SHAKESPEARE IN VENICE

American Visitors See Shylock and Portia in City of Gondolas.

New York Evening Post.

VENICE, Oct. 1.—The sight of a large poster the other day announcing that a play called "The Merchant of Venice," by G. Shakespeare, would be given by an extraordinary company of artists that very evening at the Teatro Goldoni, stopped us on our way for a walk as the afternoon had begun to wane and the heat of the sun to lessen.

To see the Merchant in his own Venice appealed to us with a sense of fitness, we turned back to the hotel from which we had come and inquired about the method of buying tickets.

Quite a group of idlers crowded about to see us select our places. There were five tiers of boxes, entirely encircling the theater, except where the stage broke the succession of them, and the price of the most expensive ones, those in the lower tier, we found was five lire—about a dollar. The performance was to begin at 9 o'clock, and at a quarter before that hour we went to the edge of our veranda, a gondola slipped alongside the white, half-submerged stairs, and we glided away in it an instant later. This is a beautiful way to go to a theater on a hot evening, no hats or coats or steps to take, nothing to do but float to the playhouse. At the top of a short staircase near the end of the brightly-lighted vestibule of the Teatro Goldoni an attendant met us and unlocked our box.

All about us were the boxes, which did not project into the auditorium like ours, but presented a flat and gilded facade, tier above tier, each of them wide enough to allow two chairs in the front row and two behind them. So high was the rail in these boxes that scarcely more than the heads and shoulders of the occupants appeared above of the fretted gilt between the tiers, and over each one were two festoons of blue silk, from which dangled glass ornaments, such as those which used to depend from chandeliers of a pretentious character in the center of the drawing-rooms at home a long way back in the last century. This theater had nothing ancient about it, I hasten to say. Everything looked new and glittering and golden as though upholstered yesterday.

Promptly at 9 o'clock the curtains parted before a crowded house. Eager heads peered out far up at the line of the ceiling above the boxes, and below us men stood solidly packed into the space behind the seats. It was inspiring to see how popular Guglielmo Shakespeare was in Venice.

The entrance of Shylock was made at his door in the midst of the usual outburst of noisy greeting from the house, but which was here checked by the "Hush-sh-sh!" of voices everywhere in the audience the moment the compliment had been paid. Never did I see such a house as this in that one matter; there was just so much disturbance allowed for the showing of satisfaction; then there must be no more of it. People came there to hear and see, so there was this reproving "sh-sh!" every time enthusiasm promised to break loose a bit. Hysterical delight in the drama may not be expressed apparently in sunny Italy.

From the first moment of his entrance the Shylock of Signor Novelli made it evident that he was a personage, and his every act, word, look, the house followed with closest care. He was worthy of it. Tall, slender and a little bowed, with long beard and gaberdine, his delicate, old face and aquiline nose showing a capacity for feeling, as well as an habitual suspicion; there was in his face and figure a nobility which soon began to show its effect on his countrymen. Shylock's intention was to make the heartless young Christian think he was a humorous chap, with a sense of the roughly ludicrous like themselves. He forced his fine, old face to smile broadly again and again at their badgering and during his own answers; he grinned as they grinned, with them and at them, too, as we saw when we detected the quick change in his expression the moment he turned from them. His feebleness of body was indicated now and then by a cough and an odd weak sound in his voice on certain words that prepared us for the exhibition of a passion later on, which racked and rent the body as it did the soul. His abandonment to his grief and rage when he discovers his double loss of ducats and the daughter who departed in a dongola was utterly un-Anglo-Saxon. We heard him tearing through his house out of sight, heard the sounds in which his fury gained upon him until his voice broke into the weak treble, and when he appeared again, we watched the utter lack of self-consciousness in the wild gestures which in a Northern race mark the unrestraint of a child's passion, but never that of a man.

In the trial scene, Novelli was more demonstrative than our Shylocks all through the earlier portions, kneeling to kiss the foot of the Doge on his entrance and more than once saluting in the same way the hem of Portia's robe while he thinks the law is with him; but the sudden cowering of his shoulders when reproved by the Doge or checked by him in his language to Antonio, was significant, even in the fierceness of his hatred, of the Hebrew's instinctive recoil at the word of authority from that other race which not only represented law, but had more than once no doubt enforced its will by Jew-baitings during his own long life.

The Portia was in her way as new to me as the Shylock. She was represented by a gorgeous blonde woman who looked, sitting beside a table in the opening scene, clad in brocades, like one of Paul Veronese's Venetian creatures of idle pleasure. She told the story of her father's will concerning her disposal with great animation, laughing continually as she looked from one to the other of the friends about her. The command represented one of her parent's little peculiarities, apparently, to be obeyed of course, but having its humorous side which his daughter could appreciate even with the risk of being hurt by it later.

We were meant to see clearly the girl full of life, but with capacities of feeling later on, full of a careless maiden's merriment and of a dramatic sense which made her like to play a game for the game's sake, to look merry to the right, sorry to the left, merely for the jollity of the doing it, and not with the smallest malice. She was the very one to think of acting some part when she determined to help in a case of distress to her lover's friend. That was her metier, private theatricals. She will dress herself up as a pretty boy, being clever enough to get books and credentials ready, and then sally out to do a daring thing and have the joke on Bassanio afterward. There was nothing more serious in this Portia's intent when she set out. Once in, however, and arrived at the court, in her anxiety to succeed, she struck a deeper note through that and the sight of the life-and-death thing she found there, no mere game such as she had pictured the trial to be. Her speeches were mostly given with the slight exaggeration of a girl doing a part—she never lost that idea nor allowed us to lose it—but her face changed toward the close, and as she stood there, silent, while the desperate old man's tragedy was forced upon her sight, she shrank perceptibly from the tottering figure, watching it intently, however, with wondering, awed, and almost horrified eyes to the last.

There is much to be said for this Portia of the Italians. The story will hardly bear the strain of so much seriousness as we Anglo-Saxons have read into that woman's part. We have taken our Portias too seriously, methinks, as is our Northern wont.

The audience was interesting to watch. There was nothing uncertain about the approval in Venice of the work of the Elizabethan Englishman. If it had been new this year, it could not have received more absorbed attention.

BASEBALL IN JAPAN

American National Game Takes Firm Hold in Mikado's Realm.

THE good old game of baseball has taken a firm hold of the Japanese and of all the foreign games introduced into the home of the Mikado the National game of America is the most popular. Year after year, according to American travelers who visit Japan regularly, baseball has increased in popularity. It is only of late that football and tennis have been given much attention. The Japs have taken to baseball with surprising ease, and they are well suited to the game because of their agility. So popular is the game among the Japanese that almost every large city boasts of a baseball club. Some of the larger cities have from two to three nines. Even the smaller cities have at least one team.

Baseball was first introduced at Yokohama 25 years ago, when the American residents began playing matched games with nines from the American gunboats which visited that port. The Japanese, however, did not take up the game until 1887, when a Mr. Hiraoka, who had been educated in America, taught the game to the students of several of the schools of Tokio. From that time on the game has been extremely popular with the wiry Japs. The first championship game was played in 1890 by the students of the Tokio High School, and for 13 years the pupils of this school have been the champions. Their only defeats were by the American teams from the various warships touching that port and by picked nines from the American residents. The Nobles School, of Tokio, also has an excellent team, while for hard work and enthusiasm it is hard to beat the Yokohama Commercial School. This year, for the first time in the history of baseball in Japan, the team from this school arranged a tour throughout the entire empire, playing in all of the large cities. It was this school that started the "All day matches," beginning at 7:30 in the morning and keeping it up all day in a series of class games, three innings at a time, until it was too dark to play.

Several American managers have had their eyes on the baseball situation in Japan, and they have concluded that the time is ripe for starting a league similar to the major league organizations in America. A Portland fan who has made several trips to the empire has been watching the development of baseball in Japan and he declares that on his next trip to Yokohama that he will set the ball rolling for the organization of a league in Japan. If this is accomplished it is his intention to get together the pick of the Japanese players and arrange for a tour of the United States, playing the professional teams. It will take considerable capital, but once on this side there would be money in the scheme.

The Japanese as players, while they do not rank with our professionals, are excellent. Their fielding is almost beyond criticism, though much complaint has been made about the size of the gloves they wear. Nearly the entire team, from the outfielders to the catcher, use the same style of mit and this glove in a measure is responsible for their excellent fielding. Their throwing is strong and accurate, it being the branch of the game in which they excel. In batting they are weak, for they are rather small to use the big bat used in this country. As base runners they are exceptionally good. They are lithe and active. They wear a light sort of semi-Japanese uniform, and, being bare-legged and bare-footed they can steal bases with remarkable ease. Another weak point is their pitching. Only a few have mastered the curve, and almost entirely depend upon a straight swift ball, but these twirlers are noted for their coolness and they keep their wits about them when they get into a tight place.

The spirit in which baseball is played in the Mikado's empire is evidenced in the following anecdote:

A party of tourists were walking in the outskirts of Yokohama one Sunday, when, coming to a little field at the back of the village they were surprised to find a baseball game in progress. The players were diminutive urchins, 6 to 12 years old, all playing with an enthusiasm wonderful to see.

All the rulings were yelled in English with an accent that was laughable. The umpire, a youngster of 11 officiating with an important, serious air, called out in a loud voice his decisions, which were rarely disputed. Foul ball was called "fauru barru," out at first "firsu bassu outo"; one ball, "one barru"; two strikes, "two striku"—indescribably funny but perfectly clear even to the tourists. One of them approached what he thought looked like the captain of the team then batting, who was sitting on a stone calmly smoking a cigarette. "Are you the captain?" he asked.

The little Japanese nodded gravely and answered: "My secon' bassu." The tourist laughed and was about to interview him further, when the little captain jumped to his feet and entered fiercely into a dispute with the umpire concerning his decision of a foul ball, yelling excitedly, "No fauru barru!" And so the tourists left them, continuing on their walk, noticing as they turned around at a distance that play had been resumed, and concluded that the little captain had withdrawn his complaint.

FAVOR WAGE INCREASE

STREET RAILWAY ARBITRATORS REACH A DECISION.

Find That Cost of Living Has Increased---Referee Strauss Refuses to Consider Hours.

NEW YORK, Nov. 4.—A decision has been reached in the matter of the labor dispute between the Amalgamated Street Railway Employes and the Street Railway Companies of San Francisco, after several months of investigation by the arbitration committee into the justice of the demands of the employes that last Sunday threatened to tie up the San Francisco traffic. The verdict reached by the members of the committee will be announced by Oscar S. Strauss, of this city, who was chosen by the representatives of the employes and employers as referee, and who served on the committee with Colonel Patrick Calhoun for the street railways, and W. D. Mahon for the employes.

Mr. Strauss heard much testimony on both sides and has made a thorough investigation of the conditions. The terms of his decision have not yet been announced beyond the fact that he found in favor of an increase of from 5 to 10 per cent in the wages of the employes, while he refused to recommend any change in or shortening of the hours of work.

After a strike in April, 1902, the street railway company and its employes decided to refer the demands of the men as to wages and hours, presented in March, this year, to arbitration, and a commission was appointed consisting of Patrick Calhoun, named by the company; W. D. Mahon, president of the Amalgamated Association of Street Railway Employes of America, named by the men, and Oscar Strauss, of New York, selected by the other two. The men asked for an increase from 25 cents per hour for a ten-hour day to 30 cents per hour for nine hours; the company urged a reduction from the prevailing scale on the ground that it was already the highest in America for services of a similar nature, four Montana cities alone excepted.

The award finds that the wage standard on the Pacific Slope and in San Francisco is higher than elsewhere in the United States, and that there has been an advance in the cost of living since April, 1902, referring to the findings of the Anthracite Strike Commission. Commissioner Strauss expresses his hope and expectation that the award will be binding for many years to come.

The case was of far-reaching importance, interesting directly more than 3000 employes of the United Street Railways of San Francisco, and indirectly employes and trades-union men throughout the country.

Grading for Track on Russell Street.

Grading for the Russell-street and Maryland-avenue extension of the Portland Railway Company has been commenced on Russell street. Between Russell street and Maryland avenue the track has been laid and nearly all ballasted. That portion on Russell street was left till the last so that work there could be done quickly without interrupting business. The street plank has to be cut out for the track. This branch is the one which will connect with the proposed St. Johns railway.

CLOTHES FOR THE POOR.

Needlework Guild Is Making Its Annual Distribution.

The Portland branch of the Needlework Guild of America is making its annual distribution of garments today, and yesterday two long rows of tables in a room at 402 Washington street held the assortment of neat wearing apparel, about 1300 articles.

There were quantities of muslin and woolen underwear, mittens, stockings, heaps of pretty baby things and warm bedspreads. These are to go to needy families and to all the city and county institutions, with the exception of the Children's Home, which notified the Guild that nothing in the way of clothing was needed. A generous list of garments will be retained by the Guild for emergencies.

There are 600 members in the Portland Guild, which is divided into sections, each one being under the charge of a section president.

The Mount Tabor section sent a large collection of beautifully made garments, nearly all of them made at home. A section is being organized at Gresham and another at Woodlawn.

Mrs. James Reed is president of the Portland Guild, Mrs. Collins is treasurer and Miss Isabelle C. Fries secretary. Mrs. H. W. Corbett is the honorary president, and the board of directors is as follows: Mrs. W. Alvord, Mrs. Alexander Bernstein, Mrs. W. E. Robertson, Mrs. David Robertson. The section presidents are: Miss H. E. Failing, Mrs. William Jones, Mrs. Katherine Schelhammer, Miss Isabelle De Fries, Mrs. W. Alvord, Miss Anna Cremen, Mrs. J. S. Meek, Mrs. Clara Garnett.

STOLE DIAMOND FROM JAP.

Thomas Wood, a Negro, Is Convicted by Jury.

Thomas Wood, a negro, was tried and convicted before Judge George yesterday of stealing a diamond ring from H. C. Zui, a Japanese. Zui testified that Wood grabbed him around the neck and pulled the ring off a neck-scarf, where he was wearing it, and then ran away. Wood was arrested several days afterward by Detectives Kerrigan and Snow. In his own behalf, the prisoner testified that he was in jail in Seattle at the time the ring was stolen, serving time for a minor offense, and consequently it was impossible for him to have committed the crime. He also said that he formerly sang and played in Blazier's saloon, but it did not agree with his constitution, so he gave up the job. He had no witnesses to substantiate his story, and his identification by the witnesses for the prosecution was complete.

MAY CHANGE HER ROUTE

STEAMER IONE MAY GO ON THE DALLES RUN.

Bills Against the Telephone Paid and the Boat to Be Completed---Transport in Typhoon.

Rumors of steamboat changes are again flying around on the waterfront. According to the gossip, the Ione is to be put on the route between Portland and The Dalles, presumably in competition with both the Regulator and Spencer lines. The Ione has been running to La Camas and Washougal, and doing a good business, but since the Leadbetter boats will hereafter handle the paper and pulp traffic with La Camas, Captain Hosford, it is understood, has decided to select a new route for his steamer. According to the opinion of rivermen, there is no opening for another boat on The Dalles run with the Spencer and Regulator fleet, and their advice to Captain Hosford is to select a different run, or stay where he is. In fact, it is the belief that the upper Columbia trade does not justify the running of so many boats, and surprise is expressed that the struggle between the two companies now at war has continued so long. However, officials of the Regulator company say they are hauling all the grain and other freight their boats can carry, and Captain Spencer appears entirely satisfied with the freight and passenger business his boat is doing.

Talk of putting the new steamer Telephone in service on the two rivers has been revived by the assertion that all the claims against the boat have been paid and that she will be rushed to completion. Not much work remains to be done on her, and if necessary, she could be fitted for business in a week or two. The steamer is still lying at the dock of the O. W. P. & Ry. Co., but may be moved over to the West Side for the finishing touches.

A new steamer is under construction for traffic on the Upper Willamette. It will ply between Salem and Independence, and will run the year round. Captain George Skinner is the owner of the boat, and is having it built at Independence.

TESTING DREDGE'S MACHINERY

Chinook Will Operate First Above Fort Stevens.

ASTORIA, Or., Nov. 4.—Major Langfitt, Captain Sanford and Captain Hubbard, the latter of the dredge Chinook, met here today and discussed matters pertaining to future operations in dredging the Columbia River. The Chinook has been ordered to take on coal, after which the dredging machinery will be tested. The test will be made a short distance above Fort Stevens, where the vessel is now lying, preparatory to the commencement of work on the bar. Major Langfitt was unable to say just when the work would be commenced, but it is believed here there will be no delay.

This afternoon Major Langfitt met a large number of citizens to discuss the matter of extension of the harbor lines here. He secured opinions from members of the Chamber of Commerce and others interested, who generally are in favor of a material extension of the lines. He submitted a chart showing the proposed extension, which would not be so great as the people here desire. The matter was taken under advisement by Major Langfitt, who will make a recommendation later.

BOAT WITH LIGHT DRAFT.

Start Made on Vessel to Run Between Salem and Independence.

INDEPENDENCE, Or., Nov. 4.—(Special.)—Captain Skinner states that he will have the boat between Salem and Independence running within about three months from the present time. It will be built at this place. He is now getting out the timbers.

The intention is to make the boat of a large enough size to carry from 50 to 60 persons, and will make from two to three trips a day from Independence to Salem. Captain Skinner's boat will be able to run the year round and give passenger accommodation to Salem, which it is impossible to have from Independence, except by stage during the Summer months, at the present time.

The regular boats have not yet commenced to run, but it is thought that the water will be in a stationary condition from now on, and that there will be a sufficient supply to put the boats on their regular run within a few weeks at latest.

TRANSPORT IN TYPHOON.

Narrow Escape From Destruction of the Thomas.

SAN FRANCISCO, Nov. 4.—The United States Army transport Thomas, which arrived at Honolulu today, had a hard battle with a typhoon on the voyage from Nagasaki, and narrowly escaped destruction. She was severely battered up by the storm, and several men on board narrowly escaped death. News of the trying experience of the Thomas reached here in a cablegram to the Marine Exchange.

The Thomas encountered the typhoon October 25, and bucked into the teeth of the gale for 12 hours. One heavy sea carried away the after-starboard rail and another stove in two lifeboats and smashed the steam launches.

RECOGNIZED BY O. R. & N.

Union Longshoremen at Astoria Will Load All Vessels.

ASTORIA, Or., Nov. 4.—Local Union, No. 536, of the International Longshoremen's Association, was today granted full recognition by the Oregon Railway & Navigation Company. President J. A. Mattson, of the Pacific Coast division, was present at the meeting, as was also General Superintendent Conway, of the company.

The principal point gained is the privilege given to the secretary of the local union to furnish all the men employed by the company to load and unload vessels.

MATE BACKS UP MASTER.

Says South Portland Was Not Under Steam When Boats Left.

SAN FRANCISCO, Nov. 4.—Arthur W. Ravens, second mate of the steamer South Portland, was examined today in the official inquiry in the loss of the vessel. He corroborated in the main the testimony of Captain McIntyre, declaring that the ship was not under steam when the boats were lowered.

Ravens added some confusion to the case by introducing three or four new members of the ship's company for whom it is impossible to account by the ship's lists or by the other officers.

Seaquake Off Japanese Coast.

SAN FRANCISCO, Nov. 4.—A seaquake, so violent that it caused the chronometers on board to stop, shook the whaling bark California when she was hunting sperm-whales off the coast of Japan. The bark arrived in port yesterday, and her log-book told the story of the violent seaquake.

"It occurred on the 25th of August," said Captain Joseph, in speaking of the incident, "and we were then off the coast of Japan. The ship trembled as if she had gone ashore, and the waters were confused and ruffled for miles around. The quake lasted for fully 30 seconds. It was the heaviest I ever experienced. All the watches on board were stopped."

Sailor Has His Revenge.

SEATTLE, Nov. 4.—Captain Fred Warner, First Officer Edward Healy and Second Officer Charles Guntart, of the steamship Oregon, which returned yesterday from Nome, were arrested last night on a charge of assault preferred by John Low, a sailor on the steamship. They were taken before United States Commissioner Kiefer, and were released upon furnishing bail in the amount of $1000 each. Captain Warner says Low became intoxicated the day the steamship left Nome, and used abusive and insulting language toward the officers. Then he was placed in irons.

Catch of Whalers.

SAN FRANCISCO, Nov. 4.—The whaling steamer Belvidere and bark California, another whaler, have arrived from the North. The Belvidere reports a catch of 107 barrels of oil and 165 fox and bearskins. Captain Davoll died during the voyage. The California brought home 1025 barrels of sperm and 135 barrels of right whale oil, besides 1223 pounds of bone.

The bark Alice Knowles arrived, but is retained at quarantine.

Spoke the St. Mungo.

SAN FRANCISCO, Nov. 4.—The British bark Inverness, just arrived from Newcastle, Australia, reports that September 18 last, she spoke the British ship St. Mungo, 60 days out from Acapulco for San Francisco, off Pitcairn Island, with all well on board. The St. Mungo, 112 days out, has been posted for some time on the overdue list, with reinsurance now quoted at 60 per cent.

Heavy Gale Off the Coast.

ASTORIA, Nov. 4.—(Special.)—A severe southerly gale is raging off the coast today, and there have been no movements of vessels either in or out of the river. The steamer Columbia, which started out this morning, turned back and is now anchored in the lower harbor, where she will remain until tomorrow.

Stormbound at Gray's Harbor.

HOQUIAM, Wash., Nov. 4.—(Special.)—Owing to the stormy weather of the past week, Gray's Harbor is in a very rough condition, and quite a number of vessels and two steamers are stormbound here. Several vessels have been sighted off the bar, but cannot get in until the weather moderates. The present storm is the first one of any consequence this year.

Tug May Come for Two Brothers.

ASTORIA, Or., Nov. 4.—(Special.)—No decision has yet been reached as to what will be done with the American ship Two Brothers, but negotiations are now in progress to have a tug come from San Francisco and town the vessel down.

Marine Notes.

The Amiral Halgan shifts today from Mersey to Oceanic dock.

Captain Conway, superintendent of the O. R. & N. water lines, has gone to Astoria on business.

The tug Sampson arrived up yesterday morning with the barge Washtucna, loaded with 1453 tons of Wellington coal for the Holmes Coal Company. The barge's cargo is being discharged at Davidge's dock.

The steamship Algoa is back at the O. R. & N. dock, where she will remain until she completes her cargo tonight or tomorrow morning.

The steamship Kobe has finished loading flour at the O. R. & N. dock and moved to Montgomery dock, where she will take on her deckload of lumber and some wheat.

A crew was shipped on the French bark Rene yesterday, and the vessel will leave down as soon as a towboat is secured. The next to follow her will be the Charles Gounod, and then the Ardencraig. The latter shifts from the elevator to the mill today to finish.

Bonfield's License Suspended.

SAN FRANCISCO, Nov. 4.—United States Local Inspectors Bolles and Bulger today suspended the license of S. Bonfield, master and pilot of the steamer Iaqua, for negligence and unskillfulness in allowing the steamer to strike on the rocks near Point Gorda on October 19.

Domestic and Foreign Ports.

ASTORIA, Or., Nov. 4.—Arrived down and sailed last night—Steamer Aberdeen, for San Francisco. Arrived down at 4 A. M.—Steamers Columbia and Aurelia. Left up at 7 A. M.—Schooner R. W. Bartlett. Condition of the bar at 5 P. M., rough; wind, south; weather, cloudy.

Durban, Nov. 3.—Arrived—British ship Arctic Stream, from Portland.

San Francisco, Nov. 4.—Sailed at 11:30 A. M.—Steamer Geo. W. Elder, for Portland.

Naples, Nov. 4.—Sailed—Vancouver, from Genoa, for Boston.

Liverpool, Nov. 4.—Sailed—Oceanic, for New York, via Queenstown.

New York, Nov. 4.—Arrived—Majestic, from Liverpool and Queenstown.

New York, Nov. 4.—Arrived—Menominee, from London. Sailed—Noordam, for Rotterdam, via Boulogne.

London, Nov. 4.—Arrived—Lancastrian, from Boston.

Southampton, Nov. 4.—Sailed—Kaiser Wilhelm II, for New York.

Cherbourg, Nov. 4.—Sailed—Deutschland, for New York.

Liverpool, Nov. 4.—Sailed—Belgenland, for Philadelphia. Arrived—Haverford, from Philadelphia.

Queenstown, Nov. 4.—Arrived—Teutonic, from New York.

Bremen, Nov. 4.—Arrived—Kaiser Wilhelm der Grosse, from New York.

Seattle, Nov. 4.—Arrived—Japanese steamer Kaga Maru, from Japan and China. Arrived—Steamer Dolphin, from Skagway. Sailed—Steamer Homer, for Alaska; schooner Forester, for San Pedro.

STRANGER SHOOTS THEM DOWN

Oklahoma Man Rides Up and Takes Two Lives Without Provocation.

STROUD, Okla., Nov. 4.—A man rode up to the Ames House, nine miles south of Stroud, last night, and shot and killed Mrs. Ames, Henry Jackson, the hired man, and wounded Miss Ames, 19 years old, a daughter, by shooting her in the shoulder.

The murderer first forced Miss Ames and Jackson into the cellar at the point of a pistol. They heard a shot and ran to the head of the stairs, and found that Mrs. Ames had been killed. Jackson was next killed. The young woman fell with a bullet in her shoulder, but when the murderer went to the cellar and shot Jackson again, she regained consciousness and ran to the neighbors. She says the murderer was a young man. Several officers are in pursuit of him.

Funeral of Lieutenant Beecher.

NEWPORT, R. I., Nov. 4.—The funeral of Lieutenant Albert M. Beecher, U. S. N., ordnance officer of the United States battleship Maine, was held here on the battleship this afternoon. The body was taken to New York tonight.

Steel Trust Official Resigns.

NEW YORK, Nov. 4.—The resignation of Veryl Preston, third vice-president of the United States Steel Corporation, was announced here today. The resignation was accepted, and the position of third vice-president abolished.

Hill's Rheumatic Pills have cured rheumatism for 100 years. Only 25c. All druggists.

ONLY A SUGGESTION.

But It Has Proven of Interest and Value to Thousands.

Common sense would suggest that if one wishes to become fleshy and plump it can only result from the food we eat and digest, and that food should be albuminous or flesh-forming food, like eggs, beefsteak and cereals; in other words, the kinds of food that make flesh are the foods which form the greater part of our daily bills of fare.

But the trouble is that, while we eat enough, and generally too much, the stomach, from abuse and overwork, does not properly digest and assimilate it, which is the reason so many people remain thin and under weight; the digestive organs do not completely digest the food forming beefsteak and eggs and similar wholesome food.

There are thousands of such who are really confirmed dyspeptics, although they may have no particular pain or inconvenience from their stomachs.

If such persons would lay their prejudices aside and make a regular practice of taking, after each meal, one or two of Stuart's Dyspepsia Tablets, the food would be quickly and thoroughly digested, because these tablets contain the natural peptones and diatase which every weak stomach lacks, and by supplying this want the stomach is soon enabled to reach its natural tone and vigor.

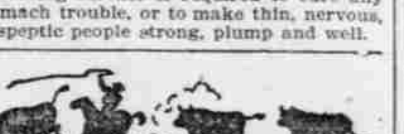
Stuart's Dyspepsia Tablets digest every form of flesh-forming food—meat, eggs, bread and potatoes—and this is the reason they so quickly build up, strengthen and invigorate thin, dyspeptic men, women and children.

Invalids and children, even the most delicate, use them with marked benefit, as they contain no strong, irritating drugs, no cathartic, nor any harmful ingredient.

Stuart's Dyspepsia Tablets is the most successful and most widely known of any remedy for stomach troubles because it is the most reasonable and scientific of modern medicines.

Stuart's Dyspepsia Tablets are sold by every druggist in the United States and Canada, and well as in Great Britain, at 50 cents for complete treatment.

Nothing further is required to cure any stomach trouble, or to make thin, nervous, dyspeptic people strong, plump and well.



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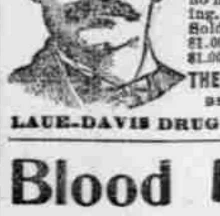

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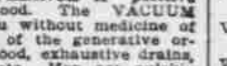

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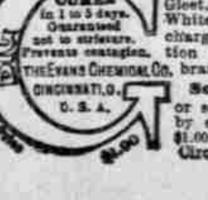

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