THREE MORE GRAIN SHIPS

LOUIS PASTEUR, JULES VERNE AND ALDEBARAN ARRIVE IN PORT.

Heavy Reinsurance Was Paid on Both of the French Vessels—First 1900 Ship.

The San Francisco reinsurance speculators who took up the offers of 7 per cent and 25 per cent made on the French barks Jules Verne and Louis Pasteur, had what sporting men would term quick action on their money. As has been stated before in these columns, the Jules Verne could hardly be classed as fully due, while the Louis Pasteur was not long enough overdue to cause the slightest uneasiness in local shipping circles. Both of these vessels arrived in at Astoria yesterday. The Pasteur experienced some rough weather in rounding the Horn, but met with no serious mishaps, and, compared with other voyages around the Horn, especially considering that she was in light ballast trim, the voyage was not a long one. There is nothing else on the enroute list, that is fully due except the Colony, Chili and C. S. Bement, and pretty fast time would need to be given them to make all of them due. The length of their voyages, however, is already sufficiently great to give the hysterical San Francisco insurance men an excuse for offering 7 per cent to 25 per cent reinsurance on them.

In addition to the two French barks, another grain carrier, the Aldebaran, arrived in last evening. She comes from Panama, and has made a very good passage of 61 days, or less than half as long a voyage as was made by the St. Enoch, which was the last previous arrival from the fever-stricken port on the isthmus. Another square rigger was reported outside, and is thought to be the American ship C. S. Bement, from Shanghai. But few ships are being added to the list, and with the arrival of those now due, the fleet still en route will be of very small proportions.

WHAT'S IN A NAME?

Some Curious Nomenclature Found on the Marine Records.

Vessel-owners rarely select names for their craft that are appropriate, says an exchange. A fine-looking clipper ship may be called the Z. Klaberstockholden, while a hulk of a coal barge may be known as the Pride of the Sea. A fish scrap or manure schooner may be called the Sea Queen, while a beautiful three-master will be designated as the John Smith. A horribly built and worse designed bark may be called the Columbia, while the finest square-rigged craft which has ever visited the port will loom up as the Burgermeister Jonkheer Coleman.

The schooner Snowflake is painted green, the schooner Red Jacket is coated with black, the schooner Pathfinder is always running ashore.

The bark Brilliant Sailor was one of the slowest ever built, and never made anything for her owners except long trips.

The fishing schooner Hard Luck was one of the best paying boats on the Banks, while the Bonanza never made a dollar, and was lost with all on board.

The steamship Irishman was built this year in Scotland for English owners.

The bark Germania has an American captain and is owned by Americans. The steamship American was built in Ireland, and is owned by Englishmen. The Lehigh Valley railroad has the coal barge Blue Bird painted black.

The True Republican was manned by a democratic crew and was owned by a prohibitionist. The schooner Tom Paine had a local preacher for a captain. The schooner Rev. John Fletcher was sold recently and its name changed to Robert Ingersoll.

The bark Wandering Jew was wrecked on her home coast, which she seldom left. The fishing schooner Imogene was the dirtiest vessel on the Banks. The Only Son was comanded by a captain who had 12 brothers. The Pilot's Bridge never took a pilot.

The schooner On Time was always late. The schooner Yellow Pine was built of oak, and the sloop Oak was built of yellow pine. The Olive Branch had a scrapper for a captain. The schooner Progress has not moved since the world's fair at Chicago began. The schooner Active was always laid up, and the Generosity was owned by the meanest man on the Pacific coast.

FIRST 1900 SHIP.

Edenballymore Clears and Glenholm Goes to Sea After Quick Dispatch.

The first ship of the 1900 grain fleet was cleared by G. W. McNear yesterday. The vessel was the British ship Edenballymore, and she has aboard 100,316 bushels of wheat, valued at $53,167. A number of the other vessels in the river are well under way towards completing their cargoes, and the January shipments this year will probably be as large, if not larger, than those of January, 1899. The Edenballymore will leave down the river tomorrow morning.

The fleet which has arrived since December 1 has been receiving very quick dispatch. The British ship Glenholm, cleared by Balfour, Guthrie & Co. December 30, crossed out from Astoria yesterday. She was delayed at quarantine for several days on arrival in the river, but in spite of this delay was in the river but 23 days, a record which is not often beaten except at Portland, where ships are always given better dispatch than at any other port on the coast.

REEFS AND GALES.

Perils of Navigation at Sea and in Port in California.

SAN FRANCISCO, Jan. 2.—The steamer Orizaba, which struck Point Garda rocks, on her last trip to Eureka, was more seriously damaged than was at first supposed. The steamer is now on the drydock at the Union iron works, and the probabilities are that she will remain there for at least two weeks undergoing repairs. Sixteen of her plates have been more or less damaged by contact with the jagged rocks of Garda reef.

SAN FRANCISCO, Jan. 2.—The training-ship Adams was ashore during a gale on the bay today. The vessel dragged her anchors, and was carried into shallow water on Goat island. It is not thought any serious damage was done.

WILL TRY TO MOVE LIGHTSHIP.

Two Tugs Will Assist Today, If Conditions Be Right.

ASTORIA, Or., Jan. 2.—Tomorrow the bar tugs Wallula and Escort will assist in getting the lightship off Mackenzie head at high tide. Captain Conway, superintendent of the water line of the O. R. & N., is here, and the work will be under his direction. The tugs will leave here early in the morning and pick up the life-saving crew at Cape Disappointment, and when they arrive off Mackenzie head the life crew will carry a small line to the lightship with which to take a hawser to the tugs. The present conditions are favorable for the attempt tomorrow, and both Captain Conway and Mr. McIntosh believe that the lightship will be at the Tongue point buoy station tomorrow afternoon.

STEAMSHIPS FOR MANILA.

Government Will Establish a Regular Transport Line.

NEW YORK, Jan. 2.—A special to the Herald from Washington says:

Upon the recommendation of Quartermaster-General Ludington, Secretary Root has directed the establishment of a government line of steamships connecting San Francisco, Honolulu and Manila, similar to that running between New York, Cuba and Puerto Rican points. The vessels which will be attached to the Pacific lines are those transports the property of the government, now in the Pacific ocean.

All the steamships chartered by the quartermaster's department will be released immediately upon their arrival at San Francisco, and the supplies, recruits and officers intended for the army in the Philippines will go to Manila by the proposed line. The discharged enlisted men and officers ordered home will return on the vessels.

ANOTHER $5000 FINE.

The Louis Pasteur Had No Consular Bill of Health.

ASTORIA, Jan. 2.—The French bark Louis Pasteur, which arrived in from Limerick today, did not have a consular bill of health, as required by the customs regulations, and her master was this evening fined $5000 by Collector of Customs Fox. The matter will be appealed to the department at Washington.

Trip of the Louis Pasteur.

ASTORIA, Jan. 2.—The French bark Louis Pasteur, that arrived in today, had no hard luck story to tell, and her captain was much surprised when told that his vessel had been reinsured for 25 per cent. He says that he made a fair run to Cape Horn, and was off there for 35 days on account of severe weather. When the vessel got away from there she made the run to the mouth of the Columbia in 42 days. She met with no accident, except slight injury to her rigging. No one on board of her can speak the American language.

The Arab in Port.

The Oriental liner Arab arrived in at Astoria yesterday morning, leaving up as soon as she got clear of the quarantine officer at Astoria. She will be at her dock early this morning. She comes from Kobe—and accordingly has a light inward cargo, but will carry out a record-breaker for the Orient.

Lost in the Wreck of a Schooner.

ST. JOHN'S, N. F., aJn. 2.—The schooner Puritan was driven ashore on Cabot island in a heavy gale yesterday, and eight out of her crew of nine were lost. Six were married men with families. The survivor broke his arm.

Domestic and Foreign Ports.

ASTORIA, Jan. 2.—Arrived at 9 A. M. and left up at 1:15 P. M.—British steamer Arab, from Kobe. Arrived at 11:30 A. M.—French bark Louis Pasteur, 152 days from Limerick. At 2:30 P. M.—French bark Jules Verne, 131 days from St. Nazaire. At 4:40 P. M.—German ship Aldebaran, 61 days from Panama. Sailed at 11:30—British ship Glenholm, for Queenstown. At 2:30 P. M.—Schooner Wahkiakum, in tow of tug Samson, for San Francisco. Condition of bar at 5 P. M., smooth; wind, west; weather, cloudy. A square-rigger is outside.

San Francisco, Jan. 2.—Arrived—Steamer Geo. W. Elder, from Portland; steamer Mattewan, from Tacoma; steamer Australia, from Honolulu.

Port Angeles — Sailed Jan. 1—Steamer Mineola, for Nanaimo.

Port Townsend, Jan. 2.—Arrived—Bark Vidette, from Redondo.

Hull—Arrived Dec. 29—British ship Dalgonar, from Tacoma.

Queenstown — Arrived Jan. 1—British ship Bothwell, from Portland.

Manila—Sailed Dec. 28—Steamer Pennsylvania, for Portland.

Yokohama, Japan—Sailed Dec. 30—British steamer Empress of Japan, for Vancouver. Arrived Dec. 31—British steamer Breconshire, from Victoria.

Sydney, Jan. 2.—Sailed—British steamer Miowera, for Vancouver.

Liverpool, Jan. 2.—Arrived—Cevic, from New York.

Yokohama, Dec. 31.—Arrived—Breconshire, from Tacoma.

Manila, Dec. 31.—Arrived — Columbia, from San Francisco.

Sydney, N. S. W., Jan. 2.—Sailed—Miowera, for Vancouver.

Plymouth, Jan. 2.—Sailed—Pennsylvania, from Hamburg, for New York.

Port Arthur, Dec. 28.—Arrived — Tyr, from Vancouver.

CIVIL SERVICE.

A Backward Step That Can Be Only Faintly Defended.

Chicago Tribune.

The president defends in his last annual message the executive order of May 29 last by which he took out of the classified civil service several thousand positions which had been included in it by President Cleveland's order of May 6, 1896. He says the main object of his order was to secure "a more efficient and satisfactory administration of the system of appointments established by the civil service law," and that "it is believed the merit system has been greatly strengthened and its permanence assured."

This roseate description of the effects of the executive order of May last does not convince those who have taken the deepest interest in the merit system and have labored most strenuously for its establishment. The Civil Service Reform League, which held its annual meeting recently, was unable to find anything to praise in the action of the president. The review by its president, Mr. Carl Schurz, of the policy of the president as to civil service reform during the last year, was moderate and good-tempered, and for that reason all the more convincing. Mr. Schurz showed that the executive order was not for the good of the public service. He does not speak on this question as a mere doctrinaire. He was secretary of the interior once. He enforced the merit system when it was more difficult to do so than now, because there was no law for it.

It will not be denied that some of the offices taken out of the classified civil service by the president's latest order were properly taken out of it. That is not true of a majority of the offices. An analysis of the order will show this to be the case. No analysis is needed, however. When all the friends of the merit system deplore the president's action and all the practical politicians and spoilsmen applaud it further investigation is unnecessary.

There is no disguising the fact that the president has taken a backward step so far as the merit system is concerned. The slowness with which he acted argues an unwillingness on his part to take that step. Possibly he may have acted on the maxim of "a little evil for a great good." He may have believed that by letting down the civil service bars somewhat he could secure greater harmony among senators and representatives of his party and a more cordial support of measures which he looks on as of special importance. It is certain that nothing does more to promote momentary good humor and obligingness among congressmen than a liberal distribution of patronage. President Cleveland's last order left little for them. They have been badgering President McKinley ever since he was inaugurated to do something for them. Much was done for them in violation of law—chiefly in Secretary Gage's department—before the president's order was issued. That order legalizes past violations and encourages new ones.

The lust of politicians for patronage grows by what it feeds on. They will ask the president for more and more. Whatever he may do for them, he will be unable to keep them good-natured. Therefore, he should cease making the effort. He has no further need of them. He will lose nothing by being deaf to their importunities. So what is left of the merit system—and a good deal remains—should be protected by him. If he does that his previous surrender to expediency will be forgotten.

Dyspepsia in its worst forms will yield to the use of Carter's Little Nerve Pills, aided by Carter's Little Liver Pills. Dose, one of each after eating.

MANY NEW SETTLERS

CHEHALIS COUNTY, WASHINGTON, GAINED 2000 IN 1899.

Lumber Cut for the Year Amounts to 200,000,000 Feet, Valued at $2,000,000—Farming Neglected.

Chehalis county has, probably, 2000 more people today than it had this day one year ago. The incoming people are from various sections of the United States. Foreign immigration last year was almost unnoticeable, save for the few Finnlanders who came to the Gray's harbor mills and to small farms in the eastern end of the county. Instead of farms and farm lands being in demand, they have, in some cases where distant from the towns, been abandoned, their owners saying that lack of roads and schools forced them to give up their homes. This has resulted in high local prices for butter, milk, horses, hogs, cattle and vegetables. Poultry and eggs now command the highest prices known for years. It is unusual for farms to be neglected when such high prices prevail for farm products.

There is no more favorable place in the Northwest for farmers than Chehalis county. Good husbandmen would find openings for gardening, dairying, bee-keeping, as well as grain and stock. In gardening, a scientific man would find but little competition. In dairying, one finds two creameries doing a wholesale business, and two on farms. In bee-keeping in a county in which white clover is indigenous from one end to the other, the profits would be limited only by the amount of effort put forth.

Lumber Cut 200,000,000 Feet.

Lumbering is the principal business on Gray's harbor. With a stumpage of 25,000,000,000 feet of merchantable lumber, worth $20,000,000 to the stumpage owner, worth $80,000,000 to labor for logging, worth $100,000,000 to the mill-owners and their labor, it is no wonder that everything else should be neglected for lumbering. The mills had a year of great activity, as orders from the interior and from foreign and domestic ports were far in excess of their cutting capacity. The lumber cut of 1899 was fully 200,000,000 feet. This was worth $2,000,000, of which $1,000,000 will go to the loggers and $200,000 to stumpage owners.

A noticeable feature of the year was the introduction of large machinery. The Gray's Harbor Commercial Company put in a band saw 60 feet long, that cuts with ease a log 10 feet in diameter, and does 11,000 feet per hour. This is the largest saw on the continent, and at the time it was put in, more than 1,000,000 feet of large, unmanageable logs were in the boom of the company, out of which the company saved almost the cost of the new equipment.

The basket factory at Hoquiam put in new equipments for handling large logs. It is said that the basket factory expended $3000 and the Gray's Harbor Commercial Company $10,000 in these pieces of machinery. The mills have extended their finishing equipments very considerably. One mill can supply orders for 50 kinds of material, and as a result of the cutting and finishing and handling of 50,000,000 feet of logs, it keeps 500 men constantly at work in its lumber and shingle mills.

Log Supply in Excess of Demand.

Logging operations have been pushed beyond all requirements. The various camps have an annual capacity of 275,000,000 feet of logs, against an annual mill cut of 200,000,000 feet. At one time last summer the camps were cutting 1,000,000 feet per day, as against a mill consumption of 600,000 feet. Ninety donkey engines, of all makes known to the coast, are working in the woods. Some of them are of enormous power.

Two of the large camps use railroads of their own, while two other large ones have successfully handled many million feet by rail along the Northern Pacific line. These developments have caused eight of the large loggers to begin business with Puget sound, where logs are higher and in greater demand. Unless these men succeed in shipping to the Sound, logging will be dull on Gray's harbor during the winter. Labor in the mills and camps has been hard to get, and wages have steadily advanced, reaching, in the camps, the high-water mark for all grades of work.

Gray's Harbor Jetty.

The jetty at the entrance to the harbor is 8000 feet seaward, leaving over 10,000 feet to be built. Good results are already apparent.

Deals in Timber Lands.

The sale of the Northern Pacific railway lands has been made to Eastern lumbermen. No one knows what effect it will have on the immediate future. These lands contain at least 8,000,000,000 feet of the 25,000,000,000 feet of merchantable timber in the county. Hundreds of land transfers were made last year. These represent many thousands of dollars. This has kept the forest full of cruisers, and yet the work goes on.

A new feature in land values is the tendency of millmen to buy hemlock. One company recently offered to take 6,000,000 feet next year. So much hemlock is mixed up with the cedar that loggers hesitate to develop cedar lands. They lose money in the operation. With sale for the hemlock, the quantity of timber will be doubled from what are now known as cedar lands.

The spruce forests are being rapidly exhausted, and mills are not pushing spruce as they were a few years ago. Along the central part of the harbor, on both sides, spruce formerly stood in the valleys and on the first benches. These have been largely denuded. The eastern portion of the county never had any spruce, the timber consisting of red fir of a fine quality, with considerable cedar in the valleys and high on the divides.

Railroad to Hoquiam.

Last year the Northern Pacific railway built to Hoquiam from Aberdeen. Most of the work was done in 1898. This extension has opened to the Eastern trade nearly all of Aberdeen's industries and all of Hoquiam's, and has been a great factor in the material development of the two cities.

Town Growth.

Hoquiam has advanced to a city of the third class. It has 2800 people, fine schools, fine streets, two great mills, one of the handsomest hotels on the coast, a basket factory, a shingle mill and a shipyard. The building of a number of residences and business buildings, and the reopening of the big hotel, mark the beginning of an era of prosperity for which 1800 people fondly hoped during the hard times. The system of water works, begun in 1898, has been completed.

Aberdeen location, Aberdeen grit, Aberdeen enterprise developed Aberdeen during the year. The American Mill Company, built and operated by W. J. Patterson and Dan Gillies as principal stockholders, has a capacity of 18,000,000 feet a year. Two new sawmills are being built. A new shipyard, owning its own grounds, has already turned out three vessels. A new panel and box factory is being built. By purchase, the Douglass Bros. have consolidated the two iron foundries and machine shops. Two hundred buildings were put up last year. Merchants have come in and remained. A plant for the manufacture of tar and kindred products from mill refuse is about ready for operation. All in all, Aberdeen is probably up to the 3750 notch in population, and there is no crowding in any business or profession.

Cosmopolis has shared in the general prosperity. The Gray's Harbor Commercial Company has so extended its business and increased its pay-rolls that many cottages have been built. There are no empty houses in the town.

Logging operations have helped Montesano, and logging and milling have boomed Elma. Twenty-five buildings were put up at Elma last year.

Westport received the impetus which the building of the first mile of the great Gray's harbor jetty would naturally cause.

Chehalis county has three strong banking institutions. The national bank at Hoquiam has reached the $150,000 deposit mark, and finds good security for loans. The private bank at Aberdeen does a good business, and carries large deposits. The same is true of the bank at Montesano.

Fisheries.

An enormous catch of fish will soon be reported from Gray's harbor. By permission of the government, fishermen have been permitted to use the traps built 12 years ago, and seven traps above and below the mouth of the Neuskah river, have been equipped at an expense of over $9000. Some catches of 2000 fish in one trap have been recorded. Car after car of salmon has been shipped East, and the cannery in Aberdeen has handled immense quantities.

The county's finances are in exceptionally good condition. No mercantile failures have occurred, and but one logging camp has succumbed.

There are no mines of any kind in Chehalis county. G. M. POWELL.

Neuskah, Wash.

THE CYCLE PARK TRAGEDY.

Necessity of Keeping Boys and Girls Clean and Pure.

REPUBLIC, Wash., Dec. 26.—(To the Editor.)—The Daily Oregonian reaches the borderland of the United States, and I read with gratification its editorial, "The Verdict," which is one of the grandest, truest utterances of your truly great paper.

The truth is, no one part of our lives is separate from all or any of the others. The tragedy of Cycle Park must be treated as one of the symptoms of moral disease, just as the eruption of smallpox is the index of the internal physical condition. The ultimate solution of the problem must be accomplished in the same way that Henry Ward Beecher said the slavery question must be solved: "First educate a generation of slavery-haters."

The problem is, how to keep the thoughts and lives of the children and youth of our land clean and pure. We must educate a generation to hate vice and immorality and reverence the purity of their bodies as well as their souls. The keynote of the present century philanthropy is prevention; not how to rescue, but how to guide; how to assist evolution. Prevention, not reformation, is the point we must emphasize.

Dr. Von Holst, one of the greatest living historians, in an opening lecture to a class of men and women, made this statement: "The future of this republic lies in the hands of the mothers and teachers." Every intelligent person will agree to this, more or less, though many of us would include the father's responsibility as well. A significant and hopeful thing is that scholarly men and women are beginning to realize what must be the basis of good citizenship and good government, of an advancing civilization. All knowledge is valueless unless the boys and girls of our land are trained in the right direction. In whatever direction we look and whatever improvement in existing conditions we seek to effect, we come back to it again and again, that the end is determined by the beginning, and that the foundations of all public betterment have to be laid in the children.

Men and women everywhere are thinking, talking and writing on this subject in earnest, practical ways. Doubtless some have grown tired of hearing that "the education of a child must begin with its grandfather." Since this is an impossibility, why not begin with the fathers and mothers? How often we hear the statement, "the building of character begins with the hour of birth." Does it not begin still earlier?

It is an awful thing to commit murder—to take a human life; but students of heredity are beginning to realize that it is a far more awful thing to give life. I quote from Helen Gardner: "It is a far more solemn responsibility to give than to take a human life! In the one case you invade personal liberty and put a stop to existence more or less valuable and happy, but at least all pain is over for that invaded individuality. In the other case—in giving life—you invade the liberty of an infinite oblivion and thrust into an inhospitable world another human entity to struggle, to sink, to swim, to suffer, or enjoy. Whether the one or the other, no mortal knows, but surely knows it must contend, not only with its environment, but with its heredity—with itself."

A leading medical expert recently said there was not more than one family in ten, and certainly this is a conservative estimate, who could show a clean bill of health, mental, physical and moral; free from hereditary taints, serious in threat, and almost certain of development in one form or another. One needs but read a few of the statistics given in works on criminology and insanity, in regard to the feeble-minded and kindred subjects, to realize this awful responsibility of men and women. The United States census of 1880 (I have not at hand later government statistics) presents this appalling summary: In the ten years since the census of 1870 the population of our country has increased 30 per cent, but the defective class has increased 150 per cent. The insane, idiotic, blind, deaf mutes, prisoners and paupers are enumerated as defective.

Right here is the leading argument in favor of the higher education of women, and their complete emancipation, because women are potential mothers, and they should be developed to their highest capacity, physically, mentally, ethically and spiritually. Thus only will there be women who are wives and mothers because they truly want to be. The highest intellectual capacity and broadest sympathies are needed to guide and mold the minds of little children and youth. Some one has said that if woman had the wisdom of the fabled gods and the self-poise of the Milo, she would not be too well equipped for bearing and educating the race in her keeping. While emphasizing the knowledge needed by the mother do not understand me as saying that the father needs less.

The history of the world proves the divine power given to parents and to mothers especially; because children are placed in a more intimate and closer relationship with the mother during the time when the character is in process of formation. Yet how many children grow up with absolutely no instruction from parents regarding the highest function of their bodies, regarding the care which should be taken of these tenements of the soul. "I can't talk about these things. It is too delicate a subject," many parents say. Rather, it is a holy subject. This is not the lowest, but the highest, noblest part of our being. I have been asked, How old must a child be before mother can talk freely? When a child is old enough to ask questions, he or she is old enough to be told the truth.

I call to memory two friends of mine who have taught their children these lessons in beautiful ways, directing their attention first to the flowers and birds, and lastly to themselves. I cannot believe that these sons and daughters as they grow to manhood and womanhood will ever look upon God's beneficent law of procreation with other than the purest thoughts. They have been shown the joy of obedience to this law and taught the awful penalties which follow its violation.

Children will learn these lessons, must learn them, and if girls and boys—let me emphasize the boys—do not learn these life lessons at home in a clean, pure way, they will learn them somewhere in an impure way. The knowledge will come as something that must be kept secret—must not be mentioned to fathers and mothers, the very mystery all making it savor of evil. This occurs as often among children coming from homes in which, apparently, they are surrounded by the most elevating and refining influences—children whose parents would sacrifice their lives for them, and yet utterly ignore this side of their education. Side by side with this knowledge of self must be the discipline developing self-control—one of the greatest needs of our time.

I cannot refrain from mentioning the practical work now being done by the members of the W. C. T. U. for the uplifting of those unable to lift themselves. Who can estimate the good resulting from one branch of their work, the Travelers' Aid Society? Another most hopeful indication of the present time lies in this: People of the broadest culture and truest nobility of soul are universally recognizing the beautiful principle of "noblesse oblige," without which there can be no successful uplifting of humankind.

Through all the regenerating influences of which the training of children is the most essential, may we not hope to realize a consecrated fatherhood and motherhood and teacherhood, that men and women together may reverently strive to meet their joint responsibility in winning the battle for sound morality? Then the tragedy of life will be changed to harmony, and the question confronting us today, "Is modern civilization a failure?" will be answered, and a new and better civilization will dawn.

FRANCES MORELAND HARVEY.

RECORD OF EXPANSION.

Materials for Republican Party's Literary Bureau in 1900.

Chicago Times-Herald.

One of the reasons assigned by a correspondent of the drawing powers of Philadelphia's certified check in locating the next republican national convention was the desire of the national committee to have a large fund available for a "campaign of education" on the new issue of expansion. As the estimated total expense of the convention would be $50,000, there would be an equal amount left to be devoted to the publication of literature in defense of what promises to be the most popular issue ever raised in the annals of American politics.

In the last national contest the republicans inaugurated a campaign of printers' ink to beat back the rising tide of silver sentiment. The republicans went before the people with economic arguments that were designed to break down popular and captivating fallacies. It is doubtful if any political party in all human history ever made such a direct appeal to the intelligence of thinking men upon a purely economic question.

The literary campaign of 1896 was so succesful in reaching the public conscience that the national committee has concluded to adopt the same policy in presenting the arguments for expansion, which now appears to be the only issue upon which the democrats are willing to make a fight, although it is predicted by some that even this will have to be abandoned before June, 1900. In the case of expansion, however, the argument will be an appeal to the Americanism of the people rather than to economic reasoning. The writers of the expansion literature for the campaign of 1900 will seek to justify the new policy of the administration by an appeal to American history from the 13 original colonies down to Hawaii and Puerto Rico.

That it will be an easy and satisfying task is apparent to anyone who cares to trace the story of our national development. The groundwork of the expansion argument will be the various additions that have been made to the original area of 309,278 square miles, which were as follows:

	Sq. miles.
1798—Mississippi tract	99,000
1803—Louisiana tract	1,235,450
1821—Florida tract	58,680
1845—Texas tract	265,780
1848—California, Utah, Nevada, Arizona and New Mexico tracts	589,630
1853—Gadsden purchase	45,535
1867—Alaska tract	531,410
1898—Hawaii territory	6,740
1899—Puerto Rico	3,600
1899—Philippines	142,000
1899—Sulus and Guam	50
Total by expansion	2,978,925

The expansion writer will show that these acquisitions have contributed greatly to the wealth, power, grandeur and welfare of the people; that the additions have been made regardless of the wishes of the original inhabitants; that this policy has been uniformly sanctioned by our ablest statesmen, and finally by the people; that from a commercial and strategic point of view the insular dependencies that have come under our flag as a result of the war with Spain are all necessary for "the common defense and general welfare of the United States."

SENATOR FRYE'S WORDS.

Worth Repetition, and Therefore Worth Reading.

Salt Lake Tribune.

Senator Frye made a speech in Boston last week. He believes that it is the duty of this government to hold the Philippines. He says the archipelago fronts the China sea, is only two days' sail from Hong Kong; it is right at the front door of 700,000,000 people of the Orient, and gives to the country which possesses the islands a potency undreamed of.

Further on he said: "Why, the nations of the earth are near neighbors today. They touch elbows. They all heard the thunder of Dewey's guns, and they saw this country of ours grow up all of a sudden into a great world power. Are you alone of them all to refuse to recognize that stupendous fact?"

Then, giving the trade statistics of the islands, showing a balance of more than $24,000,000 in the last year of Spanish misrule, he added: "Give them decent government; give them protection to life and property; give security in capital and safety to investors; open an ocean to the sea; inspire them with a desire to work; give them all these things, and who doubts but that commerce quadruples in a short time?"

Then of the trade of the Orient he said: "These peoples imported last year $1,500,000,000 worth of just such things as you have to sell. There is an advancing civilization in the Orient which ought to double that importation in a few years, for civilization always doubles the necessities of a people."

He said further that since the battle of Manila bay our exports of cotton to Northern China have more than doubled. Of the future of the Filipinos, he said: "We will give them a good government; we will construct railroads and highways and give them access to the sea. We will open up and develop the natural resources of the islands. We will see that labor is fairly paid. We will protect them in all their social, civil and religious rights. And just so far and so fast as it is safe to do it, we will intrust to them a local and municipal government, gradually teaching them how to assume and carry on the responsibility of government."

Senator Frye has the advantage of most senators in one respect. When a youth he went to sea for three years. He knows the significance of a great ocean trade in its bearings on a nation's wealth and power; he knows how England's ships have made that country rich and great; he knows that the revenue which the Dutch have collected from their islands, just below the Philippines, has made Holland the richest country per capita in Europe; hence, he wants a Nicaragua canal; he wants steam lines to the world's important ports; he wants this nation to draw to itself every advantage possible, that it may take its proper place in the commerce which is just opening upon the shores of the Pacific. Further, he believes that the English-speaking races are to be the chief directors of the world's material progress during the coming half century, and that the people of the United States should fit themselves to perform their part of the work with credit to themselves and with good to all humanity, ours being the world's great republic.

A Newspaper With Individuality.

The Cornhill.

Let it be remembered that a newspaper is not a beneficent institution, endowed like a hospital or school by some philanthropist. It is purely a commercial undertaking. It must pay its way or cease to exist, just like a drapery establishment. The original function of the newspaper was to purvey news. It depended for its revenue solely on its sale. Nowadays, advertisements form the backbone of a newspaper, and I am afraid news is published only that advertisements might be obtained. Leading articles are undoubtedly of less importance to the commercial success of a newspaper than advertisements, and, indeed, than even the supply of news. Yet it is by its leading articles that the position and weight of every newspaper in public affairs are determined. It will be found that whatever influence a newspaper exercises in politics, for instance, is due not to its supply of news, not to its circulation, not to its display of advertisements, but to the prestige it has won by the sagacity, the force, the conviction with which it expresses its opinions in its leading columns, and which has given it an individuality and a personality all its own.

A Correspondent's Medals.

St. Louis Post-Dispatch.

Melton Prior, the English war correspondent, who is now in South Africa, has won so many medals that there is not room for all of them upon himself, and he has to hang the remainder on the chests of the various valets who always accompany a British war reporter. He has been in 21 campaigns, fighting with British troops in almost every part of the world. When he is not reporting wars and making pictures, which invariably show the British troops waving their swords dramatically and riding down their enemies, Mr. Prior lectures before young men's lyceums.

A Terrible Engine of War.

Boston Traveler.

The new military motorcycle is a terrible engine of war. The machine is driven by an automatic petroleum motor, and mounts a 37-pound automatic Maxim gun, capable of discharging 600 rounds per minute, while traveling along at the rate of 15 miles an hour.

Extreme Economy.

Chicago News.

Ida—That family in the brownstone mansion is very economical, I hear.

May—Extremely! Why, they actually had their last winter's furs made into mufflers for their footman and coachman.

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BAKING POWDER

Absolutely Pure.

Made from Grape Cream of Tartar. Most healthful and efficient of all leavening agents.

Many mixtures, made in imitation of baking powders, are upon the market. They are sold cheap, but are dear at any price, because they contain alum, a corrosive poison.

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R. C. Vanderford, dealer for Portland, Or., room 411 Commercial block, come and examine them, for I know they will do you good. Two years ago I had rheumatism, and my joints were so stiff that without getting my hands on something I could not get up from a chair when sitting. Twelve days after using the Oxydonor the rheumatism and stiff joints were entirely gone, and I was bothered with constipation so that I could not go beyond 10 days without taking pills or some cathartic. After commencing to use the Oxydonor I have not been compelled to swallow a pill from that day to this.

R. C. VANDERFORD,
Room 411 Commercial block, Portland, Or.

Is Vital Energy. Oxydonor supplies it. It is not a medicine, neither is it electricity. It is a simple instrument (neatly appleid) that compels the body to drink in large quantities of pure oxygen, which builds up the system and repairs damaged organisms, giving Nature the strength she requires to free the body from disease.

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