MAY TALK FRENCH WARES

AMERICAN DEMAND MAY CHANGE FROM GERMANY.

How German Hostility Advances Consideration of the Treaty With France—Washington Topics.

WASHINGTON, March 7.—It is no doubt true that the action of Germany in trying by every method to prevent the sale of American goods in that country has had a tendency in some quarters to advance the French reciprocity treaty. Many people of the United States would like to take revenge upon Germany by encouraging trade with France and import as far as possible goods from that country which are now largely secured from Germany. There is a law which allows the President to inaugurate retaliatory measures against a country which discriminates against the United States, and it would not be strange if it should be enforced, although no steps have been taken in that direction as yet. Of course the Dingley bill and in fact nearly every other tariff measure that has passed during the past 10 years, contained a provision which discriminated against German sugar because Germany paid an export bounty on that article. That is the real secret of the ill-feeling which the Germans manifest against the United States at the present time, but if they should continue their discrimination against American meat and other products, it is possible that such retaliatory measures will be demanded by the American people as will materially affect the commercial intercourse between the two countries.

The British Colonials.

There is considerable comment regarding the South African War and the people of the United States, those who are represented here, and that discuss the question, take considerable pride in the fact that the men who have contributed the most largely towards the victories won by the British over the Boers are those soldiers who are like ourselves. For instance, the Canadians made Cronje's surrender inevitable by going further than any British troops. The Canadians and Australians and other Colonial troops have been in the thick of the fight everywhere, and always carried themselves well. Some time ago an Englishman, who had been all through the Boer country, discussing the situation, told me that the English would finally win with the Colonial troops, who were very much like the Americans, who understood the use of firearms, who could take care of themselves in all kinds of countries and conditions, and who, like the Western troops that won such glory for the American arms in the fights against the Filipinos, would be able to get over obstacles and defeat the Boers by their own tactics. An interesting feature of the position which the Canadians have taken in the South African war is a statement coming from diplomatic sources to the effect that when Canada makes her demands upon the United States for a settlement of the Alaska boundary and other disputes, that England will back her up very strongly. It is asserted that every claim that Canada will put forth must be supported by England and that the surrender of Cronje will, no doubt, cut a figure in the Alaska boundary dispute.

For the Canal.

Away out of the other side of the world at Shanghai, China, there has been formed an American Association. It organized only a short time ago, and at the first public meeting took up the question of the Nicaragua Canal, and remarks and addresses were made by a number of the most prominent Americans belonging to the association who take an interest in American affairs. Rev. F. L. Hawks Pott, President, and V. G. Lyman, Secretary of the association; Hon. John Goodnow, United States Consul-General; Captain Bicknell, of the United States Navy, and Mr. Williams, who is a Chinese translator, all made speeches in favor of the canal, showing why it would be a good thing for the trade in China if it was constructed. Mr. Potts had little to do save introduce the speakers, and express the views of the association as a whole in favor of the canal. Mr. Lyman discussed previous canals, but the main speech was made by Mr. Goodnow, who talked about the canal from a commercial standpoint entirely. It is noticed that Mr. Goodnow probably did not know of the Hay-Pauncefote treaty at the time he made his address, and was not aware that his chiefs, the President and Secretary of State, were in favor of a neutral canal, for he said that he was in favor of a canal built by the United States under the control and fortified from one end to the other, and used as a part of our coast line in case of war. Mr. Goodnow spoke almost wholly, however, about the value of the canal from a commercial standpoint, based upon what he had seen in China since he had been there as Consul-General. He believed that the building of the canal would result in greatly enlarging the markets of the United States in the Orient. It was observed that the battle-ship Oregon and her magnificent trip around the Horn figured in the discussion. It was referred to by Mr. Goodnow, and also by Captain Bicknell, who spoke upon the value of the canal in case of war. Captain Bicknell believed that the canal should be controlled by the United States and was for war purposes in case it was necessary, saying that if we had to send several ships around Cape Horn it was not likely that they would eevr make the excellent trip of the Oregon. Mr. Williams made an interesting address on the subject of great canals, the desire for Pacific trade, and declared that only by the Nicaragua Canal could the United States ever share in this trade. The proceedings and addresses of this meeting of the American Association were published in pamphlet form for circulation in Chain, and a few copies have reached the United States.

What the People Want.

In connection with this meeting and especially in the address of Consul-General Goodnow it is noticed that he said that the principal exports from the United States to China were kerosene oil and coarse cotton goods, the latter manufactured into jeans, sheetings, etc. This oil was in competition with oil taken from some of the near-by islands, but principally from the oil produced in Russia. He dwelt with more emphasis upon the possible introduction of cotton goods when freights would make it advantageous. This calls to mind the fact that our Consuls report year after year that one difficulty which the Americans have in obtaining trade in China or with any other foreign country is the fact that they will not manufacture the goods into the forms and colors which the people of the foreign countries want. Of course foreign countries must take our wheat, our flour, our corn and other staple agricultural products, and the Orientals take our coarse cottons and oils, which are very much alike the world over. But it is known that in some foreign countries the people want their goods in certain colors and yet the New England manufacturers attempt to introduce the same goods in colors which the people do not want. The thing for the United States manufacturers to do, if seeking foreign markets, is to send agents to find out what the people want and how they want it, and furnish it to them.

Making the Best of It.

The Oregon members of Congress are making one point with the Republicans on both sides of the Capitol, and especially in the House, saying that in view of the fact that the Oregon election is to take place early in June there should be especial attention given in Congress to matters pertaining to Oregon, which it is the intention of Congress to finally pass. This is the time, they say, if they are ever going to do anything for Oregon, and the Oregon men are making it plain that their votes on the Puerto Rican tariff bill has caused more or less dissatisfaction among some of the leading Republican papers of the state, and brought forth a great deal of criticism. They think that the Republican majority whom they sustained at that time should take some pains at the present time to show that legislation which Oregon wants should be passed. The probabilities are that these arguments do not cut much weight with Congress, because a Congress cannot afford to do very much simply to affect one state. But the Republican members of the House from Oregon will make the best of the situation to get their bills reported, and secure favorable consideration of them by the majority of the House if it is possible.

More Commissaries Needed.

A bill is pending in congress to increase the force of the commissaries office. Those who know what the Commissary Department of the United States Army is doing are aware that it ought to pass. In 1895, through the action of Secretary Lamont, the number of commissaries was reduced. The country was then at peace, and the Army was only 25,000 strong, stationed at various points of the United States, and the supplies purchased were in such regular order that very little difficulty was encountered. Now the Regular Army is 65,000 men. It is scattered all over the country, in Cuba, Puerto Rico, the Philippines and Alaska. Several of the Commissaries are doing outside duty, one is Colonel of a Volunteer Regiment, another is Collector at Havana, some are too ill to do any work whatever, and several men have broken down in the Philippines and must come home; and Eagan is suspended. It would not be strange, with these facts brought before Congress, that an increase of six, as recommended by Secretary Root, should be provided. But there is one thing that ought to be done, whether this increase is made or not. The present Commissary-General has more to do than ever before, and yet he holds only the rank of Colonel, because Eagan still holds the position of Commissary General, although he is suspended to the time of his retirement. It makes no difference whether the present efficient head of the Commissary Department or some other man is selected, he ought to have the rank and pay of the place he fills, especially as he must fill it during five years of Eagan's suspension. But more than that, Colonel Weston deserves consideration. When others were bungling in the United States, he was with the Army at Santiago doing his very best and getting Shafter's army out of many a close place in the matter of furnishing supplies. His work was so good that he was given a Brigadier-General's commission in the Volunteer Service as a reward of merit. He ought to have a Brigadier-General's commission as Chief Commissary now.

An Astonishing Showing.

The State of Maryland has made up returns showing the number of voters in the state, and giving the number of illiterate voters. The total registered vote in the state is 281,589, of which 44,923 are illiterates, about one out of every six voters cannot read or write. Of course, it may be said, that the large colored population in Maryland is responsible for the bad showing, but the colored illiterates have been enumerated and separated from the whites, and it is shown that there are 26,618 colored illiterates and 18,307 white voters who cannot read. The number of colored voters in the state is 55,035, which shows that less than half of them belong to the illiterate class. But the amazing feature of it all is that there are over 18,000 white men in the State of Maryland who have reached the age of 21 years who cannot read and write. This is in a state which does not receive a very large foreign immigration, and it is one of the oldest states. It would not be strange if upon the showing of so much illiteracy in states like Maryland there should be an effort made to restrict the suffrage by applying an educational qualification. It is understood that the statistics have been prepared with that end in view.

Coal in the Philippines.

As long as the insurrection prevails in the Philippines there can be little progress made in the development of the natural resources of the country. But at the same time, while little is being said, active work is being carried on in the southern islands of the Philippine group looking to the proper development of the coal prospects which have been found in the islands of Cebu and Romblon. Practical mining engineers are said to be now on that ground, and are surveying the properties, with a view to commencing work as soon as possible. Parties who are familiar with the Philippines declare that coal will always bring a good price there, although the native coal can be sold at a figure far below that which is imported into the islands. If the newly discovered coal campares favorably with that which is now being used on the transports and vessels of the Navy, it is expected that the Government will use most of the output for its own vessels. When the island of Luzon shall be pacified, it is expected that huge strides will be made to develop the coal and timber industries, which promise to be a fertile field to the right parties. To meet the demands in the way of transportation, it will be necessary to construct railroad lines that will convey the lumber and coal to some near and convenient point for transportation to the larger ports. With activity along these lines, it is predicted that Manila will become a metropolis and that the sleepy old town will teem with rushing, crushing life of trade, while the harbor will be crowded with merchant ships. Prosperity is soon predicted to reign in a country that heretofore had the disadvantage of slumbering under the rule of Spain.

ARTHUR W. DUNN.

A Pillow Fight With Hawthorne.

Mrs. Ora Gannett Sedgwick in Atlantic.

I do not recollect Hawthorne's talking much at table. Indeed, he was a very taciturn man. One day, tired of seeing him sitting immovable on the sofa in the hall, as I was learning some verses to recite at the evening class for recitation formed by Charles A. Dana, I daringly took my book, pushed it into his hands, and said, "Will you hear my poetry, Mr. Hawthorne?" He gave me a sidelong glance from his very shy eyes, took the book, and most kindly heard me. After that he was on the sofa every week to hear me recite.

He was one evening alone in the hall, sitting on a chair at the farther end, when my roommate, Ellen Slade, and myself were going upstairs. She whispered to me, "Let's throw the sofa pillows at Mr. Hawthorne." Reaching over the banisters, we each took a cushion and threw it. Quick as a flash he put out his hand, seized a broom that was hanging near him, warded off our cushions, and threw them back with sure aim. As fast as we could throw them at him, he returned them with effect, hitting us every time, while we could hit only the broom. He must have been very quick in his movements. Through it all not a word was spoken. We laughed and laughed, and his eyes shone and twinkled like stars with laughter. Wonderful eyes they were, and when anything witty was said, I always looked quickly at Mr. Hawthorne; for his dark eyes lighted up as if flames were suddenly kindled behind them, and then the smile came down to his lips.

We laughed merrily, and went off to bed, vanquished, without a word. I suppose Mr. Hawthorne's face must have worn that wonderful smile, which always seemed suddenly kindled behind his eyes, twinkled there for a second and then ran swiftly over his intensely grave face.

A Policy of Sordid Greed.

Philadelphia Ledger.

This is scarcely a policy of "benevolent assimilation": it is rather that policy of sordid greed and mercenary wrong which was declared during the course of the Puerto Rico bill debate by Representative Grosvenor to be the policy of our government in respect of Puerto Rico.

RUSSIAN PEASANTS MOVE

MUCH LIKE WESTWARD MOVEMENT IN THE UNITED STATES.

There the Emigration Is Toward Siberia—Began Long Ago and Took Most Active People.

KURGAN, Siberia, Aug. 14.—Since the day when the first section of the Siberian Railway was opened, from Cheliabinsk to Kurgan, immigration has been flowing into the country in a constantly increasing stream. Now that the great rivers and steppes are crossed by through trains all the way from Moscow to Irkutsk, the movement is even more rapid, and already the vast areas of Siberia are less lonesome than they were a few years ago. The Russian peasant is displaying the same sort of restlessness that induced the settlement of our own Western states and territories from the more thickly populated regions of the East. Indeed, the Russian peasant always has shown a willingness to support the "expansion" policy of his government by moving on into the newly annexed lands and subduing them to his own civilization and manner of development, crude though that might be. It is time to dismiss the idea that the Russian peasant is altogether a clod. He has shared too well the labors of the Russian advance across Asia.

HOUSE WHERE HOT WATER IS FURNISHED TRAVELERS ON SIBERIAN RAILWAY.

An observant English traveler writing recently of his journey in these lands has complimented the Siberian and the American in the same breath at the same time that he has phrased an important observation. "If we exclude the more recent peasant immigrants," he says, "the original Russian population of Siberia may be said to comprise the following three classes: The Cossacks, who first conquered the country; exiles, political and criminal; dissenters from the Greek church, who were either banished to Siberia or went there of their own accord. That is to say, the original Russian population of Siberia consists of men and women who were in some way intellectually or physically more active or more earnest that their fellow countrymen and women who remained in European Russia. The result is that today the average Siberian is a more vigorous and intelligent man than the average Russian. He picks up a thing more quickly, his life is richer, brighter. Historians tell us that on December 20, 1620, a small body of saddened but determined men—dissenters, too—landed from the Mayflower upon the New England coast, and from that Plymouth colony of Pilgrim Fathers and other like-minded individuals who followed them in later years, has sprung much of what is best in the America of our time. The delicate nervous activity and quickness that is more common in the American than in the Englishman—'that added drop of nervous fluid, which,' as a certain American writer has it, 'was bestowed by the Creator upon the descendants of English stock when the final improvement upon it had to be made'—is also found in a lesser degree to be distinctive of the Siberian, as compared with the European Russian."

The Siberian-born citizens of the country do not fail to realize these differences. Already I have learned that they want to be called Siberians rather than Russians, and that to them the latter name seems no more correct than to call the descendants of English colonists in the United States Englishmen instead of Americans. Already evidences have appeared that "Siberia for the Siberians" is not an unknown sentiment, and that there are those who hope some day to see the Asiatic portion of the Empire stand on an equality with Russia itself, if, indeed, it does not stand alone. These things help to make the great undeveloped country even more interesting to an American, however impossible or far-away it seems to think of separation and another nation facing the Pacific Coast.

Turned to Siberia Long Ago.

From the days of Yermak the Conqueror, the restless of Russia have been turning eastward to Siberia to find new homes, but it was only within the last 20 years that the number of immigrants became an important influence to urge the construction of the railway. Until that time the arguments urged were chiefly military and political. Then it began to be realized that the linking of the cities within the interior of Siberia, the settling of the vast areas of fertile land, the development of agricultural and mineral wealth by a great industrial population, were reasons even more important than the mere extension of a railway to the Pacific Coast, which would strengthen Russia's position in the Orient. It was thus that the detail of colonization, which had always entered into the plans for a transcontinental railway, became first in importance in the calculations that were made, instead of being secondary. The great Russian famine of 1890-91 stirred the people and the government alike. By the next year the results of it showed in the sudden rise in the number of immigrants into Siberia, even though the railway was not ready to serve them. The peasants of the suffering provinces of European Russia were glad to find some escape from the trying conditions which had borne so heavily upon them, and at the same time they were attracted by the fact that a special commission was at work to build a great railway for them into the favored land of Siberia, where space was ample for all to raise grain without limit. Prior to this time restrictions had been placed by the government upon immigration, in spite of which considerable areas widely separated though they were, had been colonized by an agricultural population. Now most of these restrictions were removed, and the government set about aiding instead of retarding the exodus from some of the more distressed of the crowded and overtaxed provinces.

Cheliabinsk is naturally the first collecting and distributing point for Siberian immigration. From May until late in the summer the peasants of Russia congregate there in great numbers to continue their journey eastward as opportunity offers by the crowded trains that will distribute them to the lands allotted to them. Most of the immigrants from the north of the empire reach Cheliabinsk not by the European connection of the Siberian Railway, but by the Ural Mountain system. They are brought on steamers down the Volga River and up the Kama to Perm, the route of all trans-Siberian journeys of travelers and exiles until this newest line was completed. From Perm the old route was across the mountains to Tiumen on the Tobol River, whence by steamers communication was direct with Omsk. Now a line of railway has been built from Yekaterinburg to Cheliabinsk, connecting the new railway with the Ural line, so that that older system is no longer isolated from the other railways of Russia. Immigrants now are carried over this connecting link from Perm to Cheliabinsk. It is an evidence of what is being done to make immigration easy for the peasants that for the voyage by steamer from Kazan on the Volga to Perm on the Kama, a distance of 740 miles, they are charged for their fare less than $1 each.

Many From the Volga Valley.

Emigrants from provinces not tributary to the Volga River are carried on special trains or in emigrant cars attached to the slower regular trains, at rates but little higher than those of the steamers and very much less than the regular third-class rates. For 1000 versts, for instance, the third-class fare is 8 rubles and 40 kopecks, or approximately $4 35, for 665 miles. The emigrant rate for the same distance is only 3 rubles, or about $1 55. It goes without saying that the accommodations provided at this rate are not luxurious, but they are quite as good as could be expected for the price, far more comfortable than the former method of travel into Siberia by long and trying marches, and probably in most instances relatively better than the homes the people have had.

The cars themselves in which the emigrants travel to the land of their hopes are the ordinary fourth-class cars of the sort one sees all over Russia, inscribed after the invariable fashion, "for eight horses or 40 men." They are what we call box cars at home, painted the familiar red, with sliding doors opening in either side. Within they are furnished in different ways according to the service for which they are designed. Those for the longer runs are fitted with three broad shelves across either end, one above another like the berths in a steamer. These shelves are of bare boards, and on them the passengers sleep at night and lounge by day. In most instances the shelves are wide enough to furnish a bed for two. The cars are not more than half as long as our big box cars, and run on but four wheels, after the English style, instead of having bogies at either end. A big stove usually stands in the middle of the car between the doors, so that by the time the effects of passengers enough to fill the six berths are stowed about, there is not much waste space. For the shorter journeys these fourth-class cars sometimes are fitted up with doors at the ends, with rough wooden seats and even with two or three little windows on either side of the car. I have seen them also when a whole car was set aside for a single party, so that they were able to carry their own chairs, samovar and other conveniences for the comfort of the trip. Usually, however, the cars are badly crowded.

Sustenance Is Ample.

Provision for the sustenance of the immigrants on the journey through Siberia is simple but adequate. Most of the peasants bring with them as much food as possible of the sort they relish, in order to avoid the necessity of buying on the way. Ponderous loaves of black bread, slabs of dried fish and a supply of tea are the chief essentials in this commissary department. Each family carries a teapot in addition to cups and simple dishes, and the individual traveler must do likewise if he wishes to be sure of comfort. As every one knows, tea is the staple article among the Russians, and is consumed in great quantities. The government provides for the necessity in excellent fashion. At every station of the first class, which means about every 75 or 80 miles, there is erected at one end of the platform a little house of logs which is aranged solely for the convenience of the people who want water. A big tank, holding two or three barrels of water, is arranged with a charcoal furnace to keep its contents at the boiling point. In another corner of the house is a tank of cold water. Each of these is fitted with several faucets so that the passengers may serve themselves rapidly when they come. Near the house is an open shed facing the track, which shelters a rough counter and some shelves. This is at the service of the peasant women of the village, who bring all sorts of eatables to this primitive buffet at train time.

SHED-BUFFET FOR THIRD-CLASS PASSENGERS ON SIBERIAN RAILWAY AT SHUMIKHA.

When the train arrives there is a hasty exodus from the cars. One representative of each family or traveling party hurries to the house where the hot water is waiting and draws from the tank into his teapot as much as he likes of the essential liquid. Others rush to the buffet shed, to find bread, fish, meat, cakes, hot soup, berries, kvass and kumyas, all of which are sold at astonishingly low prices. Then they return to the train to prepare their meals and at their leisure eat and drink.

TRUMBULL WHITE.

Prompt relief in sick headache, dizziness, nausea, constipation, pain in the side, guaranteed to those using Carter's Little Liver Pills.

INNER LINE OF DEFENSE

NEW FORT NEAR THE MOUTH OF THE COLUMBIA.

Three Complete Batteries and Two More in Course of Construction—Tunnels Between Them.

ASTORIA, March 6.—(Special correspondence.)—The new fort at the mouth of the Columbia river, fitly named "Columbia" by President McKinley, is being rapidly made an important fortification. It is located upon the north side of the river opposite Fort Stevens, adjacent to Chinook Point, on Scarborough Head. This head is a bold promontory extending from the eastern slopes of Chinook River easterly a half mile to a bold mountain stream separating the head from Point Ellice. It constitutes the eastern boundary of Baker's Bay.

Fort Columbia is on a Government reservation of 640 acres purchased in 1856 for $1200 from the heirs of an old pioneer, Captain James Scarborough, by Roque Ducheney, whose wife was a granddaughter of old chief Com-com-ly, and by Ducheney's heirs sold in 1864 to the United States Government for $3000 in currency. Captain Scarborough (as successor to Com-com-ly and his royal son, Chenamus), was the third bar pilot on the Columbia, using his Indian canoe, in the early '40s, as a pilot-boat. Scarborough Head is an ideal site for an inner line of defense of the river entrance. Fort Stevens, on the south side of the Columbia, is the principal and most important site, commanding both the ocean and the river. Fort Canby is the best site for exterior defense, commanding only the ocean; while Fort Columbia is only for interior defense, though its long-range guns cover the entrance at the bar also.

Until March, 1897, no use was made of this Government reserve, except by the United States Engineers, who established a beacon for river steamers at the end of Chinook Point, and a surveyor's beacon on the highest hill top as a basis for bar and harbor surveys; and except also by Forts Canby and Stevens, which had a lookout near the surveyor's beacon to record the target practice with the heavy guns of those forts. Near by the beacon for river steamers, P. J. McGowan erected, some 25 years ago, a small house for a fishing station, which from 1886 to 1897 was, by Government leave, used as a home by Sergeant Fannin, a retired Ordnance Sergeant.

In March, 1897, the United States Government began to improve the point as a defensive fortification. Three batteries have already been completed, one with two guns and the second with one, and the third with two guns. Two other batteries are in process of construction. The first three are 8-inch, breech-loading, long-range rifle pieces, that easily command the bar. Two of the other batteries are for rapid-firing guns, and the third is a torpedo battery. The two rapid-firers are for protection of this fort from assault, and the latter for protection of the mines in the river to be laid during a period of actual hostilities.

To Be a Great Defensive Work.

Scarborough Hill's capacity for batteries is several times as great as the present armament. Below and to the westward and above, higher up the hill, are numerous locations for heavy guns. The whole face of the hill can be made to bristle with guns, tier on tier, and no doubt will do so as the commerce of the Columbia shall expand. It can be made powerful enough to sweep the river like a typhoon. The present intention is to make of it a "two-battery post," which means that two companies of artillery, or about 220 men, will be stationed there when the fort shall have been completed on the present plans.

The creek (not yet named) on the east bounds of Scarborough Head supplies the fort with water, as fine as that coming to Portland from Bull Run or to Astoria from Bear Creek. It flows from the summit evidently out of the same source as that of Bear River and Deep River. It bursts out of the hillside a full-grown creek, and flows rapidly down the steep slopes in a bed six feet wide and with a depth of six inches. A reservoir with 50,000 gallons capacity has been constructed in rear of the batteries, and is kept full all the time with a present use by 100 men, besides a number of horses. The supply is deemed ample for all possible needs of the fort.

The garrison at present consists of a detachment of 11 men from Battery M, Third Artillery, under command of Sergeant McClennahan, lately in charge at Fort Stevens. He succeeds Sergeant L. A. Rodal, a fine, soldierly-looking Norwegian, whose real name is Lukas Anderson, of town of Rodal. His father's name was Anders Onasson. Adding "son" to Anders he becomes Lukas Anderson in Norway, and, changing his allegiance and coming to a country with different customs, he adapted his name to the style prevailing here. The detachment was camped in tents just north of the completed batteries until the temporary barracks were lately finished, and no one is permitted to get in the rear of Uncle Sam's batteries except by special leave of the commanding officer at Fort Stevens. Contractor Suprenant, of Astoria, has just completed temporary barracks hard by the tents, and it is expected that a larger force will soon be stationed at Columbia.

The constructing force at Fort Columbia is under Constructing Engineer Lars Bergsvick, a Dane, who is deputy for Chief Engineer Hegardt, of Fort Stevens. Berzwick (English pronunciation) is a very active and efficient official. "He is everywhere over the grounds in five minutes" was the way one of the laborers located him for The Oregonian correspondent. The fort is reached by a wharf extended from the east side of Chinook Point for a half mile out into the river. A railway track runs from the base of the fort to the landing place or dock, where a hoisting engine transfers the Government freight from boat to car. The engine is small, but powerful, and is named "Tillamook," for some occult reason. Lou Griffin, of Canby, Or., is the polite engineer. The landing place is not very favorable, owing to the heavy swells from the sea and also from the prevailing southeast, south and southwest winds of Winter, which have full sweep there and, in fact, on the entire north side of the river. These winds render the north side of the river unsafe as a harbor, while Astoria Bay, under the lee shore, is unaffected by them and at the same time is protected by the high hills of the north side from the prevailing northwest winds of Summer. In the Summer time, though, the harbors on the north side are very fine.

There are 78 men in the construction department. The depot agent and bookkeeper is W. B. Young, of Astoria. He receives the rock, sand and cement as it is delivered for fort construction. The rock (which is previously pounded) is dumped from the railroad cars upon a low place on the neck of Chinook Point, under which is a tunnel where the hoisting cars receive it in relays through an aperture, and by the agency of a scraper and a team. At another point near by, the sand is dumped, while the Germania cement (brought from Hamburg) is in a warehouse adjacent. The sand and cement are taken by wheelbarrows to another tunnel, where they are dumped into the hoisting cars along with the rock. The hoisting engine (Harry May, of Astoria, engineer), higher up the hill and overlooking the forts under construction, yanks the hoisting car to the "mixer," where a few revolutions of machinery intermix the elements of concrete and dump it into waiting handcars for distribution in the emplacements. Everything goes like clockwork. While one hoisting car is unloading into the "mixer" the other is loading at the depot, down at the foot of the hill.

To accommodate the construction force, there are some 10 buildings erected on the slopes below the batteries, viz., sleeping barracks for the foremen; kitchen barracks, with separate compartment for the foremen's dining-hall; carpenters' shop, blacksmith shop, railroad engine house, stables, cement warehouse and freight depot. Perched romantically upon the bluff just west of Chinook Point is a nice cottage used by the constructing engineer's family for a home. It is approached by the county road that has long run from Ilwaco past the site of the fort to McGowan's cannery. Lieutenant Bethel, however, will probably close it up, or at least change it from view of the batteries.

Electric Lights and Tunnels.

An electric light plant is now being constructed. The wires are already on hand and the power-house is erected in No. 1 gun battery. It is run by a kerosene engine. Tunnels will make telephone connections under the hills between the batteries. There is cable connection already between Fort Columbia and Fort Stevens. The emplacement for gun No. 2 occupies the site of Scarborough's old orchard. The slopes of the completed emplacements are nicely sodded, and the entire slope down to the point, wherever the work has not cut it up, is a lovely lawn. The soil is very rich and loamy, and the native growth is alder and spruce (with some fir), principally alder, which, in fine groves, covers the face of Scarborough Head. The fern-covered area, bare of trees, high up the hill, that has caught the eye of all passers, is an old clearing, made before Columbus was, perhaps, and used by Chief Com-com-ly as an eyrie while in his capacity of Hudson's Bay pilot, after 1815, he spied out the approach of ships. In a glade, just below the surveyor's beacon, is an orchard, planted by Captain Scarborough many, many years ago. Com-com-ly's eyrie was far from being an unpleasant home. The summit of the hill affords a fine Coast line view as far south as Tillamook Head, and also overlooks the lovely valleys of the Chinook and Wallicut Rivers to the west. The batteries are located at an elevation 100 feet above sea level. An elevation of 100 feet more is available for defensive guns. This would still be 100 feet lower than the middle battery at Canby, on which it is expected a 16-mortar battery will ere long be erected.

A line of railway is expected to be run soon along the base of Scarborough Hill, from Knappton to Long Beach. A railroad survey has been completed, and it is said the O. R. & N. Co. will soon acquire the Ilwaco railroad and extend it from Long Beach either down the Wallicut or via Ilwaco past Fort Columbia to Knappton, where that company's river steamers will connect. The line by the Wallicut would shorten the distance several miles and would leave Ilwaco several miles to the south and build up Chinook Beach and Knappton. The I. R. & N. Co. has the right of way across the front of Fort Columbia reservation by special act of Congress, which, of course, would pass to the purchasers.

From Fort Columbia, the bay (counting all the expanse of water in the great circle made by Baker's, Young's and Astoria Bays as one) presents an animated scene, with its forts busy in construction, its towns of Chinook Beach, Ilwaco, Hammond, Warrenton and the City of Astoria itself in full view, and with the Government tenders and barges and various bay, river and ocean craft and numerous small boats, as well as railroad trains on either side of the river, that constantly cross the vision, in an area of 10 miles square. This fine panorama will be greatly amplified, too, with developments of commerce on the Columbia expected soon through Oriental traffic.

Considerable vigilance is exercised by the officials to prevent pictures of Fort Columbia being taken. Snap shots, though, can be taken from the river boats in passing, whenever the weather permits, which is seldom the case in the Winter time.

Is Christian Science the Religion of Jesus Christ?

PORTLAND, March 12.—(To the Editor.)—At the Marquam Theater yesterday afternoon, Judge Ewing, when alluding to his adopted belief, demanded a fair hearing and honest treatment. This courtesy we concede to all honest men. We should also expect the same honest treatment in return when comparisons are made between the Judge's belief and the orthodox or Christian churches.

To one unfamiliar with cures of sickness and disease among and in the various churches, they would certainly think, after listening to the learned (?) Judge, that Christian Science was the panacea to be swallowed by all followers of Jesus Christ.

The writer thinks the following facts cannot be ignored or thrown aside by weak and flimsy statements, even should such statements emanate from a trained mind:

First—Christian Science has had many failures in Portland. When Christian Science fails in its efforts to effect cures within its own fold and under the guidance or prayers of its best and most efficient teachers; when, we repeat, it fails absolutely to do this, is it fair and honest for a man like Judge Ewing to refer only to its successes, leading one to believe that failure is only possible without the pale of this particular belief? Judge Ewing's argument was, much to the surprise of many of his hearers, a great disappointment; his argument was that of a lawyer before a jury, claiming everything for his client and granting a few naked facts for his opponent.

Second—The creed of orthodox or Christian churches: The Judge seems to have the idea that the churches have not changed or modified the beliefs or views since their altars were first erected. Were he an honest man, he would not have alluded to them in this manner. Intelligent people know that many of the churches have cast off their swaddling-clothes and do not require of their communicants to accept or subscribe to a creed formulated by man.

Third—A creed formulated by woman: But, on the other hand, do we not find a creed formulated by a woman—Mrs. Eddy—for the benefit of the human race? Does this not seem like a parody, when we give the matter a sober second thought? Mrs. Eddy says: "All is mind; on this I stand." The writer would prefer to stand on something more substantial and less ethereal. However, he would not for a moment take one iota of blessing or of good received by the communicants of the "new church," or of any other church; on the contrary, he would add to them, if possible. But he would demand that the same honest treatment be accorded the Christian churches as Judge Ewing demands for Christian Science.

R. H. BLOSSOM.

PERSONAL MENTION.

F. A. Kiddle, of La Grande, is at the Perkins.

Dr. J. M. Keene, of Medford, is at the Imperial.

Walter Lyon, of Salem, is registered at the Portland.

C. H. Wheeler, of Nehalem, is registered at the Perkins.

A. J. Cohn, of Tillamook, is registered at the Imperial.

Dr. E. R. Lang, of Cove, Or., is registered at the Imperial.

J. W. Conowan, of St. John, Wash., is at the St. Charles.

A. P. Mackie, of San Francisco, is registered at the Portland.

H. Logan, of The Dalles, is among the guests of the Imperial.

W. A. Johnston, of The Dalles, is registered at the Perkins.

A. S. Hammond, a Medford attorney, is registered at the Imperial.

R. A. B. Young, of Tacoma, registered at the Portland yesterday.

Judge A. S. Bennett, of The Dalles, is registered at the Perkins.

F. W. Fluhrer, a shingle manufacturer of Maygers, is at the St. Charles.

L. Michaels, a well-known logger of Stella, Wash., is at the St. Charles.

L. H. Johnson, of Stratford, London, England, is registered at the Portland.

S. P. and N. A. Van Dyke, of Beatrice, Neb., are registered at the St. Charles.

Mrs. A. N. Gilbert, Miss Katheryn Gilbert and Carleton Gilbert, of Salem, are guests of the Portland.

J. H. Townsend, Democratic National Committeeman for Oregon, has returned to Dallas, and reports business good throughout the East, but says he "found much opposition to the imperial policy of the Administration." In his opinion many noted men are not so great as Westerners have been led to imagine them.

The Duty of an Editor.

Newberg Graphic.

If we were seeking popularity we wouldn't be running a country newspaper. An editor has no business to hope for popularity. It isn't in his line. But it is his business to take a bold stand for whatever he considers the best interests of the community, and to stay by it unwaveringly. If, through cowardice or policy, he fails in this, he is not worthy of the profession he assumes.

47 Bodies From Red Ash Mine.

THURMOND, W. Va., March 11.—Twelve bodies were taken from the Red Ash mine during last night. This makes a total of 47 dead bodies taken out and at least two more are known to be in the mine.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

Vote for Finley for School Director.

ZARINA
No. 1.
RUSSIAN
CIGARETTES
With Mouthpiece
10 cents for 10
Monopol Tobacco Works

TWENTY YEARS OF SUCCESS

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoea, dropsical swellings, Bright's disease, etc.

KIDNEY AND URINARY

Complaints, painful, difficult, too frequent, milky or bloody urine, unnatural discharges speedily cured.

DISEASES OF THE RECTUM

Such as piles, fistula, fissure, ulceration, mucous and bloody discharges, cured without the knife, pain or confinement.

DISEASES OF MEN

Blood poison, gleet, stricture, unnatural losses, impotency, thoroughly cured. No failures. Cures guaranteed.

YOUNG MEN troubled with night emissions, dreams, exhausting drains, bashfulness, aversion to society, which deprive you of your manhood, UNFITS YOU FOR BUSINESS OR MARRIAGE.

MIDDLE-AGED MEN who from excesses and strains have lost their MANLY POWER.

BLOOD AND SKIN DISEASES. Syphilis, Gonorrhoea, painful, bloody urine, Gleet, Stricture, enlarged prostate, Sexual Debility, Varicocele, Hydrocele, Kidney and Liver troubles, cured WITHOUT MERCURY AND OTHER POISONOUS DRUGS. Catarrh and Rheumatism CURED.

Dr. Walker's methods are regular and scientific. He uses no patent nostrums or ready-made preparations, but cures the disease by thorough medical treatment. His New Pamphlet on Private Diseases sent Free to all men who describe their trouble. PATIENTS cured at home. Terms reasonable. All letters answered in plain envelope. Consultation free and sacredly confidential. Call on or address

Doctor Walker, 132 First St., Corner Alder, Portland, Or.

THOUGHTLESS FOLKS HAVE THE HARDEST WORK, BUT QUICK-WITTED PEOPLE USE

SAPOLIO