SHIPS SAILING IN

Fleet of Square-Riggers Yesterday Reached Astoria.

PETER RICKMERS' BIG CARGO

First November Ship Arrives Out at Falmouth—Shipping Accidents on the Atlantic—Red Star Liner Ashore.

A quartet of big sailing ships blew in from over the Pacific yesterday, and while none of them made anything like record time, their passages were much better than some of the fleet have been making during the past few months. The Thessalus, under charter to the Pacific Export Lumber Company, led the procession, after a good run of 30 days from Nagasaki. She was followed by the German ship Arthur Fitger, 36 days from Yokohama, and the Khyber, 41 days from Shanghai, both under charter to Girvin & Eyre. The British ship County of Linlithgow, trailed in late in the evening, after a passage of 36 days from Hiogo. There are still about half a dozen ships due and if the west wind holds, more of them will probably get in today. There is enough tonnage already in the river to insure very heavy March grain shipments, but the lack of tonnage for flour to the Orient will cut down exports in that direction somewhat, Portland shippers being obliged to send their flour to Tacoma for reshipment.

CAPTAIN TROUP INSTALLED.

Has Taken Charge of the Canadian Pacific's Fleet at Victoria.

Captain James W. Troup on Monday took charge of the Canadian Pacific Navigation Company's fleet, which has just been absorbed by the C. P. N. The Colonist in mentioning the matter, says:

"With the formal taking over of the company, the change in the C. P. N. Co. is now complete. The business carried on by the company grew out of that of the Pioneer Line of the Hudson's Bay Company, the C. P. N. Co. taking over their boats and paying them with capital stock in the C. P. N. Co., which was incorporated in 1883 with a capital of $300,000, of which $256,000 was subscribed and paid up.

"The ocean-going fleet of the company consists of 14 vessels: The Islander (screw, built in 1888 at Glasgow, Great Britain; Charmer (screw), built in 1886 at San Francisco; Danube (screw), built at Govan, Great Britain, in 1869; Amur (screw), built in 1890 at Sunderland; Tees (screw), built in 1893 at Thornaby-on-Tees, Great Britain; Yosemite (side-wheeler), built in 1862 at San Francisco; Princess Louise (side-wheeler), built in 1896 at New York; R. P. Rithet (stern-wheeler), built in 1882 at Victoria; Willapa (screw), built in 1891 at Astoria, and rebuilt here by the C. P. N. Co. after salving her; Queen City (screw), built in 1894 at Victoria (having been formerly a three-masted sailing vessel); Maude (screw), built in 1872 at San Juan; Otter, built in 1900 at Victoria. On the Fraser there is the Transfer and other river boats. The Transfer was built in 1893 at New Westminster.

"Captain J. W. Troup, who was formerly in charge of the C. P. R. service on Kootenai Lake and River, will, it is said, make his headquarters in Victoria."

EVA'S HARD LUCK.

Encountered Gales and Seas Which Created Much Havoc.

NEW YORK, March 7.—The British bark Eva Lynch, of St. John, N. B., from St. Marie, Hayti, January 5, with a cargo of logwood, arrived at New York today after an experience of heavy gales and hard luck. January 17 she was within 150 miles of Sandy Hook and in another day with a fair wind would have been in port at the end of her voyage, but instead she was driven out to sea by gales and it has taken 48 days to get inside Sandy Hook. During her long time at sea fighting gales she ran short of provisions and on March 1 food was supplied by the schooner Cameo, which arrived at New York, Monday, and was first to report the safety of the Lynch. Captain Hatfield, who commands the Lynch, said fairly good weather was had up to January 17, when there began a succession of terrific gales, which broke over the vessel, flooding the cabin and forecastle, washed away part of the deck load, the tarpaulins and hawsers, split and carried away sails and washed everything movable about deck overboard. The Lynch put into Delaware Breakwater Monday for a new supply of provisions.

WITH A BIG CARGO.

Peter Rickmers Cleared Yesterday, But Is Detained by Law.

Balfour, Guthrie & Co. yesterday cleared the big German ship Peter Rickmers with 165,880 bushels of wheat, valued at $94,560. The vessel goes to Queenstown or Falmouth for orders, and has aboard one of the largest cargoes that has left here this season on a sailing vessel. Despite the size of the cargo, the vessel has been at Portland but 15 days, and finished loading, in fact, on the 14th day after her arrival in Portland harbor. The vessel is temporarily delayed by the United States Marshal, some deserting sailors having filed suit against her. The merits or demerits of the case of the sailors are not exactly clear as yet, but a deserting sailor in most ports in the world, gets just what he is entitled to and that is—nothing.

November Ship Arrives Out.

The first vessel of the November fleet from this port arrived out at Falmouth, Wednesday, after a fairly good passage of 122 days. The French bark La Fontaine, which sailed from Portland over three weeks ahead of the Dechmont, arrived at Falmouth the same day. The sailings were quite numerous during November and December, and announcement of the arrivals out will be of almost daily occurrence from now on. The November and December fleet last year made some very fast passages but at least a few of this season's fleet getting away in that month will make only average passages even if they arrive out within a few days.

Vessel's Narrow Escape.

NEW YORK, March 7.—The unknown steamer which was in collision with the steamer Cameo off Barnegat at 1 o'clock Monday morning and passed on without stopping, after tearing away the schooner's headgear and jibboom, as reported by the Cameo on arrival here, proves to be the Old Dominion liner Guayandotte, which arrived here today from Newport News. Captain Hiller, of the Guayandotte, said that he did not stop because he did not think the schooner was damaged, as the vessels did not touch each other, the Cameo's jibboom only carrying away the rail netting of the steamer as she passed under her stern. It was very thick fog at the time and the steamer was going at half speed blowing her whistle and the schooner was not seen until within 100 feet of her, and was lost sight of a moment after she had passed. Her horn had been heard, but it could not be told from what direction the sound came and had the steamer stopped the schooner would have been run through.

Red Star Liner Aground.

NEW YORK, March 7.—The Red Star liner Southward, outward bound, for Antwerp, was still aground at 10:40 A. M. at the junction of Main and Swash channels, where she has been since last night. The steam pilot-boat New York, tug R. J. Parrett, and another tug, which were trying to pull her off, have given up until next high water, which will be at 9:11 tonight at Sandy Hook. The Southwark is lying with her bow heading on to the channel, which would indicate that it is her stern which is aground."

The Southward tonight moved off apparently without any assistance and steamed out to sea slowly.

Dock Laborers Strike.

MARSEILLES, March 7.—A serious situation is developing here owing to the stoppage of cargoes by the strike of dock laborers. Several industries are considering the suspension of work from want of coal and raw products. Two refineries closed today. On the other hand the strikers are beginning to feel the pinch of hunger. The negotiations between the strikers and their employers have been broken off, the latter refusing any concession and the former persisting in their claims.

Lulomene in a Hurricane.

VICTORIA, B. C., March 7.—The British ship Lulomene arrived tonight from Hiogo, after a rough passage. She encountered a terrific hurricane February 22 and 23 from the eastward, and lost her fore and main topsails, which blew out of their gaskets. She rolled considerably and her braces were carried away. Her ballast shifted, and the crew had a trying experience for several days, while the ship was rolling in the trough of the sea after the storm.

Work for Old Steamers.

SAN FRANCISCO, March 7.—The Examiner says:

The San Blas, San Juan and City of Panama, of the Pacific Mail Company's fleet, which are now laid up for the want of business, will probably ply between Puget Sound and Alaskan ports during the Summer. It is reported that a Seattle steamship company is now negotiating for the charter of the vessels.

Transport Albert Released.

SEATTLE, March 7.—The Quartermaster's Department today released the transport Albert, which had been employed in carrying animals and Army supplies to the Philippine Islands for the past two years. She arrived recently from Manila. She is owned by an English firm, and, after she has been repaired, will engage in the wheat-carrying trade.

Muleteers Were Damaged.

NEW ORLEANS, March 7.—In a number of libel suits against the British ship Montcalm by muleteers, who went to South Africa from this port, the plaintiffs ask damages for bad treatment, unwholesome food and refusal of wages by the captain because they declined to join the British Army. They ask $1000 damages each.

The Camperdown Floated.

NORFOLK, Va., March 7.—The big steamer Camperdown, which stranded Monday near Cape Lookout, on the North Carolina coast, while en route from Havana to New York with sugar, was floated at high water last night, and is on her way to Norfolk.

Marine Notes.

The tug Hunter narrowly escaped being wrecked at the mouth of the Umpqua recently. The ocean was rough, and while crossing the bar with a schooner in tow the Hunter struck and shipped a heavy sea, which carried away the companionway and did other damage.

Domestic and Foreign Ports.

ASTORIA, Or., March 7.—Arrived at 11 A. M., Swedish ship Thessalus, from Nagasaki; at 2 P. M., German ship Arthur Fitger, from Yokohama; at 4:30 P. M., British ship Khyber, from Shanghai; at 6 P. M., British ship County of Linlithgow, from Hiogo. Left up at 8 A. M., British ship Forrest Hall. Condition of the bar at 4 P. M., rough; wind, northwest; weather, hazy.

Hoquiam, Wash.—Sailed March 5, schooner Jennie Stella, from Aberdeen, for San Francisco; schooner Halcyon, from Aberdeen, for San Francisco; schooner Laura Madsen, from Aberdeen, for San Francisco; steamer Newberg, from Hoquiam, for San Francisco. Arrived, steamer Coronado, from San Francisco, for Aberdeen; steamer Coquille River, from San Francisco, for Hoquiam.

San Francisco, March 7.—Arrived—Steamer Beulah, from Umpqua; steamer Matteawan, from Tacoma; schooner, Corinthian, from Coquille River; steamer Amethist, from Coquille River; schooner Albion, from Coquille River; schooner North Bend, from Willapa Harbor; steamer Arcata, from Coos Bay; schooner Melancthon, from Willapa Harbor; barge C. H. Wheeler and tug Vosburg, from Tillamook. Sailed—Steamers John D. Tallant, for New Whatcom; Rival, for Willapa Harbor; Argo, for Coquille River; Mandalay, for Coquille River; Umatilla, for Victoria; Santa Ana, for Seattle; San Jose, for Nanaimo; schooner John A., for Gray's Harbor.

Port Townsend, Wash.—Arrived, March 6, British steamer Sierra Cordova, from Hong Kong.

Kobe—Sailed, March 1, steamer Universe, for Astoria.

Victoria, B. C., March 7.—Steamer Cottage City, from Alaska.

Pisagua—Sailed, January 29, ship Aigburth, for Victoria.

Iquique—Sailed, February 29, bark Craigisla, for Oregon; March 1, ship Kate Thomas, for Oregon.

Falmouth—Arrived, March 6, ship Dechmont, from Oregon; Bark La Fontaine, from Oregon.

Coos Bay—Sailed, March 6, steamer Chico, for Tillamook.

Seattle—Sailed, March 6, United States steamer, Kintuck, for Tacoma. Arrived, United States steamer Columbine, from Astoria.

New York, March 7.—Sailed—La Bretagne, for Havre; Karlsruhe, for Bremen.

Bremen, March 7.—Arrived—Lahn, from New York, via Southampton.

Queenstown, March 6.—Arrived—New England, from Boston, for Liverpool. Sailed—Majestic, for New York; Waesland, from Philadelphia, both for Liverpool.

Kobe, March 7.—Sailed—Universe, for Portland, Or.

St. Vincent, C. V.—Sailed, Hyson, from Tacoma, for Naples.

Glasgow, March 7.—Sailed—Corinthian, for Philadelphia.

Gibraltar, March 7.—Sailed—Kaiserin Maria Theresa, from Genoa and Naples, for New York.

Cherbourg, March 7.—Arrived—Petrola, from New York.

New York, March 7.—Arrived—Cufic, from Liverpool; Amsterdam, from Rotterdam.

Bremen, March 7.—Arrived—Trier, from New York.

London, March 7.—Sailed—Menominee, for New York.

LAWING OVER CHARTERS

MANY CASES BEFORE SUPREME COURT IN RECENT YEARS.

Nearly Every Important Point Has Gone Up to the Highest Tribunal for Settlement.

The interpretation by the Supreme Court of numerous sections of various city charters gives the court a great deal to do, and may be said to be partially responsible for its overburdened condition. This does not alone apply to Portland, but to other towns and cities throughout the state. It has betn the commo npractice to change charters, and it naturally follows that the intent and purpose of different parts of a charter become a matter of dispute, and the courts are resorted to to determine the controversies. After a charter has been once fully tested and its weak points overcome by decisions of the Supreme Court, it has been the rule to get up a new one, which has to take the same course, and then it is time for another. At the session of the Legislature just closed new charters for nearly half the towns and cities in the state were passed.

Portland has had three charters in 10 years—namely, in 1891, 1893 and 1898. The Committee of One Hundred also prepared a charter, which was presented in 1895, but failed to get through because of the attention attracted by the Senatorial fight. Portland had a charter passed in 1882, and it was amended in 1885, 1887 and 1889. Albina and East Portland had numerous charters, the last in 1887, which are now added to the Portland documents; also that of Sellwood, and have been the subject of some litigation in the past, and likewise since the consolidation of the corporations. The consolidated city has had to defend suits growing out of Sellwood street improvements, and, besides, cases growing out of former Albina and East Portland work.

The total number of municipal corporation cases of the entire state which the Supreme Court has had to determine in the past half a dozen years probably exceeds 50, which proves that charter tinkering is both inconvenient and expensive, and that the higher court would be considerably relieved if charters were made for keeps, and not to be changed at every legislative session.

Take Portland for example. The number of suits growing out of charter disputes have been many. A few of the most important suits of recent years were as follows:

The 2-mill tax suit, to determine if a levy exceeding 8 mills could be made. The levy was 10 mills, and it was asserted that under one of the sections of the 1893 charter not to exceed a 15-mill levy was legal.

Meyer vs. the City of Portland, slaughter-house case.

Keenan vs. City, concerning street-assessment warrants.

Allen vs. City, famous Sixth-street case.

Nottage vs. City, validating irregular street assessments.

The celebrated firemen's suits, still pending.

Ladd vs. City, under East Portland charter, to determine if he could be made to pay for improvement of a street once before fully improved.

Hamilton vs. Gambell, to decide if street bonds were subject to garnishment.

Esberg Cigar Company vs. City, as to liability of city for negligent construction of water main.

Shipley vs. Hacheney, concerning interest on warrants.

Kameta vs. City, lottery ordinance.

Jones vs. City, street warrant case.

Paulson vs. City, sewer ordinance.

David vs. City, water-committee case.

Portland vs. Bituminous Paving Company, street repair and bond case.

There are a great many others, and the lesson to be learned from it all is that the perplexities arising from city charters has caused the courts no end of worry, which bids fair to continue, unless some means is adopted to prevent the practice of framing new charters every few years.

DOUGLAS SPRUCE.

Neither Spruce, Fir, Nor Pine, Nor Found Outside This Coast.

There are a number of popular misconceptions regarding the principal timber tree of Oregon, and differences of opinion on other points. The following paragraphs from the two last reports of the Oregon Board of Horticulture will be read with interest by many who have not read the reports. Dr. J. R. Cardwell, in the report for 1899, says:

"We have no evergreen trees in Oregon found in the Eastern States or elsewhere, with possibly the exception of one variety—Juniperus Communis—the common juniper of Eastern Oregon—about which botanists differ . . . The most notable of which I wish to speak specially is a new genus, a new variety, single and alone, botanically known as Pseudotsuga Douglasii, as the name indicates, false spruce of Douglas, discovered by a very able and enterprising Scotch botanist, David Douglas, who explored and botanized our forests in 1823. This tree, called by us a fir—not a fir; called by some a spruce—not a spruce; extensively known commercially as Oregon pine—not a pine; is in many respects the most remarkable tree in the world, and forms eight-tenths of the forest area of the Northwest, and extends over a larger territory than any other tree on the continent and, so far as I know, in the world, reaching from up in Alaska down to Mexico, from the Pacific shore to the Rocky Mountains. . . . So highly is this tree appreciated abroad for its rapid growth and great adaptation to varied soils and climates, its elegance and the superiority of its wood, that . . . it is fast becoming the forest tree of Europe. England, France, Germany and Austria now have extensive forests of these trees and are planting annually.

"The terms red and yellow fir, which designate a reddish, rather coarse-grained lumber, and a finer-fibered, compact, yellow-grained lumber of superior quality, are commonly supposed to designate two distinct varieties, but close observation of botanists has decided that this is not the case, and there is but one variety of Douglas fir, and that while red and yellow fir generally apply to different trees of this variety, from some mysterious and unknown cause in their growth, yet both red and yellow fir are found in the same tree."

In an essay on "Forests of Oregon" in the Board of Horticulture report for 1901, Martin W. Gorman says:

"The fact is not generally known, even in this state, that Oregon possesses a much greater amount of standing timber than any other state in the Union at the present time, viz., 234,653,000,000 feet, board measure. This estimate, let me say, is not mere guess work, nor the theorizing of an optimistic logger or lumberman, but the result of a series of thorough and systematic cruising carried on under the direction of the United States Geological Survey, the collecting and tabulating being done by Mr. Henry Gannet, chief of the Division of Geography and Forestry."

Of Douglas spruce Mr. Gorman says: "When grown in the open woods the annual growths are large, somewhat laxly adherent to each other, the limbs numerous, the quality of the timber not so good, and the wood sometimes reddish in color, giving rise to the name 'red fir.' In dense forests the trees are much taller in proportion to diameter, fairly free from limbs, the annual growths small and compact, the quality of the timber unsurpassed and the wood close-grained and yellowish, causing it to be called 'yellow fir.' Clatsop and Columbia Counties contain the finest groves of this tree at present. . . .

"One too often hears the statement made by persons presumably capable of knowing that 'there is just as much timber in the state now as there was when the first white settlers came here,' the theory being that the growth of Douglas spruce is so rapid as to counterbalance the amount of timber used as lumber, the amount used for agricultural purposes, and the amount destroyed by fire each year. This is serious misconception, and it is the duty of those better informed to correct such a fallacious theory as rapidly as possible. It is quite true this tree is a very rapid grower, and that in favorable localities, say a soil of basaltic origin, coupled with a humid climate and moderate temperature, conditions that are fairly well supplied in the section of the state west of the Cascade range, trees of this species may be found large enough for railroad ties at 40 years old, but usually they would be required to be 80 years old or more to be large enough for this purpose, and to be suitable for lumber purposes an age of 200 to 300 years is necessary."

GOOD PLACE FOR SMELTER.

Santiam District Said to Be Richly Mineralized.

PORTLAND, Or., March 7.—(To the Editor.)—I notice an article in The Sunday Oregonian in regard to a smelter on the little north fork of the Santiam. This is one of the best moves that I have heard of for some time. That section has as good a deposit of copper and base ores in large quantities as I have ever seen for surface indications. I have examined that section several times, and will say that it is as good as I have seen in any other district. By using a good matting smelter, the ore can be worked at a profit, as everything is cheap and not far from the railroad. The matter can be shipped to either 'Frisco or Tacoma for a small cost.

I do think that Portland capital should look into that section of the country, and they would find it as well mineralized as the Coast of Alaska or any other district that I have had the opportunity to examine. The formation is old, being porphyritic granite, and evidently a continuation of the formation to the north and south. We also find some clate, as yet of an unknown age. It has some appearance of a siliceous slate and somewhat approaches sandstone. It is, in my opinion very old and resembles the jurassic in common with similar deposits all along the Cascade Range; also in the Sierra Nevada ranges. In some places are large deposits of copper and galena, and in the same sections are large dykes or zones of cyanide that carries good deposits of copper. The north fork of the Santiam is easily reached by rail and wagon road.

Respectfully, E. O. SMITH.

YALE NOT GUILTY.

Alumnus Defends Her From Charge of Introducing "Bunny Hug."

PORTLAND, March 7.—(To the Editor.)—In an article of Sunday's issue entitled "The Bunny Hug Dance," the author attributes its introduction to "some youthful students of Yale University," claiming with a poor attempt at humor that its inception was contemporaneous with the advent of Belgian hares. While its introduction may have been contemporaneous with the hare's advent, the author does greatly err in attributing it to the Yale students.

Were I not compelled to acknowledge a dearth, yes an entire lack of "youthful Yale students" during the dancing season some two years since, I might attribute the honor of introducing this style of dancing—if honor it be—to them. As a matter of fact, this style of dancing is purely local, confined to the Coast, and is entirely alien to that in vogue at Yale and the large Eastern cities, hence we can't but marvel at the ignorance of so fin-de-siecle a dancing teacher in such matters. Now that a few society cads—whose every act is characterized by nothing else save to imitate the college man, and whose sole ambition in life is to be taken for one—have named this mixture of I know not what, the Yale, our fair terpsichorean champion of past hoc ergo propter hoc, reasoning, has drawn this illogical conclusion: "It is called The Yale, Yale "fledglings" are here, therefore it must have been introduced by Yale students."

A YALE GRADUATE.

DAILY CITY STATISTICS.

Marriage License.

Abe Brody, 26, Polk County, Lena Freeman, 22.

Building Permits.

H. Boehmer, two-story dwelling, Market street, between Thirteenth and Fourteenth; $1500.

Francis S. Child, two-story dwelling, Twenty-fourth street, between Irving and Johnson; $4000.

Contagious Diseases.

Ruth Marginson, 372 First street, measles.

Lewis Coley, 46 North Twenty-first street, measles.

Birth Return.

February 13—To the wife of J. R. Liles, Second and Columbia, a boy.

Death Return.

Tobias Kiter, 66 years, 300 First street, asthma.

Real Estate Transfers.

William C. Elliott, guardian Taylor Barrow, to Sherman E. Elliott, 43 acres, section 14, T. 2 N., R. 2 W.; lot 7, block 9, Lincoln Park; lots 31 and 32, block 1, Peninsular Addition, subject to $100 mortgage, February 6 ..... $ 265

Phoenix Land Co. to Allison Burnham, lots 4, 6, 7 and 8, Prune Place, section 2, T. 1 S., R. 2 E., March 5.. 1050

Sheriff, for R. W. Wooster et al., to J. D. Merriman, administrator, 320 acres, W. ½ section 36, T. 3 N., R. 2 W., October 12, 1899 3000

John Barrett and wife to C. E. Nason, lots 4, 5 and 6, block 1, Barrett's Addition, March 7 150

Margaret McMahon to J. T. McMahon, 100x130, Hampton Kelly D. L. C., March 5 1

J. J. Morgan, trustee, to J. D. Marryman, administrator, 320 acres, W. ½ section 36, T. 3 N., R. 2 W., August 30, 1899 1

O. M. Sargent and wife to Norman and Richard Forbes, parcel land, Powell's Valley road, March 7..... 650

Macleay Estate Company to Herman Baumann, and wife, 66x137, Eighteenth and Vaughn streets, March 6 1000

John Steelquist to Terrence Minogue, north 25 feet lot 7, block 1, Elizabeth Irving's Addition, March 6..... 1100

Sarah A. Traylor and wife to Conrad Scheidemann, lot 7, block 12, Lincoln Park, March 7 325

Same to same, lot 8, block 2, Lincoln Park, March 7 125

Nancy C. Wilson to Flora R. Turnbull, lot 18, block 4, Albina, March 6 1100

C. T. Miller and wife to Title Guarantee & Trust Co., lot 13, block 56, Sunnyside, March 7 300

Tourist Excursions East.

The most popular way to cross the continent is on one of the Rio Grande Western Railway's tourist excursions, to Eastern cities. These excursions leave Salt Lake City, Utah, daily, making close connection with all trains from the West.

Passengers from Portland have the choice of going via the O. R. & N. and Huntington, or the Southern Pacific and San Francisco, with a day's stop-off in the latter city. A day's lay-over at Salt Lake is also granted on all class of tickets via either route to that point.

The routes of these cars are:

Sunday, via Rock Island and Illinois Central; Monday, via Rock Island; Tuesday, via Burlington; Wednesday, via both Rock Island and Missouri Pacific; Thursday, via both Rock Island and Burlington; Friday, via Burlington; and Saturday, via Missouri Pacific.

For rates and information apply to J. D. Mansfield general agent, 251 Washington street.

ALMOST PASSED THE LIE

CONGRESSMEN TONGUE AND WILSON HAD A LIVELY TILT.

Report of Irrigation Committee, of Which Both Are Members, Source of the Trouble.

WASHINGTON, March 2—Recent events have tended to show that a peculiar condition exists in the House committee on irrigation. The culmination of a long struggle in that committee to secure a report on some scheme for irrigating the vast areas of arid lands in the West came when the chairman of the committee, Representative Tongue, and a minority member, Mr. Wilson, of Idaho, almost came to blows. The lie was not passed, but there was a close shave, so say members of the committee.

For a good many years the committee on irrigation has been a "dead one" in the House, and as a consequence, all irrigation bills have been referred to the public lands committee. During the first session of the present Congress a number of Representatives from the arid land states started a move in the direction of having the various irrigation schemes taken up by this committee for discussion, with the ultimate view of having some bill reported. These members went to Mr. Tongue when he had been appointed chairman of the committee, and urged him to call the committee together for the consideration of the vast subject. His reply was that "he would do so soon." But days grew into weeks and weeks into months, and no meeting was held.

An anti-climax was reached when Representative King of Utah was sent to replace Brigham H. Roberts as the Representative from that state. Mr. King was without a committee place, and Mr. Shafroth, of Colorado, who was a member of the irrigation committee, resigned this place in Mr. King's favor. Mr. King, knowing the strong desire of his people for irrigation legislation, went to Mr. Tongue time after time, and urged him to call the committee together. He was given the same reply as others had received, that a meeting would soon be called, but no action was taken. He finally became impatient, and insisted that the committee should be gotten together. But the entire session passed off and nothing whatever was done.

At the opening of the present session, Mr. King renewed his efforts with Mr. Tongue, and urged him to organize the committee and get to work. But his appeals were in vain. Finally, as a last resort, Mr. King went to the chairman and said in so many words that if the committee was not organized at once, and the consideration of irrigation propositions taken up and pushed, he would resign from the committee and then explain on the floor of the House his motives for so doing. This would of course have been a reflection on Mr. Tongue, for as chairman, he had the sole power of calling a meeting of the committee. Rather than face this humiliation, the committee was at last organized six or seven weeks ago, and a series of hearings has been had on irrigation propositions on two or three days of every week.

At the conclusion of the hearings the committee went into executive session, and, after discussing the various problems, each by itself, agreed upon the features that met with most favor, and decided that a bill embodying those features should be reported as a committee bill. The Newlands bill was used as a basis, to which many amendments were adopted. By order of the committee, the work of framing the bill was assigned to a subcommittee of three members, to be appointed by the chairman. Mr. Tongue selected as this subcommittee Messrs. Ray, of New York, Barham of California, and Reeder of Kansas.

The irrigationists were surprised at the selection of this subcommittee, because two of its members were unalterably opposed to the principles intended by the committee to be incorporated in the bill. It has always been customary in the past, when bills are referred to subcommittees for compilation, that at least a majority of the subcommittee shall be favorable to the measure. However, no formal protest was entered, and the matter was left in the hands of this subcommittee for awhile.

It rested in this condition for some time, the subcommittee never reporting. The friends of the measure were anxious that action be had, as the close of the session was fast approaching, and they wanted a report before adjournment. Even they had no hopes that the bill could become a law at this session, but they did desire a report, as it would be a precedent for similar action at an early date in the first session of the next Congress. Furthermore, this is the first report yet authorized on a general irrigation bill.

In the meantime Representative Wilson, using the Newlands bill as a basis, introduced in the House a bill embodying practically all the principles of the bill to which the committee had agreed. The original bill had been so mutilated that it was hard to follow its provisions, and in order to have the matter intelligibly before the members of the committee, Mr. Wilson introduced the bill with such amendments as had been agreed upon, more for the purpose of having the measure printed than for anything else. He had no particular desire that the committee should report his individual bill, but at the suggestion of other members of the committee, he did present the nondescript text to the House in order that it might be put in readable shape.

This action aroused Chairman Tongue to a considerable degree, for he at once took the position that Mr. Wilson was "trying to steal the thunder out of the committee bill." He criticised Mr. Wilson for introducing as his own a bill which was in fact the committee bill, and thought the Idaho man was overstepping his authority. But in this Mr. Tongue seems to have been the only member of the committee who was displeased. The men who were sincerely desirous of having a bill reported, commended Mr. Wilson's action, for it gave them an opportunity to see where they stood.

So when it became apparent that the subcommittee, who had been intrusted with the preparation of the bill, failed to report to the whole committee, Mr. Wilson made the motion that the bill be favorably reported by the whole committee, and the subcommittee be discharged. This was a perfectly logical move to take, and one that had the approval of every one save Mr. Tongue. He alone took exception, and raised a point of order, claiming that the committee was without authority to report a bill until the subcommittee had reported. Mr. Ray offered a similar proposition to that of Mr. Wilson, but this failed to meet the approval of the chairman. Mr. Tongue also ruled this motion as out of order.

This was too much for the Idaho man. He said such a course was unprecedented. He complained that the chairman had not only raised the point of order, nor had he allowed a discussion upon it, but had passed upon it himself, ruling against the committee. Mr. Wilson gave the committee to understand that it was his opinion that the bill should never have been referred to a subcommittee hostile to its provisions, and he for one felt that the best interests of all concerned would be better cared for in the hands of a subcommittee favorable to the provisions adopted by a majority of the whole committee. He did not in any way impugn the honesty of purpose of any member of the subcommittee, but naturally concluded that men opposed to any such irrigation legislation, if they had it within their power, might easily and without violating any confidence, suppress the bill for this session by failing to report it in time for action by the committee. He was in favor of having the bill taken up and reported by the whole committee, because the whole committee, or at least a majority of its members were in harmony in support of a general bill, and could frame the measure as well as the subcommittee.

In his characteristic hot-tempered spirit, Mr. Tongue made the very uncalled-for remark that Mr. Wilson did not think anybody was honest except himself (Wilson); that he impugned everybody's motives. By his very manner he antagonized Mr. Wilson so that the latter was forced to reply, which he did in unmistakable terms. He said very tartly, and with some feeling, that he had never impugned the motives of any member of the committee, and did not do so at that time, but he most decidedly did impugn the motives of Mr. Tongue as chairman of the Irrigation Committee; he did not think he had acted in good faith, but had done everything possible to obstruct irrigation legislation, while pretending to favor it. This was a point-blank charge, to which Mr. Tongue made no reply. He had nothing to say.

In conversation with The Oregonian correspondent, after the committee had adjourned, Representative Tongue said it had been his desire that the incident be suppressed; he did not wish to have it get into print. He admitted his ill-feeling because of the action Wilson had taken in introducing the bill above referred to, and thought Mr. Wilson had obstructed, rather than furthered the interests of irrigation. He had no comment whatever to make on Wilson's charge; no reply to make to it. He said his committee was to report in effect the Wilson bill with one amendment, but would not take action on that measure, but rather report a separate bill. He admitted even that the simplest and quickest solution would have been to have reported the Wilson bill with this one amendment, but was personally opposed to such a course. He said the committee bill was a compilation of the best features in the Newlands, Mondell and Hansbrough bills.

When questioned as to the position of the members of the sub-committee which he had appointed, he admitted that he knew both Ray and Barham were opposed to the adopted bill and that Reeder was its only friend. Further than this he would not discuss the question.

Representative Wilson, however, was more free to speak. He felt that he was thoroughly in the right, and his position was defensible throughout. He said that every member of the committee who was anxious to secure legislation would have to make concessions to others, that no bill so far offered was perfect, nor would any bill be reported that would be perfect. "The West," he said, "wants something for the arid lands. Our people do not expect this bill to be adopted literally. This is the first move in the right direction.

"We may be twenty-five years in securing final legislation on these lines, but we have started, and we mean to keep on. We have had a hard tussle, for at every step we have encountered objection from the chairman of the committee. Mr. Tongue has opposed every section of the bill, each as it was taken up and discussed. He has opposed the bill as a whole.

"Patience ceases to be a virtue with me, as with everyone else," he continued, "and when I was convinced that Mr. Tongue meant to shut off this bill by placing it in the hands of a hostile subcommittee, I thought it was due time to assert myself."

It may be added, and this statement is based upon the views of several members of the committee, that had it not been for the incident between Mr. Tongue and Mr. Wilson the House committee would never have reported an irrigation bill at this session. This is the honest belief of a number of members, who have so expressed themselves. It is true the bill cannot get beyond the report stage, but it will now go on record with a report from the irrigation committee, and early in the next Congress, when the subject is again taken up, there will be this much to work on, with a precedent besides. It sometimes takes a row to bring about results.

GRAFT KNOCKED OUT.

Clerk Who Drew $2200 Per Year and Never Showed Up at Capitol.

WASHINGTON, March 1.—The close of every session of Congress always smokes out many of the "grafts" about the Senate and House of Representatives, although, as a usual thing, the smoke blows over, and the grafts are allowed to continue unmolested. The Senate, at a recent sitting, however, broke all records, and actually dispensed with one good-sized graft.

For a number of years, the Senate has managed to secure an appropriation for a clerk to the committee on foreign relations, with two assistant clerks and a messenger. The clerk drew $2220, the two assistants $1440 each, and the messenger $1440 as well. By some slip, presumably because the graft was overworked, the facts came out that the clerk drawing $2220 never presented himself at the Capitol, and, in fact, never came to Washington. Some one got at the facts in the case, and naturally concluded that a man drawing such a good round salary should at least present himself in Washington at intervals, as an expression of his appreciation of his liberal salary. It is hard to see how a clerk of such an important committee as foreign relations could serve his committee when not present at its meetings.

But be the facts as they may, the Senate has at last dispensed with this gratuity, and Mr. Clerk will now have to seek new fields and pastures green, or else study up some other method of holding up the Government. The corps of three clerks has been reduced to one, at a salary of $1800, and a messenger at $1440, and there is little question but what this force, on a much lower compensation, will be able to perform all the duties required. And be it said with some satisfaction, one of the assistant clerks, who has rendered faithful service, is to receive the $1800

EDUCATION OF INDIANS.

View on Course United States Should Pursue With Alaskan Tribes.

WASHINGTON, March 2.—Senator Gallinger, of New Hampshire, recently presented to the Senate a letter from William Duncan, of Metlakahtla, Alaska, containing several suggestions as to the course which should be pursued by the Government in educating the natives of this territory. The letter itself goes into detail, but in substance is about as follows:

Mr. Duncan is strongly of the opinion that the Government should fix upon some definite policy by which Indian affairs in Alaska shall be controlled. He expresses much satisfaction that the reservation system, so long practiced in the United States, is not to be extended to Alaska, for it has been condemned on all hands by friends of the Indian race. Moreover, the granting of lands in severalty to the Indians is thought inadvisable in Alaska.

The proposed policy of leaving the Alaska Indians to themselves, to fight their own way, work out their own destiny, and take the same chances as the white, while having a semblance of fairness to it, is yet deemed unjust. On the contrary, it is contended that these Indians need protection and education. In order to give them protection, Mr. Duncan believes that the Government should set aside a suitable tract of land as a Government reserve for each community of natives, these reserves to be at least five miles from any white settlement, and on sites chosen by the natives. The natives should not be restricted to these reserves nor compelled to occupy them, but each Indian should have the opportunity of taking up a home for himself, of which he cannot be deprived. Each Government reservation should have its school, with a practical Christian teacher, who should also be a Justice of the Peace.

In the matter of education, Mr. Duncan condemns strongly the training schools that are now being operated for the benefit of the Alaska Indians. He thinks that they have proven a dangerous obstacle in the way of upbuilding the natives, rather than a help to them, and have served to spread evil and vice among the young who have been in attendance. It is his idea that Indian parents, as well as children, must be educated. The taking away of the youths to distant schools has served to break up the homes, and break down the ties between the father and son, and the mother and daughter. Education at home, says he, under the eyes of the parents, would prove a precursor of social elevation. In a word, unless parental authority is sustained, and the home life of the Indian purified, any education given them will but accelerate their destruction. To carry out such a policy, it is claimed that but little outlay would be required. It is Mr. Duncan's earnest belief that the adoption of such a system as he proposes would in the end bring about a law-abiding and progressive native community in every settlement where home schools were established.

College Declines to Debate.

FOREST GROVE, March 7.—Pacific College, at Newberg, has declined to meet Tualatin Academy, of this place, in a joint debate.

CATARRH OF THE STOMACH

A Pleasant, Simple, but Safe and Effectual Cure for It.

Catarrh of the stomach has long been considered the next thing to incurable. The usual symptoms are a full or bloating sensation after eating, accompanied sometimes with sour or watery risings, a formation of gases, causing pressure on the heart and lungs and difficult breathing, headaches, fickle appetite, nervousness and a general played out, languid feeling.

There is often a foul taste in the mouth, coated tongue and if the interior of the stomach could be seen it would show a slimy, inflamed condition.

The cure for this common and obstinate trouble is found in a treatment which causes the food to be readily and thoroughly digested before it has time to ferment and irritate the delicate mucous surfaces of the stomach. To secure a prompt and healthy digestion is the one necessary thing to do and when normal digestion is secured the catarrhal condition will have disappeared.

According to Dr. Harlanson the safest and best treatment is to use after each meal a tablet, composed of diastase, aspetic pepsin, a little nux, golden seal and fruit acids. These tablets can now be found at all drug stores under the name of Stuart's Dyspepsia Tablets, and, not being a patent medicine, can be used with perfect safety and assurance that healthy appetite and thorough digestion will follow their regular use after meals.

Mr. N. J. Booher, Chicago, Ill., writes: "Catarrh is a local condition, resulting from a neglected cold in the head, whereby the lining membrane of the nose becomes inflamed and the poisonous discharge therefrom passing backward into the throat reaches the stomach, thus producing catarrh of the stomach. Medical authorities prescribed for me for three years for catarrh of the stomach without cure, but today I am the happiest of men after using only one box of Stuart's Dyspepsia Tablets. I cannot find appropriate words to express my good feeling. I have found flesh, appetite and sound rest from their use."

Stuart's Dyspepsia Tablets is the safest preparation as well as the simplest and most convenient remedy for any form of indigestion, catarrh of stomach, biliousness, sour stomach, heartburn and bloating after meals.

Send for little book, mailed free, on stomach troubles, by addressing F. A. Stuart Co., Marshall, Mich. The tablets can be found at all drug stores.

CUT OUT THIS AD.