

MAYOR DORAN OF ST. PAUL

Experiences the Invigorating Effect of Paine's Celery Compound.



Hon. F. B. Doran who has been several times honored by the citizens of St. Paul by re-election as mayor, possesses many of the characteristics that go to make the reputation of a "sound man," and is the last person in the world to publicly endorse anything of which he has not fully informed himself.

Mayor Doran decided to take Paine's celery compound this spring, having heard much of its wonderful efficacy from physicians, neighbors and intimate friends. He was not disappointed. His experience with this great remedy was so gratifying that a few days ago he sent the proprietors a testimonial which adds conclusive proof to the statement of physicians that, of all the spring remedies that can be had, Paine's celery compound stands far above all others in honest and great results.

March 21, 1901.
Dear Sir—I am convinced that everyone, sick or well, needs to take a spring remedy, and for that purpose I believe nothing can equal Paine's celery compound. I commend it especially to the nervously afflicted.
Very truly yours, F. B. DORAN.

DEFINITE AGREEMENT MADE.

Morgan and Kuhn, Loeb & Company Interests Are Reported to Have Come to Terms.

NEW YORK, May 17.—The Journal of Commerce says:

It seems to be generally acknowledged that the peace between the Morgan and the Kuhn, Loeb & Company interests in their contest for the control of the Northern Pacific has assumed the dignity of a definite settlement of future policy and that attempts will be made to reconstruct, so far as is necessary, the "community of interests" plan of railroad management on a new basis. This means that the Northwestern roads are to be brought more thoroughly and directly into the fold than has heretofore been contemplated.

Kuhn, Loeb & Company interests are already heavy holders in the Great Northern, and their recent purchases of Northern Pacific make that road a distinctly Harriman road notwithstanding that the nominal control shall still remain with J. P. Morgan & Company which, according to best information, is the present plan. The Harriman people will be adequately represented in the board of directors of the Northern Pacific and will be fully able to protect the Union Pacific from any encroachment in its territory by the Northern Pacific.

On the other hand, there have been active purchases of the Union Pacific stock by interests coming very close to J. P. Morgan & Company, so that the practical effect of the recent corner and the purchases responsible for it have been the exchange of Union Pacific stock for Northern Pacific stock. It is, of course, now a question of what financial arrangements will be made by the Harriman interests for financing their purchases of Northern Pacific, as it is taken for granted that they did not make such purchases on any private account but with the sole object of protecting Union Pacific's interests and it is therefore supposed that the recent heavy purchases of the Northern Pacific securities are to be turned over at their cost price to the Union Pacific, which will issue convertible four per cent bonds in payment. There are \$100,000,000 of these convertible bonds already authorized and only \$40,000,000 have thus far been issued.

It may be stated on authority that the matter of thus financing the Northern Pacific stock has not yet been officially considered by the Union Pacific board. There is no doubt, however,

because a man is growing old he need not be an invalid. Old age is not a disease. A man at sixty should be well, and many at seventy are as well as ever in their lives. But as age comes on the blood needs to be rid of rheumatism and the muscles of neuralgia; the nerves need feeding and the brain nourishment. Paine's celery compound is food for the brain and nerves. It builds up the strength of the body. The saddest ignorance is for a sick person not to know the remedy that will make him well. Fortunately, few people have failed to hear of the remarkable cures from the use of Paine's celery compound.

For rheumatism, neuralgia, impure blood, nervous diseases and kindred troubles, it is a positive cure. The experimental efforts of scores and scores of so-called spring remedies with which the market is constantly recirculated are in startling contrast with the thoroughly scientific way in which Paine's celery compound restores health and vigor to the worn-out blood and nerves.

New strength, new life, new health come from its use—especially in the spring. As to future performances in the solvent and channel, much will depend on circumstances. Fresh alterations may bring out fresh accidents and disappointments and the interval between this and the time for re-rigging for her outward voyage is fast closing up.

"The Man at the Wheel" in the Yachtman, criticizing the sailing of the new boat, says:

"Monday was just such another breeze as the Shamrock I had on the last day of the cup races with the somewhat disconcerting effect of enabling her to show a clean pair of heels to the new yacht. One should never, of course, judge the racing of a yacht by the first race. But in this instance the two boats were in practically the same case. Both have crews strange to them; both have new sails and gear. Even supposing for the sake of argument that the skipper of the new vessel is not keen to wind, a supposition we do not entertain in the slightest degree, it would puzzle him or any one else to account for her being beaten."

"On reach the Shamrock I is in many ways quite as dark a horse as the new craft and in her last race had no chance to show she could reach in a breeze. Her superior power would, we believe, have enabled her to beat the Columbia on that point. Even in wind she was obviously badly handicapped in that race."

"In proper trim and well sailed we believe she would have beaten the Columbia over the Westmouth course, not by so much, however, as she beat the new craft. This, however, does not by any means argue that the Shamrock II was out of the hunt. The breeze of Monday was not a cup breeze. If we see the new yacht beating the old one by ten minutes over a 30-mile course in such weather, we shall consider her chances good and should not care if she were beaten by half an hour in a desert breeze."

"If Shamrock II should turn out less speedily than we hope, it would certainly be a most amazing thing if after all Sir Thomas Lipton had to fall back on the old boat and with her win the cup. Should such an event occur some difficulty might arise under the deed of gift provisions. The New York Yachtmen know very well that the Shamrock I would sail a vastly improved boat though their opinions as to her chances might not be very high."

SHAMROCK AGAIN VISIBLE.

Comments Upon Her Appearance as She Rides Clear of the Water and Free From Drapings.

NEW YORK, May 17.—A dispatch to the Herald from Southampton says: No. 5, Prince of Wales dock, Southampton, saw a more than unusually interesting sight when, clear of the water and entirely free from petticoats or drapings of any character, the Shamrock II, submitted once more to the public gaze. There were among the spectators some passengers, numbering among them a few ladies just ready to go aboard the St. Paul for New York, while khaki was in evidence as worn by men just off the transports and also new in young lads just going out.

Some Scotch citizens had arrived over night from the Denny's yard. These were busy all over the boat under the superintendence of Mr. Ward and Manager Leven, of the firm, Sir Thomas Lipton, in full yachting dress, was a keen onlooker. The designer, Mr. Watson, in a Scotch tweed suit and bowler hat, watched every little operation in his usual keensighted critical manner.

The challenger has already been fully described as to many of her peculiarities. After what little sailing she has done, however, it is interesting to note that her tall, straight telescopic mast, set five feet in front of the fore-foot of her bulb keel, rather disturbs one's idea of sail carrying. From the deck point of view one might take her as the advance half of one of those close masted schooners the designer gave the world in the Lenore, with which he won the gold medal of the London Shipwrights' Society in 1882.

The bulb keel, under the main trunk of the vessel, which widens as it goes down, is very deep. It does not seem impossible that the boat was somewhat strained about the rudder casing when it involuntarily rested on the Solent bank on her first sail-stretching spin. The leverage at any rate was considerable and if the hull was not damaged some part of her great nervous system may have suffered. There are of course a large number of rumors of a new head character floating about Southampton but to these one has to pay little attention.

As to future performances in the solvent and channel, much will depend on circumstances. Fresh alterations may bring out fresh accidents and disappointments and the interval between this and the time for re-rigging for her outward voyage is fast closing up.

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ANTI-AMERICAN IRRITATION.

Englishmen Stirred Up Over Reports Respecting American Enterprises in England.

NEW YORK, May 17.—A dispatch to the Tribune from London says: Not a little of the anti-American irritation now existing in England is due to exaggerated or unfounded reports, published by the half-penny press, respecting American enterprises. Englishmen breakfast and dine upon sensational stories that Americans are picking up one British interest after another and are coming over to manage everything from underground electric railways to dock-holding machinery, to flood the market with American notions and to drive the British flag from the seas. These fantastic fictions are accompanied by silly lead-ers warning Englishmen that their supremacy is challenged and their commerce menaced and that their institutions and methods are chiefly remarkable for iniquity and ineffectuality.

With their press ringing it into their ears that Americans have taken pity on them and are trying to bring them up to date in their business relations, it is not strange that they frown and lose their tempers whenever America is mentioned and especially when any comparison is made between English and American methods of financing a great war or capturing guerrillas.

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PRIEST PROBABLY MURDERED.

Body Found in Room of an Alleged Doctor in New York.

NEW YORK, May 17.—The body of Rev. Edward S. Phillips, of St. Gabriel's church, Hazleton, Pa., who recently had a conference with J. P. Morgan in reference to the threatened strike in the iron and coal regions of Pennsylvania, was found in a house on Ninth avenue this morning.

The coroner says that the identification can hardly be questioned, as papers found on the body seem to prove it. The police are working on what may prove to be a murder.

Dr. Kirk Stanley, formerly of San Francisco, a massage operator, in whose room the body was found, is under arrest as a suspicious person.

Decomposition had advanced so far when the body was discovered that a cursory examination was not sufficient to reveal the cause of death and an autopsy will be held.

Stanley has been subjected to rigid examination and he is said to have told conflicting stories. Mrs. Permus, from whom Stanley leased four rooms, in one of which the body was found, says that her tenant claimed to be from San Francisco and called himself "Dr. Stanley." He was accompanied by a young woman whom he introduced as his wife.

The body was discovered by Mrs. Permus' daughter, who went to Stanley's apartments to remove some bedding which was hanging out of the window. The police were immediately notified, and a search of the body disclosed a number of papers. Among them was a letter from John Mitchell, president of the United Mine workers, and addressed to Rev. Dr. Edward S. Phillips, Hazleton. There were also several telegrams from Mitchell, a half-rate coupon such as is issued to clergy-men and several receipts made out in Dr. Phillips' name.

It was made public for the first time after the identification of the body that two confidential alarms had been sent out by Captain of Detectives Titus for Mr. Phillips, who, according to this information, had been missing from his home in Hazleton since April 25.

Police Captain Donahue, after examining the body, the rooms and effects of the dead man, sent out a general alarm for the apprehension of Stanley. Shortly after midnight Stanley was apprehended on Fifth street, near Eighth avenue. Stanley accompanied the policeman and when he reached the house was taken at once to Captain Donahue's private office and was later locked up.

The prisoner seemed to be suffering from the effects of drink or drugs. His manner was that of a man who was badly dazed. He said his name was Kirk Stanley, and that he had come to this city about a year and a half ago. He said they called him a doctor, but he had no diploma. He was a massage operator, and intended to open an office here.

The police are searching for a woman who was known as Stanley's wife. They say this woman left the house in Ninth avenue May 9, and has not yet returned. Father Phillips disappeared May 8.

Stanley is said to have a wife and a 12-year-old son in San Francisco, and is said to have resided at the Palace Hotel in that city. After coming to New York he frequently received \$100 checks from Alameda, Cal. He professed to cure rheumatism by the application of air at a temperature of about 400 degrees.

Today Stanley was arraigned in police court and was remanded to the custody of the coroner. He refused to make any statement in court.

The body of Father Phillips was removed to the morgue. Dr. A. F. Dougherty, of Wilkesbarre, Pa., who said he is a nephew of the priest, identified the body. He said Father Phillips had come to the city to buy some statuary for his church.

Coroner Bausch committed Stanley to the Tombs in default of \$10,000 bail to await the result of the autopsy. Stanley, in an interview with a reporter, said:

"This is terrible. I thought I had been arrested for a debt of \$5 I owed a Mrs. Goldstein. I did not know the body of the priest was in my room."

In a talk with Coroner Bausch, Stanley had said he met Phillips on the street talking with two girls; that he joined the party and invited them to his rooms; that while there they drank until the girls left, and that afterwards he and Phillips were sick. But recovered after taking some medicine that Phillips had with him.

"Do you know the names of the two girls you say you and the priest brought to your rooms on the morning of May 9?" the reporter asked Stanley.

"I do not, and I don't think I would recognize them if I were to see them again."

"The police say the woman who lived with you as your wife brought the priest there that morning."

"That's a lie," he cried excitedly. "She was not there that day at all."

ELABORATE STEAMSHIP SYSTEM.

Hamburg-American Line Will Run Six New Passenger Vessels Between San Francisco and the Orient.

NEW YORK, May 17.—The Record-Herald says: An official of the Santa Fe road last night confirmed the statement that Paul Morton, second vice-president of the Santa Fe, was in New York in consultation with the Hamburg-American line officials looking to the establishment of an elaborate steamship system between San Francisco and the far East. If Mr. Morton is successful the steamship company will within one year establish a line of freight and passenger steamers running out of San Francisco. The steamers will touch at Honolulu, Yokohama, Hong Kong, Shanghai and other cities.

It is the object purpose to better the line of freighters and also to put into service within two years six new passenger steamers.

NEW YORK, May 17.—Discussing the plans of the Hamburg-American Steamship Company's purchase of the Atlas Steamship Line and the negotiations with the Atchafalaya, Topeka & Santa Fe Railroad, Albert Ballin, one of the Hamburg-American directors, in an interview just prior to sailing for Europe, said:

"The enterprise is so vast that it is difficult to give a comprehensive idea of it. I am sorry the plan has become public, but since it has I'll admit that the purchase of the last line is a part of our general scheme and that we are negotiating for the control of the Atchafalaya, Topeka & Santa Fe Railroad."

"Our company owns today 127 ocean steamers. It is the largest steamship company in the world. With the acquisition of the railroad to transport our freight and passengers across this continent, our line will practically encircle the globe and we will control long-distance shipments."

"We will be able to transport direct our own lines. We will be able to carry European products to Oriental markets much cheaper than by the present method of transportation. Also the Atlantic market will be able to get its products to Europe much cheaper than from Hamburg to Hong Kong over our line."

"By the purchase of the Atlas steamships, the Hamburg-American line did not obtain any concessions on the isthmus or in any part of Central America. It is not the intention of the company to cause the least embarrassment to the Nicaragua Canal Company. We shall make no attempt to establish trade communication by the route mentioned with Pacific ports."

ARMY DEBATE IN HOUSE.

Sensation Created by Announcement That at One Time in 1899 England Was Nearly Out of Ammunition.

NEW YORK, May 17.—A dispatch to the Tribune from London says: The army debate in the house of commons last night was interesting rather than instructive. Lord Roberts occupied a seat in the peers' gallery and watched the sham fight which was being conducted on the floor of the house. There was one man who knew more about the needs and conditions of the British army than any one else in the country and he was compelled to remain a mere silent auditor while party politicians discussed the details of the scheme.

Mr. Broderick, although he did not make a speech, gained the respect and confidence of the house by his deep sincerity and earnestness. He had, of course, to refer to Winston Churchill and taunted him on his hereditary desire to run in the peers' gallery on a scale. Mr. Asquith made by far the most convincing speech heard on the subject from the opposition benches. He denied that the country would have been better prepared for the South Africa if the proposed scheme had existed in 1899.

Mr. Balfour had not intended taking part in the debate but he deemed it advisable to reply to Mr. Asquith. The leader of the house spoke with delightful animation, but he was not very convincing. One sensation his speech certainly did contain; that was a revelation of the fact that at one time in 1899 there were in the United Kingdom only 3300 rounds of small arms ammunition. The government majority of 142 on the resolution was about in accordance with the general expectation.

RESCUED BY WARSHIP.

NEW YORK, May 17.—A dispatch to the Herald from St. Pierre, Miquelon, says: The French warship D'Assas, with four hundred French fishermen from the damaged steamer Jeanne Consell, has arrived here from the Azores. The vessel was delayed by fog.

Smallpox appeared among the passengers on May 11. There are now four dead cases. The warship is strictly quarantined.

Correct-Attest: W. C. Flavel, W. F. McGee, Directors.

ANTI-AMERICAN SENTIMENT.

Austria Is Framing New Tariff Designed to Shut Out American Competition.

NEW YORK, May 17.—A dispatch to the Journal and Advertiser from Paris says: Addison Harris, ex-United States minister to Austria, is now in Paris on his way home. He gave to the correspondent the following statement on the commercial sentiment of European nations against the United States:

"In 1887 the Austro-Hungarian minister of financial affairs urged on the Austrian parliament the necessity for a continental bond against the United States of America. It was reported that he also addressed notes on the subject to European courts. Austria, in pursuance of this policy is now engaged in framing a new tariff which it is expected Hungary will ratify, thus making the new Austro-Hungarian tariff take effect in 1902."

"That year the triple alliance expires by limitation, an also do the commercial treaties between the three powers. It is reliably reported that these powers will co-operate commercially at the same time as they renew their marital alliance."

"The board of trade of Austria is diligently engaged in collecting data and framing schedules and the minister of finance will soon submit the proposed new law to the Austrian parliament. The terms of the schedule have not yet been made public but one well informed said to me:

"After we get our new commercial treaties with Germany and Italy then if the United States want to trade with us they must offer high inducements."

"Of course how Austria and Hungary may formulate their common tariff is not entirely assured. On this the commercial treaties with Germany and Italy must rest. But the sentiment of farmers and manufacturers is for high protection with favoritism to their political allies."

"The operations of Mr. Morgan and his associates have energized the people of central Europe. They are not afraid; they have foreseen the fierce struggle with the United States and have been preparing for the fray. Including Italy, Germany and Austria there are 150,000,000 persons between the Mediterranean and the Baltic. They produce everything we do except cotton. Germany's iron works are second to none and the question remaining with the merchants of Budapest is, 'What is the price of grain in Chicago?'"

"The upholders of the triple alliance claim they have controlled the peace of Europe during the last two years. They contend that with a similar commercial alliance they can regulate the commerce of Europe."

"I do not think the Austrian minister sent investigators to the chambers of Europe to join in a coalition against the United States. If he had he would not tell. Anyway, the time is not ripe for such action. European coalition is almost impossible but it is exceedingly difficult."

MAIL ROUTE TO NOME.

Government Will Establish One by Overland Trail From Kama.