed and adopt those of Great Britain, which she has never ceased to repudiate. Neutrality regulations are not universal, but vary according to the essential conditions of the people observing them. Insular powers having many naval bases adopt rigorous neutrality rules, whereas, continental powers having few points of naval support would be at a manifest inferiority if they accept rigorous neutrality rules. The French Government has informed Parliament that it is fully respecting the neutrality of our coasts and waters in Indo-China and it should be fully understood that this means the French neutrality regulations to which we remain always faithful.

The foregoing gives the view entertained also in official quarters that the criticisms are chiefly due to the belief that the rigorous British neutrality regulations have universal application, whereas the French regulations on the subject are far more liberal and France insists that she has the right to follow her own regulations.

Russia Has Received No Protest.

ST. PETERSBURG, May 8.—The Foreign Office authorizes the following statement:

"France has not transmitted to Russia a new Japanese protest against the violation of French neutrality."

GREAT LAND BATTLE IMPENDS

Oyama Begins Movement to Cut Off Vladivostok.

ST. PETERSBURG, May 8.—Interest is once more directed to Manchuria, the news from the front indicating that Field Marshal Oyama is pressing General Linevitch's advance posts east and west of the railroad with considerable force, as if about to undertake a general offensive movement. The Russians are offering slight resistance, and are falling back upon their first line of defense. The Russian advance posts cover a front of about 100 miles, extending from Singtmantsu, on the Liao River, in a southeasterly direction across the railroad above Changtu to the Mandarin road leading to Kirin, to Kamal Pass, about 70 miles due east of Tie Pass.

The Russian cavalry protects both wings, small bodies being probably beyond the Liao River in Mongolia to guard against a surprise turning movement in that direction. Experts, however, believe that Oyama's purpose is to thrust in from the east, then turn and interpose himself between Harbin and Vladivostok, preparatory to the investment of the latter place. Linlevitch's dispositions seem especially taken to meet such a plan. He would not give battle along his present line, but would gradually retire and draw in his forces as Oyama's strategy develops to the main Russian positions, which extend due east and west from Kirin through Kuanchangtsu to Hualitashien.

A considerable force of troops is also reported to be due east of Kirin as far south as the Tumen River, to contest the Japanese advance northeastward toward Vladivostok. It is not regarded as certain that the Japanese advance will really be serious. Oyama is said to have received large reinforcements, which have filled up the Japanese ranks, and he brought up immense quantities of supplies and ammunition after the battle of Mukden, both by way of Sinmintin and over the reconstructed Manchurian railroad.

But at the War Office here there is a difference of opinion as to whether Oyama is yet ready, and it is added that if he is in earnest probably almost a fortnight will elapse before the issue is decided, the preliminaries of each of the battles of the present war, in view of the fact that the armies cover such a large area, having always been long and tedious.

Up to yesterday the Russian advance posts generally had retired about 15 miles. If Oyama's offensive is pressed home a climax should be reached at about the time the sea fight between Admirals Rojestvensky and Togo is anticipated.

General Linlevitch's headquarters are at Gunshu Pass.

ST. PETERSBURG, May 8.—General Linievitch, telegraphing from the front yesterday, says the Japanese cavalry on May 4 drove back the Russian mounted outposts.

NEBOGATOFF PASSES SAIGON

Main Fleet Off Annam, Not Having Made Junction.

HONGKONG, May 8.—A special dispatch from Saigon, Cochin-China, reports that Rear-Admiral Nebogatoff's division has passed Saigon. A Russian cruiser was off Honkohe Bay, a short distance north of Kamranh Bay, May 5, when the British steamer Charterhouse, which arrived here today, passed that point. The latter also noticed a collier leaving the bay and steaming east, but the main Russian squadron was not seen.

The British steamer Angola, from Muroran, Japan, was stopped by a Japanese cruiser in the Straits of Corea. After being questioned about her cargo and destination she was allowed to proceed.

SAIGON, French Cochin-China, May 8.—The Russian hospital ship Kostroma arrived here today, which indicates the approach of the fourth division of the Russian Pacific squadron, commanded by Vice-Admiral Nebogatoff. Sixteen freight-laden steamers are off Cape St. James, near here. The main Russian squadron is said to be off the coast of Annam.

Russian Sickness Exaggerated.

GUNSHU PASS, Manchuria, May 8.—In view of the exaggerated reports of sickness in the Russian army published abroad, the Associated Press is authorized to give the official figures furnished from headquarters of the army of the sick in the region from Baikal east to Vladivostok. In hospitals, wounded, 769 officers and 14,904 soldiers; sick, 45 officers and 772 soldiers. In hospitals for convalescents, wounded, 216; sick, 332.

Last week 65 sick patients died and 42 were discharged. Convalescents, wounded 427; sick, 360.

Among the sick are the following cases: Contagious dysentery, 29; typhoid fever, 218; grip, 291; fever, 52; anthrax, 39; scurvy, 71; smallpox, 30; catelepsy, 16; diarrhea, 145; unspecified, 129.

Propose Boycott on France.

TOKIO, May 8.—A member of the Chamber of Commerce of this city has written to that organization suggesting organized commercial retaliation on France, on account of the hospitality shown by her to the second Russian Pacific squadron. The writer proposes that the Chambers of Commerce throughout the Empire act jointly in boycotting the goods of French merchants. It is probable that the Chamber of Commerce here will decline to consider the question.

Stock Market Going Down.

LONDON, May 8.—Vague fears of possible complications over French neutrality in the Far East affected the tone at the opening of the Stock Exchange today.

PARIS, May 8.—A general depression prevailed on the Bourse today, owing to the Japanese attitude against France over the question of neutrality in the Far East.

Tells Rojestvensky to Move On.

SAIGON, Cochin-China, May 8.—Admiral Rojestvensky's squadron has been located by Admiral de Jonquieres' intelligence department in the neighborhood of a bay southward of Honkohe Bay, coast of Annam. Rojestvensky was warned and said he would leave immediately.

Miss Ware Becomes Mrs. H. G. McKinley

Miss Marie L. Ware. Horace G. McKinley.

EUGENE, Or., May 8.—H. G. McKinley and Marie L. Ware were married at the Saratoga Hotel, Chicago, May 3. They will return to Oregon June 1.

Miss Marie L. Ware, who yesterday became the wife of Horace G. McKinley, is the daughter of the late Joel Ware, of Eugene. She was born in Eugene about 28 years ago and, upon the death of her father, who was a well-known Oregon pioneer, about three years ago, succeeded him as United States Commissioner at Eugene. She has been a prominent figure in the Oregon land-fraud cases, but was acquitted in the Federal Court at the time of the famous trial of the conspirators last Fall. She is petite, graceful and of rather striking appearance.

Horace G. McKinley is a member of a prominent Wisconsin family and came to Oregon for the purpose of speculating in timber lands, some six or seven years ago. He is about 35 years of age and has been married once before, having been divorced from his first wife. He is a handsome man, of good address and agreeable personality. He was convicted of complicity in the land frauds last Fall and is now under bonds of $4000, pending sentence. His marriage to Miss Ware will have an important bearing on subsequent trials for the land frauds, as the testimony of his present wife is an important factor in future prosecution.

CANAL WILL CURE

Shipment by Panama Now Is Slow and Expensive.

REPORT TO THE PRESIDENT

Rates by Government Railroad Must Be Very Low to Offset Loss in Handling the Goods Six Times.

SAN FRANCISCO, May 8.—A matter of great commercial importance to the Pacific Coast is discussed in a report that has been prepared for the information of President Roosevelt, Secretary Taft, of the War Department, and J. L. Bristow, a special Commissioner appointed by President Roosevelt to visit this Coast and acquire facts. The question refers to the utility of the Panama route for the movement of freight between San Francisco and the Atlantic States. The report was submitted by W. R. Wheeler, W. J. Dutton and Rufus P. Jennings. It was adopted by the trustees of the Chamber of Commerce and forwarded to Washington in printed form by the chamber.

The chamber finds that "there is really but one object to be obtained, and that is the adoption of such a course as will make the Panama route more advantageous for the movement of freight than under the conditions heretofore existing." The report says:

"The present freight schedule via Panama is apparently based on the overland railroad freight schedule, the charges of the former varying from 78 to 90 per cent, with an average of about 83 per cent of the latter; in other words, the differentials in favor of the Panama route, with its 25-day trip as compared with the transcontinental route with its 14-day trip, are so small that the shipper either East or West does not consider the saving sufficient to cover the risk of damage or breakage in the necessary several handlings of the goods via Panama.

"Under government ownership of the Panama Railroad and the sea route to New York from Colon, the only question to be considered would be whether the freight rates could be made sufficiently low to make the saving on transportation expense an object to the shipper and enough to offset the additional time required in transit.

"There are reasons why the Panama route cannot be utilized with advantage in the commercial interchange of commodities between San Francisco and the Atlantic States, and with the steady development of transportation facilities between nations as well as between our own states, and those reasons are becoming more potential every year. In brief, they are but two in number.

"First—Loss of time in transit.

"Second—Increased freight cost made necessary by trans-shipment from steamer to car and from car to steamer.

"These two factors are the obstacles; they are permanent for the time being and cannot be overcome until the Panama Canal is completed. At present all freight shipped from San Francisco to New York via the Panama route has to be handled at least six times in transit, thereby increasing the risk of damage or breakage, while by overland railroad it is handled only two times and makes the journey in less than one-half the time consumed via Panama."

ROAD LEADS TO BULLFROG

Borax King Will Build Branch to Death Valley Mines.

LOS ANGELES, May 8.—The Times says that Frank Smith, "The Borax King," who, it was reported some time ago, was making a survey for a new railroad into the mining districts of Nevada, has changed his plans and will build a road from Las Vegas, Nev., touching the new Salt Lake line at that point, westward and southwestward into the Bullfrog district, with one branch and the Death Valley borax mines on the other.

According to the Times, work will begin on the new road next month and will be rushed right through. Over 400 men will be immediately sent to the Death Valley mines to reopen them. By the time the road is open for traffic to the mines, great quantities of borax ore will be ready for shipment. The road will leave Las Vegas over an almost ideal grade to Ash Meadows, where it will branch, one branch going to Bullfrog, 40 miles away, and one to the borax mines.

The length of each road from Las Vegas will be a little over 100 miles.

SMITH WILL BE RETURNED

Requisition for Defaulting San Francisco Collector Honored.

JEFFERSON CITY, Mo., May 8.—Governor Folk today honored the requisition of Governor Pardee, of California, for the return to San Francisco of E. J. Smith, the defaulting Tax Collector of that city, who is under arrest in St. Louis.

TARIFF REVISION REVIVED

Deficit Makes It Live Issue—Who Is to Blame?

OREGONIAN NEWS BUREAU, Washington, May 8.—Congress may not revise the tariff at the next session, but there is bound to be a great deal of tariff talk in the Senate and House next Winter, and this talk may lead to action. Six months ago the anti-revisionists, the stand-patters, as they are called, felt very safe. When there was threat of tariff legislation last Winter, these men got together, made a firm stand against what was believed to be the attitude of the Administration, the tariff revision flurry passed over, and nothing was done.

But there have been rather impressive developments of late that tend to alarm the stand-patters, and they are beginning to wonder whether they can withstand another assault. First and foremost among the reasons that will be presented why the tariff should be revised will be the enormous and growing deficit in the Treasury. It cannot be denied that the annual expenditures of the Government are away in excess of the receipts, and, were it not for the deposits that have been made with National banks, the situation would indeed be serious. It is variously estimated that the Treasury deficit will amount to $20,000,000 to $30,000,000 at the close of the present fiscal year. By June 30, 1906, it is estimated that the deficit will have grown to $35,000,000 to $50,000,000, unless something is done in the meantime to check it.

And while this deficit is causing alarm, party leaders are looking about for some one to blame. Congress heaps the blame on the executive departments; Secretary Shaw places the blame on Congress. Probably justice would divide the blame between Congress and the departments. But in the future less blame can be placed upon the departments, for, under an act of the last Congress, the department officials are now denied the right to expend more money than has actually been appropriated for their use.

Last year the Treasury estimates called for total appropriations amounting to $600,000,000 and over. Congress actually appropriated $50,000,000 less than this amount, yet, at the end of the year, Secretary Shaw asked for a deficiency appropriation of $35,000,000, representing amounts which had been expended in excess of the expenditures authorized by Congress. That excess, which is more than equal to the present Treasury deficit, was created by department officials without any authority whatever. If the new law is observed, there will be no such deficit next year.

But Mr. Shaw, after asking for a deficiency appropriation greater than the deficit, blames Congress for the deficit, because Congress voted money to actually pay the bills which had been unlawfully contracted by Government officials. The new law, if enforced, will work a hardship in some instances; it will tend to rigid economy in all departments, and will curtail many useless expenditures. Perhaps, by cutting off excess expenditures, the deficit may be largely reduced, but not entirely wiped out. There will still be enough deficit to form the basis of tariff talk.

But, aside from the question of the deficit, it is noted that Germany will repudiate her trade agreement with the United States, and Newfoundland is enacting tariff legislation detrimental to this Government, because we would not enter into a reciprocity treaty with her. Probably before Congress convenes other facts will present themselves. While all this does not necessarily means that the tariff will be revised in a way to provide more revenue, the subject will be brought prominently to the front, and, next to railroad-rate legislation, will be the foremost topic of debate next Winter.

Level Road Across Canada.

WINNIPEG, Man., May 8.—(Special.)—Surveyors of the National Transcontinental Railway Company to be built from Moncton, N. B., to Winnipeg by the Dominion of Canada have made a report on grades of four-tenths of one per cent, practically a level road. Tenders for construction will be called for in the Fall.

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Rich, sweet and sympathetic. A singing quality beyond the reach of other pianos.

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By no means an insignificant quality, and here "The Fischer" excels. Architecturally it is an artistic piece of furniture, superbly finished. With room many other reasons could be advanced, but the above are paramount.

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Adulteration goes full length in spices and flavoring extracts—you think it isn't worth while to cheat in such trifles—four-fifths of "vanilla" is tonka; cost's one or two cents for "$1-worth". Schilling's Best are entirely pure; at your grocer's.

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