

POLITICS IN TACOMA

Influence of Mayor Nickes' Machine.

WILSON IS HARDLY A FACTOR

Friends of Senator Foster and Representative Are Not Altogether Harmonious in Third District.

TACOMA, Wash., Jan. 27.—Johnson Nickes will not be a candidate for re-nomination as mayor. Not long since there were indications that he wanted to be vindicated by the public from the serious accusations that led to his late trial for attempted extortion, but he seems to have changed his mind. Nickes was in a bad hole. C. B. Hurley, manager of the heavy Wright interests in Tacoma, charged explicitly that the mayor made a blunder for \$12,500 to sign the ordinance...

Nevertheless, Nickes is an important factor, and must be reckoned with. The Nickes machine is strong, and includes many active workers. Practically all the appointive officers in the city are selected by the mayor. The municipality has no civil service. It had once, but under the unimpaired fusion Fawcett administration, it became so preposterous a force that it was abolished.

The most formidable candidate for the republican nomination is Louis D. Campbell, whom Nickes defeated by two votes two years ago. Campbell is one of those men for whom every one has a good word. He is a lawyer, of excellent practice and some wealth. The most serious objection urged against him is that he is the representative of the kid-glove element, and not a vote-getter. The saloons and the gamblers are afraid of him. The same system of monthly fines for gambling and prostitution obtains here as in Seattle, and the element most concerned does not want it disturbed.

John Bell, present councilman; W. E. Harker, of the board of public works, and W. H. Snell, a well-known lawyer, are all mentioned. Bell, who is local manager of the Pacific Postal Telegraph Company, now seems to have the greatest individual strength; but he lacks the backing of the Nickes' machine, which will be thrown to Harker, or, in case he cannot make it, to Snell. The latter is shrewd, risk and willing to make the run. He suffers some embarrassment, however, in being the partner of Representative Bedford, who is in an especial sense a local mouth-piece for Senator Foster, and would like to be superior judge. As between Harker and Snell, Nickes will undoubtedly back the one who appears to have the best prospects, and in that case the issue will be between him and Campbell.

No other name is seriously mentioned for the fusion nomination but ex-Mayor Fawcett's. He is the winner of the long-drawn-out Orr-Fawcett fight, and the father of civil-service reform as interpreted by the justly celebrated statesman Governor Teas, chairman of the board. Fawcett seems to be the only man who can hold the remnants of the three silver parties together, and who stands any show of success against the republican nominee. The republican ticket won two years since by an average majority of 100, and there seems now to be no good reason why it should not do as well in April.

Behind the municipal contest is the definite shadow of an approaching contest for party supremacy between Senator Foster and Representative Cushman. The latter wants to be renominated, and he wants the Pierce county delegation to be put up in his interest. The Foster men say they are entirely willing to support Cushman, and agree that the delegation shall be a unit for him. But Cushman's friends do not think this is enough, and they do not see why Foster wants to interfere, anyway. He is secure for five more years. Cushman realizes that he has a fight on his hands, and he wants to take no chances, and he has to. Foster is exceedingly anxious to maintain his position as the head of the republican party in the state, and that explains why he resents Cushman's purpose to take the delegation away from him.

In this connection it is interesting to mention that Pierce county no longer has a Wilson following of respectable size.

The ex-senator bought a Seattle newspaper, and by this identifying himself with the fortunes of that city, he himself pulled the props from under his support in this county. But he still here a staunch admirer in Editor S. A. Perkins, of the Evening News. The News is an anomaly, and so is Perkins. As private secretary to Mark Hanna, he basked for several years in the reflected glory of that illustrious statesman, and then he returned to Tacoma, his former home, and embarked in journalism. There were mysterious hints that he was the personal representative of the president and a member of his kitchen cabinet, and he was out here to see that all went well for the administration. Perkins caused it to be known that he wanted Wilson for senator, and so did Hanna. Wilson was not elected, but Perkins did not strike his flag. He bought the democratic News, and is now running the only Hanna-Wilson-McKinley, expansion, anti-Hill, anti-Perkins, democratic newspaper in the world. Perkins and his paper are industriously sowing the seeds of dissension between Cushman and Foster, probably because they fancy that it is water on the wheel of Mr. Wilson.

THE LONGEST MINING DITCH.

Contract Soon to Be Let for a 700,000 Foot Long Hogue River, Ashland Record.

Contracts will soon be let for the longest mining ditch in the world. It will be 700,000 feet long, beginning about Hogue river, 40 miles from Ashland, and ending at Southern Oregon. It will drain 100,000 acres of good placer land, and will cost \$700,000, a considerable portion of which amount is subscribed by Portland capitalists.

M. P. Ward, of the ditch company, says the preliminary surveys have been finished, and the right of way secured. For four months past H. E. Johnson, in charge of J. S. Howard, the well-known government engineer, have been running the necessary lines. Estimates are now being made for letting contracts for digging the ditch, and in the meantime men are kept at work clearing the right of way, in order to conform with the law.

Malheur County Mines.

It seems that the mining portion of Malheur county will eventually rival anything on the Pacific coast. Ben Mathieson, a mine-owner from Malheur City, reports that work at the Golden Eagle is steadily progressing, and the new mill will be built as soon as the roads become in condition to admit of the machinery being freighted in. He says that the whole mill on which the mine is located is filled with paying ore. Mr. Mathieson is at present engaged in opening up one of his own mines, that is yielding good pay rock right from the start.

Vancouver Club Gives Presents.

VANCOUVER, Wash., Jan. 28.—At a meeting of the Vancouver Amateur Athletic Club last night, Professor Robert Krohn presented his resignation as instructor of classes, which was accepted. The officers of the club have made arrangements with Professor Ringler, of the Portland Young Men's Christian Association, to act as instructor for the club. At the close of the meeting last night Mr. Krohn was presented with a box of cigars by the members of the men's class. O. H. Stuart, one of the prominent members of the club, who in his capacity as president of the club, presented to the club a handsome silver coffee-pot, appropriately engraved.

Railroad 15 Miles Further Away.

LAKEVIEW, Or., Jan. 24.—B. Reynolds, a merchant, has just returned from San Francisco, via Reno, Nev. He says the Nevada, California & Oregon railroad has halted 15 miles beyond the town of Lassen county, California, and 15 miles further from Lakeview than was expected. It has laid off a town in Madeline plains and is building a depot, hotel and dwelling-houses. All of the men employed were discharged last Friday, and they have gone to their respective homes. It is now the conclusion of all that the business will remain there for a long time.

Medical Association at Medford.

MEDFORD, Or., Jan. 28.—The Medford Medical Association gave a very successful concert at the Medford opera house last evening. The audience of the music-loving people of the city and vicinity. Dr. R. T. Burnett, conductor of the association, had arranged an attractive programme of choruses and parts. The concert was a success, and one of the strongest in Southern Oregon, and is in a prosperous condition, and is constantly growing in favor with the public.

Fell From a High Trestle.

MEDFORD, Or., Jan. 28.—Earl Klins, of Talent, Or., while trying to board the ball baggage on the Southern Pacific train leaving Ashland at 5:10 this evening, fell at the bridge crossing a high trestle over Ashland creek, receiving serious injuries. His recovery is doubtful.

Oregon Notes.

The Dalles is about to float \$20,000 of bonds for water works improvement. The sheriff of Sherman county and marshal of the town of Moro are both reported to have smallpox.

In Jackson county 123 bounty scalps were counted and burned at the January meeting of the county court.

Marshfield has unanimously voted a 5-mill tax levy for school purposes, which insures a nine months' school.

This is probably the mildest winter season the Oregon has known for years, says the Jacksonville Times. There has been little frost, and hardly any snow, which bores ill for the fruit and mining interests later on.

The carrier who connects with the Stullaw stage was riding one horse and leading another on which the mail bags were tied, says the Eugene Register. The animal stumbled and fell, going over the bank into the Stullaw. After swimming about for some time the animal regained the shore with the mail still on his back. The mail was brought on to Eugene, and when opened some of it was well soaked.

The Copper Queen has succeeded in navigating the waters of Hogue river to the foot gauge in the northern end of the Hogue pass. The report that the Hogue says the Port Orford Tribune. Mr. Burns has another bad under course of construction, which will be of less draught than the Queen, and which is intended to navigate the river at any stage of water. The new boat will be about 25 feet in length, and fitted with a four-horsepower engine and propeller.

Proof has been submitted at the United States land office at La Grande for patent to the Sparta townsite, which was located on the government domain. The witnesses were Attorney C. H. Marney, John M. Phy. of Union. Following the submission of this proof, a patent to the property will be issued to Judge R. P. Wilson, as trustee, and this will in turn be conveyed to the occupants of the townsite, and others who may otherwise acquire ownership thereto.

FROM VALDEZ TO YUKON

ABERCROMBIE SAYS IT IS A PRACTICABLE RAILROAD ROUTE.

Less to Be Overcome Than on White Pass—Resources of the Country Would Warrant It.

WASHINGTON, Jan. 28.—The war department has made public an important report from Captain W. R. Abercrombie, Second Infantry, who commanded the Copper river exploring expedition in Alaska last season. The chief topic treated in the report is the laying out of the great trans-Alaskan military route from Port Valdez to Port Ebert on the Yukon. While engaged in this work, the officer was charged to take note of the mineral resources of the country, of its adaptability for agriculture and stockraising, and

TACOMA SENDS OUT ESTIMATES.

Says 15,000 Men Are Ready to Rush to Cape Nome.

MINNEAPOLIS, Jan. 28.—A special to the Times from Tacoma says: Estimates made by local shipping men show that about 15,000 men are intending to reach Cape Nome by the first steamer from Puget sound and Dawson. Two-

MONSIEUR HENRY DE REGNIER.



FRENCH POET TO LECTURE BEFORE AMERICAN COLLEGES.

The French writer chosen as the third annual lecturer of the "Cercle Francais de l'Universite Harvard" to speak before Harvard university, in 1900, is the poet Monsieur Henri de Regnier. M. de Regnier will deliver eight lectures on "French Modern Poetry," beginning March 1. Among the places he will visit, besides Harvard, we can cite: Adelphi college, of Brooklyn; Alliance Francaise, New York; Brooklyn Institute of arts and sciences, Brown university, Bryn Mawr college, Cercle Francais de l'Alliance, Boston; university of California, university of Chicago, Columbia, Cornell, Mount Holyoke, Packer institute, of Brooklyn; university of Pennsylvania, Princeton, San Francisco, Vassar, Wellesley, Welles, Williams, Yale university, etc.

M. Henri de Regnier was born at Honneur, near Havre, France, on December 28, 1864. His first verses were published in November, 1885, under the title of "Les Legendes." From 1887, M. de Regnier's works appeared in quick succession. The titles of these various poems are as follows: "Epoques," 1888; "Poemes Antiques et Romantiques," 1890; "Les qu'on Songe," 1892; "Arctique," 1896. The French academy awarded him this year the Prix Voynet for his works, and M. Gaston Boileau, the secretary of the academy, expressed himself in the following manner in his official report:

"M. de Regnier is one of the leaders of that new school, which pretends to do no less a thing than modify the form and content of French poetry."

James H. Hyde, vice-president of the Equitable Life Assurance Society, of New York, has taken great interest in the work of this talented French poet, and is actively promoting his work in this country.

The fuel and food products for man and animal. Captain Abercrombie arrived at Valdez on the 21st of April. A party of old railroad and trail builders, headed by Captain Abercrombie, and they started from Valdez on April 29, and proceeded to the mouth of Keystone canyon. The harbor at Valdez, owing to its proximity of the Japanese current, is accessible at all seasons of the year to ships of any size, except about a mile and a half at its head. The only feasible site for a railroad terminal is a narrow strip of land three-quarters of a mile broad, extending up the Lowe river, some five miles, and south of a small stream flowing from Robb lake. There is a nominal grade up the valley, and through Keystone canyon to the inner basin. From that point there are two feasible routes; one east of Marshall pass, at an elevation of 1700 feet and down the Tassuna to the Copper river valley; the other turning north, crossing the mountain range, and Thompson pass 2600 feet high; thence down the Teitchei river valley through the swampy pass at the head of the Knata; thence down the Tassuna to the Copper river valley.

This latter route is the one that Captain Abercrombie believes that the future for a railroad through this section of Alaska is very promising, owing to the presence of large zones of heavily mineralized copper deposits, the development of which, he says, undoubtedly will yield a local tonnage of great value. He states that the proximity of tie and bridge timber and the absence of any great engineering features would render railroad construction a comparatively easy problem.

Edward Gillette, a member of the expedition, contributes an important chapter to the report on the feasibility of establishing a practical railroad route up the Copper river valley. He draws a comparison between the water route from Seattle to Skagway with the Valdez route to the advantage of the latter. He shows that while the distance from Seattle to Skagway is 1050 miles as against 1125 miles from Seattle to Valdez, the difference is practically offset by the unimpeded passage of the outside route. Then vessels are not required to pass through 400 miles of water claimed by a foreign country, and Valdez is much nearer the center of Alaska, Skagway being 200 miles nearer to the coast.

Forty-mile country. Insurance rates on the inside route are also double those on the outside route. Mr. Gillette believes that the development of the country in the future probably will necessitate the construction of both lines from the northern end of the Keystone canyon through Thompson pass and by Marshall pass. He recommends that the line be constructed on a three-foot gauge, in the opinion of the engineer, the rapidity of construction, arguing that the narrow gauge would fully meet the needs of the country. The report makes a comparison of the projected Valdez road and the existing railroad from Skagway over the White Pass to Lake Bennett, showing that the maximum grades are much less than Valdez' highest elevation is fully 300 feet less than on the White pass road. The snowfalls from which the White pass suffers can be practically eliminated from the Valdez route by the peculiar formation of the country, and the careful planning of the line.

The point is also made that the projected route would be entirely within United States territory. He fixes the probable cost at \$750,000, or \$22.50 per mile, the estimate being from 25 to 50 per cent higher than rates in the United States. A direct line from Valdez to Port Ebert on the Yukon, would be 310 miles long and 350 miles would afford all the diversion required for the line.

The report refers to the trade of Central Alaska as an unknown quantity, but dwells at length upon the reputation the country has of possessing vast deposits of copper ore. The report says the soil is productive, that vegetables and hay may be raised; that there is plenty of timber, and that hardy farmers from Norway and Sweden would farm as successfully in the Copper river valley as in their own country. The country also contains coal of good quality and marble of various colors.

Washington Notes. It costs \$700 every day of the year to pay the running expenses of Spokane county.

It is reported that mice are doing much damage to growing grain in the Yakima county. Based upon its new city directory, Everett claims a population of 8100, and including Lowell, 8382.

Walla Walla has placed signs on all street intersections, by means of which the driver can find their way without difficulty.

J. H. Parker, who lately sold his shingle and saw mill, at Big Lake, for \$100,000, is to build a new mill at some place on Puget sound.

The Enterprise is authority for the statement that the mill at Cosmopolis has the largest band-saw on the continent, it being 60 feet long.

It is said that the depositors in the defunct Ben E. Snipe bank, at Ellensburg, will soon receive 15 to 20 cents on the dollar, and the affairs of the institution will be closed up and the receiver discharged.

Yakima is taking the balance of a fund collected for the reception of company E, and the surplus left from the Fourth of July fund, and will buy a new town clock, one having four dials, and a bell weighing 500 pounds, which can be heard three miles.

The Yakima Investment Company's interest in the big Sunnyside ditch will be sold next month to satisfy receiver's certificates to the amount of \$33,000 that have been issued. Aside from the receiver's certificates, there are unpaid bonds to the amount of \$283,000, and \$300,000 of unsecured claims.

Our Trade with Orient HAS GREATLY INCREASED IN PAST THREE YEARS. Experts to China and Japan Doubled While Imports From Those Countries Fall Off.

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The figures given show that in the decade there was a gain of \$23,333,156, or 36 per cent, in exports, while the increase in imports amounted to only \$12,618,955, or 26 per cent. In 1890, the value of exports, in fact, the imports disclosed an actual falling-off, the value for 1889 being \$1,164,131 less than that for 1888, which was recorded at \$48,979,168. Our exports, on the other hand, more than doubled in the three years succeeding 1888.

Our exports to the countries mentioned consisted chiefly of cotton, cotton goods, tobacco, leather, lubricating oils, lumber and scientific apparatus. Of the imports from China and Japan, the value of these five classes of articles exported aggregating in 1888 nearly 80 per cent of the total exports of China, Japan and Hong Kong. Japan took nearly all the raw cotton, while cotton manufactures went quite as largely to China. All three took kerosene oil in large quantities. The exports of wheat flour almost trebled in the decade.

Generally speaking, it may be stated that the figures show that the gain in our Asiatic exports has been nearly all made in the last five years.

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