

WILL REFORM TOWING

OBJECTS OF BILL TO PREVENT LOG TOWNS ON THE SEA.

Moody's Bill to Confirm Allotments of Reservation Lands to Persons of Mixed Blood.

WASHINGTON, Feb. 7.—The bill recently reported to the senate, which is intended to prohibit raft towing in the Pacific ocean, is but one phase of a general program that has been taken by the treasury department to eliminate several hindrances to navigation that are now permitted in the waters of the United States.

The secretary of the treasury is not only anxious, however, to remove this raft-towing obstruction, but to break up practice which has long been a pest to the fishery in the Atlantic waters, although, as yet, it has not become pronounced in the West. That is the long-log nuisance.

It is a fact that in many of the important harbors along the coast, and especially in New York harbor, immense tons of lumber are made up, strung out for an indefinite length, and placed in line of one another. This huge line is then started up the harbor, moving at a snail pace, and it has on numerous occasions been the fact that ocean liners and other vessels have been compelled to run around because they could not get past the log-tow.

John W. Taylor, Pioneer of 1852. GERVAISE, Or., Feb. 11.—John W. Taylor, an old and respected resident of French prairie, died last night at 6 P. M., after a long illness from rheumatism and complications. He was 65 years of age.

Transfers of Catholic Priests. GERVAISE, Or., Feb. 11.—Rev. Arthur Lane, who has been in charge of the St. Louis Catholic church for the past three years, has been given charge of an Astoria Catholic church, and Rev. Father Chabry, of St. Francis church, Portland, will, at an early date, take charge of the St. Louis parish.

Pension for a Woman. WASHINGTON, Feb. 7.—Through the earnest efforts of Representative Moody a pension of \$12 a month has been allowed to Jennie Beamer, formerly Miss Jennie Jamison, of Sumpter, Or., who served in the United States volunteer medical department. Her pension will be allowed from November 28, 1898.

Washington Notes. Spokane is to send a formal invitation to President McKinley to visit the town in October, when, it is said, he will come in the Pacific coast.

North Yakima merchants are not worried because of the loss of their woolen stocks of woolen goods on their hands; the price on woolens has advanced 25 per cent in the past three months.

Thursday 100 horses were shipped from Walla Walla to Vancouver, says the Walla Walla News. The animals, together with a number of other horses, will be transported to the Philippines for cavalry service. No more horses will be purchased for the army in Walla Walla at the present time.

Blanche Dewey, a 15-year-old girl of Snohomish county, made complaint against her father, charging him with criminal assault upon her, and on the witness stand swore that the complaint was false and that there was no ground for it. Then she was arrested for perjury, and it is said, will be sent to the reform school.

The rubbers along Main street were entertained one day this week by H. B. Thrasher and his brothers, who kept up a running fight that lasted about an hour, says the News-Record. The fight was a retreat and then the other. During the entire play the air was black with a fusillade of rocks, clubs, brass knuckles, broken crockery, and other missiles of war.

MANSLAUGHTER ALLEGED. Charge Against a Seattle Doctor for Death of Young Woman. SEATTLE, Feb. 11.—Dr. J. G. Stewart, one of the practitioners of a medical institute in this city, was arrested today on a charge of manslaughter. The warrant for his arrest was sworn out by W. W. Fulger, prosecuting attorney of Jefferson county, and the complaint upon which it is based accuses Dr. Stewart of causing the death of Mary A. Hinchcliff, a Port Townsend girl, by means of a criminal operation alleged to have been performed in this city January 21.

Merchants Closing to Go to Nomes. TACOMA, Wash., Feb. 11.—(Special.)—Merchants closing to go to Nomes, are advised by the Klondike metropolis after the Nome rush in May and June. Merchants are closing out their places of business, and most of them are going to Nomes. Men are working on creeks for \$5 per day rather than take higher wages, payable after the clean-up on the bedrock, because they want their money in hand when the ice goes out. Many of them will go down the Yukon to Nomes or Nomes.

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"Our acquisition of terminal facilities in other places, notably Seattle and Everett, will in no way operate to deprive Tacoma of its share of the business. It means that large share of our business which must necessarily be done here on account of the large investment in terminal facilities already made, and the peculiar advantages Tacoma possesses for the economical handling of its export business. No consideration has been given to the removal of any portion of our business from Tacoma, and especially do I wish to deny all of the stories that have been circulated about the change of terminus of the Northern Pacific Steamship Company from Tacoma to any other port. Such a change is not contemplated."

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IS THERE MONEY ENOUGH OUT IN THAT COUNTRY TO PAY THE DIFFERENCE?

Mr. Barrett—Yes; they will, and there is. The latter is indicated by the developments in the Yang-tze valley. Sir Robert Hart, head of the Chinese customs, has frequently told me that every time a Chinese port is opened there is a large development of trade.

Senator Elihu—Where does their money come from? Mr. Barrett—It comes from the development of their own trade. As the ports are opened, industry, agriculture, and general business are developed, and the Chinese sell more of their products. They sell to India, Java and Japan, and they are getting a vast amount of money from all these sources. You must remember that there are 300,000,000 people in China, and there is a considerable wealthy class there. Every year a considerable amount of money is sent to the United States in the form of remittances.

Senator Depew—Does that total amount apply to exports only? Mr. Barrett—It includes both imports and exports. In Corea there is a population of 12,000,000. There are only \$100,000,000 of annual trade, and yet Corea has resources which would enable her to have a trade of \$500,000,000 a year, of which the United States should have a considerable share.

There is one important point in regard to China which must appeal to every country with a greater area than the United States, a population five times greater than the United States, and at present it has only 30 miles of railroads. The railroads have yet to be thronged with passengers and have more freight brought to them than they can carry. Now, when China is gridironed with railroads you can imagine what is going to come. The trade will be enormous, and the United States ought to have a very material part of it.

In discussing this question with men like Mr. Hill, president of the Great Northern railroad, and with Mr. Huntington, president of the Southern Pacific railroad, they have all said that a point of importance to be considered is, first, greater return cargoes from China to the United States, and second, no return cargoes, by having return cargoes, can give cheap freight rates to the East to keep up competition with the steamers from Europe. If they do not have return cargoes they must put their freight on the outgoing cargoes, so that they can hardly enter into competition with the European steamers. I would suggest that the bill be added to the bill something like this:

"And also whether imports from Asia can be developed without competition with our own products for return cargoes from Japan, where the bill is open, upon a thorough study and report of the economic and commercial conditions. I do not think that the commission should be limited to China and the United States, but that it should be a study of the markets of Corea, Siam, Eastern Siberia and other Pacific Asiatic lands, so that the third clause should be amended to read: