(Copyright, 1900, by Seymour Eaton.) THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON.

HOME SCIENCE AND HOUSEHOLD ECONOMY

Contributors to this course; Mrs. Helen Campbell, Mrs. Margaret E. Sangster, Mrs. Kate Gannett Wells, Mrs. Louise E. Hogan, Eate Gannett Wells, Mrs. Louise E. Hogan, lasm." New York city is such a center.

Miss Anne Barrows, Mrs. Mary Roberts, Miss. In the vicinities of Pennsylvania and Onio Emily G. Balch, Miss Louy Wheelock and wages for work on clothing and under-

By Edith A. Sawyer,

As a factor in social economy, woman's work has long now had definite ducter place and value. In this enlightened age, the and especially in this favored land, so- obtained by clety has reached the point where it excluded from

exchanges, which are now found in nearly all our large cities, and virtually all growing out of philanthropic motives. These exchanges have already had an appreciable effect on economic conditions, and must in future play a still more important part. They have a double end in view-to direct into remunerative chan-nels the work of women suddenly reduced to penury, with the secondary aim of encouraging the principle of self-help in the minds of girls and women who in future will be helpful and not helpless when misfortune comes.

In carrying out its objects, the exchange receives, under specified conditions, ar ticles of the three general classes of domestic work, needlework and art work. Under the domestic department are included all kinds of food prepared at home by the consignors and sold through the exchange-articles of many varieties, every form of bread, pastry, cake, cook-ies, cold meats, salads, soups, desserts, preserves, Jams, Jellies, pickles, sauces and delicacies for the sick. In the department of needlework nearly 100 different articles are enumerated by different exchanges, and the number is practically without limit, since it includes every form of plain and fancy sewing. The art department is for the specific encourage ment of decorative art; and its possibilities, as well as actual achievements, are great. These three departments are found in all the exchanges, but each adds its own especial line of work, according to the locality and the consequent needs of the community. A few receive scientific and literary work, others arrange for cleaning and mending lace, recovering furniture, writing and copying, the preparation of lunches for travelers and pic-nic parties, while a few take orders for shopping. The exchanges have pointed out to women a means of support that can be carried on within their own bomes, and which at the same time is perfectly compatible with other work necessarily performed there. These womning that society is coming to respect more the woman who sup ports herself by making good bread, cakes and preserves than the woman who teaches school indifferently, gives poor elecutionary performances or becomes a more mechanical contrivance in s shop or factory. They are finding that the stamp of approval is ultimately set on the way work is done, rather than on the occupation itself. Thus it is that hundreds of women from Maine to Texas and California are obtaining for themsolves and others partial or entire sup-

preserved fruit, salads, desserts and an innumerable number of special domestic compounds, in addition to the products of the needle and decorative art work, found in the large cities, but in country villages many women are engaged in such work, and often find a ready sale bome market. In one village of only 500 inhabitants one young woman makes and sells daily 30 loaves of bread. One woman in another country town earns a good living by sending chicken salad to be sold in New York city. Another has cleared \$400 each season by making preserves and jellles on private orders. A fourth has built up a large business, employing four or five assistants, in making cake. These instances, which might be multiplied, are taken from many more might be cited from the departments of needlework and decorative art work. Surely it is better for the individual and better for society that wom en should turn to useful account their various talents rather than attempt to enter the overcrowded occupations and do work for which they have neither tai-

ent nor inclination. No discussion of women homeworkers is complete without an inclusion of the household-servant question. Seventy-five years ago a woman who was obliged to earn her own living went naturally into domestic service, hardly asking herself whether there was any other available ight choose from a hundred vocations. employment. Domestic service pays better than mos other employments in which women are engaged, yet wherever the workshop comes into competition with domestic service, the kitchen is deserted. What superior attractions has the workshop to offer? First, regular hours. However wearisome the day, the factory employe wearisome the day, the factory employ-looks forward to an evening all her own The law prohibits Sunday labor in fac-tory and workshop, but this law does not reach the kitchen. A second potent attraction to the workshop is companionship. Woman, more than man, is a so cial being. The factory operative or shop-girl, moreover, lives at home or among per friends. The house servant may b better housed and better fed, but she not free. Here lies the secret of the universal prejudice against domestic service In the competition between workshop and kitchen the workshop will surely trumph unless the housekeeper can offer girls the

women workers in the home than has yet been touched upon. An English writer calls the home workers "the worst pa d of our women." That is in some respects true of our women. What is known as the "sweating system" is mainly carried on the so-called unprotected trades—that trades wherein no law enforces proper san tary arrangements or limits the hours Under this heading come dressmaking and tailoring, work on muslin undorwear, upholstering, umbrella making, fur sewing and many other isolated industries. These trades are carried on eithe entirely at home or partly at home and partly in small factories. The more the horrors of the sweating system are venti-lated the more urgent seems some rem-The charges usually made against those who labor under the sweating sys-tem are lack of cleanliness in house and person, intemperance, thriftlessness and immorality. It would be very strange if these charges were not true in the main. Some practical remedy is needed, and unti the physical cravings of these, half-starved people are satisfied there can be no real hope of effecting any vital improvement in their morals. What these workers need is better food and plenty of it, regular wages, shorter hours of labor, more

There is a graver side to the study of

amusements and recreations-in short. more humane treatment.

Wherever the rewards of industry are greatest competition is flercest. In large cities no woman's place or stipend is safe or fixed, each individual being "but an-other atom flattened by liveller protopwear come often perflously near starva-tion point. In Quaker villages and Bohe-TW. WOMEN WORKERS IN THE mian and Polish colonies partly maintained homeworkers make a dozen garments for the price due needy seamstrees is for one. Men's shirts at 49 and 27 cents a dozen, men's drawers at 27 cents a dozen, thread, machine rent and expressage deducted, these rates ofttimes become the highest wages that can obtained by self-supporting is factories because of willingly accepts and applauds woman for invalid or infant dependents. At what at any time she may show herself the South, new occupations, any occupations, indeed, for women are a boon. Nowhere else in the world do so many Much of the normal work of the home

has been taken out of the home by med-ern scientific improvements, so that wom-en of today have less to do in that gealm of caste vocations which eisewhere involve than in our grandmothers' day. More-over, though, maturally, woman is the homemaker, the homekeeper, and man the home-supporter, the home-protector, lessened by a mild climate, industries often today a woman must assume part of a man's work of protection. This is a misfortune, not an opportunity.

An effective avenue for his control of a man's work of protection is a misfortune of an opportunity. An effective avenue for homeworkers who are the backbone of the Northwest's wonderful development. While wages are better than in the East, living is dearer, Numbers of virtuous breadwinners, however, contribute regularly to the family support, work under just and liberal em-ployment, while living in good homes. But the same class that suffers in the East suffers more in the Western cities from the sharper, unworn wheels of the new industrial juggernaut. Chicago has municipal regulations enforced by inspec-tors of both sexes. Yet here, as in New York, are to be found conditions characteristic of life in all large cities-tenement and sweatshop abominations, high

ents and importunate rivalry. Still another side of our subject must be touched upon-namely, that of the pin-money workers. Everywhere manufactur-ers and merchants advertise for women workers, who "live at home, to learn the business"—a device, as students of econo-mics claim, to fill the firm's coffers by inveigling artisans and small shopkeepers nto giving their daughters board, the daughters may engage for wages which will barely clothe them. An investiga-tion made in Massachusetts recently of seamstresses working in their own homes on cotton underwear shows that, under the present state law, requiring a license for such workers, which is given only to those whose homes are clean, the amount of work so distributed has been greatly reduced. The wages, however, remain piti-fully small, and the pin-money worker aids in lowering wages by her willingness to accept a pittance. Many cases are found where women working at home are paying the rent as their share of work. As a general rule it is very difficult for a woman to support herself entirely by home work.

It is a wide subject-that of women workers in the home. Like many another problem confronting us in the c'osing days of this century, the surest means to the est ends have not yet been reached. Here, there and everywhere women obliged to work at home because of invalid or children dependents, are seeking and not finding sufficient employment. Women's ex-changes are giving substantial aid, labor uniona, college settlements and consumers leagues are studying to meet the needs of workers, both men and women; training schools for servants are bringing house-hold service into better repute, legislatures are investigating the evils of the sweating system, and the miseries of the "sub-merged tenth." But much remains to be done. Trade and housekeeping schools should be established to make dependent women self-supporting, while, a step fur-ther back, manual training should be introduced in public schools to develop facul-ty and creats power. Domestic service ild be dignified and made more at rac tive by abrogating the false distinction between saleswomen and cooks or ma'ds by raising cooking and household work nte a trade or profession. Again, the vomen of leisure should interest themselves to know the real condition of the toilers of their sex and should use their cial position to influence public sentiment in behalf of reforms or to shap remed'al legislation. It is through such measures, by such influence that

"Flow and sure comes up the golden year." Saith a Sawyer.

THE PANAMA CANAL.

Its Stage of Construction Cannot Be Overlooked.

New York Journal of Commerce The Panama route has never received much attention in this country. No general interest was taken in isthmian canals until De Lesseps had located his canal. When American interests and ambitions were aroused they attached themselves the Nicaragua route, mainly because it was the other route; its advocacy has been inspired in great part by the determination to have a canal made by American capital. The nationality of the money put into the work, or of the promoters, is less important than is generally supposed in this country. The Suez canal was a French enterprise obstructed by the British, who did not care to have any Mediterranean power enjoy a short route to India. The canal was made, and it has to Puerto Rico, 20,000 tons to Cuba, 181,000 become mainly English in the use made of to the rest of the West Indies, and Berit; it is dominated by the British occupa-tion of Egypt and the British government has acquired the khedive's stock interest, and its neutralization denies even to England any exclusive rights in it in the event of war. There is little doubt that a canal between the Atlantic and the Pacific. whether made by Americans or Euro-peans, would be open to the ships of all

as the American in distinction from the to Lisbon, the first shipment of coal from this country to Portugal, whose supplies he Panama route, and there has been little candid effort to weigh the relative advantages of the two. For the first time since an American isthmian canal was agitated this is being done by the present canal commission. The new Panama Canal Company and all the commercial nterests in Panama and Colon and ther vicinity have observed the increasing probability that the United States would onstruct a canal, and have recognized that if it constructed the Nicaragua canal the Panama canal would never finished and all the commercial value the 1sthmus of Panama would be de stroyed. They have American connec tions, and they succeeded in inducing congress to provide, in creating the pres-ent commission, for the investigation of

all isthmian routes.

There has now been incorporated in New Jersey a company to complete the Panama canal, of whose personnel little has been revealed to the public and whose inancial resources are not disclosed. Its epresentatives avow the determination completing the canal with private capial, and this is wastly to be preferred to the appropriation of money from Of course, private capital will not be available for the purpose unless the Nicaragua project is abandoned by the government. If private capital will complete the Panama canal, while the Nicaragua canal can be constructed only by public funds, the right of way should

The Nicaragua route may be the better

e granted-to private capital.

engineers, American, as well as foreign, who controvert this. But even if the natural advantages were on the side of Nicaragua they are to an indeterminate. but certainly a very large, extent offset by the present state of construction at Panama. The latter has two natural harhors, while Nicaragua will require two artificial harbirs; much of the excayation has been cone at Panama, which not only reduces the amount to be done, but it

affords a definite basis for the computa-tion and expense of what remains to be done. The engineering problems are serlous on both routes; some eminent engin-eers believe they are less at Panama than at Nicaragua. The rainfall on the Nicaragua route appears to be heavier at the

coast than on the Panama route and un-known in the interior.

It is evident that the Panama route deserves much more attention than it has received in this country. Much valuable information regarding it ought to be obtained from the commission's forthcom-ing report. In the meanwhile, it may be safely raid that if private capital is willing to complete the Panama canal no stacles should be thrown in its way.

A BOTTOM FOR DEMOCRACY.

Anyhow, the Best Available Substi tute Is Bryan Himself.

New York Commercial Advertiser. Botteen. First, good Peter Quince, say what he play treats on; then read the names of the ctors; and so grow to a point.

The play treats of this United States of America and of its offices and their honors and emoluments. The plot is how these may be won by the democratic party. And the actors are William Jennings Bryan, perpetual candidate; Colonel Bry-an, of the First Nebraska volunteers; W. Jennings Bryan, boy orator: Bill Bryan, broncho buster; Wm. J. Bryan, batter of the octopus; Professor Bryan, ostrich rider, and Glad-Hand Billy. But as to growing to the point, that alas, is the growth good democrats have hoped for and prayed for and eaten dinners for in vain. Still contrary to the accentred laws of Still, contrary to the accepted laws of geometry, the point of the democratic party remains infinitely divisible; and instead of growing together, it, like the an gle-worm and the jelly-fish, may divide and flourish, but not grow together.

A candidate for such a state of affairs is becoming serious. Despite his versatility-for the intelligent reader has doubtless already surmised that all these allases adorn but do not disguise his old friend Bryan, who has had more acres of print wasted on him than any man since Coxey-Mc. Bryan hardly fills all the requisites of a successful democratic candi-date for the next presidential election. Mr. Bryan has tried many parts, and it must be confessed even by his enemies that he has filled them all with the skill of an actor able to enter into and actually be even what he assumes. His abilities in the talking line have passed into history. Not his most venomous enemy could en gage to produce another mouth like his. Then he became a gallant soldier, and there kept a military silence that was as the blackness of night to the bright-ness of high noon in comparison with his former loquacity. And that it was duty bred, and not the utter exhaustion of fatigue, his frequently expressed wish to unburden himself were the military seal not on his line proved. He wrote a book ot on his lips, proved. He wrote a book without downing himself utterly. The lecture platform claimed him for its own and in the incidental traveling he figured in trainwrecks with heroic deportmen Of late he has shown himself a man o nature, hunting the panther, riding th

bucking horse, and intrepid even upon the back of the mile-a-minute ostrich. One might think there was no class of the community whose heart Mr. Bryan has not touched. He has howled with the calamity-howlers; he has enjoyed prosperity with the prosperous. He ha prosperity with the prosperous. He has pleased the good by rebuking Croker, even while Emissary Hogg was engaged in capturing the great Croker dinner. Yet it is not enough. Principles, not men, must be placated, and we shall have to ask still more of Bryan than he has performed. He must see the process of the control of formed. He must roar to please the anti-expansionists till they cry "Let him roar again"; but "roar you as gently as any ucking dove, roar you as 'twere a night ngale," that the expansionists may not be affrighted. He must play Silver Pyramus, "a sweet-faced man-a proper man as one shall see in a summer's day, a also he must be Golden Thisbe, speaking "in a monstrous little voice" to p om could do may not Bryan do better-"most radiant Bryan, most lily white of hue, of color like the red rose on tri-umphant briar." The democratic party is in direst straits for a Bottom for its candidate, a Bottom to play Pyramus and Thisbe and Ercles and the Lion and the Wall. Will Eryan arise to the occasion or shall we have to look elsewhere? A breathless world awaits an answer.

EXPORTING COAL.

Chiefly on This Continent, but Europe's Supply Is Increasing.

In 10 months of 1879 this country exported trifle more than 3,000,000 tons of coal; n 10 months of 1808 is exported 3,750,000 tons, and in 10 months of 1899 is exported more than 4,500,000 tons. We have bitumi-nous coal equal to the Welch, and most of anthracite coal that is commercially available. We have greater coal sup-plies than any other country which has worked its coal extensively, and which has cheap transportation. It is only the matter of price that has prevented our exports from becoming enormous, and this obstacle is being overcome and the exports are growing fast. An increase of 50 per cent in two years shows a pretty rapid

development.

Most of our coal goes to our neighbors. Of the exports of 10 months of 1893, nearly 2,500,000 tons went to the Dominion, and nearly 500,000 to Mexico. But nearly 20,-000 tons went to Europe; about the muda, and 75,000 tons to South America.

The European movement is obviously increasing. The Philadelphia Press quotes the master of a British steamer loading in Philadelphia as saying that his owners ave a contract here for bunker coal at 25 cents a ton, free on board, below wha it can be done for at Cardiff. shillings a ton is the price at Cardiff and standard species are considered as the peace.

But the adoption of the Nicaragua route

shillings a ton is the price at Cardiff and $\frac{32}{10}$ is the price in Philadelphia. The standard Benedick has been chartered to carry 3500 tons of coal from Philadelphia

this country to Portugal, whose s reported that the Benedick will get 15 shillings a ton for freight. An Italian steamer is at Philadelphia, taking on 5000 tons of coal for Genon. Fifty thousand tons of American coal for use on Italian railways have already been contracted for A Spanish steamer has just cleared from Philadelphia for Gibraltar for orders, with about 2500 tons of coal, which will probab; go to one of the Italian ports. The United States has now surpassed Great Britain as a coal-producer, for the first time; the value of our anthracite and bitumit product in 1899 being about \$246,000 (0), or more than one-quarter of our total mineral

Corn in Umntilla.

product.

Athena Press. W. J. Wilkinson will shell corn for the Portland market. Henry & Foss have just purchased a 10-horse power gasoline engine, and have on the road a cora-sheller of the latest pattern, and with commence work on two carloads of corr for Mr. Wilkinson as soon as they can get the machinery in place. Mr. Wilkin-son expects to handle at least 12,030 bushers of this season's crop of corn. As it is purchased it will be hauled to this city, where it will be shelled before shipment is made. The planting of corn in this section as a crop is being increased year by year, until it is gradually placing itself with wheat or a life result of the planting of the planting itself with wheat or a life result of the planting itself with wheat or a life result of the planting itself with wheat or a life result of the planting itself in the planti with wheat as a side crop, the same as it does in the Middle states, with oats as an alternate crop.

GOVERNMENT AID IS ENJOYED BY BUT THIRTY STEAMERS.

Conditions Under Which Subsidies Are Granted and Method of Appointment-Marine Facilities.

WASHINGTON Jan 13 -On the 20th of last June the state department wrote to the various consuls of the United States the various consuls of the United States in all parts of the world and requested that, in the interest of the merchant ma-rine of this country, they investigate the countries in which they were respectively than in the previous year. As to ship-located, and the policy adopted by the government for its promotion, and report the results of their observations to the department. The following reply has been received from John F. Gowey, consul-general at Yokohama, Japan, and the facts therein set forth may be interesting to the shippers of the Pacific coast, and those interested in building up our commerce with

At the close of the fiscal year ended

June 20, 1898, there were 9:0 steamers (4)8.
348 tons), 714 salling vessels of foreign style (43,111 tons), and about 17,737 salling vessels of Japanese style (312,478 tons), showing an increase of 117 steamers, and 65,050 tons; 71 salling vessels of foreign type, and 4976 tons; and 132 mailing ves-sels of Japanees type, and 618 tons. Of steamers above 1000 tons measure ment, there are now (October, 1839) 14b, with a total tonnage of 380,619, of which of steamers of 191,343 tons, are owned by the Nippon Yusen Kaiska (Japan Mai Steamship Company) alone. In the for-eign trade, the tonnage of Japanese steamers now reaches about 250,000 tons.

Government Aid to Marine. State aid, under the navigation encoun agement law, is now enjoyed by 30 steam-ers of 137,803 tons, two-thirds of which are vessels of the Nippon Yusen Kaisha. This law came into force October 1, 1896 and provides that Japanese-owned steamers of over 1000 tons, of a speed exceeding 10 knots, shall receive a bounty of 25 sen about 12 cents) per ton for the first 1000 knots run and one-tenth of the same rate for every additional 500 knots.

More recent legislative grants are spe-cial subsidies of \$1,331,600 for the Nippon Yushen Kaisha line from Japan to Eu-rope, \$325,707 for the same company's Japan-Seattle line, and \$504,912 for the Toyo Kisen Kaisha's Japan-San Francis-co line. The payments are to continue for a period of 10 years from January 1, 1969. For the European service, which is to be fortnightly, 12 steamers of not less than 6000 tons gross, with a minimum speed of it knots an hour, are to be furnished. For the service between Hong Kong and San Francisco, which is to take place at least once every four weeks, three steamers of not less than 6000 tons gross tonnage, with a minimum speed of 17 knots an hour, are required; and for the Hong Kong-Seattle line, three steamers are provided for, with a gross ton-nage of not less than 6000 tons each and a speed of not less than 15 knots an hour, which shall make at least 13 trips a year. The subsidy is to be granted for vessels which shall be engaged in these services for 10 consecutive years, the proportion they are to receive being the services they are to receive being the same as they are to receive being the same as that to which they are entitled under the laws for the encouragement of navigation, the provisions of which must be observed. The steamers must be less than 14 years old when the contract takes effect and must pass the necessary official examination. Postal matter is to be conveyed free of charge. During 1898 the Nippon Yusen Kaisha added six vessels (five of which were built in England), are (five of which were built in England), aggregating 34.724 tons, to the fleet; and it has now 12 steamers of a gross tonnage of 73.623 tons on the European line and six steamers averaging 3000 tons each on the Australian and American lines. In addition, another Japanese company, the Toyo Kisen Kalsha (Eastern Steamship Company), represented at this port by the agents for the Pacific Mail and Occidental & Oriental companies, has start-ed running three new steamers of 3000 tons each between San Francisco and

Hong Kong, via Japan ports and Hono-iulu, which are likely to have a large share of the ever-increasing trans-Pacific passenger traffic. Of the foreign companies trading to Japan, the Canadian Pacific Steamship Company receives a subsidy from the British and Canadian governments amounting to £80,000 (\$389,220) per annum. The Peninsular & Oriental Steamship Company also receives substantial assistance from the British government, and the Messageries Maritimes (French) and the Norddeutcher Lloyd (German) are enabled to extend their operations under subsidies. In strong contrast with these are the positions of the Pacific Mail Company, the Occidental & Oriental Company and the Northern Pacific Company -American lines-which receive no gov-ernment encouragement whatever beyond

sea postage on mall matter, which how

ever, is also paid to foreign vessels. Shipbullding. During the last fiscal year, Japanese shipbuilding made considerable progress, the ships that were either completed or commenced in accordance with the pro visions of the shipbuilding encouragemen law being five in number and of 15,650 tons in capacity. Besides these, there were built 177 steamers and sailing vessels with an aggregate tonnage of 16.822, showing an increase of 40 in the number of steamers, 6003 in tonnage and a decrease of N in the number of sailing vessels, and an ncrease of 704 in tonnage, as compared with the previous fiscal year. The most important of these vessels were two steamers of above 6000 tons' measurement each, which were built by the Mitsun Bishi Company, at Nagasaki, and, while costing much more than similar craft in Europe, have encouraged the advocates of home industries in their endeavors to train workmen and establish well-equipped yards. Aside from the construction of small cruisers, gunboats, torpedo boats and launches, but little has been atbuilding men-of-war. After the establish ment of the large government iron and steel foundry, efforts in this direction may be expected. At present, nearly all material for steamship building is imported. Steel plates are now laid down here at from \$40 15 to \$47 44 per ton.

Docking Facilities.

There are now about 20 commodious private docks in Japan, and all appear to be doing a profitable business. Yokohama now possesses two excellent drydocks of the following dimensions; Length, 503 feet; width, 33 feet at top

and 75 feet at bottom; depth, 36 feet, and 28 feet on blocks. No. 2 dock is 351 feet long, 6) feet wide on top and 27 feet deep on the blocks. A dock was also opened at Urango in Tokio bay, 12 miles south of Yokohama, in November, 1898, which is 456 feet long, 65

feet wide, and 34 feet deep. Another private dock at Uraga will be completed in the spring of next year. It will be 500 feet in length, 72 feet in width at top of sill, and will be able to receive vessels drawing 27 feet. In connection with this dock, commedious ma chine and repair shops, furnished almost entirely with American machinery, will supply ample facilities for building and repairing.
The Tate-no-Ura graving dock was con

pleted during the year. It was commenced in October, 1895, and its dimensions are 456 feet 10 inches in length, 65 feet 7 inches in width, and 34 feet 9 inches deep. The depth of water on sill at ordinary tides is 24 feet 4 inches. Connage Dues,

These dues, which cover port and light charges, are now collected at the rate of 5 sen (about 2% cents) per registered ton upon entry from a foreign port. Vessels making frequent voyages are permitted to make annual payment of 15 sen (about % cents) per ton.

Vessels entering in distress, and not

discharging or loading cargo, are exempt The Japanese coast is well provided with lighthouses. At the end of last year

there were 140 government, 45 commu

and 21 private lighthouses.

The number of students in the mercantile marine school at the end of the last fiscal year was 27, including those in the branches at Osaka and Hakodate, being an increase of 221 as compared with the

previous year.
At the end of the last fiscal year, the to tal number of certificate-holders was 7982. During the same year, applicants for certificates totaled 3848, of which number 1825 were successful. These figures are more than double those of the previous year. The shipwrecks that occurred were mostly caused in the case of steamers, by collision, and in the case of sailing ves sels, as usual, by storms. The number of ships wrecked was 545, being 49 more ferring certificates on their crews were started, while steps were taken to ald popular enterprises for rescuing ship-

CITY OF SILVERTON.

Historical Sketch of Its Foundation and Progress-Early Seftlers.

SILVERTON, Jan. 16.—(To the Ed tor.)
—Millford, which was founded and named
by Mr. Al Coolidge, in 1854, was situated
on Silver creek, where Erwin's mill now
stands, Mr. Coolidge and his brother Tero moved the building to Silverton in 1855, to the place where Mr. Wolf's store is now. They were three months moving the building. The lumber of the building was pre-pared by hand. The window panes were shipped around Cape Horn. Settlers in the vicinity of Millford assisted Mr. Coolidge in the preparation of the materials and the crection of the building. It was erected at a cost of \$1000, but was not entirely finished. It cost \$400 to remove it to Sil-verton. After its removal to Silverton, it was used as a store and dwelling-house and the town hall was in the second story It is now the Central hotel. In 1861, James Booth rented the building for a hotel. In 1872 or 1873, Mr. Coolidge sold the building. but unfortunately he has forgotten to

whom he sold. Silver creek takes its names from an cident, or incident, in 1844. Mr. McBride, a Campbellite minister, was crossing the ford, where Mr. J. K. Puff's place is now. It was in a time of high water, and his saddlebags, which were supposed to consatureags, which were supposed to con-tain a large amount of silver, were washed away. Polly Coon named the town, and it is derived from Silver creek. It is situated on Mr. Coon's, Mr. James Brown's and Mr. John Barger's donation

land claims. Mr. Collins taught the first school in Sil verton in 1848, and the schoolhouse stood in the middle of Oak street, about midway between the Central hotel and where Mr Wolf's shed now stands. The next gehool house was built where Mr. M. Johnson residence is now, and was afterwards moved to the school property, where it was blown down January 9, 1850. The G. A. R. building was the next schoolhouse, and was built in 1870. The present schoolhouse was built in 1890, at a cost of \$9000, Mr. Al Coolidge and Miss Frances Alle were the first couple married in the vicin tty of Silverton. They were married April 15, 1854, by Rev. C. Chapman, of the Christian church.

William Davenport and Josie Chitwoo were the first white children born in Silverton.

Joseph Davenport built the first house i Silverton in 1854, and James Brown built the first chimney in this house in 1855. It stood where the Commercial hotel is now It was torn down in 1892. Mr. Price built the first flouring mill, in

1855. It was torn down in 1883, when the present mill was built. Mr. Booth and Charles Miller kept the first store, which was in front of where William Drake's residence now stands. The first postoffice was kept in this store. Mr. Miller was the postmaster. Mr. Chitwood kept the first hotel in

1856, and the hotel stood where Mr. Wolfard's store is now.

In 1857 appeared the first circus in Silverton's history, and also in that year apples sold for \$10 a bushel.

Isaac Boggs was the first blacksmith. Mr. Ai Coolidge's residence was the first modern house built in Silverton. It was built by Sol Smith in 1866 or 1867. The lum per of the house was prepared by hand. It cost \$6000.

In 1868 John Davenport and D. Wolfard built the first brick building in Silverton. The bricks were made by the Gherking Bros., and Captain Scott, on the land now owned by Mr. Sarvey's heirs.

In 1870 Silverton exceeded every other city in Oregon in its fine school, where Latin, Greek, surveying and the common branches were taught. Professor Hunt was the principal.

Silverton was not expected to be more than a trading post when first laid out; but prosperity reigned and Silverton grew but prosperity reigned and Silverton grew in population and wealth.

The railroad which connects Silverton with the outside world was laid through Silverton in 1380. The railroad was changed

from a narrow to a standard gauge in 1890. It has now two trains a day. In 1885 Silverton was incorporated and declared a city. The following are those who first served the city: T. R. Hibbard, chairman; M. S. Skaife, Adolph Wolf, W. H. Drake, Dolph McClaine, councilmen; A Ross, recorder; S. D. Hanson, marshal. In that year Silverton was visited b the most destructive fire in its history It left one block of Water street in rulns

The charter of Silverton was repealed in 1891 and a new charter was obtained. The prenent council consists of the following members: F. M. Brooks, mayor: W. F. Davenport, C. Hinkle, J. F. Conrad, A. G. Anderson and F. Warnock, councilmen W. Bowser, recorder; A. F. Simeral, mar

The fire burned from the bridge to Oal

The new bank was built in 1893, and t one of the finest buildings in Silverton, and is a credit to this city. Silverton has four churches—the Chris

tien, the Methodist and two Lutheran churches. These churches and their Sunday schools have a large membership and rosperous growth. Silverton has 14 lodges-the Odd Fellows, Encampment, Masonic, Independent Order of Good Templars, Knights of Pythias, Rebekahs, Grand Army of the Republic, Sons of Veterans, Woman's Relief Corps.

Eastern Star, Woodmen of the World, Na-tive Sons of Oregon, Junior Order of American Mechanics and the Artisan, Silverton marine band was organized December 1, 1895, with a membership of 18 or 20 members. The band has fine in struments, and is the pride of the citizen

of Silverton. Silverton has fine water works, which afford the finest water for the lawns and gardens of her citizens. The business houses of Silverton are three hotels, one restaurant, one laundry,

three groceries, two drug stores and two merchandise stores, one butcher, two jewnerchandise stores, one elry, two blacksmith and three shoe shops, two sash and door factories, two livery stables, two papers, the Sliverton Appeal, established in 1880, and the Torch of Rosson, established in 1896; one furniture, two confectionery, and two hardware stores; three millinery, one tip, one blevele and two harness shops, two flouring mills, one

There are six physicians, one real estate agent, three barbers, three dentists, seven dressmakers, one insurance agent, three lawyers, one photographer, one undertaker. The telephone line connecting Silverton

with Salem and Scott's Mill was com-pleted in 1896. The Liberal university, near Silverton, was founded in 1898. It is now occupying its building, which is almost finished. Professor J. E. Hosmer is president of the

are the following:

In 1845-Mr. and Mrs. John Warnock, In 1844-Mr. and Mrs. George McCorkle In 1845-Mr. and Mrs. Mitchell Whitlock Mr. and Mrs. James Smith, Jennings Smith and Alexander

In 1846-Mr. and Mrs. James Brown, M. Brown, Miss E. Brown, Mr. and Mrs. Leander Davis, Mr. and Mrs. Peter Cox, Mr. Gideon Cox. In 1847-Mr. and Mrs. King Hibbard, sr. T. R. Hibbard, George P. S. Riches, Mr. and Mrs. Richard Miller, Mr. and Mrs. Samuel Allen, Oliver Grace, John Barger, Mr. and Mrs. Ralph Geer and John M

In 1848-Dr. and Mrs. Blackerby, F. R. Blackerby, Mr. Easeman In 1849-John Whitlock,

In 1859-Mr. Coon, Mr. and Mrs. Colby, In 1851-Al Colidge, Tero Coolidge, Dr. and Mrs. B. F. Davenport, F. Davenport,

B. Davenport.
In 1853-Mr. and Mrs. John Moser, Mr. In 1853-Mr. and Mrs. John Moser, Mrs. Al Coolings and Mrs. Joseph Moser, Mrs. Al Coolidge Mrs. E. Whitlock, Dr. Davis, Abner All Henry Allen, Mrs. T. R. Blackerby, M. Fitzjerell, E. Thurman, Mrs. James Moores, Mrs. George P. S. Riches, In 1853-Mr. and Mrs. John Hicks, Mr. and Mrs. E. Wolfard, John Weifard, Charles Wolfard, Miss Mary James Moores, Mr. and Mrs. Small, M. Small, Mr. and Mrs. Hebart, Mrs. Libby, S. F. Hobart, Mrs. Doban, R. Small, G. W. Dolna.

In 1854-Mr. and Mrs. C. Eisenhart, Mr. The early settlers surviving are: Mrs. George McCorkle, Mrs. Mitchell Whitlook Jennings Smith, Solomon Smith, Alexan der York, Mrs. Leander Davis, M. Brown T. R. Hibbard, Oliver Grace, John Mor-ley, Easeman, Mr. and Mrs. T. R. Black erby, Mr. and Mrs. Al Coolidge, T. Davenport, B. Davenport, Mlss E. Brown, John Moser, Mrs. E. Whitlock, Dr. Davis, Henry Allen, Mr. and Mrs. John Hicks M. Fitzjerell, E. Thurman, Mr. and Mrs. James Moores, Mrs. G. P. S. Riches, E. Wolfard, John Wolfard, Charles Wolfard Mizs Mary Wolfard, Mr. and Mrs. Delan Hobart, Thomas Small, Mrs. M. all, R. Small, Mrs. Libby, Mr. and Mrs.

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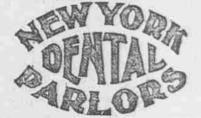
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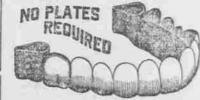


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