

Death of Mrs. Fremont.

Another widow of a once prominent man, and the daughter of a differently prominent and far more influential man, passed away Saturday, in the person of Mrs. Jessie Benton Fremont. The husbands of herself and Mrs. Grant, who died last week, each played a conspicuous part in the country's history more than a generation ago, but Fremont's part was comparatively brief and inglorious. He gained some fame, perhaps not altogether undeserved, in crossing the plains and mountains to California in advance of the Argonauts and he was given a commission as Major-General soon after the outbreak of the Civil War, but as a commander he was a complete failure. While Grant was slowly and with difficulty laying the groundwork for his military fame, Fremont, consumed by inordinate vanity, was proving his incompetency for an important position in the time of need. After a brief, costly, and wholly unsatisfactory career as commander of the Department of Missouri, he was relieved, and retired out of conspicuous public observation, though he was afterward honored by Lincoln in less important positions. He had been in 1856 the first candidate of the Republican party for President, but the time was not then ready for that party's great work, nor was the right man ready; the time and man came in 1861 and in the person of Abraham Lincoln. Grant, who started out, after difficulty, as a Colonel of a volunteer regiment, became General-in-Chief of all the armies, and for terms. President of the United States, while Fremont, who started into the war almost at the top of the list, soon passed into utter obscurity. As the daughter of one of the greatest statesmen of his time, and one who foresaw the value of Oregon, and the wife of the dashing "Pathfinder," Presidential candidate and General, Mrs. Fremont's death severs another of the links that connect the present with the antebellum days—a brief period in the life of a Nation, and yet how long ago it seems; how much history has been made since she was a girl.—Telegram.

Oregon Horses.

Reports from the range in the Pacific coast section of the country indicate that a lively demand exists there for horses of good size. There are still some ranges in California, but not nearly so many as there were a decade ago, the agriculturist and cattlemen having taken up most of the available grazing ground. In Oregon there is still more scope for horse range and there most of the buyers supply

their wants. Of late a large number of Oregon bronchos have been taken to Mexico for use there in government service, the muzzing being done at Los Angeles and the final shipments made from that city. Most of these Oregon horses so far taken measure 15 hands or over at the shoulder and weigh 1000 pounds, not many over that height and weight being produced on the range. The native Mexican horses are too small for the cavalry purposes of the government or for transport work, and United States markets have been fallen back on for the necessary animals. The price of wild horses from the Oregon range, rounded up, cut out and bunched on the trail, has varied from \$20 to \$25 and \$27.50, the latter being the highest price so far reported for such cuts from the bands, and the sellers seem to be well satisfied with these amounts. They do not sound large, these prices, but indubitably they are better than the miserable pittances that were exchanged a few years ago for Oregon horses at the canning factory at Linnton. The foreign buyers have even penetrated as far north as Kansas City, looking for likely lots of range-bred horses suitable for army uses. One big band of unbroken bronchos was taken last week in that market at \$55 around without throw-outs and the price was esteemed a very good one indeed. In Wyoming, according to the stories that come this way, things are not going so well with the range horses as they are in some other regions. It is said that the range is now too contracted for profitable keeping of horses, the grass having been taken up by the cattle and sheep, and the settlers who have driven away the horses as a matter of self protection. Indeed the prediction is made that before long Wyoming will have no range horses save on deeded land and in a certain few localities well controlled.—Breder's Gazette.

The Lesson of Mexico.

The Latin-American states might well learn a lesson from Mexico. Under the stable government maintained by President Diaz, it is estimated that \$500,000,000 of American money has been invested in that country in the past 25 years. In 1861 Mexico contained only 15 miles of railroad. The next 16 years European capitalists built 400 miles; then, in 1877, Diaz became President, and under his administration nearly 8000 miles of railroad have been constructed, mostly by American capital, and the investments of Americans in railroads alone in Mexico are said to amount to \$350,000,000. It is these roads more than everything else that have been instrumental in developing Mexico's resources. This capital went there not only because it was evident that the country was resourceful, but because Diaz had established and maintained a stable government. If American capital has done so much in Mexico, what, under

stable political conditions, might it not do in Venezuela or other countries south of Mexico? But as long as these states are subjected to revolutions or insurrections every few months, they cannot become developed industrially, and will always be poverty-stricken, and undeserving of the respect of progressive mankind.

He Kissed His Mother.

A Chicago Judge last week had two boys before him, accused of misdemeanors. He found them guilty and sentenced them to a term in a reformatory, but as they were departing one of them, the parents of both being present, naturally kissed his mother. At once the Judge revoked the sentence, as to him, saying that there should be good enough in a boy like that and in his mother, to reform him. Here was probably true philosophy. The outcome will tell. There is nothing certain about it. But there seems at least a good chance for a boy who spontaneously, and out of his heart's affection, and not for effect at all, kissed his mother. This incident furnishes a text for a very short Saturday sermon. The boy that kisses his mother, and means it, has not gone far wrong. Of course there are bad mothers, but they are not many, and are not here considered. The boy ought to kiss his mother until he has a wife to kiss—and afterward, if she be alive. Depend upon it, boy, that there will be no other friend or helper just like or equal to mother. We can see many of these mothers on all our streets any day. Some of them have grown stout, some thin, faded and wrinkled, as while the boys have grown up they have grown old. Oh, how patient they are! And how sorrowful some of them look. Their hearts ache. Not all of them, but too many. But be careful, boys, and kiss your mother, naturally, cordially, genuinely—and then you can't go far wrong.—Telegram.

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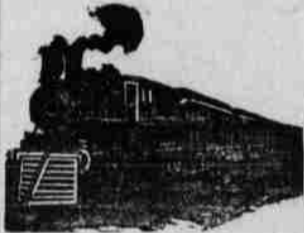
UNION PACIFIC OREGON SHORT LINE AND UNION PACIFIC

DEPART	TIME SCHEDULES	ARRIVE
Chicago Portland Special 8:00 a. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	4:30 p. m.
Atlantic Express 8:00 p. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:40 a. m.
St. Paul Fast Mail 8:00 p. m. Spokane	Walla Walla, Lewiston, Spokane, Missoula, St. Paul, Duluth, Milwaukee, Chicago and East.	7:30 a. m.

OCEAN AND RIVER SCHEDULE FROM PORTLAND.

9:00 p. m.	All sailing dates subject to change. For San Francisco—Sail every 5 days.	4:00 p. m.
Daily Ex. Sunday 5:00 p. m. Saturday 10:00 p. m.	Columbia River Steamers. To Astoria and Way Landings.	4:00 p. m. Ex. Sunday
4:00 a. m. Ex. Sunday	Willamette River. Oregon City, Newberg, Salem, Independence & Way Landings.	4:30 p. m. Ex. Sunday
1:00 a. m. Tues., Thurs. and Sat.	Willamette and Tam-hill Rivers. Oregon City, Dayton, & Way Landings.	2:30 p. m. Mon., Wed. and Fri.
4:30 a. m. Tues. Thurs. and Sat.	Willamette River. Portland to Corvallis & Way Landings.	4:30 p. m. Mon., Wed. and Fri.
11:30 a. m. Daily	Snake River. Riparia to Lewiston	11:30 a. m. Daily

W. I. Lawrence, Agent, Biggs, Oregon.



Columbia Southern RAILWAY

Effective 12:01 A. M., September 3, 1900.

South Bound	North Bound	STATIONS	North Bound	South Bound
Daily Freight	Daily Pass.		Daily Pass.	Daily Freight
Arrive	Arrive		Leave	Leave
7:00 a. m.	1:34 p. m.	Biggs	11:25 a. m.	2:40 p. m.
8:00 a. m.	1:59 p. m.	Gibbons	11:50 a. m.	3:12 p. m.
9:30 a. m.	2:14 p. m.	Wasco	12:45 a. m.	3:36 p. m.
10:45 a. m.	2:27 p. m.	Kipahulu	1:20 a. m.	3:46 p. m.
12:15 p. m.	2:52 p. m.	Summit	1:55 a. m.	4:10 p. m.
1:45 p. m.	3:17 p. m.	Hay C. J.	2:30 a. m.	4:34 p. m.
3:15 p. m.	3:42 p. m.	McJannet	3:05 a. m.	5:08 p. m.
4:45 p. m.	4:07 p. m.	Maro	3:40 a. m.	5:32 p. m.
6:15 p. m.	4:32 p. m.	Erskine	4:15 a. m.	6:06 p. m.
7:45 p. m.	4:57 p. m.	W. V. V.	4:50 a. m.	6:30 p. m.
9:15 p. m.	5:22 p. m.	Portland	5:25 a. m.	7:04 p. m.
10:45 p. m.	5:47 p. m.	W. V. V.	6:00 a. m.	7:38 p. m.
12:15 a. m.	6:12 p. m.	W. V. V.	6:35 a. m.	8:12 p. m.
1:45 a. m.	6:37 p. m.	W. V. V.	7:10 a. m.	8:46 p. m.

D. J. HARRIS, Superintendent. C. E. LYTLE, G. P. A.

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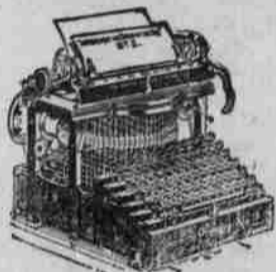
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\$500

and they will consist of articles for the stockman, the farmer, and the household, musical instruments and notions. This is no lottery, but we take this way of adding more names to our already large list. Those who hold the lucky coupons are entitled to articles valued at as high as \$60. Full particulars later.

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