# LET SENATOR FRYE EXPLAIN.

The Two Million Dellar Limit mendment.

The much vaunted amendment to the senate ship subsidy bill purporting to limit "speed compensation" (see bill as reported by Mr. Frye to the senate. page 6, lines 19-22) is a grotesque sham. It reads:

"Of which nine millions of dollars not more

The paragraphs thus affected are those which provide for subsidy to ships of speed as follows:

"Eighth.-Twenty knots and less than 11 knots, "Ninth.-Twenty-one knots or over."

From the report lately made for 1900 by the United States commissioner of navigation we find that of United States steamers of 20 knots speed or over there are just four in existencethe New York, the Paris, the St. Louis and the St. Paul-all of them owned by the International Navigation company (the Standard Oil and Pennsylvania railroad concern, of which Mr. Griscom is president).

By the same report the commissioner gave a list of foreign steamers that might come in under the subsidy bill. these not a single one was above 18 knots speed; hence none of them comes under the eighth and ninth paragraphs of clause b in question.

Moreover, in his report as to ships under construction abroad for American capital, Commissioner Chamber-lain shows not a single one of these ns over 17 knots speed; hence none of these comes within paragraphs eighth and ninth of clause b in question.

Again, the commissioner of navigation reports as to the vessels intended for foreign trade under construction or contract in United States shipyards. Of this shipping not a single vessel was of over 18 knots speed, and therefore none of it would come under paragraphs eighth and ninth of clause b in question.

Finally, on behalf of the promoters of this bill, Mr. Clyde testified Jan. 10, 1900 (see House Hearings of that date, page 34):

"We know from inquiries we have made as to what ships will be built if this bill is passed that all of the vessels contemplated will be vessels of moderate speed-none of them exceeding 17 knots".

too slow to come under paragraphs eighth and ninth in clause b

To sum up, the New York, the Paris, the St. Paul and the St. Louis, all owned by the International Navigaeither in existence or building or contracted for or probably to be contracted for, should this measure become a law, that are or will come under paragraphs eighth and ninth of clause h

reported by Senator Frye therefore is:

Since the highest estimate by critics could get under the bill as it originally stood was less than \$2,000,tends to limit the stupendous job of the bill.

#### Republican party should shoulder the sponsibility for such a scheme. There are many Republicans who do SHIP SUBSIDY BILL. not oppose Boss Hanna in the caucuses

pockets of special beneficiaries.

Some Points on Subsidy.

Of the many protests that have been

called forth by Senator Hanna's greedy

# SPECIAL WASHINGTON LETTER.

The Pruning to Which the Bill Has Been Subjected - Letting Others into "the Divide"-The Attitude of Dissatisfied Republicans.

WASHINGTON, D. C .- The advocates of the Hanna-Frye-Payne ship subsidy bill continue to retreat before the critles of that measure.

When it was first presented to the be which him eminious of dother had now more than two millions of dother shall in respect of high one fiscal year, be paid as compensation to be vessels described in paragraphs eighth and inthe first days of the now expiring congress, the result of driven into line by the party white senate by Senator Hanna during the congress, the favored few who at first they said that it was the result of started out to bag all the game can hardly revert to their first purpose many months of study by the shipping experts and the best law constructors when the next congress convenes. of the country, that it condensed into hope of the reasonably good Republica congressional bill lifetimes of study ans is that in the next congress they upon the best means of building up the It the elements of fairness to those enmerchant marine and that it was as gaged in the shipbuilding and the ship perfect as human brains could make it sailing business. The hope of those op-posed to the subsidy principle is that and ready for passage without any amateur legislative tinkering. This was when it carried an unlimitnostrils of the fair minded public will

cd appropriation. What it would have done for the country in its thus perfected state the Lord only knows. Very soon a howl of protest went up from Dan to Beersheba against the "unlimited provisions" of the measure, and an amendment was accepted limiting the

appropriation to \$9,000,000 a year. Ever since this time the elasticity of the bill's perfection has been drawn

upon. Its advocates have yielded inch by inch until the bill has guite a different complexion from the unphotographable countenance that it at first presented. But with all this carving and splicing and remolding it retains its essential feature of taking out of the nockets of the whole people some \$200,000,000 for the benefit of a favored few composed mainly of the lifetime

experts who drew the bill. The critics to whom its original promoters have been yielding are all within the Republican party and among those whose support has been counted on from the beginning. If the supposed friends of the measure have brought upon it the disfigurement that now appears, what would it look like if its opponents drove their criticisms through the employment of Americans as sea it? Verily it would only be useful for men is completely nullified by the conwaste paper!

This constant retreating of the advocates of the bill does not indicate that it is a measure founded on principle. but that it is a desire to pilfer from the treasury many millions for the benefit of private parties. None of the changes

that have been made apply to the principles or purposes of the bill. Those originally provided for wanted to transtion company, are the only vessels for from the taxpavers' money to their pockets \$9,000,000 a year. Finding that they had overreached themselves, they have gradually let others into the "di-Now all of those originally in and those let in and their various pot The true reading of the amendment swabbers and bottle washers are de-

claring that the bill has been perfectly "Of which vine millions of dollars not more ian two millions of dollars (22,000,000) shall, i respect of any one fixed penr, be paid as suppensation to the International Narigution anyony is respect of the four best steamers, the New York, the Paris, the St. Paul and the who oppose this sort of grab on princi-

ple. They have also forgotten a numof the amount which these four ships ber of Republicans who feel the same sort of opposition. They have forgotten likewise the miscellaneous But ever 000, Senator Frye ought to explain why the sum named was so liberally been let into the "divide." The result calculated and how the amendment of this forgetfulness will be the failure

which, in behalf of his great passen-There has been no lobby in Washingger steamers, Mr. Griscom, through ton opposing the ship subsidy bill, but Senator Frye, is pushing under the there have been some very strong men pretense that he is working in aid of who have worked hard against this measure as a matter of principle. Some American exports.

Convict Labor In Louisiana. The board of control of the Louisiana or the steering committee meetings State penitentiary closed a deal recent who will still lend the weight of their ly for two immense plantations, and influence to the postponement of the bill. These Republicans are still not next year over 500 convicts will work them, the crops going to the state

satisfied with the methods of division. This action was taken under the new During the last days of this rapidly law providing for the handling and waning session they are getting all the care of convicts. In this way it oncessions that they can get. They pected to work extensive prison reknow that they can now get many forms, the convict lease system being nore concessions than they could ge abolished. The plantations are in West in a long session, where there would be Feliciana and Iberia parishes. On the the greater probability of their being former cotton will be raised and on the latter sugar. Louisiana has about Having made these concessions in this 1,000 convicts.

#### Whom Does This Hit?

District assembly 49, Knights of La. The bor (Hayes organization). New York -ity, has adopted resolutions of regret for the denth of Martin Irons, a former can pass a ship subsidy bill having in district master workman in the order. Irons is praised for his devotion to the principles of the order and his sacrifices in the cause of oppressed hu-manity. The resolutions condemn the stench this bill will leave in the hose who persecuted him, and demake it impossible to pass in the next eserted him, and pledged the district ongress any sort of a bill transferring psembly to keep his name before the by any kind of a division \$200,000,000 members of the order as one of its from the pockets of the people to the martyrs.

### Education in Porto Rico.

scheme for giving a bounty to the The expense of maintaininn schools Griscom line of steamers and its affilin Porto Rico is very high, if we conlated concerns, that contained in a resider the amount spent for the small ent editorial of the New York Evening number of pupils enrolled; but as Post is perhaps at once the most conthat country is gradually brought in cise and most comprehensive. In its closer touch with our own, their sys isual incisive style The Post points tem will evidently be changed, until out how the bill evades its ostensible it reaches our present state of perfectobject of aiding the exportation of ion. In this country the people are being educated to the fact, that there American products, which could oblously be best attained by making is a sure cure for dyspepsia, indiges-tion, constipation, kidney and liver troubles, and that medicine is Hostetthe subsidy earned contingent on the amount of cargo carried, and how the called cargo amendment, introter's Stomach Bitters. It should be fuced avowedly to accomplish this obtaken at the very first symptom, if you would avoid unnecessary sufferlect, is a most transparent sham, be cause of the little joker contained, aling. It will give prompt relief and lowing a charter of space by the year to be substituted for the actual carrying of eargo. Passing to the matter of wages, it shows how neatly the protifty years. islon on its face designed to insure

### Southern California.

Notable among the pleasures afforddition that if Americans cannot "reasonably be obtained" this proed by the Shasta route is the winter vision is to be waived. In other trip to Southern California and Arizowords, if they will not compete at the na. Renewed acquaintance with this lowest current rate of wages, the ship section will ever develop fresh points of interest and added sources of en-joyment, under its sunny skies, in the variety of its industries, in its prolific vegetation and among its numberlos resorts of mountain, shore, valley and plain. The two daily Shasta trains from Portland to California have been recently equipped with the mote been owners who are being subsidized are of interest and added sources of enleft free to exercise the right under the revised statutes to engage their crews in foreign ports for a round voyage, as the commissioner of navigation, one of the advocates of the bill, has admitted that it is already their

On the question of speed there is a special bonus for fast passenger ships sleeping cars, but the low rates of fare will still continue in effect. Illustraton the theory that such vessels would be available for use in war-one of most objectionable features of the bill, by the way, as it makes its greatest benefits go to the boats carrying least A., Portland, Oregon. argo. But here The Post calls attention

#### FLOCKING TO FATHERLAND. to the fallacy of this provision, as it is ased not on actual performances, but Workmen Now Going to Germany, on a trial trip of six hours a compari-

Instead of Away From There. son that every one knows to be perfect-A special Bremen correspondent ly ridiculous. Finally the similarity to sends the following interesting infor a bunko scheme is clearly shown of the provision in regard to admitting for | mation to an American paper:

Germany is becoming a land of immieign built vessels to subsidy privileges that only such vessels shall be eligible gration, after having sent for years millions of her own people to foreign as were owned by or under construction for Americans prior to Feb. 1. countries. To such an extent have 1899, thus limiting this advantage in conditions been reversed that in 1899 number of immi ants far exceed

# Progress. **Progress.** In its giving and its gretting, In its smilling and its fretting, In its peaceful years of toiling And its askuld days of war, Ever on the world is moving. And all human life is proving It is reaching toward the purpose That the great God meant it for.

Through its laughing and its weeping, Through its losing and its keeping, Through its folilies and its labors, Weaving in and out of slight, To the end from the beginning, Through all wirtue and all simning, Reeled from God's great spool of Progress, Runs the golden thread of Right.

All the darkness and the errors, All the sorrows and the terrors, Time has painted in the background On the cativas of the world, And the beauty of life's story He will do in tones of glory When these final blots of shadows From hits brushes have been burled.

#### ----Something New

Just published by the Southern Pacific company is a pamphlet upon the resources of Western Oregon, which includes an excellent map of the state. and cont in information on climate, the advantages of a contract according lands, education, etc., existing industries and their capabilities. Attention is also directed to such new fi-lds for energy or capital as promise fair return. This publication fills a need subsidy contracts setting forth in detail lodg experienced by Oregonians in replying to inquiries of eastern friends. Copies may be had of local agents of the Southern Pacific company, or from C. H. Markham, general passen-tract that the ship companies agree to ger agent, Portland, Oregon.

-Ella Wheeler Wilcoz.

### For Over Fifty Years.

An old and well tried remedy. Mrs. out of the subsidy. The contract does Winslow's Soothing Syrup has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic and is the best amount of speed or any number of remedy for diarrhoea. Is pleasant to trins; they do not contract for any rethe taste. Sold by druggists in every duction of freight rates; they do not part of the world. 25 cents a bottle Its value is incalculable. Be sure and eventually cure, as hundreds of peo-ple, including many prominent phy-sicans, have testified during the last selves. Let any business man place

#### ttis Litteit.

"I'm getting along," said Mr. Cumrox. "I'm progressing slowly, but surely," "In what?"

"Culture. I've been traveling around with Mrs. C, and the girls until I'm get-ting right refined. But there's one thing A Legenu or the lee Rink. "Twas a giddy young crowd on the rink that night. And the hall was a beauteous splash of light, I don't think I'll achieve. I don't believe

tract?

recently equipped with the most ap- Mr. E. S. Phipps, of Poteau. Arkanproved pattern of standard and tourist sas. "It cured me of bloody flux, I And started at once cutting big threes and eights, And a nice little girl who was dressed like a cannot speak to highly of it." This will still continue in effect. Illustrat-ed guides to the winter resorts of Cal-if not praise, of those who use it. ifornia and Arizona may be had on explication to C. H. Markham, G. P. even in the most severe cases make it. ifornia and Arizona may be had on application to C. H. Markham, G. P. even in the most severe cases make it a favorite everywhere. For sale by

A. K. Wilson.

GEMS IN VERSE. Her Version. "Why do you pause, my little maid, Ere half your prayer is said? Commence again and say, 'Give us this day our daily bread.' "

"Give us" - "Well, well, the rest;

The business men of the country An impression to the Contrary. "Don't you think there is too much dis-sition to use money in American polihave at last taken alarm at some of the statements made in favor of the subsidy bill. One of these statements in Y No. sir," answered the worker. "When

is that the amount paid by the carriage I go out after subscriptions to my cam-pains fund, I am more and more convinc-ed that there is a deportile disposition to keep the money lying alle." - Washingof foreign mails should be deducted from the amount of the subsidy when the expense is being considered. In ton Star. other words, it has been plainly intimated by Senator Frye and others that

these subsidized ships are to carry all the foreign mails of the United States. In examining into the records of the American ships which will draw subsidy the business men discover that if these ships carry the mails the mails to Europe and from Europe will be delaved from two to three days. To have these ships carry the foreign mails instead of having them carried as they are now by the fast foreign companies, would result in the loss of many millions of dollars to American importers and exporters. This feature of the sub sidy bill has brought forth a good many very vigorous protests.

adsomely illustrated weekly. Largest cir-ton of any scientific journal. Terms, 53 a four months, 51. Sold by all newsdealers. An ordinary business man calculates MUNN & CO. 361 Broadway, New York Branch Office, file F St., Washington, D. C. to the terms of the contract itself. England, France and Germany require of ship companies drawing governmental South and East

the services which the ships are to perform under the contract. The pending subsidy bill in congress provides for a contract. The only thing in the condo is to build ships equal to the ton nage drawing subsidy in American yards. An examination will show that these ships can be paid for exclusively

not provide that these ships shall ever be run unless additional subsidy is desired upon the ships. They can be sold at once to either Americans or foreigners. They do not contract for any

stuff, And he hadn't had time to get cooled off enough.

And the next time that Nick goes prospecting at

rinks He'll train up befor hand on cooling ice drinks.

contract for any services as auxiliary cruisers; the only thing that they con

himself in the position of the government concerning this matter, and what

Pullman and Tourist cars on both trains. Chair cars Sacramento to Odgen and El Paso, and tourist cars to Chicago, St. Louis, New Orleans and Wash

Connecting at San Francisco with several steam shid lines for Honolulu, Japan, Chins, Phi lipines Central and South America.

(Except Sunday)

So Nick got himself fixed with a new pair of skates 11:03 A M Ly. 11:55 P M Ar. Corvallis charm Couldn't bear to say "No" when he offered his

DALLAS PASSENGER.

Portland Dallas

when his state all at once struck a kink in the loc. And Nicholas dropped on his back in a trice, And quicker than you could Jack Bobinson say Old Nick gave his show most completely away, for the ice all around him steamed, fizzled and TEI Old Nick was completely enveloped in mist, For the place he had come from was pretty hot

Leave 8:35 a. m. Leave 3:50 p. m. Arrive 5:10 p. m. Portland Dallas Airlie Arrive 2:05 p. m Arrive 8:50 a. m Leave 7:80 a. m

See I. N Woods, agent at Dallas station or address C. H. MARKHAM, G. P. A.

SOUTHERN PACIFIC CO. SHASTA ROUTE Trains leave Dallas for Portland and way station t 6:10 a. m. except Sundays.

SO YEARS'

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Scientific American.

-VIA-

ATENTS

Leave Portland 8:30 a m, 7:30 p m Leave Salem 11 a m; 0:35 p m Arrive Ashland 12:33 a m; 11:30 a m Arrive Sacramento 5 p m; 4:35 a m Arrive San Francisco 7:45 p m; 8:15 a m. -

Arrive Odgen 5:45 a m; 11:45 a m. Arrive Denver 9:00 a m; 9:00 a m. Arrive Kansas City 7:25 a m; 7:25 a m. Arrive Chicago 7:45 a m; 9:30 a m.

-0-

Arrive Los Angeles 1:20 p m; 7:00 a m. Arrive El Paso 6:00 p m; 6:00 p m. Arrive Fort Worth 6:30 a m; 6:30 a m. Arrive City of Mexico 9:55 a m; 9:55 a m Arrive Huston 4:00 a m; 4:90 a m. Arrive New Orleans 6::5 p m; 6:25 p m. Arrive New Arlas m; 6:42 a m. Arrive New Jork 12:43 p m; 12:45 p m.

would he think of the value of his con--0-

-0-

-0-CORVALLIS MAIL DAILY

#### Portland Derry 7:30 A M Lv Ar. 5:50 P Lv. 2:14 P M

Ly. 1:20 P M At Albany and Corvalis connect with trains of Ore on Central and Eastern railroad,

Daily, Except Sunday. Ar. 9:80 A M Lv. 6:10 A M YAMHILL DIVISION. Passenger donot, foot of Jefferson street. AIRLIF FRE GHT-TRI-WEEKLY.



-

of these men have been Republicans "You Shan't Have Any of My Pea- and some of them have had no connec tion, directly or indirectly, with the shipping business. They have been intensely in earnest. It is largely due to the fact that they have not worked along the usual lobby lines that this bill has not yet been passed and in all probability will not be passed. They have absolutely stripped it of its preenses and shown to the world that the Standard Oil company, which controls the Pennsylvania Railroad company. the International Navigation company and the National Transit company. would receive not less than \$50,000,-000 out of the \$90,000,000 provided for within the next ten years and that it would be a very easy matter for a combine to be formed by which they would

receive practically the whole subsidy. Those who were inclined to favor the bill as a party measure are becoming alarmed and are not willing that the

Forearmed.

Forewarned.

of blood and skin troubles.

our physicians about your case. Medical advice free. THE SWIFT SPECIFIC CO., ATLANTA, GA.

nerves

NOT SO FAST AFTER ALL.

Still She Is Fast Enough to Take From the United States Treasury, the Treasury of the People, From \$257,000 to \$375,000 a Year.

The editor of The Church Standard, a religious paper published in Philadel-phia, the home of protection and subddles, has an article in a recent issue entitled "A Day In Winchester." Just what connection the famous Winchester cathedral would have with the no notorious Hanna-Payne subsidy bill never entered the head of the editor. Here, however, is a sentence from the very beginning:

"The New York is a good, well managed and remarkably steady steamship, though rather slow for an ocean liner.

Yet this bill proposes to give to this ship out of the people's money over \$300,000 a year because, forsooth, she Is so fast!

## Public Opinion Opposed to the Sub-sidy Bill.

"The public opinion of the country." says the New York Press, a stanch Republican organ, referring to the pending subsidy measure, "is, without regard to party lines, largely opposed to this bill. It is so opposed because the bill proposes to pay a man \$5 for doing what for the last ten years he had been coing for \$3. And yet the man and his friends have no explanation to make of the causes of this extraordinary demand."



most shameless way the liftle ure and to that extent forbidding all them

The emperor of Germany drinks noth-ing but Mexican coffee, and a year's sup-ply is sent to him regularly after each harvest from a plantation in Michoacan. The king of Denmark has finally abanned his long expected visit to Instead he is to visit the Duke and Duchess of Cumberland at Gmun-den, whither he will be accompanied by the empress dowager of Russia. The czarina has the greatest difficulty

n speaking her husband's language, and the words come out slowly and labori-ously despite the many lessons given her by the czar. Privately the czar and czarina speak frequently in English, but czatina speak frequently in Eugasa, ba-their conversation is generally carried on in French. It appears that Queen Olga's long stay

in Russia last summer was to arrange a marriage between Prince George of Greece and the Grand Duchess Helena Vladimirovna. This plan fell through and negotiations are now in progress for the hand of Princess Alexandra of Schaumburg-Lippe, grandulece of the late queen of Denmark and sister of the queen of Wurttemberg.

TOWN TOPICS.

What Kansas City needs is not more fficials, but to get rid of some it already The liability to disease is greatly lessened when the blood is in good con-dition, and the circulation healthy and officials, but to get rid of has.-Kansas City Star. Somerville is late with her curfew. About all the other communities that vigorous. For then all refuse matter

is promptly carried out of the system; have been afflicted with the idea have otherwise it would rapidly accumulate got over it.-Boston Herald. -fermentation would take place, the blood become polluted and the consti-tution so weakened that a simple

in real carnest or only another outburst of rivalry with New York .- Boston Her-Malady might result seriously. A healthy, active circulation means good digestion and strong, healthy

Mobile has her superiority as shown by the last census. Mobile is boss in the matter of marriages. More people per thousand of population get married in Mobile than in any other city in the As a blood purifier and tonic S. S. S.

has no equal. It is the safest and best in Mobile than in any or remedy for old people and children because it contains no minerals, but is The people of Sing S The people of Sing Sing, the unim-prisoned part of them, take no stock whatever in Shakespeare's famous say-ing, "What's in a name?" They want to be known bereafter as the people of Ossining.-New York World. made exclusively of roots and herbs. No other remedy so thoroughly and effectually cleanses the blood of im-SSS purities. At the same time it builds up the weak and de-bilitated, and reno-vates the entire sys-

#### SCRAPS OF SCIENCE.

vates the entire system. It cures permanently all manner The sun, earth and stars are all made of the same elements. Luminous paint is made by mixing a small quantity of calcium sulphide with

ordinary white paint. In a hurricane blowing at SO miles an hour the pressure on each square foot of surface is 31½ pounds.

of blood and skin troubles. Mr. E. E. Kally, of Urbana, O., writes: "I had Sosema cn my hands and race for five years. It would break out in little white pustules, crusts would form and drop off, leaving the skin red and inflam-ed. The doctors did me no good. I used all the medicated scape and salves without benefit. S. S. cured me, and my skin is as clear and smooth as any one"s." Mrs. Henry Stegfried, of Cape May, N. J., says that twenty-one bottles of S. S. S. cured her of Cancer of the breast. Doc-tors and friends thought her case hope-less. Many chemists regard sniphur, carbon, trisenic and some other substances as ele-ments. M. Fittien, a French savant, however, says that arsenic is not an ele-ment, but a compound of phosphorus, probably with oxygen and nitrogen. He Eichard T. Gardner, Piorence, S. C., millaryd for years with Boils. Two bot-lles of S. S. Dut his blood in good con-dition and the Boils disappeared. Send for our free book, and write has obtained assenic by treating phos-phoros with a large number of oxidizing agents, such as nitric acid, peroxide of

Bears the Chart Hitchers

elique that have concocted this meas ed that of German emigrants. The industrial activity, the growing navy other Americans from competition with and merchant marine and the large standing army have required all avail-

able men in the country, compelling the agrarians, contractors, miners and others to go abroad for rural, mine, railway and canal laborers. Most of the German railways have been built by Italian workmen, who were also employed for carrying out the enormous fortification works in Alsace-Lorraine. The great Kalser Wilhelm canal

was dug by Italian and Polish workmen. The enormous work connected with the construction of the palatial railway station at Dresden, including its long approaches, was executed chiefly by Czechs. The coal mines in the Westphallan district are worked largely by Bohemians and Italians.

and the opening of new mines constantly draws more foreigners to the empire

Of late the fishing concerns of Bremerhaven-Geestemunde and Norden ham have been recruiting their fishermen from among the Norwegians, who are said to be better fishermen and to demand less pay. The landholders of eastern Germany are beginning to im-

port rural workmen from the German settlements in other European countries. The Society For German Settlers has, during the few years of its ex-istence, already succeeded in settling 2.000 Suabian Hungarians as farm hands. Individual agents show a sim llar activity The districts from which these lost Germans are brought back

are chiefly the German settlements in eastern Galicia and the northwestern (Zips), southeastern (Banat) and southwestern (Transylvania) parts of Hungary.

These people are all the more willing to return to their original fatherland, from which their forefathers emigrated, since the Czech and Magyar movements in their respective countries tend to suppress forcibly their mother language and customs, which they preserved during all these years abroad.

Again, they assert their nationality and are proud of belonging to the powerful empire of the north. Their posl-

tion in the foreign countries becomes more difficult from year to year, and they are giad to be relieved from the speculators and rumshop keepers. While Germany will materially gain

United States of one of the best classes of immigrants.

### BRAKES AND COUPLINGS.

A railway engine is equal in strength horses.

Russian railways are the most danger-ous in the world. Thirty persons in every million passengers are either killed or

Railways use up over 2,000,000 tons of steel a year, almost half the world's prod-

D. M. FERRY & CO., Detroit, Nich.

Why do you stop, my dear, And whisper softly to yoursel Some words I cannot hear? "I asked of God, my mamma, dear, To give to me and you, lecause just bread is very dry, A little butter too."

-Helen Chaffee. -- ...

### Sneeze and Blow.

That is what you must do when you have catarrh in the head. The way to cure this disease is to purify the blood with Hood's Sarsaparilla. This medicine soothes and heals the inflam ed surface, rebuilds the delicate tis sues and permanently cures catarrhby expelling from the blood the scro fulous taints upon which it depends. Be sure ta get Hood's. The non-irrating cathartic-Hood's Pills. ---

#### The Equinoses.

The equinoctial storms are no longer believed in by scientific persons. The equinoxes are the dates of the year when the sun crosses the equator at one of the equinoctial points. They oc cur about March 21 and Sept. 21, and. though storms have been known to oc cur about those times, they are no longer considered as due to the perfeetly natural occurrence of the cross ing.

# BAD COLDS.

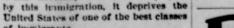
Quinine is ten years behind. Colds do not now have to be endured. Mandel's Dynamic Tabulas (called dynamic from their caregy) erved a weak's ordin ry tratment into 12 hours, and abort the worst of colds over night.

"It was the worst case of grip I ever had A half dozen friends had sure cures. Still It hong on. Heard of the Dynamic Tabules. To my anazement they stopped both cough and cold the first night endorse and recommend them to the people." -Bar-clay Henies, est-member congress and attornoy, 101 Sansome street, San Francisco. July 7, 1900,

"Winter colds have a ways heen serious things te-me. They are hard and stay for months. But the last was stopped suddenly by Mendel's Dynamic Tabules. Both cough and cold usappeared in a couple of days. Nothing else does this forme "--Mrs. Emma L. Hollin, 14 Moss street, San Francisco. August 6, 1990.

"T live across the street from where Mendul's Dy-manic Tabules are made Than is how I first took, them. They step colds without notice, I took a dozen boxes with me for soil and filends when I went to None."-H. L. Van Wind He, capitalist, 3.017 Washington street, San Francisco August 10, 1990

Sent postpaid for 25 cents in stamps by INLAND DRUG CO., 2.974 Washington street, San Francisco. Also on a s by our local s. ent, A. V. Wilson.





# W G MCPHERSON

General Agent on the Pacific Coast for

### Richardson & Boynton Co's warm air furnaces.

John Van Range Co's hotel and household ranges

### American Boiler Co's boilers for steam and hot water.

Also the largest stock of warm air registers and furnace supplies on the Pacific coast.

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