

FRANK B. COLE GIVES HIS REASONS FOR OPPOSING TOURIST HOTEL SITE

"The position I take as one of the opponents of the Tourist hotel property as a high school site is this," said Frank B. Cole today. "The election that came up one year ago demonstrated that the majority of the people of this city were opposed to it. We opposed it from the standpoint that it is a bad location; located over the railroad tracks and near the steamboats, subjected to all the noises that are most detrimental to school work. Again, it is located near a gulch, surrounded by trees and brush, making it very undesirable. The cost of rebuilding this property is not known to anyone. The majority of the architects and practical builders in this city have pronounced the estimate pronounced by the school board as far below the actual cost. It will cost the city from \$500,000 to \$800,000 to finish that building as it was originally outlined, and make it over into a school building. Every year it will cost the parents of children thousands of dollars extra in street car fare. The street railway company could not se-

lect a better location for its own pecuniary advantage.

"From my standpoint, the school board should sell this property, get what it can for it and apply it to building a high school on Tacoma avenue. Let plans be drawn for a large high school, put up in sections, as needed. As the old school building becomes useless, tear it down and cover the space with a new building. These additions can be made from year to year as needed, without bonding the school district. It is essential that this city, in order to compare favorably with other cities of like size, should have a modern high school, and in connection with it a manual training school. As one of those who have opposed the Tourist hotel proposition, I want to say for myself and for those with whom I have talked, that we favor a high school on Tacoma avenue and oppose the Tourist hotel because we look upon it as an expensive proposition, bound to work to the detriment of every grammar school in the city."

THE KOREAN MINISTER WENT "BROKE" AND MADE A "TOUCH"



ST. PETERSBURG, April 19.—Since the outbreak of the war the Korean minister has been without instructions of any kind from his government, having evidently been completely forgotten.

This would not have mattered so much if the minister had been provided with funds, but his supply of cash became completely exhausted, and in dire distress his excellency applied to one of his colleagues

of the diplomatic corps for a loan. This was immediately granted, and on the matter being reported to Count Lamsdorff the latter at once gave instructions for the Korean minister to be supplied with all the money he might require, so long as the war lasted.

To show his gratitude, the minister hastened to subscribe five pounds to the Russian fleet fund.

LIGHT HARNESS HORSES ARE MOST POPULAR IN RUSSIA



THE \$1,000,000 GRAND STAND AT MOSCOW.

The breeding and racing of the trotting horse is rapidly gaining in popularity in Russia, the government fostering and encouraging it in many ways. The breeding and racing industry is carried on under the direct supervision of Grand Duke Demetrio Constantovitch, cousin of the czar, who has full control of the government stud and of all the tracks.

The native Orloff trotter has been crossed successfully with the American-bred animal and many fast, richly-bred stallions and mares are exported annually to Russia from this country for racing and breeding purposes.

Realizing that their crude methods of developing, training and shoeing were not conducive to the best results, the Russian government in 1899 engaged the veteran American trainer, Geo. J. Fuller, to conduct a school for trainers, his salary being fixed at \$10,000 per year.

Fuller was installed at the imperial stud at Krenov, where he spent three years, having under his supervision 50 to 60 Russian-bred trotters and a class of 30 embryo trainers, to whom he taught the details of the profession in which he had achieved such success.

Several years ago two American trainers, Frank and Will Caten, father and son, went to Russia and met with immediate success, their stables proving prominent factors at the various race meetings held in the land of the czar. Both visited the country last year and while here purchased for export to Russia a number of fast trotters, including Manbrino Queen, 2:13 1/4; Bonsieine, 2:14 1/4; and Royalwood, 2:18 1/4.

The principal Russian race meetings are held annually at St. Petersburg and Moscow, while minor meetings are given at Odessa, Kiev and Nezahney Nograd. The track at Moscow is the most beautiful and expensive racing plant in the world. The grand stand is an elaborate structure, being artistically decorated with statuary of stone and bronze, the structure having cost nearly \$1,000,000.

The Russian racing season lasts from the middle of April until November 1, and there is considerable racing on the ice during the winter. The regular tracks are built of broken rock and stone, the crevices being filled with dirt, making the course rough and much slower than the American tracks.

Many of the racing events are to standing start, the one-mile record at this style of racing being 2:14 1/4, while the record for two miles is 4:35 1/4. The events to which American-bred trotters are eligible are limited and they are also restricted to two winning races over any one track during the season.

It seems that the Russian reinmen became addicted to the practice of "pulling" and "laying up," an evil which racing officials in this country have attempted to

remedy for several years with but indifferent success.

Two years ago the trotting clubs of St. Petersburg and Moscow, which bear the same relation to the harness racing turf in Russia as does the grand circuit in the United States, decided on a plan which seems to have solved the problem. They abandoned the classification of horses by records, as is done in this country, and replaced it with the group system, which classifies them according to their winnings. There are eleven groups, the eleventh group being for horses that have not won 600 roubles during their Russian racing

career. (A silver rouble is worth about 60 cents.) The tenth group is for horses that have not won 1,500 roubles, the ninth for horses that have not won 3,000 roubles, the eighth for horses that have not won 5,000 roubles, the fifth for horses that have not won 18,000 roubles, etc.

The last, or first, group is for horses that have won over 45,000 roubles. After a horse has won 100,000 roubles he is barred from all groups and can only race in special events, similar to our free-for-alls.

Special inducements are offered drivers to try for every heat, the government giving 1,000 roubles for every quarter of a second dipped from the ground or ice record. In addition to the purses, the trotting clubs pay a premium to the first three horses in each race that trot faster than their previous records. The purses are divided as follows:

Ten per cent of each purse goes to the third horse; from the balance, if the second horse finishes less than half a second behind the first horse, he gets 33 1/3 per cent; if he finishes one-half a second to a second behind the first horse, he gets 25 per cent, and if he finishes one second or more behind the first horse, then he gets only 20 per cent, the other 70 per cent going to the winner. The object of this plan is to make it to the interest of every driver to finish as close up as possible.

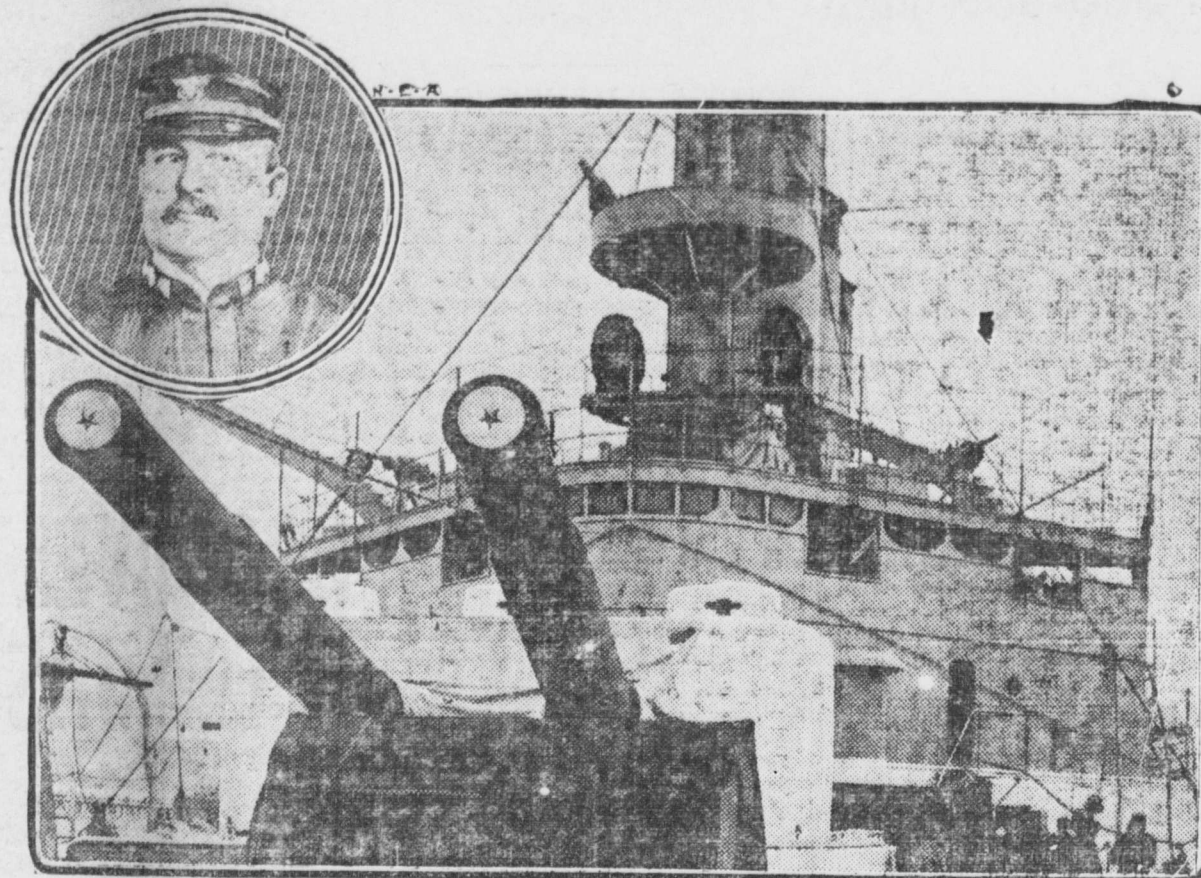
Drivers weigh in with their sulkes, the combined weight to be 216 pounds, or sufficient lead must be carried to make that weight.

The trotting meetings are well attended, and the betting is heavy, being conducted on the Paris mutual system.

Ringers are scarce, and when caught the offending parties are severely dealt with. About a year ago when the American stallion William C. K. 2:18 1/4, was being masqueraded over the Russian track under an alias, the watchful officials detected him promptly. Two American horsemen were liberally remunerated for going to Russia to positively establish the identity of the horse, the latter being confiscated by the government and the guilty parties sentenced to long terms in prison.

GEO. A. SCHNEIDER.

MISSOURI APPEARS TO BE HOODOOED



CAPTAIN W. S. COWLES, COMMANDING OFFICER. THE AFTER TURRET, WHERE THE EXPLOSION OCCURRED.

PENSACOLA, Fla., April 19.—Commissioned in December, 1903, the United States battleship Missouri is fast earning for herself the reputation of a hoodooed ship.

Her first accident was that off San Domingo, when, under the command of Captain Cowles, brother-in-law of President

killing Lieutenant W. C. Davidson, Ensign E. A. Weidert, Lieutenant J. V. P. Gridley, son of Captain Gridley, who commanded the Olympia during the battle of Manila bay, and Midshipman Thomas Ward, son of Brigadier General Ward, formerly adjutant general on General Miles' staff, as well as 24 enlisted men, but adds to the reputation.

The Missouri was built by the Newport

feet, beam 72 feet, draft 24 feet. Her armament consists of four 12-inch, sixteen 6-inch, six 3-inch and eight 6-pounder rapid-fire guns, in addition to four machine guns and two submerged torpedo tubes. Her armor is Krupp and Harvey nickel steel, and comprises a belt 12 inches thick in the sides above and below the water line, three-inch protective deck, a six-

PARKER GETS DELEGATES

ALBANY, N. Y., April 19.—The Democratic state convention yesterday selected the following delegates-at-large and instructed them, by a vote of 301 to 149, for Judge Alton B. Parker as the state candidate for the presidency: David B. Hill of Albany, Edward Murphy, jr., of Troy, George Ehret of New York city and James W. Ridgeway of Brooklyn. As alternates it selected C. N. Bulver of Oswego, W. Carl Ely of Buffalo, C. H. Ackerman of Broome and Francis Burton Harrison of New York.

The list of district delegates to the national convention includes the following: Perry Belmont, P. H. McCarren, Martin W. Littlejohn, Controller Edward M. Grout, James Sheehan, Congressman T. D. Sullivan, Congressman Sulzer, Lewis Nixon, Bird S. Coler, William McAdoo, W. Bourke Cochran, Robert A. Van Wyck, Charles F. Murphy, Franklin Bartlett, Charles A. Towne, Thomas F. Grady, Harry Payne Whitney, Jefferson M. Levy, Charles W. Dayton, Asa Bird Gardner, Elliott P. Danforth, George O. Rames and John B. Stanfield.

A heated discussion arose over the matter of instructing the delegation for any one man, in which Senator Grady and Bourke Cochran argued for an uninstructed delegation, while Senator McCarren and David B. Hill urged the necessity of the delegation acting as a unit, and that the best way to insure this unity of action was to instruct the delegation now, and thus prevent any possibility of an eruption.

The platform adopted renews fidelity to the principles of Jefferson; insists that we must keep inviolate treaty pledges; urges a fixed national policy; insists that corporations must be controlled by the states; opposes trusts and combines; insists on a check on the present extravagance of public officers; asks for a revision of the tariff putting raw materials on the free list; asks for the maintenance of state rights as opposed to centralization; pledges honesty in the public service; and the impartial maintenance of the rights of labor and capital, and instructs the delegates to act as a unit and to vote for the candidacy of Alton B. Parker.

FINANCES OF GREAT BRITAIN ARE IN A VERY BAD SHAPE

LONDON, April 19.—The announcement that the budget for the coming year would be made known drew a record crowd to the house of commons today. Chancellor Austin Chamberlain and his father, Joseph Chamberlain, received ovations, punctuated with Irish chaff.

In introducing the budget, the chancellor appealed for forbearance. The cycle of prosperity prevailing at the time of the last budget seemed now to have been

exhausted. Britain's commercial depression had been aggravated by that of South America, while foreign competition was keener than ever. The exchequer receipts fell short of the estimates by 2,724,000 pounds. The repeal of the corn tax had proved a costly operation. The excise returns also fell short by a million and a half pounds. The expenditures during the year were 147,000,000 pounds, exceeding the estimate by 3,000,000 pounds.

MORE EQUIPMENT FOR THE JAP RAILROAD IN KOREA

Another train load of railroad material arrived this morning, bound for Japan. This shipment consists of seven locomotives, besides other rolling stock. It is said that agents of the Japanese government have been endeavoring to get space on the Agamemnon for this shipment.

Space had already been secured on the Tremont, of the Boston Steamship company, but the Japanese government is known to be anxious to secure this shipment of rolling stock as soon as possible, so that it can be used in transporting troops in Korea.

The agents of the two boats would not give out any particulars in regard to the matter, but it is known that part of the shipment will go on the Blue Funnel liner. It is also known that the entire shipment was rushed as soon as it was learned that it might reach here in time to catch this boat.

The Agamemnon is now loading a quan-

FEW CHANGES IN FIRE DEPARTMENT

John I. Dietrich, the new chief of the fire department, was sworn in this morning and assumed the responsibilities of his office. He stated to a Times man that there would be few if any changes in the rank and file of the fire department. "I do not want a lot of green men," he continued. "I do not think there will be any more changes, but there may be."

Chief Poyns retires with a good record. The department responded to exactly 100 calls during the present year up to the time the new chief was sworn in, representing a total loss of less than \$3,000.

THE MARKETS

The following prices were quoted by the wholesale men to the jobbers this morning:

MEAT AND PROVISIONS.
Fresh Meat.—Cow beef, 6 1/4 @ 6 1/2 c; steer beef, 7 1/4 c; veal, 7 @ 9 c; hogs, 8 1/2 c; trimmed pork, 9 @ 10 c; mutton, 8 @ 8 1/2 c.
Provisions.—Hams, 12 @ 12 1/2 c; breakfast bacon, 13 1/2 c; bellies, fresh, 11 1/2 c.

VEGETABLES.
Yakima potatoes, \$28.00; home grown potatoes, \$22.00 @ 24.00; carrots, 90 c sack; rutabagas, 75 c sack; California cabbage, \$1.85 @ 2.00; California tomatoes, \$2 box; celery, 65 @ 75 c doz.; radishes, 10 c doz. bunches; lettuce, \$1.60 box; Oregon onions, \$2.75 @ 3; green onions, 10 c dozen bunches; Hubbard squash, 2 c lb; rhubarb, 3 c lb; hothouse radishes, 25 c doz.; dry chili peppers, 15 c lb; cucumbers, \$1.50 @ 1.75 doz.; parsley, 25 c doz.; asparagus, 10 @ 11 c; Walla Walla asparagus, 12 1/2 c.

GREEN FRUIT, ETC.
Apples, cooking, 75 c @ \$1 box; Baldwins, Wagners, Northern Spies, \$1.00 @ 1.25 box; Winesaps, \$1.50 @ 1.75; Ben Davis, \$1.00 @ 1.25; Redlands oranges, \$1.50 @ 2.25 box; ordinary navel, \$1.25 @ 1.40; lemons, \$2.50 @ 3.00 box; cranberries, \$12.00; Persian dates, 5 @ 6 c lb; bananas, \$2.50 @ 3.00 bunch; seedless grape-fruit, \$2.50 box.

NUTS.
English walnuts, No. 1, 14 1/2 c lb; Chili walnuts, 13 c lb; Ganoble, 13 c lb; almonds, 12 c lb; pecans, 12 @ 13 c lb; Brazils, 12 c lb; filberts, 13 c lb; peanuts, fresh roasted, 8 c lb; chestnuts, 12 @ 13 c lb; coconuts, 7 @ 9 c doz.

POULTRY.
Chickens, hens, 12 1/2 @ 14 c; springs, 16 c; lb; dressed turkeys, 30 @ 32 c lb; ducks, live, 14 c; dressed, 11 @ 14 c lb; geese, 10 @ 11 c lb; squabs, scarce, \$2.50 @ 3.00 doz.

HAY, GRAIN AND FEED.
Oats, \$26.50 @ 27.50 ton; barley \$25.50 ton; wheat \$28 ton; clover, \$22.50 @ 23.50 ton; shorts, \$22 ton; bran, \$21 ton; oil meal, \$30.50 ton; E. W. timothy, new, \$22 @ 22.50 ton; E. W. compressed timothy, new, \$27 ton; new wheat hay, \$16 @ 17 ton; new alfalfa, 15 @ 16 ton; new Puget Sound hay, \$15 @ 16 ton; middlings, \$27 ton.

FISH, ETC.
Halibut, 8 1/2 c; salmon, 9 c; ling cod, 5 c; shrimp, 6 c; clams, \$1.40 sack; crabs, \$1.00

MARINE GLIMPSES

At 1.30 o'clock: rock cod, 6 c; herring, 3 1/2 c.

BUTTER, EGGS AND CHEESE.
Butter.—Washington creamery, 26 c; ranch, 14 @ 18 c; Eastern tub, 22 @ 24 c; California butter, 23 c.

Eggs.—Fresh ranch, 18 @ 19 c a dozen. Cheese.—Washington, 13 1/2 c; New York, Sapho, full cream, 17 @ 18 c; Edam, \$9.50; brick, 17 c; Swiss, imported, 23 @ 30 c; Roquefort, 45 c; Limburger, 16 @ 20 c; brick, 15 c; Swiss brick, 17 c.

TIDES FOR WEDNESDAY.

2:02 a. m. 8.3 feet
6:40 a. m. 13.4 feet
2:12 p. m. 2.8 feet
9:18 p. m. 14.5 feet

The steam schooner Charles Nelson arrived yesterday and tied up at the St. Paul mill dock, where she will load lumber for San Francisco.

The steamer Greyhound will make the first excursion of the season to the state capital next Sunday.

The American-Hawaiian line steamship Alaskan will arrive in port Friday.

Captain Andrew Dixon, formerly of the Olympia, which was sold to the North-western Steamship company, left his ship yesterday. He states that the new owners of the Olympia have many friends from whom they will appoint officers for the vessel. Captain Dixon is one of the best known seamen on the coast and was held in high esteem by his old employers, the Northern Pacific Steamship company.

The steamer Jeanie arrived last night from San Francisco with a general cargo. She is now discharging and loading at the Commercial dock and will sail for the South at 9 o'clock tonight.

The steamer Farallon left last night for Southeastern Alaska with a general cargo.

The steamer Cascade arrived last night from Ladysmith, B. C., with a cargo of 180 tons of copper ore, valued at \$3,788. She is discharging at the smelter and will

smelter discharging Mexican ore and will finish loading tonight and will leave tomorrow morning with 300 tons of general merchandise. Captain Japsen reports a pleasant and uneventful voyage.

The workmen have nearly completed the work on the upper deck of the steamer Jefferson. She will be towed to Seattle tomorrow, where her machinery will be installed.

Shipments of Columbia river salmon have been much smaller than anticipated, and as a result the price of the fish has recovered one and one-half cents of the recent slump of two cents. Tyes are not coming as rapidly as anticipated and fishermen are beginning to fear that the early run will be a small one.

LINCOLN'S DEATH HURT THE SOUTH

Henry Watterson, the famous Kentucky editor, addressed a representative audience at the Tacoma theater last night. More than anything else, the audience was impressed by the speaker's earnestness. There were many, probably, who did not admire the Southern accent, but all were stirred by the orator's words.

Mr. Watterson's lecture last night was on Abraham Lincoln, and a man more capable of doing justice to that subject would be hard to find. Referring to Lincoln's assassination, he said:

"The direct blow which could have been directed against the South was the assassin's bullet which struck him down." That simple remark, coming from a former advocate of the Southern cause, gives potency to the statement, and makes it better understood. Henry Watterson was personally acquainted with Lincoln and Douglas. It was not until Lincoln became president, however, that Watterson met him, but he characterized Lincoln as a man of the people and for the people, whose efforts were directed to the welfare of his country and not to advancing his own interests.

LONG MARCH ENDED

Company M of the Nineteenth infantry, under command of Captain Frederick G. Lawton, has reached American lake and the boys are resting from their long tramp. They went into camp last night and will remain there for about six weeks, building a rifle range and doing some target shooting.

The trip from Fort Lawton to American lake, a distance of over 60 miles, with heavy roads, was made by the 66 men in less than three days.

A special car will bring a company of regulars from Vancouver barracks to Tacoma today, bound for American lake. They will reach here about 4 o'clock this afternoon.

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