WITH A HARD LUCK STORY

MONMOUTHSHIRD REACHES PORT AFTER AN UNPLEASANT TRIP.

Sickness, Death and Bad Weather Mar the Voyage of the Fast Liner -Brings a Big Cargo.

The good, fast liner Monmouthshire, with all her troubles as well as her passengers behind her, drew into her dock in this city yesterday noon. Her present round trip, just ended, is one of the best on record, as it was just 6i days after the steamer left the river on her last outward trip until she drew up at the Victoria quarantine station, last Friday. The trans-Pacific run in the winter time is not a constant round of pleasure, and Captain Evans and his men had an unusually unpleasant trip this time, the most unfor tunate occurrence being the disappearance of Second Engineer George Scott. The unfortunate man was last seen alive by Chief Engineer Hicks, about midnight January 8. He appeared in good spirits, except that he was complaining of the earache. On his falling to show up the next morning, the ship was searched, but no trace of the missing man could be found. The ship was rolling considerably at the time, but hardly enough to take an old sailor overboard without there was something clse contributing to the accident. It is the general belief that he jumped overboard during a temporary aberration of the mind. The lost man was a general favorite on board ship, and his disappearance cast a gloom over every one. He left a wife and four children in

The Monmouthshire left Hong Kong at 1:50 P. M., December 23, and spent Christ-mas wallowing up the China seas, through northeast squalls and a big sea. She reached Modi on the mornign of December 28, and, after taking aboard 1000 tons of coal, left 24 hours later in the midst of a coal left 34 hours later in the midst of a heavy southeast gale, which put a P. & O. liner ashort in Moji harbor. She ar-rived at Kobe December 30, and took aboard 1600 tons of freight, getting away the next day, and reaching Yokohama at noon on New Year's day. This holiday is quite extensively observed in Yokohama, the festivities lasting for five days, and in the three days in which the 'Shire waited in the port it was almost impossible to in the port it was almost impossible to get a coolle to work, and at noon on the 3d inst. she steamed out of the harbor. The first day out was uneventful, but on the second day after leaving the Orient the trouble began. Smallpox, hall squalls and a heavy head sea all broke out together. The smallpox case, figuratively speaking, was not a serious one, but it was sufficiently had to cost the company several thousand dollars before they will get clear of it. A heavy northwest gale and snow storm, accompanied by a heavy sea, which flooded the ship fore and aft, kept things moving on the 5th and 5th. In the height of this role the ship was In the height of this gale the ship was slammed around to such an extent that the marble top of the cheffonler in the cabin was broken. The weather moderated on the 7th, but the snow was almost continuous until the 9th, when it abated for a time, but commenced again on the 10th. On the lith a peculair combination of hall and fog varied the monotony. There was rain on the 18th and more squalis on the 18th, fine weather on the 18th, and a guie on the 17th. At 5 A. M. on the 18th the United States transport Sheridan was sighted, and at 3 P. M. on the 18th the steamer passed Carmanah point, and her experience since then has been told in the telegraphic columns. The experience was a very trying one on Cap-tain Evans and his officers, but they speak very highly of the efficiency of the quarantine station at Williams head. The Victoria Colonist prints the following letter

from Captain Evans:

"We arrived in the harbor on the evening of the 18th inst., with one mild case
of smallpox on board. We came alongside the quarantine station the next morning, and found everything in readiness to
commerce furnisation, which was a great commence fumigation, which was a great surprise. Having been at sea for nearly 30 years, and during that time having been in ships with every contagious disease un-der the sun on board, and having under-gone the process of fumigation in all parts of the world, and having paid a certain attention to the way in which done, I must say that th various ports to which I have been could take a lesson from the efficient methods and the courtesy shown to all by Dr. Watts and his staff at Williams head. Still, there is a point that none of us ap-preciated very much-that was getting nto a hot bath at midnight and then being obliged to walk over rocks half a mile at 2 A. M. with the temperature at freezing point to the sleeping quarters, with our beds on our backs, like grims crossing the desert to Jerusalem. At the same time this was done by my sanction, and the kindness of Dr. Whatt, who already had been, to my knowledge, about 36 hours on his feet, in order to facilitate the dispatch of the ship and at the same time do everything thoroughly, is appre-clated. More perfectly it could not have been done, had we arrived in a plague stricken ship. As there is a quarantine station to be built at Astoria shortly, I

the total amount exceeding 4000 tons, in-cluded in which was over 11,000 rolls mat ting, mostly for Eastern cities. Portland was down on the manifest for a pretty good consignment of freight, included in which was 2015 mats of rice, 149 bales of nnies, 50 cases ofnut oil, 350 packages inese goods, 50 casks cement, 23 boxes firecrackers, 75 bags coffee, 300 packages of preserves, 233 rolls of matting, 150 sacks of paper clay, 30 chests of tea and 296 packages of sausage, cabbage, wine samshoo bamboos, sugar cane. paper earthenware, medicine, candy, dates, tobacco, eggs, fish, oysters, soy, lily root, lemons, oranges, taro, olives, yams, jams, etc. The ship is being discharged as rapidly as possible, and will probably get away nearly on time, and, as she is very apeedy, will undoubtedly make up most of the time she has lost on the unfortunate quarantine trouble.

REPAIRING THE ELM BRANCH. Largest Shaft Ever Turned on the

Pacific Const. The Morans are forging for the British turret steamship Eim Branch the largest propeller shaft ever made on the Pacific coast, says the Seattle Post-Intelligencer. It is 30 feet long, 12% inches in diameter, and weighs 800 pounds. The job is being done in the new forging department. which has, among other equipments, the heaviest steam hammer this side of the Rocky mountains. This hammer has a 22-inch cylinder and a 54-inch stroke. The falling weight of the hammer without any power whatever is 800 pounds, about four times as heavy as a piledriver blow. The drop-weight blow of the monster hammer

with power is fully 24 tons.

All of the Elm Branch's repair work, amounting to about \$10,000, is being done by the Morans, though it will be neces-sary, owing to the enormous size of the vessel, to place the Elm Branch in the Port Orchard drydocks, in order to put the shaft in position. It will probably take two weeks to complete the work.

FEEDING THE FISHES.

O. R. & N. Men Make an Enofficial Inspection of the Columbia Bar, Messrs. J. H. Kelly, H. F. Campion and F. E. Haradon, of the freight department of the O. R. & N. Co., went down to inspect the Columbia bar last Sunday. The trip was unofficial, as also the reports they brought back. Mr. Kelly stated that the bards much higher in some places than it is in others, but as he had the same company to make about the side-

walks when he got back to Astoria, this was probably an optical illusion. They had heard complaints about the seagoing qualities of the Wallula, and, to show them that the reports were unfounded, Captain Sam Randall swung into a big wave and scooped off enough water to wash the railroaders down into the les scuppers. There is no danger of catching cold in salt water, but it is just as wet as the other kind. All of the party were hustly engaged feeding the assemble as busily engaged feeding the seaguils as soon as they struck rough water, but, as they had eaten only one breakfast each, they could not continue feeding them all day, and when the Wallula came out from under the wave, with the well-soaked trio hanging on by the eyelids, the seagulls screamed in derision, and also subjected some of the gentlemen to other indigni-ties. The party returned to Portland Sunday evening in a special car provided for those who could not squeeze in with the Chinamen in the smoker.

Steamships to Be Repaired. SAN FRANCISCO, Jan. 22.-The Pacific Coast Steamship Company's steamer Santa Rosa will be hauled off the southern run after her next trip and be laid up for repairs and general overhauling. The City of Puebla and Pomona will underso a general overhauling at Puget sound. The reason of this, it is said, is that the Sound people underbid the San Francisco shipbuilders.

Domestic and Foreign Ports.

ASTORIA, Jan. 22.-Arrived at 8:10 A M. and left up at 9:50-Steamer Geo. W. Elder, from San Francisco. Arrived down at 5:10 P. M .- British ship Scottish Isles. Condition of bar at 5 P. M., rough; wind south; weather thick. Arrived Sunday-Steamer Signal, from San Francisco, Salled-Steamer Homer, for San Fran-cisco. Arrived down-German ship Alster-

San Francisco, Jan. 22.—Arrived—Schooner Berwick, schooner Ralph J. Long, from Siusiaw; schooner John A., from Willapa. Arrived Jan. 21.—Schooners Laura Madsen and Emma Utter, from Gray's harbor. Arrived—Steamer Umatilla, from Victoria; bark Gatherer, from Tacoma; steamer Empire, from Coos bay. Sailed-Steamer Wellington, for Nanalmo Bureka—Sailed Jan. 21—British bark Woolahra, for Sydney. Ciallam bay, Jan. 22.—In bay—German bark Pirate, from Port Blakeley, for

Shields-Salled Jan. 20-German ship

Omega, for Santa Rosalia. Delagoa Bay—Arrived Jan. 19—Hawaiian ship Star of Russia, from Port Gamble. Auckland, Jan. 22.—Sailed—Alameda, for San Francisco

Nagasaki-Sailed Jan. 15-Siam, for San New York, Jan. 22,-Sailed-Amsterdam, Gibraltar, Jan. 22.—Sailed-Werra, from

Genoa for New York.

Hoquiam, Wash., Jan. 22.—Sailed Saturday—Schooner Ida McKay, from Aberdeen, for San Francisco; schooner Falcon, from Aberdeen, for San Francisco; schooner Reporter, from Hoquiam, for San Francisco; schooner Laura More Reporter, from Canadam, for San Francisco; schooner Laura More Aberdeen, for San Francisco; schooner Laura quiam, for San Francisco; schooler Latta May, from Aberdeen, for San Francisco; barkentine Monitor, from Aberdeen, for San Francisco; schooner Zampa, from Aberdeen, for Santa Hosalia; tug Astoria, having in tow new steam schooner W. H. Krueger, for San Francisco. Arrived-Schooner North Bend, from San Francisco, for Hoquiam; schooner Dauntiess, from Guaymas, for Hoquiam; schooner Nettle Lindberg, from Ban Francisco, for Ab-

New York, Jan. 22.-Arrived-Pretoria

MEDALS FOR VOLUNTEERS.

Design for Oregon's Soldiers' Badge of Gallantry.

The accompanying illustrations repre-sent the medal to be presented to the vol-unteers who served in the Philippines: In designing the medal, both Governor Geer and the committee of volunteers sought to combine what was distinctively



Oregon with figures indicative of the Phil opines. It was decided that one side hould bear the state seal, while the reverse should be devoted to the figures tation to be built at Astoria shortly, I be about the figures should be devoted to the figures shown they will have as perfect an arrangement there as here. I feel that I cannot leave the port without thanking Dr. Watt and his staff for the courtesy shown and the efficient manner in which the fumigation was conducted."

The Monmouthshire brought a big cargo, the Philippines, and which intervals the proportion of the Philippines, and which intervals the proportion of the Philippines, and which intervals the proportion of the front contemplated to the figures should be devoted to the figures shown. The disc will be about the size of a sliver dollar, and the two bars above the proportionate length shown in the proportionate length shown and the efficient manner in which the fundamental shown in the proportionate length shown are the proportionate length shown and the efficient manner in which the fundamental shown in the proportionate length shown and the efficient manner in which the fundamental shown in the proportionate length shown in the proportionate length shown and the efficient manner in which are the proportionate length shown in the proporti vened between the American and Filipino lines in nearly every engagement. All the Western states having regiments in the Eighth army corps have given them some exclusive badge, like this is intended to But in full recognition of the spirit



of those who volunteered, but were unable to get into foreign service, a medal very like the above, only lettered differently, will be given to the members of the batteries called out. These medals will not weigh as much as the G. A. R. medals, according to the estimates now made, and the amount of metal required for their manufacture will probably be less than 119 pounds, which will be the quantity obtained by making the caliber of the Spanish cannon one inch larger. If such is the case, the boring will be reduced as much as possible to preserve the cannon

Major Watrous' Army Record. PORTLAND, Jan. 22.—(To the Editor.)— The editorial in your Sunday edition contained an injustice to Major J. A. Watrous, paymaster United States army, now stationed in this department. The records show that Jerome A. Watrous enlisted as a private, July 16, 1861, in Bragg's rifles, of Foud du Lac, Wis., which was assigned to the Sixth Wisconsin, and became a part of the "Iron brigade," army of the Potomac, the services of which are a part of the history of the country. He was mustered out May 15, 1865, having any through the successive grades to gone through the successive grades to that of first lieutenant, and adjutant, that of first lieutenant, and adjutant, says to 'im: 'Ave you go: a white feather with the brevet of captain, for gallant in your tail?" and meritorious services. Surely an hon-orable and creditable service record, which might easily justify recognition at the hands of the president, and should shield him from unfriendly critic

THE ALASKA HOSPITALS

ONE TO BE ESTABLISHED AT DUTCH HARBOR OR ST. MICHAEL,

The Totem Pole Case - Scheme for the Saving of Beach Gold-Signal Station in the Straits.

WASHINGTON, Jan. 18 .- The marine hospital service is preparing to establish a marine hospital at Dutch harbor or at at marine nospital at Dutch harbor of at St. Michael. Numerous petitions request-ing this service have been sent to the treasury department, but the surgeon-general desires to send a man to investi-

gate before taking action.

Alaskans now in the city seem to favor the establishment of the hospital at Dutch harbor, ratner than at St. Michael, claiming for the former location easier access and a more central location. Representative Price, of Skagway, is very active preparing legislation looking to the establishment of municipal govern-

ment in the larger Alaskan towns. "I am well pleased with the condition of our Alaskan legislation," Mr. Price said today. "There is an unmistakable disposition to do something, and nearly everybody connected with congress concedes that we should have better laws and regulations generally. We propose to work hard and take advantage of this favorable feeling and kindly interest in

Governor Brady stated today that he of Alaska not to take any further action for the present, in the matter of certain indictments against Seattle business men who last summer purioined a totem pole while enjoying an excursion in Alaskan

waters aboard the City of Seattle.

The indicted gentlemen have been im ploring the Pacific coast representatives in congress to come to their rescue, but the department of justice is not disposed to encourage giving any relief. Accord-ingly all the coast senators are to sign a joint letter praying a review of the case, and will present the same to the attorney-general in a body.

"It should be understood," Governor Brady explained today, "that the indicted parties will probably have to settle with the entire tribe to members of which the coem pole belonged. You see, the original cost of the totem pole log is charged up, to begin with, and then to that amount is ense, running as high as \$3000 or \$4000. All of these amounts are taken into con-sideration in estimating the cost of a totem pole. At the potlatches referred to the Indians frequently gave away everything they have, and the amount spent runs high. In this case I shall endeavor to take the question up with the tribe and endeavor to arrange for a settlement that will be satisfactory."

State Senator Warburton, of Tacoma, and Charles S. Fogg, of that city, both leading lawyers, appeared before the su-preme court this week in a communityproperty case which they allege is of great importance to the bar of the coun-try. "It is the first case of the kind," said Senator Warburton, "to come before the supreme court, and it actually involves more money than any case of a real estate nature that has ever been before that court. I mean, of course, that it involves more money in the aggregate throughout the country than any other real estate case that has been brought before the court."

Albert Allen, of Spokane, has a device on exhibition here that will, he believes, bring him a large fortune. It provides for the saving of gold on beaches in Alaska that are below the water line. The device is so arranged that it moves the gravel or dirt by means of a suction, using the sea water to do the washing. Mr. Allen has been exhibiting the device in a bathtub at one of the local hotels, and has demonstrated that he can throw a quantity of fine gold into a shovel full of gravel and can then set his model to work and save nearly all of it.

Speaking of ditch diggings in Alaska brings up the subject of rights of indi-viduals to utilize the gold-bearing gravel. Notwithstanding the technical ruling the general land office on this subject, it is, nevertheless, a fact that the department does not care to interfere in this matter, provided the goldseekers can arrange among themselves to work the beach gravel. The department would be rather pleased if the miners, among themselves, would divide up the territory and avoid contentions and quarrels.

A curious case of difference of opinion among men well versed in the question of shipping on the Pacific coast has arisen in San Francisco and on Puget sound. Through the chamber of commerce of San Francisco all the leading shipping men of that city signed a petition favoring the reestablishment of the weather bureau sta-tion at Tatoosh island. The marine underwriters, the big tug companies, all the wiseacres in shipping matters in San Francisco bay, favored the re-establishment of the station at Tatoosh. The chamber of commerce at San Francisco felt that immediate action should be taken, and the congressional delegations of Cali-fornia and Washington were consulted. It then transpired that the chief of the weather bureau was utterly opposed to the scheme of re-establishing the station at Tatoosh. In this he is backed up by a large number of well-posted, practical shipping men on Puget sound. The Sound seadogs favor Bahada point, as a rule, and there Chief Moore, of the weather bureau, has established the station, abanning Tatoosh entirely. He goes so far as to intimate that the only reason for the advocacy of the Tatoosh proposition s the desire of certain people on Tatoosh island to communicate with the mainland, must die for Puerto Rico, Cuba, Luzon. fogs prevail at Tatoosh when it is perfectly clear at Bahada point, and that, besides, at Bahada the Straits narrow free treaders, as the first tion, even if it does "vastly amuse the besides, at Bahada the Straits narrow free treaders," even if it gives the "problem of the straits of the strain of the st down to nine miles, while they are in niles wide at Tatoosh. He also states that it would cost about \$30,000 to re-establish communication with Tatoosh. In this case the San Francisco ship-

owners hold that from Bahada point it is sible to observe vessels that might be flying distress signals off Cape Flattery, and that the present location, near Neah bay, does not permit of satisfactory observations of the direction of the wind. While making no direct reply to these features of the petition in favor of Tatoosh, the chief of the weather bureau simply states that a careful investigation has satisfied the department of the advantages of the Banada point location.

War Talk in an English Taproom.

The Pall Mall Gazette.
On Saturday night and at Sunday dinner time the atmosphere of the tiny tapcom grows thick with patriotism and shag

"What do you think about the war, sir? Do you think they'll come out all right?" "They'll have all their work cut out; they're in a bit of a hole at Ladysmith." "They are in a tight 'ole," allows Hodge, the patriot, "but they'll get out of it. A service, passengers are enabled to reach man 'e says ter me ter-day; "Ther Inglish the principal cities between Portland and 've found that they're in the wrong Of the origin of the war, the military

and diplomatic mistakes that led up to it, the proper procedure at the present moment, the characteristes of the Boers, and hundred apposite questions, Hodge

word was gory. "That's it, yer see; they've been gettin' ready fur it ever sin' 1881." "That's when we ought ter a stopped an'

"Ab, that was ole Billy Gladstone spoilt "'E's dead now, ain't 'e?" (News travels slowly out here.)
"Yus," form the gory one; "but 'e ain't

"Is Joubert dead, sir?"

"No, that was a mistake, and it may be just as well. He's not a bad sort."

"Better nor old Kroojer. 'Ope they'll make 'im pay. 'E's worth five million, an' lives on a 'undred an' fifty a year, an' his wife makes 'ed own clo's, does 'er own washin', an' darns 'is socks."

"What do you think of Kruger, George?"

"Well. sir. I don't 'ardiy know what ter

'Well, sir, I don't 'ardly know what ter think on 'im, and I reckon there's a good many others don't know what ter think on 'im, neither. Ah! they'd like ter find out where 'e is, wouldn't they, sir? I s'pose they'll bring 'im ter Ingland, won't they,

if they catch 'im?"

"Put 'im in Earl's Court." suggested traveled Mary. "Take 'im round the country in a gospel van! My! wouldn't some people run to see 'im; they might make a pile of money!"

"GIVING THE CASE AWAY."

in Extreme Protectionist Argues or the President's Recent "Flop,"

New York Press. Circulating, as it does, among the tillers of the 13,000 acres of Western New England soil, who are called upon first to take up the burden of tropical free would send notice to the attorney-general trade, the Springfield Republican is less jubilant over the president's conversion than are its urban colleagues, such as the Times, Evening Post and World. It

> The president has given his whole tariff case away. The existencies of his imperial pollcy have compelled him to kick over the ladder by which he climbed first to a national reputation and then to a presidential nomination and the presidency itself. It is a queer situation, which will vastly amuse the free traders; but there is no fun in it for those who are engaged in industries which the president in former days had assured them were absolutely dependent upon tariff for existence.

Owing to the environment mentioned there is more truth in this than any other free-trade journal has permitted itself to print. There is no tendency to coddle the proselyte, and there is a strong undertone of contempt for the deception added the cost of the carving, and then comes in the very elaborate potlatch expresident in former days had assured them president in former days had assured them were absolutely dependent upon tariff for existence." Moreover, it is the bitterest sort of truth that, were it possible for one man to do it, the president would have "given" not only "his whole tariff case" away, but the whole protective tariff case, when he informed the Connecticut delegation that the products of their constituents would not be injured by the free admission of Puerto Rican cigars. If that is true now, it was a lie when

the president from the stump in 1892 told those same tobacco growers that they would be ruined not only by the free admission of Sumatran tobacco, but by a reduction from the rate of his, the Mc-Kinley, law. It was a lie when, in 1897, he recommended and signed a bill to restore the rate which he, as chairman of the ways and means committee, had imposed upon this product. Nor is there any hiding the moral nakedness thus exposed behind a mere difference in leaves-the "wrapper" leaf and the "filler" leaf. With its own wrapper on its back, the Puerto Rican cigar can be sold in this country for one-half the price of anything that wears a Connecticut jacket. the president knows, if he has made the most cursory examination of the subject. Then, if the president tells the truth now about the unrestricted competition of domestic and foreign tobaccos, he and his party have been lying like sin, lying like Satan, for the last 25 years. That is "giving the whole tariff case away"-were He expects to have the gold-saving ma-chine patented. it possible for one man beset by the "ex-igencies of his imperial policy" to "give igencies of his imperial policy" to "give away" a case in the eternal keeping of the American, the republican protectionist party's mighty dead-Hamilton, Clay,

But, so far as a living leader embarrassed by "exigencies" can give away a party's case, Mr. McKinley does it in every line of his various measures, by treaty or statute to reduce or abolish the protection, which republicans have again and again declared indispensable. If the beet-sugar growers do not need protection now, if their industry can be safely singled out to withstand the assaults no only of Puerto Rican free trade, but British West Indian and Cuban reciprocity, what a monstrous fraud it was to give them not only protection, but a bounty under the act of 1890, generally known as the McKinley law. What spologies do we not owe to Bowler, the much-abused. who constituted himself the supreme court, although a poor treasury accountant, and, on the ground of the unconstitutionality of the act, withheld the

payment of \$5,000,000 of that bonus! The president was not lying then when he said that protection rates and even treasury grants were necessary to these industries. He is only telling a kindly fib now when he says, expressly or by implication, that these industries will not be hurt by the withdrawal of these guarantees. He is like the priest who walks beside the condemned on the way to execution and tells him that he, too, will not be hurt, that he will suffer very little pain. Connecticut, Michigan, Louisiana, they It is pointed out by Chief Moore that Is it not really a clemency to soothe their way to the scaffold by a mild dissimulafree traders," even if it gives the "whole tariff case away"?

THE ALL-ABSORBING QUESTION To Persons Contemplating a Trip East

Is, which route shall I take? The O. R. & N. offers the choice of two routes to the East. The northern route is covered by lines of the Great Northern railroad. Through cars are run direct from Port-land to St. Paul via Spokane; they are modern-equipped cars, with the latest safety devices, and are exceedingly com-fortable.

The second route, which traverses the central portion of the country, is by way of Huntington, Granger and Omaha to Thicago. The already famous "Portland-Chicago Special" is operated over this route, and makes the fastest time between these points ever made by passenger trains. The trains are new throughout and consist of magnificent palace sleep ers, buffet library and smoking cars, Pullman diners, free chair-cars, and comfortable ordinary sleepers. By this complete service, passengers are enabled to reach Chicago not only in the shortest possible time, but also in the most comfortable and enjoyable manner. For any information in regard to rates, time of trains, etc. call on or address.

V. A. SCHILLING City Ticket Agent, 254 Washington st.

It is said that there are three differen syndicates figuring with the Mexican government for a concession covering a rail-road to be built from Santa Lucrecia

UPON THEIR OA

cold, though; leastways, if 'e is, he didn't ought ter be."

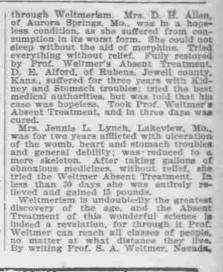
"Is Joubert dead, sir?"

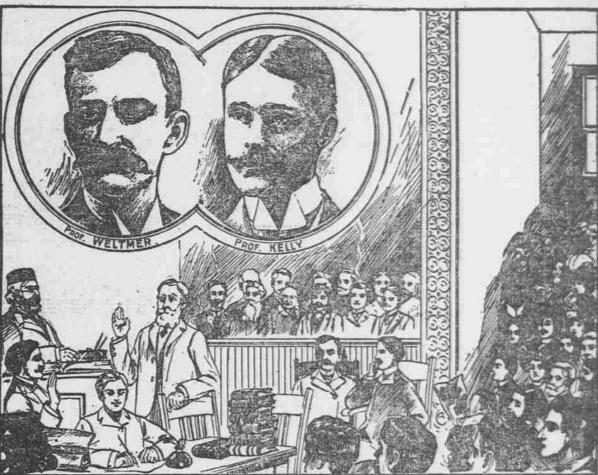
"No 'the leastways, if 'e is, he didn't ought ter's be."

"Is Joubert dead, sir?" eases Without the Aid of Drugs or Surgeon's Knife, Put to a Most Severe Test.

> Hundreds Testify Upon Their Oath to the Great Curative Power of This Wonderful Discovery-Not From Hearsay, but by Actual Application.

WELTMERISM NO LONGER A SECRET





Prof. S. A. Weltmer, the eminent seientiat of Newada, Mo., who perfected and some that method of Magnetic Handley and the second of the second

THIS IS DISCONCERTING. Several "Ifs" That Might Have

Elected Bryan, But Didn't.

New York Evening Post "I suppose you think that McKinley has a sure thing in 1900," said a New Yorker, the other day, with confidence in a ready assent, to a shrewd republican politician from a state in the Central West, who was making a trip to the East. "I'm not so sure about that," was the unexpected reply. "I can foresee contingencies under which it seems to me that Bryan will have more than a fighting chance of being elected."

McKinley secured 271 of the 447 votes in the electoral college in 1896, and polled over 600,000 more ballots than Bryan. while neary 135,000 other votes were di-verted from the democratic candidate by the Palmer and Buckner ticket. In other words, Bryan was in a minority of almost three-quarters of a million ballots, to say nothing of the votes cast for the prohibitionist and the socialist-labor candidates. In speculating about the prospect for 1900, republican politicians, particularly those of the East, are accustomed to argue that Bryan was beaten worse in 1896 than any other candidate of either party since Greeley's overwhelm-ing defeat by Grant in 1872; that he is weaker now than he was then, because the silver issue which he represents has ost its hold, and that consequently he is certain to lose, next fail. This is what any republican manager from the West also says when he is "talking for publication." but there are not a few wellinformed members of the party in that section who privately admit that they do not at heart feel so confident of the

a foregone conclusion. In the first place, while McKinley's victory in 1898 was in one sense overwhelming, analysis shows that the change of less than 34,000 votes in four Southern and two Northern states would have put his opponent in the White lost the other eight by parameter thing checky to no higher than 1922. Indiana went for circums McKinley by a plurality of 18,181. In election other words, if the hesitating voters in beaten. these half dozen states, who made up their minds at the last moment, had gone the other way to the number of 141 in ing three or four states beyond the Missouri, which they leat before, Kansas, which they leat before the last moment in the second states and the last moment is the second states. Kentucky, 982 in California, 1919 in Del-aware, 5744 in West Virginia, 9691 in In-diana and 18,117 in Maryland, Bryan would

states than the scheme which has already been brought forward in congress, and which is to be pushed after the holiday recess, for an inquiry by the census bureau into voting statistics at the South, with the avowed purpose of making the result a basis for cutting down the representation of that section in the house of representatives and the electoral college. The mere agitation of such a project revives that old sectional issue, which held the South solid for 20 years, and the dropping of which alone made possible McKinley's successes in the border states in 1896. Maryland has already been re-covered by the democrats in a state election, and Kentucky would have gone the same way last month had it not been for the temporary handicap of Goebelism. The republicans of Delaware are utterly de-moralized by Addicksism. The recrudescence of the race issue justifies the demfinancial issue in 1900 as they were in 1896. What gave McKlinley his fremendous pluralities of nearly 300,000 in Pennsylvania, almost 270,000 in New York, nearly 90,000 in New Jersey, which had been democratic since 1872, and over 50,000 in the "doubtful state" of Connecticut? Everybody knows that it was the fear that Bryan's election would mean a change to the silver standard, and in consequence the most terrible financial convulsion ever known. But the republicans now claim that the financial measure which they are going to pass in congress will assure the stability of the gold standard, no matter whether the president is a gold man or not. This was result as they would like to.

There is abundant reason for not regarding the issue of next fall's contest as gans, after making such claims months, turn around next fall and fright-en former democrats into voting for Mc-Kinley again, because "Bryan's election will ruin this country"?

that the change of less than 34,000 votes in four Southern and two Northern states would have put his opponent in the White House. Bryan secured one of the electors from Kentucky, and McKinley obtained the other 12 by pluralities not exwon after every great financial panic in ceeding 281; the other three states of the formerly "solid South," which went for McKinley, were carried by 2817 votes in Delaware, 11,487 in West Virginia and all they can say to the workingman is 32,222 in Maryland. Bryan secured one of the nine electors from California and insure its continuance. They used present processes the continuance of the continuance. lost the other eight by pluralities rising cisely the same argument under simila no higher than 1922. Indiana went for circumstances when Harrison ran for re election in 1832, and were overwhelmingly

souri, which they lost before, Kansas South Dakota, Wyoming and Washington diana and 16,117 in Maryland, Bryan would have had 228 electoral votes and the presidency, despite the fact that even then McKinley's plurality over him at the polla would have been much more than half a specific that the state of these will need to be closely contested if McKinley is to carry them, as will also California, if he is to hold it. On the other hand, there are states this side publicans are doing their best to assure Bryan next year the four Southern states which he lest in 1896. Nothing could lurch into Bryanism then left the party have been devised better calculated to almost without leaders, organization

machinery of any sort, while during the interval something has been built up to supply this lack.
We say nothing of the possible bearing

of the course of events in the Philip-pines upon the voting next November further than this, that many republican politicians do not conceal their apprehen sion of the effect upon the public mind of a long continuance of present conditions, and would dread to make the cam-paign with a guerrilla warfare still run-

It is obvious enough that the Western republican whose remark we quoted at the cutset is quite warranted in his view that the presidential race of 1900 may It is well that he and his assoparty. ciates should be apprehensive lest the political pendulum, which, since 1872, has swung the doubtful states, and with them the result of the election, from one party to the other every four years, may not stay in 1900 where it rested in 1896. We shall get better government from the White House and the capitol if the republican president, senators and represen tatives feel that reckless legislation. the ship subsidy bill, may ruin the party's chances.

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