

GRUNSKY RETURNS FROM WASHINGTON

Commission Devising Means for Supplying Panama and Colon With Water and an Adequate Sewer System.

(Special Dispatch by Leased Wire to The Journal.)
San Francisco, June 18.—City Engineer C. E. Grunsky returned home last night direct from Washington, where he has been in session with his colleagues of the isthmian canal commission, perfecting organization for the design and construction of the intercanal waterway. He was seen this morning at his home and gave the following account of the efforts and accomplishment of the commission.

"Our session in Washington," he said, "was held for the special purpose of devising means for supplying Panama and Colon with water, as well as designing an adequate sewer system for these two cities. While sitting we also appointed four engineers to return to the isthmus to make special investigations along the line of the canal as a basis for the final plan for the work."

"The visit of the commission to Panama, from which it returned only recently, was largely in connection with governmental matters in the canal zone of which we came into possession last May. Our visit only extended over a period of two weeks, so you can see that aside from arrangements of a governmental nature little was done."

700 Now Employed.
"Of course the work on the canal has been in progress for some time under the French canal company and there are from 600 to 700 laborers employed in excavating. This work, without any change of labor, we have allowed to proceed. General Davis and Colonel Becker, both members of the commission, have re-

mained there to supervise this work. "As to definite plans for the construction of this great passageway, it will be upward of a year before these can be completed. One of the problems to be solved before any definite arrangements can be agreed upon is what shall be the elevation of the canal. Shall it be sea level or shall it be a canal with locks? There are, altogether, 80 persons, consisting of engineers and well-to-do, on the isthmus now, trying to solve this problem of elevation.

"The labor question will not come up until later. It will be a year or two before it will be required in large numbers, and then the work will be done largely under contracts, which will take the employment of labor out of the area in session with the government. Whether it will be done by native and Jamaican negroes or imported labor I cannot say."

May Take 20 Years.
"As to when the canal will be completed, it is hard to say. It is estimated that it will take from eight to 20 years, according to the elevation at which the canal is cut. Ten years is a good means to use as a basis for calculation."

Mr. Grunsky says that in all probability the entire commission will return to the isthmus in August. "The gentlemen on the commission who are in session with the government in Washington are Admiral Walker, Prof. W. H. Burr and Maj. B. M. Harrod. It is the intention of the commission that the various members will take turns in returning to the isthmus and superintending the work in progress there."

WAR NEWS IS BURIED

(Continued from Page One.)
Admiral Mahoroff was either reckless or incompetent, for at the same time came the news that the vessel was herself loaded with mines, and that she had gone into action with that explosive freight.

Here was a dilemma for the casuists of the Russian navy. On the one hand they were fools, and on the other they were incapable. About this time a glimmer of the truth came to us in the story of refugees just out of Port Arthur to the effect that the Petropavlovsk had blown up by a Japanese mine laid on March 27th, when the clever little islanders were pretending to sink a submarine boat in either navy. I relate this incident merely to emphasize my contention that the telegraphic accounts of the passages of this war are not to be accepted on the face of news they are supposed to convey. The Russo-Japanese war is a trust war operated by a close corporation. It is not the intention of either side to permit the outside world to know what they are doing if this knowledge can be suppressed by the most florid censorship and the utmost application of every stringency of martial law.

When the Russian hateth he chas-

Additional reflection on Russian perspicacity and Russian foresight was too much—a naval board of inquiry was assembled and after listening to all the evidence deemed necessary it was solemnly declared that the Petropavlovsk had ceased at the instant behest of a submarine torpedo boat.

And all the world knows that there is not a submarine boat in either navy. I relate this incident merely to emphasize my contention that the telegraphic accounts of the passages of this war are not to be accepted on the face of news they are supposed to convey. The Russo-Japanese war is a trust war operated by a close corporation. It is not the intention of either side to permit the outside world to know what they are doing if this knowledge can be suppressed by the most florid censorship and the utmost application of every stringency of martial law.

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It is really dangerous to go to any ordinary optician or eye specialist for glasses, as the eye will accept the wrong glass at first easier than it will the right one, and because there are so many serious diseases of the eye which cause pain in and around the eyes, headache, burning sensation when reading or in the sunlight which if neglected will often cause blindness. Many chances of curing eye ailments are destroyed by going to some optician with your eyes who assures you that you need glasses when you do not.

Any person for \$5.00 or \$10.00 can get a diploma as a "graduate optician," "doctor of optics" or "doctor of ophthalmology, and otiology" in from one to three months from almost any optical college in America, and call themselves "eye specialists" or Dr. So and So, without ever having been inside of a medical college.

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LAYING SITKA-SEATTLE CABLE

(Special Dispatch to The Journal.)
Seattle, June 18.—To finish laying the government cable from Sitka to Seattle, the cableship Burnside sails tomorrow morning. The vessel has enough cable to extend the line southward to Teatosh. Upon reaching the strait of Juan De Fuca, the end will be buoyed. The Burnside will then proceed to Tacoma for more cable to bring the line to Arlington dock, where connections will be made with the isthmian and superintending the work in progress there.

Should the weather conditions be favorable the Burnside will probably have the cable completed in two weeks. Seattle will then be in connection with Sitka, Skagway and Haines. The second consignment of the Juneau cable has been shipped from Bayonne, N. J., on a special train of 31 cars.

This shipment of 200 tons is a part of the 1,400 tons. When the line is in operation it will give a government cable and telegraph system, all American, from Seattle to St. Michael. It is expected that the wireless system will be working between Nome and St. Michael by winter, and thus place the United States directly in communication with the gold fields during the closed season.

TOTAL IS NOW 1074

(Continued from Page One.)
that the United States officials are responsible for the terrible outcome of an accident that, properly handled, and with proper life saving apparatus, should not have resulted in any such great calamity. The responsibility, moral and financial, is indeed enormous.

Secretary of Commerce Cortelyou has disappeared from town after telling his subordinates in the steamboat inspection office to say nothing more about the accident.

The fact that many of the life preservers of the Slocum were proven by the supreme test of loss of life to be worthless, is shown.

The supervising inspector, Rodis, who is in charge of the ports from Canada to the Virginia coast, is very reluctant to talk.

"If you know," he was asked, "that a majority of the preservers on the Slocum were of the year 1891?"

"I cannot speak on that subject," he said.

"Does not the death rate on the boat show that something was radically wrong?"

"I am not going to answer any questions that are in this position now."

"Will you send an inspector to the sister ship of the Slocum, the Grand Republic, to make a test of the life saving apparatus aboard?"

"Such application must be made in writing and duly considered."

"Do you believe that anything would result from such an investigation?"

"No."

"Then a citizens' application for such an investigation would receive no consideration."

"In my opinion the board would not act on such a request. All such requests must be made by the owners or masters of such vessels. The board does not devote its time attending to the requests of the public."

"Does not this ruling permit the owners and masters of the boats in the harbor to do about as they wish?"

"I do not take it to be so."

"May not the inspectors of this harbor undertake to make an investigation on their own part without waiting for requests from the officers or owners of boats?"

"This office is executive, not punitive. We get the information as to different vessels from a collector of customs and from other sources, but there is no provision for inspections other than the annual one of that boat. That inspection is made by our trusted and experienced employees."

"But do not results show that in spite of all regulations the Slocum carried rotten life preservers?"

"I cannot discuss that question."

"In view of the experiment made by representatives of the American proving that a specimen life preserver from the Slocum would not sustain the weight of a human body, do you still insist that the inspection was properly made?"

"I cannot answer, my lips are sealed."

"You have been shown a preserver from which the granulated cork was running through tears in the rotten canvas. What do you think of that?"

"Noting to say."

Cornerberry of the Bronx, has called the inquest for Monday and in the meantime has learned many facts that promise to bear on the case. Assistant District Attorney Garvan will be present at this inquest.

The fire marshal summoned the engineer and the assistant engineer of the Slocum before him today. The latter was accompanied by T. E. Chancellor, of the law firm of which ex-Governor Black is the head. The witnesses were not expected, but were told to come back on Tuesday. The entire week promises to be filled with the various causes for the accident.

Meantime the grand jury will be ready to take any evidence that may be placed before it. Commissioner McAdoo was authorized today by the mayor to arrange for the crumpling of the wreck and the employment of a wrecking company to do that work and make further search for the bodies.

The mayor found that the underwriters would not spend more than \$5,000 for the work, while no company would undertake it for less than \$12,000.

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Best Ladies' Syringe Ever Made
\$2.98
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The Rex Fountain Syringe
2-quart, with hard rubber fittings.....**53c**

Aseptic Stomizers No. 21
Sulphur for medicinal or toilet use.....**26c**

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Will not crack and ruin your fruit, dozen.....**10c**

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Every piece complete, ready to attach to your faucet. Every foot guaranteed against defect—50-foot lengths.

"Competition" half-inch.....	\$2.45
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Half-inch cotton, best grade.....	\$4.95
The "Century" Lawn Sprinkler.....	\$1.45

The best sprinkler on the market, covers 500 square feet.

The Royal Fountain Syringe
Best red rubber cloth insertion, complete with fittings, 2-quart.....**95c**

Pure Gum Bottle Nipples, 2 for 5c

8-Ounce Graduated Nursers 5c

Tubing for Fountain Syringes, per Yard, 10c

Bath Sprays
Can be attached to any faucet, complete with connections.....**95c**
BATHING CAP.....**10c**

PICNICKERS!
200 Paper Napkins.....**15c**
100 Paper Straws.....**7c**

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SEATTLE MAN FINDS GEMS WORTH \$1,000

(Special Dispatch to The Journal.)
Seattle, June 18.—Mrs. Peter Muttly's diamonds, worth more than \$1,000, have been found. The finder is J. L. Evans, proprietor of a butter store. Evans will claim the \$400 reward offered for the return of the gems. This morning, Evans notified Mrs. Muttly by telephone at her home in Port Townsend that he had her diamonds and would return them when the reward was paid.

BELL IN DEFENSE OF HIS ORDERS

(Continued from Page One.)
tram corporations rule that city. They do it by corruption. They control the police force and sheriff and stop at nothing to subvert the ballot, stuff the boxes with fraudulent votes and count out qualified voters. Some of their franchisees are about to expire. They want new ones. They believe they could get them on terms satisfactory to themselves only from men they themselves should elect to office.

MARINE COMMITTEE INVITED HERE

Acting on information furnished by United States Senator John H. Mitchell that an invitation will induce the merchant marine commission—which goes to the sound cities next month—to come to Portland, the chamber of commerce has extended such invitation.

WILL MARRY ALFONSO TO BRITISH PRINCESS

(Copyright, Hearst News Service, by Leased Wire to The Journal.)
Rome, June 18.—The persistent refusal of Plus X to grant King Alfonso of Spain a dispensation to wed his cousin has decided the Spanish ministry to change the program.

GEORGE H. JONES, A SALEM PIONEER, DIES

(Special Dispatch to The Journal.)
Salem, Or., June 18.—George H. Jones, one of Salem's oldest pioneers, died at his home today. He was born in New York in 1822, and came to Salem in 1852, crossing the plains with an ox team. He was married five times, and his last wife is still living.

MRS. O. O. JENNINGS DENIES CHARGES

In answer to the divorce suit recently brought against Helen C. Jennings by O. O. Jennings, in which she alleges that she has been unfaithful, naming J. S. Seed as co-respondent, Mrs. Jennings enters a general denial of the charges. In an answer filed yesterday she asks the court for \$250 to cover the costs of contesting the action and for \$50 a month from her husband to support herself and child. Mrs. Jennings that she has failed to support her child since May 7, 1904.

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REDUCTION IN RATE IS UNSATISFACTORY

(Special Dispatch to The Journal.)
Seattle, June 18.—The recent reduction in rate on spruce and hemlock lumber authorized by the transcontinental lines is unsatisfactory to the western men and a meeting will be held in Tacoma next week to formulate a new plan of attack. Incidentally the meeting will endeavor to devise a plan whereby the output of the mills may be curtailed and perhaps shut down on certain days.

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