WHY?

Oh haunting word, which through all ages past
Has mocked and tempted all who dared to think!
Those who from Wisdom's fount would deeply drink
To quench their thirst unslaked by learning vast
Must come unto that time, their questions cast
Back in their teeth, they pause upon the brink
Of Wisdom's deepest well, and sadly think
This baffling word must ever be the last!

But then Faith whispers, "In another sphere
To questioning souls an answer shall be given
When all the tangled threads of Destiny
Untangled be; all things that vex us here
Explained." Ah then indeed will it be Heaven,
When eyes long blinded by earth dust shall see!

MAY HENRY.

Salem, Or., Nov. 14th.

Indiarubber Buttonhole.

THERE were really two John Stimpsons. One of them sliced off steaks and cut up chops all day long in the market, worrying over the rise in Chicago beef and the unremitting growth of Mrs. Skipout's account. But when this John Stimpson had eaten his supper, put on his slippers and lighted his big-bowled pipe, in some way he disappeared somewhere. Then it was that the other John Stimpson came forth from some other somewhere, and, watching the smoke through half-open eyes, began to think.

This latter faculty the first John Stimpson did not have, but his double was a perfect prodigy in that line. He meditated by the hour, and then, sensible man, told his wife of what he had been thinking. And she was as much interested as if it were a fairy story, —as, indeed, it often was. She herself was not a great thinker, but knitted industriously and counted stitches.

"Kath," said this second John Stimpson one evening, "what do you suppose I've been thinking about?"

"Hm—let me guess," said she. "About that going to the North pole in the big balloon?"

"No, it isn't that. Fact is, that has entirely slipped my mind for a day or two. It's something like that, though." He waited a moment for his wife to guess again.

She shook her head. "I give it up," she said; "come, tell me." She was not a very good guesser.

"Well," said he, smoking slowly, "it is about a new kind of railroad. You know people nowadays are all the time talking about rapid transit. The horse cars don't go fast enough and the trains are too slow. They can't run a train more than 70 or 80 miles an hour and have it stay on the track. And when you think if it, that really is too slow. Here we can talk over these long-distance telephones 500 miles in less than no time; then why shouldn't we travel at something like the same rate?"

"Mercy!" said his wife, "I should be afraid I couldn't breathe."

"Oh, yes, you could," said John Stimpson. "The air would go right along with the car, just as it does now. The two things to think of are how to make the car go fast enough and how to keep it on the track. Now I'll tell you what I'd do.

"I'd lay out a straight road from New York to Chicago. For what goes fast must go straight. I'd fence this track in with a high board fence, so that no one would be run over unless he wanted to enough to take a ladder and climb the fence. On the sleepers, instead of regular rails, I'd have rails a foot wide and a foot thick, hollowed out so that there would be a sort of big deep slot running the whole length. The car wouldn't run on wheels, for it takes time for wheels to turn. It would run on two steel skates, going the length of the car and fitting into the slots in the rails. Make the skates and the slots smooth as glass and oil them well. Have your skate-irons broaden out at the bottom and have the slots shaped in the same way. Then the skates can't get out of the slots, and consequently the car can't run off the track."

"Yes," said his wife; "but how is your car going to skate? It hasn't any legs."

"That's just what I was coming to," continued John Stimpson. "It has got to be pulled along, and by electricity, of course. Electricity is the essence of all creation. Now you have seen these horseshoe magnets work: hold one close to a piece of steel, and it draws it up—click. Well, my idea is that you can draw a car on the same principle. Have your car made of steel. Have a lot of big magnets lying along between the rails and connected by wires so that you can keep the magnets full of electricity from stationary engines every twenty miles. Fix each magnet with a little projecting finger so that when the car is drawn up to it, the electricity will be shut off from that magnet and switched ahead to the next magnet. That one in turn would pull the car up to it, and so on. Run an overhead wire the whole length of the road with a steel rod from the car touching it, and through this the engineer can turn the electricity on in the magnets, shut it off, or reverse it. In this way he can regulate the speed. And the speed, whew! Why, he can travel as fast as the electricity itself! But I think, on the whole, about a thousand miles an hour would be safer."

"John Stimpson! Don't you think I will ever ride on your car. What if it ran off the track!"

"It can't run off the track, I tell you. But ev[illegible] be any suffering such as we read about now—no people roasted alive or scalded to death. I think even that is an improvement, for their friends wouldn't have anything to worry over." And John Stimpson knocked the ashes from his pipe and began to shake down the stove.

Now, although this John Stimpson was an ingenious sort of fellow, he never thought of converting his ingenuities into cash. He did not sit up nights trying to make working models, nor did he run around days consulting patent lawyers and striving to interest capitalists. With this prosaic business he had nothing whatever to do. Thus he had the pleasure of inventing without any of the pains, which is not a bad thing.

Among the novelties in which the second John Stimpson delighted was the idea of making newspapers without type. He was several evenings evolving this, and his wife became so interested that she was impatient to have it finished. When he finally did get it done—that is, in his head—it was a rather complicated thing.

"I'm afraid, Kath, that I haven't got the spreading clutch in the typewriter so that it will work, but that is a mere matter of mechanism, after all. The principle of the thing is right. Make a typewriter copy of each piece that is to go into the paper. Have each one complete in itself on a long strip of thick cardboard. Have the typewriter so constructed with a spreading clutch that it will print each line just even full every time. Hanging against the wall have a big fac-simile of each page of the paper, blank all but the column rules and the heading, with the distance between the column rules just the width of the sheets of card-board. Slide these printed slips of card-board in between the column rules wherever you want them to go, until the page is full. Then with a big camera take a photograph of the whole page, make a zinc plate reproduction, stereotype it and there you are. You have seen these little baby fac-similes of newspapers; this last part of it is done just like that."

"But when the sun didn't shine we wouldn't get any paper.'

"They take pictures now by electric light, Kath."

"I suppose they do; they have to have electricity in everything now. And their wires are getting crossed every day or two, killing people and horses, till I'm almost afraid to go down street. 'I should think, John, you might fix them somehow!"

John said he would attend to it the very next thing. The following night, almost as soon as he began to think, it came to him.

"I have it, Kath; I have it the first thing. Spun glass! Cover the wires with spun glass. Weave it on the wire when you make the wire. It will bend and won't break; it will never wear out, and it will keep electricity right on the wire. All the wires on a street could be twisted together into one cable, and not a bit of electricity could get from one wire to another."

And he pulled at his pipe with an air of triumph.

"John Stimpson," said his wife suddenly, holding up his butcher's jumper, "I do believe you are growing stout. The lower buttonhole in this jumper is torn clear to the binding and the button is coming off. Stand up a minute and try it on. I want to see what I must do."

So John Stimpson laid down his pipe and put on his jumper, and stood holding up first one elbow and then the other.

"Hm-m," said his wife; "that jumper won't last but a week or two, anyway; it's all worn through on the shoulders. And when the button is sewed on as it should be, you can't make it meet the buttonhole. Let—me—see."

She took from her work-basket a little narrow India-rubber band, put it through the buttonhole, slipped one end of the rubber band through the other, and buttoned the loop over the button.

"There," said she, "now you can grow all you want to; the rubber will give."

Next day at the shop a shrewd clothing manufacturer caught sight of John Stimpson's India-rubber buttonhole. To make a long story short, the butcher and the clothing manufacturer had the buttonhole patented, and thoughtful John Stimpson and his wife are worth this day a hundred thousand dollars.

NICKELS IN THEIR EARS.

A Chinaman boarded a Third avenue cable car one day last week, and seating himself in a corner lapsed into the condition of limp apathy characteristic of his race. His shoulders sloped forward and inward, his head dropped, and his hands rested open-palmed upon his knees. When the conductor came around with his usual salutation of "Fare, please," the Celestial didn't make a move.

"Fare, please," repeated the conductor. "Come, wake up, there."

Solemnly the passenger looked up at the official. Then he put his hand up and scratched his ear meditatively. When he brought it down his fingers clasped a nickel which he handed over to the conductor. The conductor smiled and returned to the platform, but an inquisitive passenger was much mystified as to where the nickel came from. Presently another Oriental boarded the car, and still another, for there are many Chinamen about Chatham square. The inquisitive passenger watched them closely when the conductor entered, and saw both of them scratch their ears before paying. He concluded that it must be a superstition and asked the conductor about it.

"Why, they carry their nickels in their ears," said the conductor. "When a Chink starts to go on a car he always sets a nickle in his ear. Perhaps it's for convenience. If it isn't I don't know why they do it; but they always get the money with a quick movement. It used to puzzle me at first, but I soon got onto them. Now, when a Chink boards my car and falls asleep in a corner, quite a common performance with them, I simply get his fare from the right ear, for that's the one they carry it in."

At this point a Chinaman got on the car, and the inquisitive passenger looked at his right ear. Sure enough, snugly fitted in, was a nickel.—N. Y. Sun.

HANDY BARN BROOM.

Every farmer uses a broom about the barn sometimes; and neat farmers use one about horse stables every day, and the carriage-house as often as littered. An implement like the house broom is too expensive; they are quickly used up about a stable; and they are too frail to sweep rough plank floors effectually. A Yankee invented the splint broom for rough service; but it takes a person a day to make one. The Germans in illustration of their proverbial economy, make a broom for rough sweeping that costs nothing but a half hour's time to make. They gather a sufficient bundle of apple tree sprouts three or four feet in length and straight. These are evened by standing the bunch on the tip ends. Three strong cords are tied tightly around the bundle. The butt ends are evened by cutting with a knife. An old broom handle is sharpened at one end and driven into the center of the bundle until the point extends two or three inches below the lowest band. This is an excellent broom to sweep barn and stable floors, snow, walks about the house and lawn. The sprouts of any hard wood timber will answer just as well.—Galen Wilson, in Tribune.

GOOD ROADS COMING.

The era of reformation in roads is upon us, says the Hon. John Hemingway, of Iowa. The agitation has reached every state in the Union and nearly every county in the state. Let me predict that the next generation will see all important points in this county, yes, in this state, connected by a system of smooth, hard roads that will afford perfect footing throughout the entire year. The active, intelligent, aggressive energy of this people will not for another full generation tolerate a system of roads which in spring and fall with unfailing regularity become beds of bottomless filth, which bespatters your vehicle, your horse, your clothes, robs you of your time and happiness and disgraces the very face of God's footstool. No, my faith is too great in the industry, enterprise and intelligence of the people to believe that another twenty years will pass by without seeing a very large proportion of our main highways so made that they will present to sunshine and storm, to frost and heat, a clean and unruffled face throughout the year.

HIS HONORS GONE.

Copenhagen, Nov. 27.—A cable dispatch dated Shanghai has been received here, saying an imperial decree has been issued, depriving Li Hung Chang of all his honors, but allowing him to retain his present functions.

THE SILVER QUESTION

The English Bimetallists Interviewed.

Appreciation of Gold and Business Values.

British Bimetallists Are Agreed That Silver Must Be Used as Standard Money.

While that eminent statist and tutelary guardian of British statistics, Dr. Robert Giffen, sits in Whitehall Gardens and declares bankers and financial men of England will not listen to bimetallism, the younger and more enterprising are taking the bit in their own mouths and listening with undisguised attention to college professors and statesmen who have broken away from the obstinate, unintelligent inertia of the average London financial leader writer. Today I find—and in this Professor Foxwell, professor of political economy in St. John's college, Cambridge, Eng., entirely agrees—supporting bimetallism the leading living professors of political economy in England and Europe, Indian statesmen and finance ministers, the principal exchange bankers and merchants, who have a profound and a practical knowledge of these subjects. Members of parliament of all shades of politics, from A. J. Balfour, Sir W. Houldsworth, and Mr. Chaplin, to Jacob Bright, George Howard, Samuel Smith, Leonard Courtney, R. L. Everett, S. Montagu, and Vesey Knox, some 150 in all; three ex-governors and present directors of the Bank of England; the finance ministers of nearly all the leading nations in the world (Germany and Austria are only awaiting England's lead); the manufacturers of Lancashire and Yorkshire, of Dundee, Leith, and Glasgow; the most enlightened agriculturists, like Mr. Heneage, Clare Sewell Read, and Mr. R. L. Everett; and last, though not least, the leaders of the trades unions in Lancashire and elsewhere, Bristol included. The Manchester Guardian, the Manchester Courier, the Financial News, the editors of which understand the question, are among the leading organs in the press on the side of silver.

The opponents are Lombard street bankers, the gold monopolists and money lenders, and some highly paid or highly pensioned treasury and board of trade officials; the city editors of the Times, Standard, Daily News, Economist, and Statist, whose purview of this subject is, as Professor Foxwell said to me, limited to the next settling day on the Stock Exchange, and whose insignificance is sheltered under the anonymous editorial "we," but who, if they signed their venomous articles, would be appraised at their true value against such authorities as Professor Foxwell, Nicholson, and Sidgwick, Sir Louis Mallet, Sir D. Barbour, H. H. Gibbs, Mr. Grenfall, and Sir William Houldsworth.

THE ENGLISH IDEA.

"Will you," I asked Professor Foxwell, "kindly define for American traders the present attitude of the English bimetallists?"

"I may say that English bimetallists find themselves in complete agreement with General Francis A. Walker in regard to the settlement of existing monetary difficulties. I do not know that I can better describe their position than by saying that the views of leading bimetallists here, whether in the world of business and politics or at the universities, are practically the same as those of what is sometimes called the 'gold' party in the United States. That is to say, we are opposed to all purchase schemes, all mere manipulations of silver, all partial and local attempts at its demonetization. Nothing less than international free mintage of both metals appears to us calculated to bring about a lasting and final settlement of all the very serious difficulties into which the world's trade has been plunged by the fateful demonetization of 1873. We can sympathize of course, with the sufferings and the injustice which have led to the extreme demand of your populist and Western parties, but we do not believe that anything less than international bimetallism will give a general feeling of monetary security; and unless public confidence is restored temporary palliatives will not have any very sensible effect. They will probably be followed by mischievous reactions and will prove, in the long run, to have only resulted in postponing the true and durable settlement."

"I believe one of our distinguished statesmen, Hon. W. C. Whitney, has been in England this summer making some observations of bimetallism; did you have the pleasure of meeting him?"

"Yes, I had the pleasure of meeting Mr. Whitney, and must say that I liked him very much. He appears to be an exceedingly clear-minded, conservative man, anxious to obtain all the information possible in relation to the bimetallic movement in Europe. So far as I could gather, his views on the monetary question were very much in agreement with the cautious, conservative views entertained by our leading bimetallists. I think such men as Mr. Balfour and Mr. Whitney view the question from very similar standpoints. When this question again comes under consideration in Europe I firmly believe we shall find such men as Balfour and Whitney working together in general sympathy and agreement."

THE BIMETALLIC LEAGUE.

"Are there any other of our public men who take an interest in the work of the Bimetallic league in England?"

"Yes; we received the following cable at our international conference this year:

"We desire to express our cordial sympathy with the movement to promote the restoration of silver by international agreement, in aid of which we understand a meeting is to be held tomorrow under your lordship's presidency. We believe that the free coinage of both gold and silver by international agreement at a fixed ratio would secure to mankind the blessing of a sufficient volume of metallic money, and, what is hardly less important, would secure to the world of trade immunity from violent exchange fluctuations.

John Sherman,
D. W. Voorhees,
G. F. Hoar,
D. B. Hill,
C. Brice,
A. D. Gorman,
C. K. Davis,
J. M. Carey,
William B. Allison,
H. C. Lodge,
N. W. Aldrich,
E. Murphy,
O. H. Platt,
W. P. Frye,
S. M. Cullom,
United States senators.

"This was greeted," continued Professor Foxwell, "with deafening applause."

"Why are you a bimetallist, Professor Foxwell?" was the next question put to the Cambridge professor.

"The current system known as bimetallism," said Mr. Foxwell, "depends for its explanation upon what, beyond doubt, is one of the most beautiful results of modern economic theory of substitution, brought to my notice by the late Professor Jevons, that first attracted me to the study of the compound or bimetallic standard. But the main interest of the subject does not lie in these theoretical considerations, fascinating as they always are to the expert.

ECONOMIC BEARINGS.

"It is the economic and social bearings of monetary questions that give them their real human significance. For myself, at all events, I was not seriously interested in the proposals of the bimetallists until, while investigating the causes of irregularity of employment, I began to realize how intimately they concerned our industrial and commercial prosperity and the condition of labor. Unless I am entirely mistaken, the present state of monetary chaos has most injurious effects upon our foreign trade and our productive industries; and, in any case, it will not be denied that interests of national importance are involved in the monetary policy of the near future. I doubt, indeed—I say this with some deliberation—whether there has been any economic controversy agitating this country during the last fifty years, except the controversy on free trade, whose practical issues were so grave and so wide reaching."

"I understood you to say that professors and teachers of political economy in England are generally favorable to bimetallism. Is there any reserve to that statement?"

"Fully a year ago I said they were generally favorable to bimetallism, and at any rate accepted the theory upon which the practical working of that monetary system depends. I can speak now with more confidence in regard to both points. It may be partly owing to the natural development of opinion, partly to the vivid light thrown on the situation by the striking monetary events of last year; but, whatever the cause, there can be no doubt that economic opinion has distinctly advanced in the direction of the views which we advocate, and there is a greater disposition to aid in giving practical effect to those views. Our ranks have received a notable and weighty accession in the person of Mr. Leonard Courtney, whose recent speech in Cornwall you may have seen.

"British economists are practically unanimous upon what is really the fundamental point, viz.: that the monetary difficulty will never be settled upon a permanent and satisfactory basis until silver is again brought into use as standard money upon the basis of an international agreement. There are differences of opinion among them, naturally, as to the precise ratio between the metals which will give the best guaranty of stability, but I do not think these differences will prove to be serious when we come to the practical settlement of the question."

"Mr. Courtney recently observed that the appreciation of gold had more than neutralized all your efforts to pay off the national debt since 1873, even including the relief afforded by Mr. Goshen's conversation of 1888. Do you remember this?"

"I certainly do," replied Mr. Foxwell, "and more than that, the same thing happens in the case of every private debt, every advance and mortgage. It is for this reason that the American nation, and especially American farmers, are in favor of bimetallism. They are an active, industrious, enterprising community, and therefore a community of borrowers. Here your census statistics in relation to individual mortgage indebtedness instruct us. There you show a fixed charge of $400,000,000 annually on the productive powers of the nation. It takes nearly double the amount of grain and farm produce it formerly did to meet this fixed charge. Every farmer who has raised money on his little property finds that the weight of the loan becomes increasingly oppressive as prices fall, and he naturally objects to be made the victim of an artificial contraction of money. The manufacturer is in the same position, and I need not point out that anything which increases the burden of the fixed charge payable to capital cannot be for the advantage of labor."

GOLD AND BUSINESS.

"In fact, if gold continues to appreciate business will become so ruinous and hoarding so profitable that the parable of the talents will have to be reversed. The really wise man will be the man who buries his talent in the earth."

"But you are a creditor country, so urges Mr. Giffen, and, therefore, interested in everything which increases the value of the gold due your capitalists?"

"I might reply such falsification of contracts is base and immoral. It would be unworthy of a great country to make fraud the aim of its monetary policy. Even Shylock only pressed for his pound of flesh. But, as generally happens, the immoral is also the inexpedient. It has been urged that it is not to the interest of a creditor to crush his debtor. This is undoubtedly the sound as well as the generous view. England's greatest interests rest on the solvency of her debtors and the prosperity of her customers, both of them sapped and endangered by the insidious process of the appreciation of gold."

And now I come to one of the most important and pertinent answers given by Professor Foxwell, because upon it to a very large extent I regard hangs the strongest argument both in favor of bimetallism and a judicious protective tariff."

"How do you answer Mr. Gladstone's and Mr. Giffen's continuous statements that great progress has been made under a gold monometallic policy?"

"Of course," was the prompt reply, "progress has been made, for a bad monetary system cannot neutralize all the forces of civilization that are working for improvement. But the rate of advance has very greatly fallen off. I do not wish to be misunderstood. Prosperity cannot be brought about by monetary conjuring. But if you play tricks with money you may seriously retard prosperity, for the simple reason that you discourage enterprise.

THE CAUSE OF PROSPERITY.

"The real reason why we prefer steady or rising to falling prices is that the former condition stimulates and the latter contracts production. The increased production is, of course, the real cause of the prosperity. All classes ultimately gain by it, and especially the working class, who form the great majority of consumers. Even the creditor class will profit in the long run. They will find compensation for the fall in the value of money in the greater demand for their capital caused by the general prosperity. In any case it would be absurd to sacrifice the interest of the producer to that of the investor. If England has become a great creditor country it is because she has been a great producing country. She must make her capital before she can lend it."

I thought, as the earnest British political economist uttered these words, that if they could have only reached the American workmen in their full meaning what a blessing it would have been to our country in those days of increasing production and prosperity which came to an end in 1892, or if that grand statesman, William McKinley, now concluding his remarkable campaign in America could have heard these words spoken within the sacred precincts of British learning how he would have rejoiced to find the greatest economic thinkers of England thus recognizing the force of the argument of the greatest practical statesman of the New World.

Again on this question of the fall of prices Professor Foxwell said: "The recent coal strike and the demand for a 'living wage' may serve to remind us of the serious social difficulty involved in the fall of prices. At first, no doubt, the loss is borne by the employer; but as the margin of profit melts away trade becomes depressed and employment contracted, and money wages have to fall. If prices are to fall continuously no power on earth can prevent some fall in money wages.

WAGES AND PRICES.

"It is all very well to say that wages must govern prices, not prices wages. But prices are governed by the monetary supply, and unless the unions can induce parliament to remedy the monetary contraction they will find it vain to attempt to maintain prices. It will be said, perhaps, that when prices are falling the lower wage will buy as much as the old wage did with higher prices. This is true, but it is not easy to get men to understand it. Nothing is more difficult in practice than the adjustment of wages to a falling scale of prices. Economically it looks simple enough, politically it may mean revolution. So if we look at the cry for a 'living wage.' In one sense this is reasonable enough. There is a minimum of comfort below which it is neither right nor economical to work human beings."

All honor to Professor Foxwell! That a British political economist should so boldly enunciate this doctrine is indeed a sign that the old Manchester school of economics has seen its best days. The Cobden club today does not number among its members a single political economist of any consequence or standing. The men who, like Professor Foxwell, are up to date have long since consigned the old and antiquated fictions which Professor Sumner and David A. Wells preach at home to the sepulchers of exploded thrones, common errors, and fallacies which the credulity and superiority of mankind have permitted from time to time to flourish.

Politically it has indeed meant revolution in the United States. One consequence of the further appreciation of gold has been to intensify the agricultural depression all over Europe, and especially in England. Most of the land charges are fixed, and they weigh more heavily upon the landowners as gold rises in value.

THE ROOT OF EVIL.

So again rents will become more onerous and further reductions must follow. In short, the active producer in every branch of industry runs the risk of finding himself, crushed by the weight of an ever-increasing burden.

"In short," said Professor Foxwell, "the root evil of the present monetary situation is the continued appreciation of gold, depressing, as it does, the enterprise of the industrial class, the great borrowers, without really improving the position of the comparatively inactive class, the leaders of capital."

"Are you making much headway?"

"Yes; we have done better this year than ever before. You would be surprised to find the number of prominent people taking up the subject and looking into it carefully. Once they do this we capture them. Mr. Balfour has been a tower of strength to us. Mr. Courtney is likewise an acquisition.

Sir Henry James, one of the most popular men in England, is now on our side. Lord Rosebery admits it is an important question. Still we don't feel much like bragging. There is nothing your busy man dislikes so much as to be squarely faced by inconvenient facts which compel him to reconsider a familiar course of action, perhaps even to grapple with an unfamiliar idea. It has been somewhat unfairly said that it requires a surgical operation to get a joke into a Scotchman, but anyone who has tried both feats will admit that this is child's play compared with an effort required to get a new idea into an Englishman. The Englishman resists ideas a la outrance. Upon this characteristic it is easy to play. And our opponents do play upon it, as you Americans say, for all it is worth. They are trying to spread the idea thath it is a hopeless complicated question which the farmers of England can never master, and that all college professors and other monetary cranks are trying to jolly them into believing. In a country like England the feeling is most difficult to overcome.

FROM ECONOMICS TO MUSIC.

"And now," said Professor Foxwell, taking out his watch, "we have talked enough bimetallism for one afternoon, more, I fear, than your readers will care to read. If you like good music come with me to King's College chapel, and hear a pretty anthem and an organ, and singing that will make you forget political economy and statistics."

Soon we were seated in one of the rarest ecclesiastical buildings in Christendom, wherein the stonework, woodwork, and glasswork contend which shall deserve most admiration. The soft, rich tones of the organ, standing nearly in the middle of the chapel, reverberated through the building. The chapel is still lighted by innumerable candles. The daylight gradually faded away and the peculiarly rich tracery of the windows changed until it looked like a mass of gems and then as darkness enveloped the chapel almost disappeared in the superb vaulted stone roof. An hour of such music and singing with the shadowy surroundings was well calculated to bring calm to the most active mind. In the presence of these magnificent and unequaled edifices of bygone centuries even up-to-date political economists may well bow with profound respect and reverence. Latter-day architects copy and imitate these marvelous structures, but, unlike the thrones of political economists, they cannot be knocked down and pulverized by each succeeding school of economics that flourishes for a generation, only to be sent kiting to Jupiter and Mars by the next. These old specimens of an art almost lost stand like mighty giants amid the pigmies of modern architecture.—Robert P. Porter, in Chicago Inter-Ocean.

OCEAN NEWSPAPERS.

They Were Common in the Days of Clippers, and One Is Still Published.

Years ago, before the big ocean liners made a trip from this country to Europe a matter of only a few days, and the one way to get to Europe was by clipper ship, and the voyage occupied from four to six weeks, it was the custom to publish a weekly newspaper on board the larger ships for the edification of the passengers. The captain and officers would store up news items before leaving port, and these, enlarged and greatly embellished, would be made the leading features of the weekly issue. Information from the captain's cabin as to the weather prospects, and other interesting scraps of news of the ship, together with whatever contributions the passengers cared to make, would help fill up the paper and make it an exceedingly attractive sheet for people a thousand miles from land. The mid-ocean newspaper was always a curious-looking affair, and copies of all the issues were eagerly sought by collectors whenever a ship touched port. But since the ocean greyhounds have made the trip so short the ocean newspaper has disappeared. A year or so ago, however, the American line began the publication of newspapers on board of the big steamers New York and Paris.

One paper is published each trip, and is usually run off of the press when the steamer is four days out and rolling in the Roaring Forties. On the Paris the publication is called the Paris Gazette, while it is the New York Gazette on the sister ship. The limited printing apparatus on the steamers makes it impossible to turn out a very large paper. The sheet is about six inches wide and nine inches long, and is a four-page affair printed on manilla paper. The first item of news that strikes the eye is a description of the ship, signed by the captain. This is a stock paragraph, and is printed in every issue. The daily runs of the steamer follow, and the distance still to go and the probabilities of doing it within a certain time are discussed in short paragraphs. The second column of the first page generally contains some paragraphs headed "General Information," and here the passengers find many useful little hints as to cures for seasickness the necessity of exercising by taking regular walks around the decks, and advice as to the handling of luggage. In fact, this column is a mine of valuable information for people making their first trip. The paper contains contributions of prose and verse, some of them decidedly clever, and there is also a column devoted to queries.

The price of the Gazette is sixpence in English, or fifteen cents in American money, and it meets with a ready sale in the second cabin and steerage, as well as among the saloon passengers.

THE GAME OF GOLF.

What the Popular Sport Is and How It Is Played.

Briefly stated, the game of golf consists in driving a small gutta-percha ball around a course provided with a number of holes, generally eighteen, from 100 to 500 yards apart, by means of variously shaped clubs. However tame this statement may seem, the real game is brimming over with life and jollity and strong excitement.

The balls used in ancient days were made of leather, and stuffed with feathers until they were as hard as stone; but the golfing ball in use today is of gutta-percha, painted white so that it may be seen easily, with a corrugated surface, and its weight varies from one and three-fourths to two ounces.

At the bidding of the golfer, this little ball, sometimes called the "gutty," flies over bridges and streams and sand-hills, through thickets of gorse and, alas! sometimes into sand pits, or even amid gorse bushes, from which it is recovered with great difficulty, for these rules are inexorable, and a ball must be hit exactly where it lies. When a hole is "made," however, and the ball has settled into the goal of the player's ambition, it is of course, impossible to play it for the next hole until it has been removed. A tiny pile of sand or earth, called a tee, is then made for it, just outside the hole, and within certain fixed limits called the teeing-ground, and the little ball is then ready to set out on its next long journey. The player or side that wins the greatest number of holes in the entire round has the game; or, in medal play, the victor is the side or the player making the round in the least number of strokes; and as certain conditions cause the loss of a stroke, one needs to be very careful how he strikes.

Holes are punched out of the ground with an iron especially made for this purpose, are four or five inches in diameter, and lined with iron. The holes on the outward journey are usually designated by white flags, and those coming in with red flags. The space in the immediate vicinity of a hole is a very interesting part of the grounds, because, even if your ball lies quite near enough or far beyond, and so give that hole to your opponent. This space is called the putting-green, and the process of holing the ball from here is called putting.

Perhaps you may suppose that the golfing-ground or links has been carefully prepared for the convenience of golfers, but no such consideration is shown, and indeed the most important feature of the game, and that which adds its greatest interest and excitement, is the overcoming of the various obstacles in the way of knolls, hillocks, thickets, and sandpits to be avoided, called by one general name, hazards, which tax the player's skill to the utmost.

But we have not yet skoken of two very important matters connected with golfing—the clubs and the "caddies." Of clubs there must be a generous variety, though the tendency of later years is to discard many that were once considered indispensable. the ball is capable of assuming so many singular positions that the player must consider carefully what club will best suit his purpose at the time.

A very important personage on the links is the caddie, the man or boy who carries the stout holland case or bag in which are kept the various clubs, also balls to replace those which may be lost; who hands the clubs when needed, and who usually gives advice whether it is needed or not.

The ground best suited to golf is a broad stretch of undulating land with sandy soil, covered with short turf and supplied with occasional sand-holes and a fair amount of growing bushes. The links of St. Andrews by the Sea, in Scotland, is the most famous of all golfing grounds, and the town is not better known for its ancient university than for its golfing.—St. Nicholas.

STEADY WORK ON THE FARM.

One phase of farming must be brought to one's attention during hard times such as these when so many thousands are out of work. It is that there are no such things as strikes on the farm, and the lack of work because times are dull there is always steady work on the farm, and the farmer never has to worry about being thrown out of a job. Here is a carpenter who is busy on a paying job this month, but when that is finished he must be in a state of anxiety to know where he can find anything else to do. The same is true of a painter, and all kinds of mechanics. To a steady workman, and one who has a family to support, this uncertainty of his future income must bring a great deal of worry and anxiety. Generally when we compare a carpenter's income with that of a farmer's we multiply the number of working days in a year by two or three, according to the number of dollars a day the mechanic receives, and take no account of the days of enforced idleness when there is no work or prospects of work ahead. This is consequently an unfair comparison.

The farmer never needs to worry about work to do. There is steady employment for him on the farm the year around, both for hands and brains, if he will but see it, and there are endless little resources for making a little more money even during the hardest times. Certainly his lot is by far the better during periods of financial depression. He must suffer the same as all other laboring and business men. There will be less money to buy his goods, and a smaller margin of profits. But the soil and weather are not depressed by any money panic or business depression, and they will often combine in such times to produce larger crops than at other seasons. If the margin of profits is smaller than the increased yield can partly compensate for the loss. Greater activity in cultivation and study of crops in such years can certainly be made to yield better returns if the weather and soil do not conspire to prevent.

If we could impress upon the boys of the farm the real truth about farming, and talk less about farming not paying, we would have a less number leaving us to become carpenters, painters and general workmen. Besides this, on the farm they are independent business men; their own masters and everything depends upon the amount of ability they display, but as a mechanic or laboring man they are simply the tools of others, to give so much labor a day for his wages. He does not direct his own labor, or profit much by any extra display of business talent. He is always subject to the call of another, and never his own master to do as he pleases. By all odds the nobler life, and the more enjoyable one, is on the farm where the air and sunshine breathes into one's life a new independence and manhood. If more of the foreigners who come over here would take to farming we would have less number of labor troubles and strikes, and a better class of citizens.—Germantown Telegraph.

OCCIDENTAL JOTTINGS.

Just think of it, over $1,000 per week is sent out of Baker City for flour.

The Philistine is the name of a new paper just started at Weston, Umatilla county.

Albany's city election will occur next Monday. There is no fight over local issues.

The Northwestern Railroad company is still planning the extension of its line to the coast.

In Washington Senator Shoup is a candidate for re-election, all reports to the contrary notwithstanding.

The main question for Washington and Oregon and Idaho legislators is to shorten the salmon-catching season.

The Oregon Scout is informed that W. R. Usher, of Eagle Valley, Union county, raised corn this year which yielded over 100 bushels per acre.

A. T. Willis planted 2½ pounds of potatoes on his ranch in Eagle valley last spring, and as a result dug from them 600 pounds besides twelve fine potatoes which were sent East as samples which he did not weigh.

There will be an effort made during the next session of the Oregon legislature to have a new county carved out of the eastern part of Crook, the north end of Grant, a portion of Gillham and the southern corner of Wasco counties, with the town of Mitchell as the county seat.

The Corvallis Times gives the following to show what can be done in apples when the right variety is grown and proper care taken of the orchard: There is a big apple tree in D. L. Horning's yard in this city, the trunk of which is nearly twenty inches in diameter. In the apple-house there is a bin that holds thirty-eight bushels, and it is heaping full of apples, all picked from the big tree. In addition ten bushels of apples from the same tree were ground into cider, making a total yield of forty-eight bushels, worth at the present market price $24. The tree has been bearing for a third of a century and thousands of cuttings have been taken from it by nurserymen from all parts of Oregon. The fruit is big and red, and is known as the "Oregon Champion," an excellent winter apple.

TALLEST BUILDING.

The magnificent new office building of the Manhattan Life Insurance company, at 64, 66 and 68 Broadway, New York, is not only the tallest in the world—350 feet from the sidewalk level to base of the flagstaff—but is unique in many other respects, and stands unsurpassed by any edifice of its kind ever erected, a lasting and worthy monument to its owners, designers and constructors. Its foundations, sunk by means of the pneumatic process used in sinking the piers of the heaviest bridges, rest on bedrock, which occurs at a depth of about 55 feet below Broadway. This renders the building entirely independent of any new structures or tunnels which in the future may be built in close proximity.—New York World.

RAILROADS.

TIME TABLE.

Independence and Monmouth Motor Line

Leaves Independence.	Leaves Monmouth.
7:00	7:30
8:10	8:38
9:20	10:00
11:15	12:3
1:30	2:15
3:45	4:25
5:00	6:15

East and South
via
The SHASTA Route
—of the—
Southern Pacific Co.

California express trains run daily, stopping at all stations between Portland and Albany.

South				North
6:15 P. M.	Lv.	Portland	Ar.	8:20 A. M.
10:23 P. M.	Lv.	Albany	Ar.	4:25 A. M.
10:45 A. M.	Ar.	San Francisco	Lv.	7:00 P. M.

Roseburg Mail (Daily.)

Leave.		Arrive.
Portland .... 8:30 A. M.	Roseburg	5:50 P. M.
Roseburg .... 7:00 A. M.	Portland	4:30 A. M.

Dining Cars on Ogden Route.

PULLMAN BUFFETT SLEEPERS and Second-Class Sleeping Cars attached to all through trains.

West Side Division.

Between Portland and Corvallis.

Mail train daily (except Sunday.)

7:30 a m	Lv. Portland Ar	5:35 p m
11:18 a m	Ar. Independence Ar	1:54 p m
12:15 p m	Ar. Corvallis Lv	1:00 p m

At Albany and Corvallis, connect with trains Oregon Pacific railroad.

Express train daily (except Sunday)

4:40 p m	Lv. Portland Ar	8:35 a m
7:25 p m	Ar. McminnVille Lv	5:50 p m

Oregonian Railway Division and Portland and Yamhill Ry.

Airlie mail Tri-weekly.

9:10 a m	Lv. Portland Ar	3:05 p m
5:20 p m	Lv. Monmouth Lv	7:45 a m
6:05 p m	Ar. Airlie Lv	7:00 a m

Through tickets to all points in the Eastern States, Canada, and Europe, can be obtained from T. M. STIVER, Agent, Independence.

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