

BOUGHT BY CLARK

Short Line Road South of Salt Lake Is His.

WILL COMPLETE IT TO COAST

San Pedro Line Acquires 444 Miles and in Two Years Will Complete Road to San Diego-Rich Country Will Be Opened.

BUTTE, Mont., April 15.—A Miner special from New York announces authoritatively that Senator W. A. Clark has purchased for the San Pedro, Los Angeles & Salt Lake Railroad Company all the lines and the equipment of the Oregon Short Line Company lying south of Salt Lake, in Utah and Nevada, including the Leanington cut-off. Senator Clark also states that he has obtained a 99-year lease on the terminal facilities in Salt Lake City in conjunction with the Oregon Short Line. The property will be transferred as soon as necessary.

The grading and trucking will be commenced at Daguerre, Cal. The road will soon be extended from Caliente through Nevada. From Leanington to Caliente the road will be improved and relaid with 20-inch rails. The western terminus of the road is now being operated from San Pedro Harbor on Ontario and will soon be completed to Los Angeles. Senator Clark hopes to have the road completed in about two years.

WILL BE AN INDEPENDENT LINE.

Clark Will Soon Complete Gap in His New Road.

SALT LAKE CITY, Utah, April 15.—The consummation of the long-pending negotiations between the Oregon Short Line and Senator W. A. Clark and his associates, owners of the San Pedro, Los Angeles & Salt Lake Railroad, gives into the hands of the latter 444 miles of road south of Salt Lake, 300 miles of main line running from Caliente, Cal., to Salt Lake, and 144 miles of branches and spurs. In this is included the newly completed Leanington cut-off, 116 miles in length, which will operate as part of the main line of the San Pedro from Salt Lake to Los Angeles, and which will have 70 miles of difficult mountain railroading.

The Oregon Short Line will have absolutely no partnership or interest in the management of the San Pedro road, said Senator Thomas Kearns, one of the largest stockholders, tonight. "The Short Line will be paid for its road in the bonds of the San Pedro when issued, and this will be the only interest it will have in the road. The San Pedro already has 120 miles of road in operation in California, and the construction of the gap between the California terminus and Caliente will be pushed with all possible speed. All accounts of the two roads will be kept separate from this time on. The actual transfer of the Short Line south of Salt Lake will take place as soon as Senator Clark reaches here, which will be within two or three months.

CLARK ACTS FOR HARRIMAN.

buys Los Angeles Traction Franchise to Fight Huntington.

LOS ANGELES, April 15.—The Times says: Senator W. A. Clark has positively purchased the franchise for the Los Angeles Traction Franchise to fight Huntington's operations in competition with H. E. Huntington for supremacy in the local street railway field. The deal is an outright purchase. The first payment, amounting to \$50,000 in cash, has been made and \$400,000 more will be paid down within a few days.

The important move in the campaign launched by the powerful transportation operators, headed by President Clark of the Salt Lake road, and President H. E. Harriman, of the Southern Pacific, to overcome the street railway and possess themselves of the street railway traffic of Los Angeles and Southern California.

CLARK TELLS THE STORY.

Tells All About His New Road to the Coast.

NEW YORK, April 15.—Montana, tonight gave the following statement regarding the differences between the Union Pacific interests and the San Pedro, Los Angeles & Salt Lake Railway Company and the plans of the latter: "I have been asked to state that a year ago the two companies had rival construction gangs at Meadow Valley, Wash., each eager to forestall the other and ready to resort to physical violence to accomplish the end desired. Now Senator Clark and his adherents have leased the Oregon Short Line south of Salt Lake City, and will construct about 600 miles of road from there, westwardly through Cajon Pass to San Bernardino, where connection will be made with about 25 miles of track already in operation between San Pedro, Los Angeles and Riverside.

"There has been a great deal printed about the plans of the new road, but no complete statement," said Senator Clark, "has been made. As president of the road, I believe I ought to make everything clear. There is now perfect harmony between the Union Pacific Company and the new interests.

"The San Pedro, Los Angeles & Salt Lake road is authorized to issue \$50,000,000 bonds, and has \$25,000,000 capital stock. It leased for 99 years the Oregon Short Line system south from Salt Lake City to Caliente, a railway system of 223 miles. Besides the main line, there are two shorter lines taken over. Most important is the Leanington cut-off, extending from Salt Lake to Leanington, Utah, where it joins the Oregon Short Line. It cuts off a great deal of track, and is 17 miles long, besides having lower grades.

"From Caliente west I have already had 40 miles of grading done. The road will pass through Meadow Valley Wash, the only available pass. The wash is the dry channel of a mountain stream. At Cajon Pass we will find a grade of 106 feet to the mile, and the next highest grade is only 75 feet. The cost will average \$20,000 a mile.

"The Oregon Short Line system under our control will be rebuilt with heavier rails and the best of equipment. The road from San Pedro to Los Angeles and Riverside now has the best Pullman and other rolling-stock, and the whole system will be equipped accordingly. Last year 25,000 carloads of fruit were raised in the Los Angeles section, and there are orchards which in less than five years will produce 80,000 carloads. This new line will take fruit from that section immediately into a cooler climate, a great desideratum in such perishable shipping. The distance from Salt Lake City to Los Angeles is 800 miles by this new route, and we intend to cover it in 24 hours. A new branch from Salt Lake City and north through the Los Angeles via San Francisco in not less than 190 miles.

"At San Pedro there is building a \$1,000,000 breakwater, and Wilmington Bay is being dredged into a fine harbor. On either side of Riverside there is building an 80-foot concrete bridge, the longest and with the highest span of any similar

structure. Our terminal facilities at Salt Lake City will be equal to the Oregon Short Line's, and we will connect with the Union Pacific and Gould systems. The minor details of our road will tap equals that of the Mecca Road.

"No bonds have been issued on the Los Angeles road so far completed, and \$1,000,000 of the \$50,000,000 bonded debt will be reserved for the Mecca line or kept in the company's treasury.

"With me are interested, among others, Senator Kearns and W. B. McCormick, of Salt Lake City; R. C. Kearns and the Bemis Bros., of St. Louis, and my brother, J. Ross Clark, of Los Angeles."

Teichman's Charges Fizzle Out.

NEW YORK, April 15.—Max Teichman, the expert upon whose report in part rested the sensational attack made upon the financial management of the Metropolitan Street Railway Company was based, before Magistrate Barlow, admitted that his findings were merely tentative and based upon data submitted to him. If he had credited up the assets of the Metropolitan's lesser companies, as stated by DeLange, Teichman admitted he would have found surplus interest of the enormous deficit he had reported.

Short Line Men Coming.

SALT LAKE CITY, Utah, April 15.—D. E. Burley, general passenger agent; T. M. Schumacher, acting traffic manager, and J. D. Durham, rate clerk of the Short Line, left this morning for Portland to attend the meeting of the Transcontinental Passenger and Ticket Agents' Association.

Harriman May Buy Tacoma Road.

TACOMA, April 15.—A rumor is current that John Bagley, president and general

manager of the Tacoma Eastern Railroad, has gone to San Francisco to negotiate the sale of the railroad to the Southern Pacific Company. President Bagley is in Portland today, and in the early part of the week, but left a day or two ago for home, and the officials here say they know nothing of it. The Tacoma Eastern is open to Eatonville, 50 miles south of Tacoma.

GREAT GALE IN COLORADO

Tears Up Colorado Springs and Blocks Pike's Peak Railroad.

COLORADO SPRINGS, Colo., April 15.—The worst wind storm since that of November 18, 1901, when cornices and roofs of buildings were blown off, has been raging at Colorado Springs all day. Signs, tree branches and awnings have been wrenched off. At times the wind blew 50 miles an hour.

Trains were delayed and the cog road to the summit of Pike's Peak was blocked by snowdrifts. A train at Windy Point, not far from the summit, was blown almost from the track.

Blizzard Rages at Leadville.

LEADVILLE, Colo., April 15.—One of the most severe storms of the season is raging in Leadville and vicinity tonight. It has assumed the proportions of a blizzard, and the snow is falling badly. All westbound traffic is delayed.

CENSORSHIP IN BERLIN.

Severely Checks Protestant-Socialistic Shows Classic Craze.

BERLIN, April 15.—The censorship was unusually severe in the case of the variety theaters during Easter week, and prevented entire performances. As a result, the production of "Variety Theater Owners," in conjunction with other theaters, is acting against the alleged "discriminating censorship" during the holidays, and is arranging for holding an indignation meeting.

Sousa's American band will play at the Philharmonic, beginning May 5. As the Philharmonic is consecrated to classical music, the critics are quite indignant at the fact that it is to be invaded by a bandmaster who renders popular airs.

Ferdinand Bonne has retired from the Royal Theater, and has leased the Berlin Theater to cooperate with the Philharmonic.

Walter Damrosch has arrived here.

WILL MEET AT ST. LOUIS

Officials Start From All Sides for Fair Dedication.

PARIS, April 15.—A large number of French officials assembled at the depot today to bid good-bye to the members of the French Commission to the St. Louis Exposition, who headed by Commissioner-General La Grave, started to attend the dedicatory ceremonies.

M. La Grave says he expects to look over the field and determine on the plans, but he is obliged to make his visit short and will start on his return May 13.

Russian Peasants Storm Jail.

ST. PETERSBURG, April 15.—The official newspaper at Tiflis reports that the Russian peasants have broken up a break-down of a subsidiary device of the Marconi system of wireless telegraphy, which will, the company states, shortly be remedied. The Times' service of American Marconiograms is temporarily interrupted.

Prineti Will Resign.

ROME, April 15.—The Capital today announced that Foreign Minister Prineti had an interview this morning with Premier Zanardelli and added that Signor Prineti had decided to retire in order to hasten the restoration of his health. Signor Prineti was stricken with paralysis in January.

Wireless System Suspended.

LONDON, April 15.—The Times announces that, owing to a breakdown of a subsidiary device of the Marconi system of wireless telegraphy, which will, the company states, shortly be remedied, the Times' service of American Marconiograms is temporarily interrupted.

Italian Ship Wrecked.

ROME, April 15.—The Messagero publishes a dispatch from Civita Vecchia, announcing that the Italian ship Francesco C. struck the rocks here yesterday during a violent storm and disappeared. The crew were saved. It is feared that other shipping disasters have occurred.

PORTLAND MAIL WAGON

New Machine That Will Stamp and Seal Letters.

PATENTS HAVE BEEN SECURED

A Radical Departure From Former Machine—What Inventors Have Long Worked for Is in View.

The Universal Letter-Sealing & Stamp Company, 618 Chamber of Commerce, has patented a machine for sealing letters and putting on the postage stamps. The machine is said to perform its work neatly and rapidly. It is operated by one person by hand, or by use of foot pedals, or by electric and steam power, also desired.

The above cut represents the machine, which is smaller than a common typewriter. Its weight is about 20 pounds. It is adapted for use on an office desk or table. The frame part is wood, and its machinery and metal parts are nickel-plated, giving it a very neat appearance as an office machine. It has the reputation of being the first machine in the world of the kind, performing the office of sealing and stamping letters or packages by this mechanism and process of



moistening the envelope to receive the stamp and the sealing flap of the letter at the same time, instead of moistening the stamp itself. This leaves the stamp at all times entirely free from moisture. The following is copied from specifications in the application for patent: This invention provides a machine for greatly facilitating and lessening the labor attendant upon sealing envelopes and affixing postage stamps thereto, the machine comprising independent moisteners, one for wetting the gum of the sealing flap and the other to wet the place designed to receive the postage stamp, both operations being performed simultaneously, means for feeding the postage stamps, a strip, and a presser for completing the operation by applying the force necessary to cause the stamp and its sealing flap to adhere.

Protection granted in the patent issued to the inventor, as set forth. "In a machine of the character described, and in combination with means for moistening the sealing flap of an envelope, and for wetting the place for reception of the stamp, mechanism for feeding the stamp strip comprising a pair of feed rolls, shafts, transfer gear wheels of like diameter secured to said shafts and in meshing relation, a ratchet wheel applied to one of said gear wheels, a detent pawl, a pinion mounted in axial alignment with the shaft of said ratchet wheel, a pawl connected with said pinion and adapted to cooperate with the teeth of the ratchet wheel, a toothed bar arranged for co-operation with said pinion, an oscillating arm connected with the pawl, a cutting mechanism for the stamp strip, and a strip extended from the movable member of the cutting mechanism and adapted to engage with said oscillating arm for actuation thereof, substantially as set forth.

The Universal Letter-Sealing & Stamp Company was incorporated under the laws of the State of Oregon, January 24, 1903. Its officers are: James N. Stacy, president and director; G. C. Moser, vice-president and director; John Jos. Jr., secretary-treasurer and director; J. C. Probstel, director; J. A. Wessco, 1,000,000; treasury stock, \$300,000; nonassessable and fully paid.

The president of the company is the inventor and patentee of the machine. In conversation with Mr. Stacy, he says that orders for the machine are coming in daily; retail price of machine, \$50; machine, with table and pedal attachment, \$75; machine, with starting gear, \$100. Patent for this machine was secured by the United States and applied for in Canada, England, France and Germany, and other foreign countries.

Among the subscribers to the first block of treasury's stock are: General H. B. Compton, Marquam building; Claude M. Simpson, Marquam building; Phil Metzbaum, Imperial Hotel; E. Quackenbush, Investment Company, city.

Professor J. A. Wessco, city; G. B. Cellar, Portland Safe & Lock Company, city; G. C. Moser, attorney-at-law, Chamber of Commerce building; and M. E. Thompson, Investment Company, city.

O. M. Hofstetter, M. D., city; H. L. Pittcock, Oregonian, city; Mr. Stacy, the inventor, was State Senator of Minnesota in 1877 and 1878, and he held the same office in Idaho in 1888. He has been a resident of Portland for three years past. In addition to the invention which is regarded by practical men as one of the most important patents of the day, Mr. Stacy was the inventor of the Stacy Grain-Sampler and Wheat-Tester, which has been in general use throughout the world since 1880, when the first patent was issued.

Orders for machines and inquiries may be addressed to the president, James N. Stacy, 274 Yamhill street, Portland, Or., or to the secretary of the company, 618 Chamber of Commerce, Portland, Or.

Reservoir on Salt River.

PHOENIX, Ariz., April 15.—Charles D. Walcott, Director of the United States Geological Survey, having charge of the reclamation of arid lands by the Government, spoke here today before the Salt River Water-Users' Association and made known the Secretary's determination to construct a reservoir on the Salt River. It is the first reservoir site to be definitely and finally approved by the Secretary, and construction will begin this fall.

Land Withdrawn for Irrigation.

WASHINGTON, April 15.—The Commissioner of the General Land Office today ordered the temporary withdrawal from settlement of about 20,000 acres of land in New Mexico in connection with the Burton Lake irrigation project. He also ordered the temporary withdrawal of

small tracts in connection with the Pease reservoir scheme in New Mexico, the Grand River and Gunnison tunnel irrigation schemes in Colorado, and the Colorado River scheme in California.

TO SEE THE LAND.

(Continued from First Page.)

party will spend its first Sunday and the day following in Washington. Aside from an inspection of the Department of Agriculture and an informal reception by the officials of that office, the time in Washington will be devoted almost entirely to sightseeing, and to looking over the park system of the city and suburbs. From Washington the party goes into the blue grass country, stopping on the way at Martinsburg and Cincinnati.

One of the main objective points of the trip is Lexington, Ky., the home of the thoroughbred. Arrangements have been completed for giving the German visitors every opportunity to view the prominent stables and stockfarms that they may see for themselves where the famous trotters and other blooded stock are raised, and may have opportunity to examine some of the stock. The owners of the leading farms have extended invitations to the party, and as many as possible will be visited in the two days to be spent at Lexington.

With Homelike Surroundings.

On the 9th of May the visitors will arrive in St. Louis, where, for two days, they will be the guests of the German visitors, their renowned countryman, who contributed so much to making St. Louis famous. During their stay the Germans will visit the World's Fair grounds and other points of interest.

May 11 will be devoted to the stockyards of Kansas City, where the Kaiser's men will, for the first time, get an insight into the manner in which the enormous cattle industry of the United States is conducted, and will see for themselves how the animals are shipped, slaughtered and made ready for the market. They will also avail themselves of the invitations to inspect the large packing houses of the "beef trust," which will be thrown open for their benefit, that they may see the manner of preparing the meats which today enter so largely into our trade with Germany.

To Study Irrigation.

Several stops will be made, including Des Moines, Odebolt, Kearney and Ames, before the party enters the arid regions of Colorado and Utah. There one solid week will be devoted to the study of American methods of irrigation and the reclamation of arid wastes, particularly as it relates to the raising of sugar beets, a staple crop of Germany. Visits will be made to some of the largest irrigated farms, including those at Eaton and Greeley, where sugar factories have been established in late years; and one day will be given up to a trip to Pike's Peak. At Salt Lake City the entire party will be entertained by the president of the Utah Sugar Company.

In order that the visitors may have every opportunity to view the wonderful fruit-growing regions of California, an entire week will be spent in the southern portion of the state, stopping being made at Berkeley, Santa Rosa, Stockton, Fresno, Los Angeles, Salinas, Pajaro, Watsonville and San Jose. On June 1 the special car will return northward from the Golden Gate, running up to Portland.

In Oregon.

The visit to Oregon is looked forward to with more than usual interest. As the train bearing the special cars moves down the Willamette Valley occasional stops will be made to enable the visitors to gather information regarding the young, growing hop industry that has been established on a firm basis. At Medford the visitors will leave their train, and at Corvallis they will inspect the Agricultural Experiment Station, while at Salem a third stop will be made. Some considerable interest has been shown in the Oregon dairies, and several of the leading establishments of the Valley will be inspected, as the party has opportunity.

The party expects to reach Portland on the night of June 1, remaining throughout the following day, and on Wednesday morning will start eastward, making the first stop at Hood River. Locally they will pass through and stop off in the Hood River Valley at the one season of the year when they will have an opportunity to see and to taste a product of the soil that cannot be equaled anywhere else in the world. The party had been invited to extend the trip to Puget Sound, but as there is nothing in the agricultural line there that cannot be found in Oregon, and as there was a desire that the visitors should see the Palouse Valley, with its famous wheat fields, the northwest corner was cut off, and the trip led from Portland to Spokane, via Pendleton.

In the Cattle Country.

On their way through Montana stops will be made at two of the greatest ranches of the West, at Deer Lodge and Billings. The next stop is Fargo, N. D., in the heart of the most fertile and productive wheat fields in the world, those of the Red River Valley. June 11 and 12 will be spent in Minneapolis, where, by courtesy of the large milling firms, the visitors will be allowed to view the American methods of manufacturing flour, the flour that enters so extensively into the world's commerce.

On the way to Milwaukee, where another royal entertainment has been arranged by the man who "made Milwaukee famous," the distinguished visitors will make brief stops at some of the famous dairy farms of Southern Wisconsin. After two days spent in the shadow of the brewery, hurried inspections will be made of the orchards of Michigan, and the horse-breeding establishment at Wayne.

Chicago Stock Yards.

At Chicago the stock yards and packing houses will be studied for the best part of a day, and the little attention will be given to the large factories which turn out the great quantities of modern farming implements. No other stops will be made on the way to Boston, save at Detroit and Niagara Falls, although it had been originally planned to visit Cornell University at Ithaca. The prevalence of typhoid fever at that place, however, made it necessary to omit this side trip.

Inspector-General at Vancouver.

OREGONIAN NEWS BUREAU, Washington, April 15.—Major Lea Feiliger has been ordered to duty at Vancouver Barracks as Inspector-General of the Department of the Columbia.

Dresser's Bond Arrives.

OREGONIAN NEWS BUREAU, Washington, April 15.—The bond of A. B. Dresser, Inspector-General of the Department of the Columbia, arrived here today.

Krueger's Home Sold at Auction.

PHRETORIA, April 15.—The home owned by ex-President Krueger was sold at auction today for \$20,000.



CONDEMNS HARBOR JOBS

BOARD OF ENGINEERS' REPORT SPOILS SCHEME.

No More Money for Improvement of Creeks and Harbors Which Have No Commerce.

OREGONIAN NEWS BUREAU, Washington, April 15.—Results of the work accomplished by the special board of engineer officers, appointed under the last river and harbor act finally to pass upon all new river and harbor projects, are fast coming to the surface. The board has been at work for several months examining a number of plans for new work, or revised plans for old projects, among them works on the Pacific Coast. Within a short time, when the board's action is approved by the Secretary of War, it will be found that several projects of unavailing reputation will be turned down. While the task is enormous, this board will in the end be able practically to render useless further appropriations for the improvement of the streams that have little or no commerce, and for improving rivers where the cost is out of proportion to the benefits thereof. It will serve to put an end to the incorporation of jobs and steals in future river and harbor bills.

On the Pacific Coast appropriations have been made for several small streams which the board finds have absolutely no commerce. Some of the projects under advisement proposed to make six and eight-foot streams out of one and two-foot creeks. All these works will be adversely reported on by the board, and there is little doubt that its action will have the approval of Secretary Root.

Meritorious river and harbor works will profit by the elimination of worthless schemes, for money that is now appropriated for streams that are not navigable will be diverted to commercially valuable rivers and harbors, and Congressmen, realizing that it is useless to secure appropriations solely to have the money expended in their districts, will turn their efforts to better purposes.

The tendency of this board will be to operate against further appropriations being made, except for maintenance, for the Stuslaw, Upper Coquille and Long Tom rivers, and at Yaquina Bay, Oregon; while the Clearwater, Idaho and Fend d'Orelle will probably come in for like treatment.

Crackmen Wrecked the Vault and Safe of the Allan Bank.

Crackmen wrecked the vault and safe of the Allan Bank, at Allen, Kan., early yesterday and escaped with \$700. At Admire, another small town a few miles east of Allen, the postoffice was broken into and a small amount of money taken.

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No workmen in the world can do as much or use the same tools as the workmen of America. American workmen and women are capable of that. In why America is now beating the world in manufactures; all due to the brain and muscle of our Yankee men and women.

Unfortunately where there is smoke, dirt and dust and little sunlight there also can be found the germs of disease. Nature's great disinfectant is sunlight and fresh air promote the growth of animals and plants but kill the germs of disease. Air, free from dust, such as we have on the sea never permits the germs of disease to have any chance for growth and development. It is in the factory, the work-shop, the office, that men and women suffer from diseases which are in the dust and the bad air. Such disease germs enter into the blood in two ways, either through the lungs or stomach. If the blood is pure and rich, the liver and stomach in healthy active condition, the germs of disease cannot find a resting place there to multiply. Disease of the lungs, bronchitis and consumption, are very apt to spread through a factory where there is much fine dust in the air. The lungs become irritated and the germs find a fertile field for growth. Extreme weakness, feelings of nervous exhaustion, coughs and colds are the warning signals which should be heeded. One should not get into the very best possible condition right away.

After years of experience in an active practice, Dr. Pierce discovered a remedy that suited these conditions in a blood-maker and tissue-builder, which at the same time alleviates the cough. He called it Dr. Pierce's Golden Medical Discovery—an alternative extract that assists in the digestion and assimilation of the food in the stomach—so that the blood gets what it needs for food and oxidation, the liver is at the same time started into activity and there is perfect elimination of waste matter. When the blood is pure and rich, all the organs work without effort, and the body is like a perfect machine; if, however, any part is allowed to rust, and this human machine does not get its full supply of rich red blood (which acts like oil on machinery), then new fields are created in which the bacteria or germs of disease thrive and multiply. The germs of grip, malaria, catarrh or consumption find a fertile field if the body is not kept in perfect order and the blood pure. No

man or woman can be strong or feel happy who is suffering from indigestion. Because the stomach is diseased there is a diminution of the red corpuscles of the blood. This is why one is sleepless, is languid, nervous and irritable. Sensitive stomachs groan aloud at the irritating food liver oils, but they will get all the food elements the stomach requires by using the "Golden Medical Discovery."

Mr. Roy A. Reed, of Casper, Wyoming, writes: "For eight years I had catarrh of the throat in the very worst form; could hardly speak above a whisper for two years. I tried nearly a dozen patent medicines without relief. I was so discouraged that I just about decided catarrh could not be cured with any medicine. My father, however, advised me to try Dr. Pierce's medicine before giving up. I followed his advice and commenced using the medicine on the twentieth of December. I was surprised to note the result of the first month's treatment. After using six bottles of Dr. Pierce's Golden Medical Discovery, I was perfectly cured. It has been months since I have had a cough, and I have not had the least return of my trouble. I have felt better during the past two months than for seven winters previous to this time. The good your medicine has done me."

Mrs. Lydia James, of Ogdensburg, Wis., writes: "In regard to your medicine I will say that the 'Golden Medical Discovery' has done me more good than any other medicine I have ever used. I was sick in bed with liver complaint and kidney disease and fever when I began to take Dr. Pierce's Golden Medical Discovery. It has done me more good than any other medicine I have ever used. I was sick in bed with liver complaint and kidney disease and fever when I began to take Dr. Pierce's Golden Medical Discovery. It has done me more good than any other medicine I have ever used. I was sick in bed with liver complaint and kidney disease and fever when I began to take Dr. Pierce's Golden Medical Discovery. It has done me more good than any other medicine I have ever used."

Dr. Pierce's Pleasant Pellets, the best laxative for old people. They cure constipation and biliousness. A WONDERFUL BOOK. No book except the Bible and dictionary has circulated so widely as "The People's Common Sense Medical Adviser," by R. V. Pierce, M. D. Nearly two million copies have gone into circulation. Send for a copy in one-cent stamps, for this 1,000-page book in paper covers, or 35 cents for a copy in cloth binding. Address Dr. R. V. Pierce, Buffalo, N. Y.

It was found immediately above a stratum of coal.

Solomon Hellerstein, a boy who was arrested in Brooklyn, N. Y., for theft of a pocketbook, said he had been brought to court at the academy of crime run by two young men, brothers, in Manhattan. He declared the brothers had a staff of 30 boys from 12 to 19 years old and that they threatened to throw him if he did not join their gang. They distributed the city, he said, and sent certain boys out to work certain districts, getting a share of the stealing of all of them.

TELEGRAPHIC BREVITIES.

Cornelius Vanderbilt's yacht North Star is at Marselles. The sale by auction of the Benjamin collection realized \$18,530 in New York City. A mad dog in Morristown, N. J., bit 150 town dogs. Under orders from the Mayor 1000 dogs have been destroyed. Sir Charles Rivers, Weymouth, president of the Grand Trunk Railroad, Canada, and Lady Wilson sailed from Liverpool for New York yesterday. Hugh W. Bryson, who was arrested at Los Angeles for the charge of kidnapping Miss Catherine Howell. Dr. Lowry, secretary of the Kansas State Board of Health, has reported that the disease in Indiana is smallpox, thought to be bubonic plague is smallpox. One negro was drowned and another wounded by a pistol shot in a row between four negroes on a Mississippi River boat on the way up the river to St. Louis. Captain Edward Getfield, of Amherstburg, who mysteriously disappeared in Cleveland last summer, has been found in Windsor, Colo. He wrote home that he was ill.

The will of Benjamin F. Ayer, former general counsel for the Illinois Central Railroad, was filed in the Probate Court in Chicago yesterday. The estate of \$300,000 is left to relatives. Mrs. Lena Lillie, convicted of the murder last October of her husband, a grain broker, was yesterday, at David Greiner, N. Y., declared a new trial. The jury recommended life imprisonment. As the result of a collision between an interurban car and an automobile yesterday in Indianapolis, Ind., Dr. Charles Howard, of St. Paul, Ind., killed and Richard Rice, of Indianapolis, badly injured.

In the purchase of 35 acres of land at Indiana Harbor, Lake County, Ind., the Illinois Steel Company has secured a site for the proposed \$1,000,000 Portland cement manufacturing plant. The capacity will be 600 barrels a day. J. Jordan, aged 75, it is alleged, shot and killed his wife, Clara, and shot his son, George, Jr., probably fatally yesterday in New York City. He then shot himself fatally. He had a quarrel with his wife about six weeks ago. Harry C. Kline, a grocer, of Fort Wayne, Ind., during Friday night shot and fatally wounded 13-year-old Lizzie Jackson, who was in the store, and then killed himself. The bodies were found in Kille's store early in the morning.

Canal Committee at Panama.

COLON, April 15.—The members of the subcommittee of the United States Panama Canal Commission, who arrived here Thursday, went to Panama today for the purpose of calling on Governor Duran, who has reported to the committee and proceed to Bogota, the capital, on an important mission. The Governor's attitude toward the canal treaty is generally regarded as favorable.

Hospital for Sailors at Nome.

WASHINGTON, April 15.—A hospital for the benefit of sailors has been established at Cape Nome, Alaska, in connection with the Marine Hospital Service, and the hospital at Dutch Harbor will