THE SUNDAY OREGONIAN, PORTLAND, AUGUST 18, 1901.

Sampson-Schley Controversy. Plain Statement of the Case and All Its Attendant Circumstances.

To understand correctly the origin of Navy Department received word that the famous dispute between Admiral Sampson and Admiral Schley, of the American Navy, it is absolutely necessary that the environment of the two men prior to the Spanish-American war and their physical and mental characteristics should be well understood. When these are understood it can be appreciated why the hoard of inquiry, which will sit in Washington September 12, will ultimately Washington September 12, will ultimately have a decision to make, certain to af-fect profoundly the National Navy for many years to come. This board of in-cuiry will be composed of Admiral George that port, and Schley was clearly intended guiry will be composed of Admiral George Dewey, Rear-Admiral Kimberly, retired, and Rear-Admiral Howison, retired. The prosecutor will be Captain Lemey, Judge-Advocate of the Navy; the counsel for the there after he had set his battleships on their course.

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Since the close of the Civil War in 1865, or rather the end of the famous naval attack on Fort Fisher, there has been slowly developing in the National Navy two classes of advocates or theorists. Various titles have been applied to these classes, but the two which seem to apply the best are those of "sea dogs" and "tacticians." The first class has been composed of naval officers who prefer sea to land duty; who hold that no tactics can be devised that will meet the exigencies of battle as well as sound judgment and cool daring on the part of commanding officers; who believe naval power is for action and not for inaction, and who think the English course the right course-shoot first and explain afterward. Paul Jones, Truxton, Sterrett, Farragut were of this stamp. Schley, Dewey, Robley D. Evans, Clark have been so classified. The "sea dog" class is popularly supposed to be composed of men who know much more of fighting than politics. The second class has been made up of

naval instructors, officers long on land duty, and students. It has been fighting sham battles in Washington during the enam patties in washington ouring the list 40 years; that is, executing attacks or making defenses on paper, and dem-obsetrating theoretically how an enemy could be reputed. It is a class com-posed largely of officers of strong social nations; commanders and others seen incontations, commanders and others seen at Old Point, Newport, Norfolk or Bar-Harbor every season. It is made up of men having strong political influences and strong theories; one of the latter being that a pavy is purely for defense and that a pavy is purely for defense and that factics may oftener win a victory than a D-inch un. Admiral Sampson is at the head of this class, an able instructor at Annapolis, a student at all times, one of the most profound theorists the Navy has ever known. And it may be said as to the two classes that Presi-dent McKinley has always favored the latter and not the former.

When war was declared against Spain in 1898 by the United States, Rear-Admiral Sampson was a Captain in the Navy. Entering Annapolis in 1857, he graduated served as a Lieutenant during the Civil war, and then, after the cessation of hos-tillities, gave the greater part of his time to naval instruction work at Annapolis, lectures on torpedo work at Newport, and perfecting plans for superposed turrets such as are now in use on the Kar-scarge. He was inspector of ordnznce at the Washington Navy Yard three years. sind chief of the Bureau of Ordnance from 1885 to 1887. He was regarded as the closest student the Navy Department pos-sessed, but was not widely known as a nuval authority until appointed president of the court of the start of the court of the start of the start

To understand correctly the origin of Navy Department received word that the

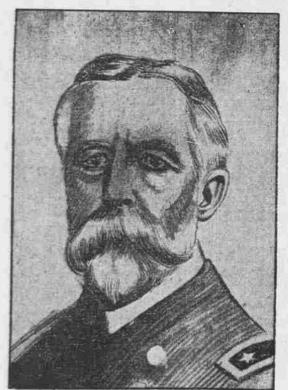
But after he had left Key West the Navy Department was informed that Cer-vera was at Santiago, and advised Samp-son to so instruct Schley. The Marble-Navy Department was informed that Cer-vera was at Santiago, and advised Samp-son to so instruct Schley. The Marble-head was sent to Schley advising him that

Mole, Haiti? The Department will send coal immediately to Mole. Report without delay situation at Santiago de Cuba.

Here arises the first great query of the opponents of Admiral Schley as to the wisdom of his course after the receipt of this dispatch. He was in bad shape for coal bis soundrow was not in the bort of damage to the American vessels. Schley coal, his squadron was not in the best of condition. His opponents say he should sance, but Washington have obeyed orders even if he lost every Colon was not destroyed. vessel he had. He contends that the safe-sy of his squadron was his first considera-

tion, and that a commander at sea must necessarily know better what he ought to do than a bureau chief on dry land at Washington. However this may be, he sent this mes-sage to Washington:

Merrimac engines disabled; sea is heavy; am obliged to have towed to Key West. Have been absolutely unable to coal the Texas, Merbleabsolutely unable to coal the Texas, Murple-head, Vikon, Brooklyn from celler, all owing to very rough sea. Bad weather since leaving Key West. The Brooklyn alone has more than sufficient coal to proceed to Key West. Cannot remain off Santiago present stats squadron coal account. Impossible to coal lee-ward Cape Cruz in the Summer, all owing to southwesterly winds. Much to be regretted cannot obey orders of Denatiment Have strive.



Rear-Admiral W. T. Sampson.

Santiago, and directing him, if he were satisfied that it was not at Clenfuegos, to proceed with all dispatch to Santiago, and upon arrival there to establish com-munications with some of the inhabitants and ascertain definitely whether the shins were in port or not. Schley received these dispatches May Z.

According to the official records at According to the official records at Washington on May 22 Sampson received advices from Key West that Cervera was action is a station. Attentic Naval Station. This station is to prevent the approach of the control of the North Attentic Naval Station.

Cervera was still at Santiago. On May 26 he heard from Schley to the effect that the latter was not satisfied that Cervera was not in Cienfuegos Har-that Cervera was not in Cienfuegos Har-that Cervera was not in Cienfuegos Harworked his way upward by sheer appn-cation to books and their study. He made a name for himself as a mathematician a name for himself as a mathematician bor, and that he would therefore remain bor, and that he would therefore remain tles of a commander and man at sea. He was inordinately sensitive, rather retir-ing, rather slow. The favor which Presi-ing him that daily confidential reports satisfied that the enemy's vessels were not in Cientuegos. Not being satisfied at this time that they were not there. I held my position, being further strengthened in my opinion by stated that Cervera had been in Santiago the fact that I was informed by the captain from May 19 to May 25. He was ordered of the British steamer Adula that when ho left Kingston a cablegram had been received on the Thursday preceding my arrival off Clondid to the American public, which did not know him. He was advanced over the besids of other Captains who had seen long sea service and waited long for pro-motion for merication waited long for profuegos, stating that the Spanish squadron had sailed from Santiago. latter. Schley stated in these that coal-The Admiral then continues, after reing off Clenfuegos owing to high seas was uncertain; that he was satisfied Cervera was not at Clenfuegos, detailing his run was not there, and that he would at once go eastward, but that on account of short The run to The run to Santiago was marked by rain coal supply in his ships he could not and rough weather. . On arriving off Santiago the collier Merrimac was disabled blockade the Spanish soundron if it was at Santiago, but would proceed to the vi-cinity of the Mole St. Nicholas, on the by the breaking of her intermediate pressure valve stem and the cracking of the stuffing box. This served as a further embarrassment western coast of Haiti, from which point he would communicate. Sampson, on learning this, put in to Key to the squadron and a source of considerable Sampson, on learning this, put in to Key West for coal himself, but before doing so he seens a dispatch to Schiev to "freeds, Sampson, on learning this, put in to Key main on the blockade at Sanitago at all

Rear-Admiral W. S. Schley, the Spanish squadron was probably at were coaled from the Merrimac. At this shore and west of the harbor. The Glou-

time Schley was 40 miles southward and westward from Santiago. He remained there until the afternoon of the 28th, when he gave the signal to return to Santiago. he gave the signal to return to Santlago. On the morning of the 29th he sighted the Cristobal Colon in the mouth of Santlago Harbor and cabled Washington that Cer-vera was "bottled up." On May 31 he exvera was "bottled up." On May 31 he ex-changed fire with the ships inside the har-

beyed orders after leaving Cienfuegos, in not going direct to Santiago, has been hotly pressed by his opponents. His offi. a most humble one. He came from an obscure family of Paimyra, N, Y, and worked his way upward by sheer appli- on May 26 he heard from Schlor to the

cester was just east of the harbor entrance. The Spanish vessels came out at a speed

they were most directly headed for where the Brooklyn, with Admiral Schley on board, lay, and as Admiral Cervera afterward stated, they intended to sink the Brooklyn if possible. The Brooklyn and the Iowa were the

first two American vessels to discover the oncoming of the Spanish fleet. The from left to right, which loop enabled her to use her guns on both sides and which also returned her to her original position and on a parallel course with the one taken by the Spaniards during

go. They found fresh material for attack when on May 31, with the Massachusetts, Iowa and New Orleans, he engaged the battles of modern times. Iowa and New Orleans, he engaged the The continued hostility of the naval cabal at Washington to Schley, and renewed evidence that the Navy Depart-ment did not regard him with favor, added fuel to the flames. Neither Dewey nor Schley had ever been favorites of the naval cabal. Each had won a great vic-tory, no matter what the factics were. asserted that this was but a reconnois-sance, but Washington asked why the It was inevitable that the dispute should go into politics, and finally find a lodg-ment in the naval history of Clerk Mac-lay, in which Admiral Schley is charged with disobcdience of orders, with being Admiral Schley was very much in dis-favor at Washington all during the month of June and throughout the blockading of Cervera at Santiago. Admiral Sampson was in charge of the blockade, and devised a coward, a caitiff and a liar. As Mac-lay is directly under the control of the influences most hostile to Schley, and his all the plans for it, and gave the orders indicating how the vessels should act in the event of Cervera's coming out. history was approved by Admiral Samp-son, Schley's friends immediately took up the charges, with the result that a board of inquiry was demanded by Ad-miral Schley and ordered by the Secre-tary of the Navy. It was perhaps the irony of, fate or something else equally unexplainable that on the morning of July 3, 1898, Admiral Schley should have been the ranking offi-cer of the fleet at the moment when the first Spanish vessel poked her nose out of Santiago Harbor and started on the dash for freedom,

Admiral Sampson has never been a

strong man. There is no question but that chagrin over his absence at the bat. tle of Santiago and embitterment through his dispute with Admiral Schley has market his entire future life and health. Both men through the bitterness of the fight have been deprived of congressional honors due each. The Navy has been filled with bickering and disputing that will take years to efface.

Admiral Schley cannot be court-mar-tialed, but if the finding of the board of inquiry is against him he will be officialunder a cloud for the rest of his days, the finding should be for him he will be vindicated, and the greatest censure fall upon the Navy Department. The inquiry will probably occupy two months, and lead to a general ex-posure of the alleged inefficient manner in which the Navy Department cared for the sourdrons sent to see in May 1898 the squadrons sent to sea in May, 1898. The public is disposed to regard the en-tire trouble as the outgrowth of the indigestion and chagrin of one naval offi-cer and the malevolent influences of the naval cabal of Washington.

ATTUMN'S GREAT EVENT.

Carnival Offers Inducements for Big Audiences.

Portland's Fall Carnival will be the event of the season from several points of view. From an artistic point the decorations are going to be beautiful, and on a scale never before attempted here. The immense area of the Exposition Building gives an excellent opportunity for decoration, and it will be taken advantage of as never before, and every eye will have reason to be pleased, for the grand assemblage of colors will make a marvelous blending. The exhibitors and concession people

are already mapping out a campaign of vigorous friendly rivalry in the matter of displays, and decorations of their booths, and miny of them say that they are going to spring surprises on the pub-

A Mass of Melody.

Portland people appreciate good music, and they are going to have it and lots of it at the Carnival. Two of the best bands in the country have been engaged, and they comprise some very tilented players. The sweet sounds that will fill the Exposition Building from September 18 to October 19 will soothe every breast, and will be admired and enjoyed by all. It will be literally a month of music. Portland people of cultivated tasts will have every reason to be satisfied, and may well expect rare treats.

High-Class Attractions.

The Carnival committee is carefully sifting the stars from out of the immense array of attractions offered it, and there are so many good things and only a month for them to show, that the se-lecting is difficult. Evidently the theatrical and vaudeville people of the East have heard of Portland and its grand climate, and appreciative audiences, and are all anxious to come here. Those that the Carnival committee bring here will be of

the very best. Truly the Carnival will be in the inter-est of the people, for notwithstanding all the attractions, the admission fee is go-



5c Hemstitched Handker- chiefs, each	210	16c Men's Sox, scamless, black and tan	5¢
5c Crash, per yard	210	we Dimitles and Lawns	310
10c Batting, per roll	310	20e Boys' Heavy Bicycle Hose	121c
50c Ladies' Union Suits	150	98c Feather P2- lows	55¢
10c Ladies' Vests	30	20c Best Lily White Batting, 16-ounce rolls	10c
25º Ladies' Leather Belts	5¢	\$1.85 Ladies' Silk Mercerized Waists	98c
15c Men's Suspen- ders	Sc	25c Ladies' Sailor Hats	10¢
25c Men's Balbriggan Shirts	80	Sie Boys' Straw Hats	10c
Shirts Se Biankets. each	271c	ide Corset Covers	50
25c Veil- ings	50	15c Corget Covers	100
25c Hose Supporters, with belt	50	25c Sun Bon- neis	10c
50c Bed Pillows, each 25 <u>c</u> Silk Bandana	35¢	50n Cor- sets	290
25c Silk Bandana Ties	100	10c Pillow Cases	71c
75c Wrap- pers	290	fc Cream Outing	Z1 c
\$1.25 Wrap- pers	49c	612c Best Indigo Caltcoes	310
50c A.en's Over- alls	25¢	\$1.25 Black Crepons, per yard	75c
50c Window Shades	250	15c Ladies' Sleeveless Vests	Sic
10c Silko- lines	5¢	13% Misses' Ribbed Hose	Sic
79c Shirt Walsts	39c	35c Men's Summer-Weight Shirts and Drawers	19¢



cannot obey orders of Department. Have striven earnestly; forced to proceed for coal to Key West by way of Yucatan passage. Cannot ascertain anything respecting enemy positive. York was steaming rapidly for Siboney, Very difficult to tow collier, to get cable to hold. where Admiral Sampson was to have a conference with General Shafter. The In-

When the Spanish fleet came out the flagship New York, having (Admiral Sampson on board, was four miles east

dent McKinley showed him probably to him with as much surprise as it ild to the American public, which did not motion for meritorious service. Justly or unjustly, his elevation was charged to ollitics, and to the great desire of the Administration to have an ultra-conser-vative commander at the head of the Navy in Atlantic waters,

There the first trouble in the Sampson-Schley controversy started. The Naval cabal, or clique, in Washington, fully as strong as the Army cabal, allied itself with the Administration, in the position that the advancement of Capitain Sampson at a moment of great peril to the country was a recognition of the "tacti-cian" class of officers. Offense was taken the "sea dog" class, of which Captain Schley was a typical member. The sink-ing of the Maine and the failure of this Nation to instantly attack Havana from the sea had more or less angered the men of the Navy who believed less in diplomany and more in fighting, who felt that Washington, with its cabais, turmoll and politics, could not appreciate a situation one-half as well as a commander on a quarter deck at sea and flying the Stars and Stripes.

The 'sea dog" men of the navy took the selection of Captain Sampson for their superior as a direct political slap at them-selves; an intimation that no matter how any years a man remained at sea nor how many battles he fought, he could be deprived of his honors at any time by a landsman who had political influence. Of course the "tacticians" resented this sort of talk, but long before Cervera salled for Cuba a wide breach had opened in the national navy-a nasty breach, broadened very day by gossip, recriminations, petty fealousies and all the other had things that go with human nature. It should written in justice to both Capfains Sampson and Schley that at this neither of them personally appear to have engaged in the squabble.

Captain Schley was of Southern birth, of centle blood and fighting stock. He was favorite son of Maryland, an impulsiv generous man and a born commander. By nature he is dominant, even at times to lity. He is a fierce opponent of hypocrisy and false pretensions. brutality. sham. He is a fighter and not a student; a much stronger believer in national dignity the average Congressman, and a poor politician

It was a physical impossibility for Cap-tains Sampson and Schley to ever be personal friends. Discreet and wise superiors would never have brought them into as close conjunction as they were in the Spring and Summer of 1896. There was another source of trouble.

The declaration of war with Spain did not come until April 25, but prior to that time the Navy Department assembled two on the Yale. The next morning Schley squadrons for active naval duty-one called then the Key West squadron, having for its purpose the blockading of Ha-vana, and the other a flying squadron. The first was commanded by Sampson and the second by Schley. Neither squadron entered upon active duty until after the declaration of war, nor in reality until after May 1, when Dewey's victory far

const was known. On May 2 the Key West squadron salled for Cuba under command of Rear-Admiral Sampson, Following this was the naval fighting at Cardenas, the bombardment of

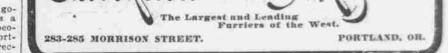
their fiight. Stay Seven Days. It has been claimed that Admiral Schley The fact that excursion tickets are go-

In taking this loop exposed the Texas ing to be good for a whole week is a to great danger of being rammed by him. source of great satisfaction to the peothat he told his own Captain and the ple, and will bring many people to Portnavigator of his vessel that the Texas land. Crowds are coming from all direc-must take care of herself when his at-tions, for the fact is becoming pretty tention was called to her danger, and that tactically at least, his "loop" was a dangerous and uncalled for proceeding. well known that the Portland Carnival is going to be a big affair with very enjoyable connections, and people at a This may be true. It does not, howedistance are changing programmes they

ever, account for the fact that the Brook-lyn was hit oftener than any other Amer-as to come to Portland during the Carniican vessel, that she suffered the only val.

less of life, that she was the first in the fight, and, with the Oregon, last to quit. Secretary J. D. Mann is on a trip to the Coast, and writes Chairman Cole, of the Schley's official report to Sampson of his advertising committee, that that region is part in the battle states: billed with the big Carnival thoroughly "I congratulate you most sincerely upon posters, which are attracting great at-

this great victory to the squadron under your command, and I am glad that I had tention, With the Exhibitors. Liberal space in the Exposition Build-ing will be allotted to exhibitors, but it is going to be all filied up with attrac-



There is no charge for space, and exibitors should make early application for same at headquarters of the Carntval, 534 Chamber of Commerce Building.

DAILY CITY STATISTICS.

Building Permit. Mrs. Anna L. Bernard, two-story flais orthwest, corner Twelfth and Alder

streets, \$6000.

ennie Kafka, lot 8, and part of lot block C. Caruthers' Addition to aruthers' Addition

For abstracts, title insurance or mig. Ioans, see Pacific Coast Abstract Guar-anty & Trust Co.. 204-2-6-7 Failing bidg.

Very Best Oysters.

The celebrated Toke Point oysiers on half-shell at 255 Alder street. The uni-versal opinion is that they are the duesi-flavored oyster on the Coast. Freah ship-ments received every day. Families sup-plied in shell or aponed, to order. The Toke Foint Oyster House (formerly the Palace), 255 Alder street, near Third.

Torpedo tubes made of aluminum instead of steel have been placed on board of two dr stroyers at Portsmouth. The use of these tubes at present is experimental, but so con-siderable will be the saving in weight-an important matter in connection with craft like destroyers-that, if successful, aluminum tubes vill be generally used in place of steel tubes.

European Expositions have awarded their premiums to only one American Champagne, Cook's Imperial Extra Dry, Try IL

******************* Famous Around the Camp-Fire **GRAPE-NUTS**

Ready Cooked, Delicious and Nourishing.

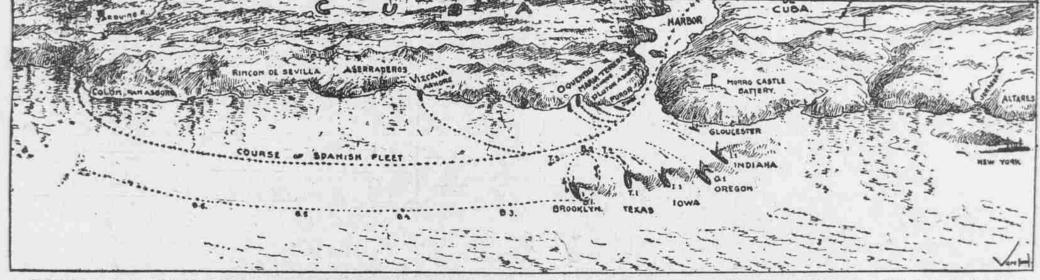
FOR CAMPING.

August 16-Louis A. Love, aged 25, 165 ; Thapman street; physical exhaustion. August 16-Leroy Jackson, aged 2 nonths, 367 East Oak street; jaundice. August 14-Thomas Murry Prior, aged 60, Belmont and Grand avenue; heart strain. August 14-Emma Berni, aged 57, 355 East Sixth street North; cancer.

Contagious Diseases. Harriet Bohlman, aged 15, 289 East Sixth

Tottle Linkes, aged 16, Old St. Vincent's Hospital; diphtheria.

Real Estate Transfers. David Kafka to Emma and Jennie Kafka, undivided one-ninth interest in lot 8, and part of lot 7, block C. Caruthers' Addition to Caruthers'



Relative positions taken by the Brooklyn in the great fight and her famous loop maneuver: B-Brooklyn and her seven positions from 9:35 A. M. to 1:15 P. M. in the battle. T-Texas and three of her positions. Showing also the first positions of all the other American battle-ships and initial directions.

sels are at that port." Sampson arrived at Key West on May 28, and then cabled Schley to ascertain definitely if Cervera was at Santiago. In the meantime Schley left Clenfuegos

on the evening of the 24th, and on the 26th was within 20 miles of Santiago, where the squadron stopped for repairs to the Merrimac. That night he signaled the squadron:

Destination Key West, via south side of Cuba and Yucatan Channel, as soon as collicr is ready. Speed nine knots. stopped.

The squadron was under way by o'clock and steamed two hours, when it was met by a dispatch boat and given this dispatch from the Secretary of the Navy: All Department's information indicates Spanish division is still at Santiago. The Department looks to you to ascertain the facts, and that the enemy, if therein, does not leave with-out a decisive action. Cubans familiar with Santiago say that there are landing places five or six nautical miles west from the mouth of the harbor; and that there insurgents will be

hazards, assuming that the Spanish ves- the vessels could be coaled and the coilier's the Colon. Commander Contreras, I have aircady selected space are the follearned that the Spanish Admiral's scheme was to concentrate all fire for awhile on the Brooklyn, and the Vizcaya hibit. Pacific Pottery Company, working ex-

to ram her, in hopes that if they could destroy her the chance of escape would be increased, as it was supposed she was the swiftest ship of your squadron." whereby the Yale was to tow the collier, and as the prospect did not seem favorable for replenishing the meager coal supply of the other vessels, the squadron stood to the west-

ward, towing the collier. After standing to the westward for about three hours or about 25 miles, the conditions be-came less unfavorable and the squadron

He coaled after stopping, and adds: Inasmuch as it was known that in case the panish squadron had reached Santiago Admiral Sampson was able to block any move-ment of the enemy through the Bahama chan-nel, my intention in standing to the west-ward was, should it become necessary, to bar

ward was, should it become necessary, to bar any effort of the enemy to reach Hevana by a dash through the Yucatan passage. The department at Washington did not accept the explanation, nor has it ever. Schley was not interfered with in his command, but he was given to understand that his delay at Cienfuegos was unac-countable; that his leaving Santiago after once arriving there was strange, and that his failure to turn back until he got ready accept the explanation, nor has it ever. Schley was not interfered with in his command, but he was given to understand that his delay at Cienfuegos was unaccountable; that his leaving Santiago after once arriving there was strange, and that his failure to turn back until he got ready to was a practical disobedience of orders,

His critics were busy at Washington and San Juan by Sampson. On May 13 the leeward off Cape Cruz, Gonalves Channel, or elsewhere while he remained off Santia- miral Sampson had deliberately ignored

Admiral Schley has always maintained that his loop prevented the Vizcaya from

ramming him, that he divined the intention to so attack him, that he expected

fleet had closed in. The Brooklyn was in action from 9:30 o'clock in the morning until after 1 o'clock in the afternoon. The New York was not in the fight. The Or

st Miller. A. B. McAlpin, photographer. Portland Sanitarium Food Company. Gevurtz. Woolen Mills Store. Salem Woolen Mills State Snell-Yale Cycle Company, L. & M. Alexander & Co. Acme Mills, Heinz Pickle Works. Eilers Piano House. Brunswick-Balke-Collender Company. Smith-Premier Typewriters. Nottingham & Co.

Columbian Pharmaceutical Company A. J. Hilbert & Co., Milwaukee, Wis Allaire, Woodard & Co., Peoria, III. Soule Jros. & Johnston. Orangeine Chémical Company, Chicago. Hygiene Chémical Company, Chicago. Closset & Devers. Aune, photographer. Moora's Gallery. Arne & Nordstrom, photographers. J. A. Krauch, photographer. Morrow Drug Company. Unionville, Mo. Little Art Shop. Blumauer & Hoch. W. J. Van Schuyver & Co.

B. W. Boggs, 21, of Wheeler County; Martha W, Horton, of Multhomah Coun. ty, 21, Birth Returns. August 14-Girl, to the wife of Conrad Stark, 500 Clay street.

Peter Skovberg, 35; Annie Peterson, 35,

Death Returns.

street; diphtheria.

1550

825 700

People going into camp should not forget to take along a goodly supply of Grape-Nuts, the ready-cooked food. This can be eaten dry and does not require any preparation by the cook, or the food can be made into a variety of delightful dishes, such as puddings, etc.

One of the favorite methods by old-timers is to drop three or four heaping teaspoonfuls of Grape-Nuts into a cup of coffee. The Grape-Nuts add a peculiar and delicious flavor to the coffee, and give one a more piquant article of food than even the famous doughnuts and

coffee of old New England. People who cannot digest coffee should not forget that Postum Food Coffee, If properly made, furnishes a very delicious beverage, either hot or cold, closely approaching the flavor of the mild and delicious grades of Java.

his vessel to be sunk, but took the brunt of the fighting, believing he could check the Spaniards until the entire American

tons of an insignificant Captain after the battle was over than it did to the fine work of the Brooklyn, Oregon and Texas. It was commented on from one end of the country to the other that Ad-

