

PIONEERS HAVE DRY TIME.

Drought Affects Rivers of Lake Region Long Before White Settlers Come.

"It is well known," said William C. Thompson, relates the Indianapolis News, "that in its early settlement Indiana was subjected to extremes of heat and cold, though possibly not to the same extent as now, and that droughts of considerable severity sometimes occurred, though not with the frequency of recent years. There is an authentic reference to a drought of great severity which affected part of the region surrounding the great lakes and a part of the Ohio valley long before the advent of the white settler. It occurred in the summer and autumn of 1764, just after the close of the French and Indian war, and while the war with the Indian tribes, under the leadership of Chief Pontiac, was in progress. The drought affected especially the Maumee and Sandusky rivers flowing into Lake Erie, and the headwaters of the Scioto, Great Miami and Wabash.

"Francis Parkman, the historian, relates that when a messenger was sent by the British commander at Detroit, then recently wrested from the French, to communicate with Pontiac, encamped on the Maumee a short distance below where Fort Wayne is now situated, the waters of the Maumee river were so low by reason of extreme drought that the British messenger and his attendants were compelled to drag their canoes over rocks and sandbars a good part of the distance from the mouth of the Maumee, near the present site of Toledo, to the headwaters of the stream near Fort Wayne. He also states that the same autumn a detachment of British soldiers could not ascend the Sandusky river in canoes by reason of great drought and low water when they contemplated subduing the hostile Shawnees in the Scioto valley. Here is a record of widespread drought, while the forest and prairie were yet primeval and before the coming of the white settler with those modern drought-makers, the ax and the drain tile."

Larceny by Mr. Scruggs. Mr. Scruggs is a large gentleman possessing great dignity, partly natural and partly gained through much experience as presiding officer in countless financial and charitable organizations.

One sweltering summer day, as he dropped into his seat in the afternoon train which was to carry him down to his country place, he noticed with much displeasure that immediately behind him was the inevitable tired mother with the usual very small children. But the youngsters were quiet, and the motion of the car soon had its effect. Mr. Scruggs' chin sank upon his breast, and he slept.

Suddenly he became acutely conscious that something warm and sticky had been violently inserted between his collar and the back of his neck. He lurched indignantly to his feet, just as a shrill voice exclaimed, with great distinctness: "Oh, ma, that man's got my gum-drop!"—Harper's Magazine.

Making Laws During the Night.

There is a very marked difference in the working methods of the United States congress and the British parliament which strike the visitor from one country to the other. Some of the things that seem peculiar to the American is the absence of clerks in the British assembly and the practice of members in wearing hats during the session. Some recent proposals that the hour of convening the British parliament be changed call attention to the striking difference between the working methods of that body and our own congress. Parliamentary sessions begin late and last far into the night. The parliamentary hours, indeed, have undergone a good many changes and it is only 12 years since a radical change was made in them—the house meeting at three instead of four, and adjourning, nominally, at 12 instead of at some hour in the morning.—Chicago Chronicle.

ONE MACHINE GUN.

Properly Worked Is Equal in Effect to Two Hundred Rifles Well Handled.

The destructive power of the machine gun as compared to the small arm even in large numbers has been the subject of interesting trials abroad, reports of which have reached the navy department here, says the Baltimore Sun.

That one machine gun properly and effectively worked is equal to 200 rifles in the hands of as many soldiers has been amply demonstrated. Each shot from the machine gun works greater injury also to the body struck than the small bullet of the army rifle, and its range is far greater.

In recent trials 50 marksmen were chosen to compete with the Hotchkiss eight-millimeter gun, which has lately been widely adopted in France and Germany. The ranges fired were from 400 to 800 yards. At 800 yards the 50 riflemen, each having five rounds independently obtained 54 hits, or 22.6 per cent. of the number of rounds fired. Thirty-two men were then chosen from among the 50, and these had to fire each eight rounds in 30 seconds. Under these conditions 34, or 13.3 per cent. of the rounds expended, were recorded.

The machine gun was then brought into action, and in 25 seconds fired 211 bullets, making 145 hits. It was shown from the results that the machine gun was far ahead in hits made and rapidity of fire. No such practical tests of the relative merits of the machine gun and a number of small arms have been made before.

THE GREAT CANAL.

ITS FRIENDS STILL FIGHTING FOR THE NICARAGUA ROUTE.

What Have the Transports Cost? That Is the Subject of an Inquiry By Mitchell's Resolution, Other News.

Washington, Jan. 20.—The friends of the Nicaragua canal took a brace the other day and have determined to go ahead and fight for their bill, regardless of the supplemental report of the commission, which, though it formerly recommended the Nicaragua route, now favors in a supplemental report the adoption of Panama route. Senator Morgan says this report cannot change the status of the situation, and declares the whole Panama movement is meant to delay and defeat any canal legislation. He says he does not believe that a majority of the Senate will dare take the responsibility of leaving the United States subject to the claim of the stockholders and bondholders of the old Panama concern. Their claims upon the old company amount to about \$350,000,000 with interest for nearly 10 years. While a deal might be made to close this up, Senator Morgan says the new company is morally responsible to the old, and if the United States takes the Panama canal, it will be in a measure similarly responsible.

Representative Hepburn says this supplemental report ought not to change the situation in the least. It does not differ materially from the first report, save in the reduction of the amount of the Panama company's offer of \$69,000,000 and that offer was known at the time the house passed the Nicaragua bill with only two dissenting votes. According to the commissioners' report, it was purely a matter of concessions, engineering and cost. The house knew as much then as it knows now, and the commissioners report ought not to change the temper of the house in the least. He recognizes, however, that if the senate should the Panama bill, and there should be a contest between the two houses, the anxiety of the members of the house for a canal even if it the Panama, might induce them to accept the senate bill but it will never be done without a hard fight. He maintains that the principal advantage of the Nicaragua route still stands out, and the supplemental report has not touched upon that feature, which is shorted distances from points in the United States on the Atlantic to points on the Pacific. This alone will be worth millions to the commerce of the country and must be taken into consideration before the Nicaragua is abandoned.

Senator Mitchell, in an interview published in New York, reiterates statements heretofore made by him and declares his intention of supporting the Nicaragua canal. The Evening Star in an editorial discussion, of the situation as a result of the new proposition, closes by saying:

If this bill is allowed to remain unacted in either for, when the session closes, simply because of the rivalry between the two possible lines of canal construction, or because of the opposition to any form of canal construction on the part of the transcontinental railroads, the clearly expressed will of the American people will have been deliberately disregarded by congress.

Washington, Jan. 15.—The first of the hearings on reciprocity with Cuba was given today by the Ways and Means committee. E F Atkins of Boston represented the American interests in the Cuba sugar planting. William Hayward the Hawaiian sugar planters and Henry T Oxnard the beet sugar industry of the United States.

Mr Atkins said the sugar planters wanted the sugar duties abolished. He declared that because of overproduction there is now standing \$20,000,000 worth of cane, and said that unless prices are bettered much of it will not be harvested. This he said would curtail employment and it might cause disturbance.

Mr Atkins expressed strong opposition to any system of drawback. He said that if present conditions continued Cuba probably become so desperate as to be forced into annexation.

Louis Place, a merchant of Havana, said Cuba at present, is buying large quantities of foreign goods but if reciprocity is brought about with the United States, Cuba will buy American cotton goods, wire and many other articles now bought abroad. He believed this market in Cuba would amount to \$25,000,000 within two years.

Washington, Jan. 21.—The Sen-

ate today adopted a resolution offered by Senator Mitchell calling the Secretary of War for information as to the number, name and tonnage of transports now owned by the United States, with dates of purchase, from whom purchased, the price of each and terms of payment; also similar data regarding transports now held by the Government under lease, with dates, terms and duration of such leases. It also calls for a statement of the amounts paid by the Government for repairs on each of the transports since purchase or lease, and to whom such amounts were paid. The record of number of trips made by each transport between the United States and Manila since January 1, 1901, and by what routes and from what ports in the United States each transport sailed, together with like data for trips made from Manila to the different ports in the United States, are also desired. The final clause calls for the total cost of the transport service between the United States and Manila during the calendar year 1901.

Senator Mitchell hopes with this data to ascertain whether or not there has been a discrimination in the distribution of the transport business, and also to ascertain whether or not the present transport service is more expensive than would be the shipment of troops and supplies by merchant vessels, as proposed by Secretary Root.

Washington, Jan. 21.—For nearly three hours today the Senate had under consideration the Philippine tariff bill. The measure was made the unfinished business and probably will hold that position of preference until it shall have been voted on finally.

The debate was opened by Lodge, chairman of the committee on the Philippines. He sketched, in a free-hand way, the reasons which had actuated the majority in presenting the measure and urged strongly its enactment into law at an early date. He explained, with some minuteness, the necessity for the legislation embodied in the bill and concluded with an appeal to the Senate and to Congress to deal with questions relating to the Philippines as they might arise, and to keep clear of vague words and vaguer promises, which were likely to be misinterpreted and to raise false hopes in the minds of the Filipinos. In an impassioned peroration he besought Congress not to give mortgages on an unknown future.

Rawlins delivered a vigorous speech in support of the minority substitute, in which independence was promised to the Filipinos as soon as a stable government could be established in the Philippines. His discussion of the general Philippine question covered much of the ground that has been gone over during the past two years. Throughout he was accorded careful attention.

As a conclusion of the debate for the day Bacon sharply criticized the Secretary of War for alleged violation of the law in issuing an order permitting vessels flying a foreign flag to participate in the commerce between the United States and the Philippines.

Baker City, Or., Jan. 21.—Baker County has a candidate for the Republican nomination for Governor in Hon. C. A. Johns. It is a well-known fact that Eastern Oregon is going to make a very strenuous effort to name the head of the ticket at the next state convention, and that W. J. Furnish, of Pendleton, is an avowed candidate for the place. But this does not dismay Baker County. Mr. Johns says he is not seeking the office, but his friends declare he is to be a candidate, and they propose to boom him in the strictest sense of the word.

Charles A. Johns was born in Jackson County, Missouri, June 25, 1857. When he was yet an infant his parents emigrated to Oregon, settling in the Willamette Valley, where Mr. Johns received his preliminary education. Later, he entered the Willamette University at Salem, graduating in 1879. After serving as deputy sheriff of Marion County for two years, he studied law and was admitted to the bar in 1880. In 1888 he moved to Baker City, and by his progressiveness soon won prominence. In 1891 he was elected mayor of Baker City, and again in 1892.

When the State Text-Book Commission was organized by the Legislature Mr. Johns was appointed one of its members by Governor Geer. He has ever taken an active interest in educational matters, and at present is an active member of the school board of this city, a position which he fills to the entire satisfaction of his fellow-citizens, regardless of party. He enjoys a large and lucrative practice as a lawyer.

Paris, Jan. 16.—The Figaro prints a letter from Jean de Reszke to

Henry Mapleson, the operative director, declining the latter's offer of 1,000,000 francs (\$200,000), made in behalf of an American syndicate, for an engagement of forty performances (\$5,000 a performance) in the United States next winter.

WAS BEST MAN

AT HIS FORMER WIFE'S WEDDING—THE NEW HUSBAND.

Boarded with her Before she Left Number one—The Missing Naval Vessel Probably Went to the Bottom.

Omaha, Jan. 15.—J. E. Butler, organist of Trinity Cathedral and a musician of note, has been married to Mrs. John Shoemaker, divorced wife of a Justice of the Peace, and the couple enjoy the blessing of the former husband, who was best man at the nuptials.

Butler had lived with the Shoemakers for sixteen years and had been looked upon by them as their son. Mrs. Shoemaker found her husband's tastes incompatible with hers, however, and sued for divorce, which she gained by default.

"I wanted her to get the divorce," said Shoemaker. "She is one of the finest women who ever lived, but we could not agree."

Then the platonic friendship which had existed between Mrs. Shoemaker and the young musician ripened into a warmer feeling and Shoemaker promptly turned matchmaker. A sudden illness of the organist precipitated the romance and they were married.

"Butler is as fine a man as Mrs. Shoemaker is a woman," Shoemaker said philosophically. "They have my most fervent blessing."

Port Townsend, Wash., Jan. 22.—The British Admiralty has about given up hope for the safety of the British warship Condor, according to a dispatch received today by Collector Heustis from the Treasury Department at Washington. The dispatch follows:

"At the suggestion of the Secretary of State, by request of the British government, you are directed to report whether there has been any signs on your coast of a British warship in distress or any wreckage therefrom. This inquiry is made because of fear that accident may have befallen the British warship Condor, which left Esquimault for Honolulu December 2, and has not been heard from."

After receiving the foregoing, a report was sent to the department of wreckage found by the revenue cutter Grant off the Vancouver coast. The wreckage consisted of oars, pieces of boats and portions of cabins. A clinker-built ship's boat was found by Indians at the entrance of Barclay Sound. The boat had no name or initial letter by which it could be identified, and the fact that the seats in the rear of the boat were cushioned was sent to the department, as the boat answers the description of the boats carried by the Condor.

It is the opinion of shipping men here that the boat belonged to the missing warship and all express the belief that if the Condor is wrecked she met her fate in one of the severe storms which swept the coast shortly after she passed out of the Straits probably in the same storm that sent the collier Matteawan to her doom.

Havana, Jan. 22.—The testimony

of the postoffice inspectors, introduced by the Government today at the trial of the charges growing out of the Cuban postal frauds, was to the effect that Neely came to Havana practically bankrupt in December, 1899; that between that time and January, 1900 he made deposits in the bank at Muncie, Ind., amounting to \$43,700, and that the bond of \$20,000 furnished by Neely at the time of his arrest was forwarded from his account with the Muncie bank to the First National Bank at New York.

REMARKABLE CURE OF CROUP.

A Little Boy's Life Saved.

I have a few words to say regarding Chamberlain's Cough Remedy. I saved my little boy's life and I feel that I cannot praise it enough. I bought a bottle of it from A. E. Steere of Goodwin, S. D., and when I got home with it the poor baby could hardly breathe. I gave the medicine as directed every ten minutes until he "threw up" then, I thought sure he was going to choke to death. We had to pull the phlegm out of his mouth in great long strings. I am positive that if I had not got that bottle of cough medicine, my boy would not be on earth today.—JOEL DEMONT, Inwood, Iowa. Sold by Graham & Wells.

CASTORIA for Infants and Children. The Kind You Have Always Bought BEARS THE SIGNATURE OF Charles H. Fletcher. In Use For Over 30 Years. THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

We Do Not Live to as high a standard as our desire would promote us, but see that you make no mistake in the house that keeps the highest standard of Groceries that is the place to BUY Fresh Fruits, Fresh Vegetables, fresh everything to be had in the market. We run our delivery wagon and our aim is to keep what you want and to please. Call and see E. B. Horning.

ARE YOU DEAF? ANY HEAD NOISES? DEAFNESS OR HARD HEARING ARE NOW CURABLE by our new invention. Only those born deaf are incurable. HEAD NOISES CEASE IMMEDIATELY. F. A. WERMAN, OF BALTIMORE, SAYS: Baltimore, Md., March 30, 1901. Gentlemen:—Being entirely cured of deafness, thanks to your treatment, I will now give you a full history of my case, to be used at your discretion. About five years ago my right ear began to ring, and this kept on getting worse, until I lost my hearing in this ear entirely. I underwent a treatment for catarrh, for three months, without any success, consulted a number of physicians, among others, the most eminent ear specialist of this city, who told me that only an operation could help me, and even that only temporarily, that the head noises would then cease, but the hearing in the affected ear would be lost forever. I then saw your advertisement accidentally in a New York paper, and ordered your treatment. After I had used it only a few days according to your directions, the noises ceased, and to-day, after five weeks, my hearing in the diseased ear has been entirely restored. I thank you heartily and beg to remain Very truly yours, F. A. WERMAN, 730 S. Broadway, Baltimore, Md. Our treatment does not interfere with your usual occupation. Examination and advice free. YOU CAN CURE YOURSELF AT HOME at a nominal cost. INTERNATIONAL AURAL CLINIC, 596 LA SALLE AVE., CHICAGO, ILL.

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