

When such a man as William Beck dies, the community in which he has lived not only misses from its members a man of upright and honorable life, but its business interests suffer a positive loss. Mr. Beck has lived a long and useful life, one that the rising generation would do well to emulate. He was born in Roxbury, Penn., Nov. 22, 1817, and came to Oregon across the plains in 1852, since which time he has resided constantly in Portland, and has built up a business, by hard work and constant attention, that he increased from a small shop to a large wholesale and retail establishment. His labor never ceased until two days before his demise, at the age of seventy-one years. Though by no means a man anxious for public attention, he was most enterprising in spirit and took a prominent part in many movements for the general welfare. It was William Beck who finally fulfilled the prophecy that at some time there would be a bridge across the Willamette at Portland, by building the Morrison Street bridge, the first constructed across that stream, though five now span it at various places. Mr. Beck was a man of most genial and kindly disposition, a keen observer and a warm friend of those who earned his regard. In his family he took especial pride. He leaves a wife, two sons and a daughter to mourn an irreparable loss. Of his sons, William G. was his partner in the firm of William Beck & Son, and Geo. A. resides in Portland. The daughter, Mrs. Ed. Stone, is a resident of Spokane Falls.

A would be citizen was refused naturalization papers by Judge Van Reynegom, of San Francisco, because of his utter ignorance. It is more than twenty years since he filed his first papers in Wisconsin, and yet he did not know what the word "riot" means, and when asked if he believed in a republican form of government said "No sir; I am a democrat." His application was denied, and yet he was no more ignorant than thousands who have been "run in" for political uses, and whose votes nullify the ballots of native born and naturalized citizens of intelligence. Instead of a few spasmodic instances of this kind, there should be a general drawing of the line on every judicial bench in the country. Naturalization reform is one of the vital questions of the day, and thousands of Americans, both of native and foreign birth, consider it so essential a principle that they have made it the chief plank in the platform of a new party. There are, however, many times the number remaining in the old parties, who are in sympathy with the principle, and by whom it will at some time be made a living issue.

The successful launching of the cruiser *San Francisco* in the city of the same name a few days ago is another step in the advance the Pacific coast is mak-

ing in the construction of iron vessels. A navy is slowly being built, and the new ships are equal to the best in the world, but there are not enough of them. General Miles calls attention to the fact that at the rate we are going it will take us fifty years to build as many vessels as England can now send to any one of our harbors in six weeks. It is only when such comparisons as this are drawn that we realize our pitiful weakness, the more pitiful because we might be strong if we would. Let congress authorize the construction of a navy, without limiting the secretary to three or four vessels of a fixed character, and in a few years the United States will be equipped as she should be to maintain her position on the seas. General Miles estimates that \$100,000,000 will place the sea coast of the United States in a perfect condition of defense, and argues that as a matter of business economy only the expenditure ought to be made. It sounds like a large sum of money, but it is a bagatelle to the loss the country would sustain in a few weeks of war without such defenses. The nation ought to-day to be as willing to spend "millions for defense" as it was years ago when it was less able to afford it.

Suit has been commenced by Miss H. P. Isaacs, Mrs. J. D. Laman, Mrs. E. L. Davenport and Mrs. C. E. Burrows of Walla Walla, Mrs. Anderson Cox of Waitsburg, and Mrs. S. E. Cummings, of Wallula, against the judges of election in their respective precincts, for a refusal to permit them to vote at the recent state election. Damages are fixed at \$6,000. This suit is to determine the status of the woman suffrage movement in Washington. For a time, by act of the legislature, women exercised the right to vote, sit on juries, hold office and pay taxes, but the supreme court of the territory decided the act void, and now they are only permitted to pay taxes. Highly as they esteem this latter privilege they want the others also, hence this suit. Even if they gain it there is a long road to travel before reaching the goal, since Washington has now become a state and adopted a constitution, and a special article providing for woman suffrage was overwhelmingly defeated. All they can hope for is a reopening of the question. They certainly can not invalidate the entire election, but may get such moral support by a decision in their favor that an amendment to the constitution will again be submitted for adoption by the people.

One of the features of the great combination of the Union Pacific and Northwestern that has generally been lost sight of in contemplating the greatness of the deal and its effects, is the status of the Oregon Pacific. Though no direct and positive statement to that effect has been made by the officers of that company, they