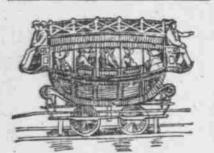
TRANSPORTATION ADVANCE IN 100 YEARS

COMPARATIVE STUDIES OF TWO CENTURIES

> BY DR. EMORY R. JOHNSON. VI.

Transportation has to do with travel, traffic and communication. The mechanism by which the transportation service is performed comprises the complex ordization devoted to the movements of persons and goods and the transmission of intelligence. There are two sides to the study of transportation. One is the tech-nical and mechanical phase which is concerned with the transportation machine and the organization required for the application of the machine. This may be called the technique of transportation. The other phase of transportation is that of the service rendered by the mechanical agencies—the nature of the service and Its relation to the industrial life and the general well-being of society. In comparison with the technique of transportation this may be called the economics of the subject. In the contrast which is here drawn between transportation in 1800 and in 1800 both phases of the subject will be

In no other field of activity is the prog rees of the 19th century better typi-fied than in the improvements which have taken place in the means of transportation. One hundred years ago travel and traffic were nearly all confined to the road and the unimproved natural waterway. Moreover, the highway was still unimproved. Although the first turnplke ompany in the United States was char tered in 1790, and between 1792 and 1794 constructed a turnplke between Philadel phis and Lancaster, the building of these improved roads in the United States was hardly begun until the 19th century, was nearly 20 years old. In Great Britain the construction of turnpike roads was carried on during the last quarter of the 18th century, but it was not un-til the 19th century that Macadam and Telford taught the people of Great Britain and other countries how to con-struct really good highways. In America the movement for good roads has made but slow progress even down to the present time. In Great Britain the construc-



Early Railway Car.

tion of canals was carried on extensively from 1775 to 1825, but the construction of such waterways in this country was not undertaken extensively until after the War of 1812. What little we did in America to improve the natural waterways before 7835 was done by the several states and the localities directly interested. The National Government did not undertake the work of improving our natural waterways until' the administration of John Quincy Adams. Consequently the means of trav-el and traffic in this country were very crude and insufficient until after the introduction of the railway.

nnd 1900.

The limitations which undeveloped means of transportation placed upon society may be illustrated by a few references to the speed and cost of travel by stage 100 years ago. In England the ordinary coach made 50 miles a day in Summer and 30 in Winter. In France at the same time 30 or 40 miles a day was considered a fair rate of speed. Travel was usually suspended at nighwall because of the condition of the roads. There were a few stage lines running from London to nearby cities that made better time than this; of one schedu'e, that of the fast coach from Charing Cross to Gosport, 80 miles in 19 hours is recorded. construction of the Macadam and Telford roads in England enabled the stage to increase its speed very greatly, so that by the time the rallroad began to take the travel away from the coach the average speed of eight or nine miles per hour in Great Britain was not an uncommon oc-currence. The roads in this country did not permit such high rates of speed as in Great Britain, and this is one reason why railroad was introduced in this cour try so early and with such rapidity.



Railway Carriage, 1831. (Mohawk & Hudson Rallway.)

The cost of traveling at the time of the introduction of the railroad was very much greater than it was after the train en substituted for the stagecouch. The rates per mile by the slow-going stage were from five to ten cents, and when it is considered that the time taken to make the journey was much greater than that consumed in covering the same distance at the present time, at rates per mile barely one-third those formerly paid, one can realize the relative ex-pense of travel 100 years ago. In view of these facts, it is not surprising that the amount of travel at that time was small. Englishmen have always been great travelers, but as late as 1834, according to the estimate of Mr. Robert P. Porter, not more than one-eighth of the people took any journeys whatever, and the total number of miles traveled by those persons did not exceed \$50,000,000 annually. These figures, which are likely to be excessive than too small, represent hardly one-fifth of the done by Englishmen at the

Freight Movements One Hundred Wears Ago and at Present Time.

The restrictions which the primitive means of transportation of 100 years ago placed upon freight movement were greater than those imposed upon passen-ger travel. Domestic traffic is so directly dependent upon facilities for inland water and land transportation that, uptil the ratiroad came into use about W years ago, only those countries having numerous navigable rivers or well-developed canal systems could extend their commerce beyond the cities and districts adjacent to tide water. In all ages since the world has been civilized enough to engage in commerce an overland traffic by carayan and wagon has been carried on; but the amount of commodities could not be large, and the kinds of goods

THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON duced long distances from the seaports comprise a large portion of international traffic, and supply the coast cities with the raw materials from which they manufacture the articles they contribute to swell the volume of foreign trade. When the means were wanting for the inland transportation of these bulky commedities only a few countries, such as Phoenecia, the Italian cities, Portugal, the Netherlands, the United Kingdom and the Brit-ish colonies in America could develop an important maritime commerce. During the last to years the improvements in transportation have been such as to en-able all industrial countries, inland as well as maritime, to engage extensively in the world's trade. Commence has be-come general; and countries like Switzerland and Saxony readily market their

for these men the choice of death or rob-bery at the hands of the mob.

The robbers had all the time from the first of March to the middle of June, when boats began to arrive, to complete r work. Yet it was not all done. Those of the men who went there at that time, whose claims had not been completely robbed, found them in possons of armed mobs, and no law or no power of the United States present to disposses them. When robbers go thus in bands or regiments, their destruction is rapid and complete. Such is the true story of Nome. During those three fatal months some millions of dollars in gold was stolen, to work out which the unfortunate owners had engaged and outfitted more than 500 men, and bought and carried there millions of dollars worth of ma-chinery with which to work their claims. They may there is no gold coming out from Nome, and no gold dust in circulation. Do thieves advertise their booty? Take one case wholly within my personal knowledge to illustrate the plight hundreds of owners and thousands of men now at Nome find themselves in, owing to the direct result of administrative neg-



The volume of foreign trade as late as lect of the Territory of Alaska. of approximately 18,0,000 would be about \$20 per capita. At that time the trade of the United Kingdom was about one-tenth what it now u. At the present time the foreign commerce of the United Kingdom amounts to nearly \$100 for each tabulatural of the country.

inhabitant of the country.

The 12 British coionies in America and the original commonwealths of the United States were all maritime states with navigable rivers, and their industrieslumbering, haberles, production of food products and tobacco-called for the ex-change of large quantities of commodichange of large quantities of changon-ties with the manufacturers of the home country and with the tropical islands of the West Indies. For their time, then, these states were large traders. The sta-tistical information which we passess of their commerce is meager, but we know that the total trade of the colonies with the mother country in 1770 was about \$13,-600,600 a year, or something over \$; a person. There was a trade of considerable proportions with the West Indies, with the Mediterranean countries some with the Mediterranean countries and Africa, and, after the colonies became states, with the East Indies and the Orient; but in all probability the foreign trade of the Americans did not reach 110 per capita until after 1790. At the present time, in spite of the very rapid growth of population in the United States that has continued throughout the 19th century, our foreign trade is equal to \$25 a

Note-This study, by Dr. Emory R. Johnson, professor of transportation and commerce, Pennsylvania university, will be concluded on Friday next.

THE TRUTH OF NOME.

Speed and Cost of Travel in 1800 Government Has Not Protected Orig-

China, while there are 10 times as many American lives in jeopardy on the north-western coast of Alaska as are in all China, and, more than that, the United States Government in lineif directly responsible for their condition. If the Administration would supply the condition of the sand at the edge of the proposible for their condition. If the Administration would supply the condition of the Canadian robbers? What could all others, likewise robbed, do but let their machinery it was he from whom our centuries are paid and all the importance of the

The Government has habitually neg-lected the governmental needs of Alaska

for years, and that the present decidence of the second decidence of the s for years, and that the present deplor-ministration should have foreseen and shie conditions at Nome City are the prevented, and which went on directly

some rich gold claims near Cape Nome and began work on them in the Fall of spread and some thousands more went there. The Government had full information of the richness of the claims and of the rush their discovery was sure to of the rush their discovery was sure to their victims as they landed, to make make; it had plenty of time to install a government for the protection of life and son industry); in other words to make property, but did nothing. Some hundred of men made good and successful loca-dollar in order to insure the price of a tions for ten miles up and down the coast licket back to the States. All the world from Nome City and on the nearby creeks, working them long enough in the season of 70 to get out a few thousand follars each in gold before the time came. for Winter to set in. For the most part these men had wintered the year before on the Yukon, and now, having money on hand and relying on the United States overnment and the laws of the land, with the terrors of an Arctic Winter before them, left their claims and re-turned to their homes and families to plead ignorance. The situation was thorspend last Winter.

These men, with their location stakes duly set, their location notices duly reded and their assessment work duly done; their machinery and such appli- Yet now, after the damage has all been ances as they had, left on the ground, thought that their indisputable property rights would be respected by the people distress of the Americans in America and and protected by the Government of the send saips to the relief of those unfortu-

United States.

They came home, paid their debts, in time a suitable administration of the bought new machinery and supplies engaged men to go back with them to work November? their claims, and returned to Nome with For the other thousands who ventured

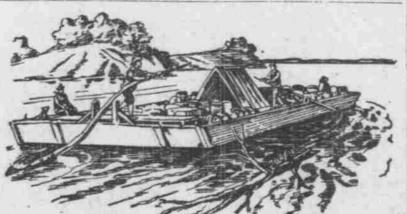
The volume of foreign trans an access of the volume of the most important commercial nations. The imports and exports of the United Kingdom in 1890 amounted to about \$260,000,000, which for a population to Nome with them, for the work and wages they supposed they had to give, who thus find themselves and their employers etranded and robbed, without work or means of getting away from that inhospitable shore.

The case in point is that of H. F. Elbon, well known in this city, who went from Portland to the Yukon in the Fall of 1883 and Wintered in '98 and '99 in that terrible region, and escaped, nearly spent In health and means, to Nome in the Summer of '99. He located a claim high and dry above tidewater, where his title was, under the laws of the land, as indisputable as your title to your own build-ing. He set up his pumps and sluices and worked over a part of his claim, about 20x100 feet, hardly the 500th part of it, and took out some \$10,000 in gold in the course of the few weeks he could work. He had had a year of bad luck as the manager of a stock company. Now his company was rich. His stockholders could be met, his family could be visited, the horror of another Arctic Winter could be escaped, and he came home, relying, as an American chizen, upon his Government for the safety of his property. Proceeding upon the supposed se-curity of law and order, which every citizen under our flag should feel, he expended the first proceeds of his mine for bet-ter appliances for working the rest of it; provided new and expensive machinery, bought stores and hired or otherwise enguage the catastrophe of the outcome, not only to him, but to hundreds more, with their crews of men and their piles machinery, in the same unexpected

Now, the question is, what of these ministration would save itself from the those other men do but fall into the maei-loss of many a vote next November, it strom of disease, pestilence and death at

direct result of that neglect, no man cun under the none of a commissioned office of the United States, Nome would have iscen all right. There would have been, but for this robbery, work for every man who went to Nome, long enough to have In the Summer of 1899 the news given him the means to go farther or re-

turn to his home. Not done yet with the great crime, the ghouls gathered at the shore and "guyed them sell their outflie at 5 cents on the dollar in order to insure the price of a knew that these desperate men were go-ing overland by thousands to Nome all Winter. All the world knew that tens of thousands, all eager and enthusiastic, were going to Nome with legitimate and well-founded expectations, by the first ships that sailed. All the world knows that this Administration sent its there a month behind the latest hardly in time to be in at the funeral of oughly well represented to the depart-ments by citizens of San Francisco, Portland and Scattle, early and late, repeat-edly and with all the vehemence possible. done except the death of the victims, will the Administration wake up to the



FLATBOAT GOING DOWN THE MISSISSIPPL

by carayan and wagon has been carried on; but the amount of commodities could not be large, and the kinds of goods transported were necessarily limited to articles of high value per unit of bulk of North and the shows began to meit and the ground in the ground to thaw, about March I, regarding caught in a trap of the Government's own or man's right or no man's stakes, proceeded to rob every claim within 10 miles of North Aller of the Government's own nor no man's right or no or weight.

Such a restricted inland traffic as was curried on 160 years ago did not establish the basis for a large ocean commerce, either constwine or international. At next season's work fared no better than the production of Browning's 'In a Balcony.'

Eleanor Robert will pay Constance, and Mrs. the present time bulky commodities pro- the wholly unprotected claims It was Le Moyne the Queen

outfits and men by the earliest boats this to the Nome country there is yet little to simerous navigable rivers or well-decloped canal systems could extend their
mimerce beyond the cities and districts
that there? Simply that a rabble of some
the world has been civilized enough to
thousands of robbers had come down
from the foreign territory of the Canadian Yukon during the Winter; and, as
carayan and wagon has been carried
to the world has been carried
to carayan and wagon has been carried
to the world has been carried
to carayan and wagon has been carried
to the world has been carried
to commerce an overland traffic
to the world the winter is plenty of the capprehend. There is plenty of the ribory
for them to explore, and, doubtless plenty
from the foreign territory of the Canadian Yukon during the Winter; and, as
soon as the snows began to melt and the
ground to thaw, about March I, regarding
to the country there is plenty of territory
for them to explore, and, doubtless, plenty
for them to explore, and the with these thousands of robbers had come down
from the foreign territory of the Canadian Yukon during the winter; and a supplementary
there is plenty for them to explore, and doubtless, plenty of gold for them to find; but for these
thousands of robbers had come down
from the foreign territory of the Canadian Yukon during the winter; and the winter is plenty of gold for them to find; but for these
thousands of robbers and the winter is

THE CLASSES GRADUATED

RECOGNITION DAY AT THE GLAD-STONE CHAUTAUQUA ASSEMBLY.

President Strong's Address to the Class-Sentiment Turning Toward a Sunday Admission Fee.

GLADSTONE PARK, July 18.-This has been another notable day in the his-tory of the Williamette Valley Chautauqua Association. Dr. Alex Blackburn gave Association. Dr. Alex Dischours gave the morning lecture, and in the afternoon were the Recognition day exercises, and attendant gatherings. President Frank Strong, of the University of Oregon, gave the address. The final game of baseball was played between the Chemawa and Oregon City and the Indians won the Oregon City, and the Indians won the

The deaf and dumb school programm The deaf and dumb school programme did not materialise this morning, but the time was occupied with readings by Professor C. E. Kemp, and an address of a patriotic nature by Dr. Alex Blackburn. He spoke of the citizen soldier and the soldier citizen, compilmenting the American women for training soldierly men. He called attention to the 2,000,000 who went out and were found in the Union Army. Nearly all of them were from the very best of people. The differences in the loss of life between the War of the Rebeillon and the late Spanish War could be accounted for from the fact that in the first it was the American soldier meeting first it was the American soldier meeting the American soldier. The speaker then called attention to the cheerfulness of the American soldier. They made as good citizens as soldiers, for they carried the soldier spirit.

In the afternoon was held the Recognition day services, including the graduating exercises of the class of seven, who had completed the four years' prescribed reading course of the Chautauqua Literary and Scientific Circle. The procession for the grand march was formed at the for the grand march was formed at the old Auditorium, led by the Chemawa Band, and the graduating class directly in the rear of the alumni, followed by the classes of the junior years. The procession marched to the Auditorium, the graduates passing through the golden gate with appropriate ceremonics. The nles were conducted by President Hawley, who later made the presentation speeches and delivered the diplomas. The occasional address was delivered by President Frank Strong, of the University of Oregon, dealing especially with the prob-lems of higher education. He said in

"The quality and quantity of education is the most important consideration in the life of the state today. It is so first of all, because it determines the attitude of mind of the people of Oregon toward the new questions which are present with us, and which must still be met in the near future. This attitude of mind determines whether a people become observationists blooking the way of developing structionists, blocking the way of develop-ment or the champions of evolutionary progress, who are not airead of a thing because it is new. And let me tell you, ladies and gentlemen, that the future of Oregon depends in a great measure upon which of these attitudes of mind people assume. For there is no force in the world today that so frees the mind from provincialism and the worship of locality as education. No people can become great in this age who are not able to adjust themselves to the idea of universality or measure their relation to the flowing tide gaged a score or more of men to go to of the world's progress. Because of the the mine with him this Spring, only to find lack of this power the great Empire of that the freebooters from Dawson had the East has become a wild whirlwind, robbed him of every dollar that was in his and the old Chins, whose beginnings claim. It is impossible to express in lan-rich beyond the dimest twilight of phantom, has passed away. It is worth our while, therefore, to note the tenden-cles in education in these last days of the 19th century.

"Individualism has been the central idea of this century. All the great movements PORTLAND, July 19.—(To the Editor.)

—I see that the Government has chartered the Garonne to take soldlers to China, while there are 10 times as many American lives in jeopardy on the north-western cover. ideal. This century did not see the first of this movement. Even the old Greek named, who first guaranteed to the indi-vidual his inalienable right, and inid the foundation of a new order. When Christ

God, and that each man is responsible to farm and some worthless lands, and these God for himself, he gave a sanction to lands must be bought along with the timindividualism from divine authority."

After the close of President Strong's address. President Hawley presented the following seven graduates with their di-

Robert A. Miller, Oregon City: J. Allen Harrison, Mrs. Jennie A. Harrison, Mrs. Jacobs Young, Mrs. Coa E. Puffer. Mrs. J. M. A. Laue, and Nora Living-aton Bingley, all of Portland. Diplomas were also delivered to the following 22 graduates of the Chautauqua ourse of junior Bible study, the pupils

being in charge of Miss Frances Corellus, of Salem: Cora Ambler, Milwaukle: Dorothy Zane, Stanley Young, Howard Land, Jessie Hol-comb, Portland; Dora, Wilford and Eddle Winans, Iris Hawley, Evelyn and Ada gger, Kenneth Hawley, Salem; Rhoda lith, Damascus; Eddie and Joshua Mc-Daniels, Rickreal; Owen Hughes, Hillsboro; Roy McMillan, Juliette Cross, Ber-nice Hayford, Edna Kennedy, Park-place; Neille Todd, Hubbard; Gaylord

Godfrey, Oregon City.
Immediately after the exercises a banquet was served to the Chautauquans, including members of all reading circles present. The Alumni Association then held a meeting and elected Robert A. Miller president for the ensuing year, and Mrs. A. B. Manley, of Portland, secre-

The Alumni Association had charge the programme at the round-table, Mrs. Emery Dye ,the retiring president, pre-siding. There were addresses by Presidents Hawley and Strong, J. Allen Harrison, Professor J. C. Zinser and others.
A large crowd gathered to witness the final game of baseball between the Chemawa and Oregon City teams. The score stood 18 to 8 in favor of the Chemawas, who were presented with the ele-gant sliver trophy, the award to the win-ners of the series of baseball games. The programme tonight consisted of se-lections by the local Y. M. C. A. male quartet, readings by Professor Kemp and trapeze work and juggling by Beno.

Following is the elaborate programme for tomorrow—State Sunday school work in the morning, Rev. Roland D. Grant in the afternoon, and a cantata in the

8:00 to 11:00-Schools and classes 11:00-State Sunday school morning. Sunday school work in Oregon. Educational and misonary. 1:30 Orchestra. Violin solo, Lucile Collette.

Reading, Miss Mabel Vandersol. Lecture, Roland D. Grant. 3:30-lineeball, 5:90-C. L. S. C. work, Secretary J. R. Green-

7:30-Orchestral concert. 7:30—Orchestral concert.
8:00—Grand concert. Combined chorus from
Portland, Oregon City and Chautauqua. Soloista, Mrs. Rose Bloch-Bauer, Miss May Dearborse, Mr. Irving M. Glenn and Mr. Spitzner.
Comrad String Quartet: Mr. Spitzner, first
violin; Mr. Boffa, second violin; Mr. Thielhorn, viola; Mr. Conrad, 'cello, "Sanctus"
(St. Cecilia Mars)—(Gounod), Miss Dearborne
and chorus. Spitzner-Conrad String Quartet.
Beading, Mr. C. E. Kemp, 'Cello solo, Mr.
Corrad. String quartet. Cantata, "Fair Ellen" (Max Bruch): Mrs. Rose Bloch-Bauer, len" (Max Bruch): Mrs. Roes Bloch-Bauer, soprano; Irving M. Glenn, baritone; grand chorus, string quartet, plano and organ. W. H. Boyer, director; Miss Pearl Smith, planist;

Mrs. Thomas, organist. The majority of the Board of Directors of the Williamette Valley Chautauqua Association are said to be now in favor of charging admission on Sundays. In of charging admission on Sundays. In the past the greater number of the mem-bers of the board have bitterly opposed anything like a move to collect admis-sion at the gates on Sunday, saying that local clergymen opposed it, on the gr

that it kept people from attending regular services. The association has an arrangement with the East Side Railway Company, whereby the company agrees to carry people to and from Portland at a round-trip rate of \$\mathbb{E}\$ cents during the session of the Chautauqua assembly. Last Sunday the company advertised the fact that no admission would be charged at the gates, and that the round trip would be \$\pi\$ cents for that day. Hundreds of be & cents for that day. Hundreds of people came up from Portland for an outing, the majority of them attending the religious services. The railroad people made a good thing in fares, and the Portland people had to pay the same price that would have entitled them to admirate the transfer to the railroad people had the pay. admission to the park, had there been a charge. Since that time a radical change of sentiment has taken place, the majority now contending that it would be proper to have a sacred concert on Sunday, as well as religious services, which could be participated in by local and other ministers. As a precedent it is pointed out that Eastern Chautauqua aspointed out that Eastern Chautauqua as-semblies charge admission on Sundays, and several orthodox annual church gatherings in Oregon now charge a small admission to the Sunday meetings. And as a further argument in its favor, the fact is presented that there are thou-sands of people in the cities who cannot get away from home except on Sundays, and it would be better for them to attend a Chautaugus assembly, than to attend a Chautauqua assembly, than to attend a Sunday picnic, with possible question-

WHITMAN COUNTY'S ASSESSMENT. Material Increase Over Last Year-Total About \$16,000,000.

able attractions.

COLFAX. Wash., July 19.—Assessor Siler has completed the work of writing up the farm assessment-rolls of the county. From his footings the following fig-

Total acreage assessed in of improved land

The Assessor reports that in making the assessment he endeavored as nearly as possible to obtain a fair valuation of the property, and then placed the assessment at 60 per cent, of that valuation. The work on the town books and the per-sonal property roll is nearly completed, and the Assessor's force expects to have all the work done by the end of the month. It is estimated that the new rolls will give the total valuation of all property in the county as about \$16,-

A New Fruit-Drier.

Mr. Allen, representing the firm of Allen & Lewis, Portland, is engaged in the erection of a patent fruit-dryer at Elberton, a small town 12 miles cast of here. The drier will have a capacity of 70 tons of fruit a day. This year it is extended that it will be used principally on the prune crop of the Elberton vicinity. Mr. Allen has already contracted with the following prune-growers at Elberton to handle their entire crop:

Charles Price, 30 acres; James Long. 30 acres; W. H. Carier, 30 acres; Frank Brown, 30 acres; E. Baker, 40 acres; Mrs. A. Long, 20 acres; H. S. Hunt, 15 acres; R. Evans, 10 acres; W. V. Ewing, 10 acres. There are many small prune orchards in the Elberton neighborhood not mentioned here, and besides about 300 acres devoted to the production of

TIMBER LAND FAST GOING. Report of a Cruiser on Both Sides of the Columbia.

-ABERDEEN, Wash., July 19.-D. H. Muilen, of this city, has just returned from an extended cruise among the tim-ber lands on both sides of the Lower Co-lumbia. He was accompanied by a wealthy Eastern lumbermin, for whom he was trying to find a large tract of tim-ber. Mr. Mullen and his friend made no investments.

"Down on the Columbia there are mil-lions of feet of good timber for sale, but it is so poorly cruised and estimated that It is impossible to make ready pur-chases," said Mr. Mullen. "Many large tracts are so held as to include much ber, which is a very discouraging feature to men who want straight investments. "In my cruise I visited two land offices and I found almost every acre of Govern-ment land gone. In one township which was vacant a year ago I found but 40 acres subject to entry. Railroad lieu grants are accountable for vast areas being taken, and by the end of this year the mesteader and timber-claimer will have no use for his rights in this great North-western country. It will be the end of the poor man's day.

"One strange thing in connection with this great lumber grab is the vast amount of worthless land offered and the small amount really sold. Still, the forest is full of cruisers, each one looking for the

There is no competition for timber there being so much on the market that buyers seek out their lands without opposition, and actually swap information. The Gray's Harbor country is the bestcruised timber portion of the United States, not only by the great corpora-tions, but by the individual owners as

PATENTS AT THE DALLES. 24 Homesteads, 14 Timber Cultures

and 22 Cash Entries. THE DALLES, Or., July 19.—The folthe land office here for tracts within this land district:

In homestead entries-Martha E. Mor roe, Daniel V. Monroe, Herbert B. Meek-er, Isaac V. Howland, Peter Henningsen, Fred Frautschy, John W. Taylor, Benjamin Mintargus Rothery, Mattle Hud-son, Josiah J. Leabo, John Fox, Claude E. Copple, Alexander Preston Vance. James A. Pratt. Mary Brown, formerly Mary Abbott; Laura J. Evans, Ahira M. Collina, Ira O. Derr, Arthur Stephens, John C. Brogan, John MacAulay, Elia E. Moore, widow of Turner F. Moore; Grant Wade, Sarah A. Springer.

timber-culture entries-Heirs of Charles H. Schadewitz, John J. Nells P. Gregerson, Julius S. McCoin, Henry F. Nendel. Zachary T. Dodson, Robert H. Farrar, Charles Winfeld, Owen T. Shepard, David P. Crabtree, James T. Robinson, helrs of John Stew-art, William P. Anderson, heirs of Ken-neth McPherson. neth McPherson.

In cash entries—James O. Eirod, Frank L. Crow, Bert L. Murchie, Alfred Hindes, Hubbard Taylor, George Hardie, Robert Smith, Levi K. Evans, Jr., John H. Bishop, John A. Richmond, George E. Carleton, John McCallum, John F. Kelsay, Elwin E. Martin, Cordella Ragsdale, Albert L. Perry, Charles A. Crabtree, Leon Rondeau, John L. Elwood, Joseph Sherar, Samuel Stauffer, Dollie V. Allingham.

Senttle Cadet for West Point. WASHINGTON, July 19 .- On recomendation of Senator Foster, Donald A. Robinson, of Seattle, has been appointed a cadet at West Point.

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Chart Fletcher.

THE EDUCATED INDIAN

WHAT IS HIS PLACE IN SOCIETY AND HOW ATTAINED?

Convention to Be Held at Chemawa, Representing Indiana Schools of Entire Pacific Coast.

CORVALLIS, Or., July 19 .- The department of Indian schools throughout the United States has been represented at the National Educational Association during the last 30 years for the purpose of bringing the two educational systems closer together by elevating the standard of-Indian schools to the standard re-quired for white children. Much good has resulted from these sessions; but on account of its remoteness, the farther West has not been represented at these associations, hence the influence has not been so strongly fell upon the Pacific Coast. Accordingly the National Superintendent of Indian Schools has made the request that a Western Coast division be organized for the purpose of discussing those questions that touch upon indian life-his training, schooling, industry, patriotism, citizenship, etc. In compliance with this request the mat-

ter was placed in the hands of an execu tive committee, consisting of Superintend ent Thomas W. Potter, Chemawa Indian School; Thomas Jay Buford, agent Siletz reservation; Professor W. P. Campbell, Chemawa Indian School; J. H. Acker-man, State Superintendent of Public In-struction, and Professor J. B. Horner, Oregon State Agricultural College have in preparation a most excellent pro-gramme for the occasion.

Inasmuch as the Indian has recently been given the right to vote, it is universally conceded that he should be educated to vote right. It is therefore beare now citizens, deserves more attention 1,123,436 25,436 than ever from the American people Therefore, in addition to the many leadd. 554,227 249,586 ing educators who have promised to be present on that occasion, Governor Geer, 37,054,575 \$1.525,150 President Strong, of the University of Value of land. excess 157,064,57541,625,150 of improvements 157,064,57541,625,150 Oregon; Senator McBride, Congressman Fills, Dr. H. W. provements 157,064,57541,625,150 Oregon; Senator McBride, Congressman Fills, Dr. H. W. Kellogg, State Superintendent Ackerman or other prominent men will participate

in the programme.

The association, which will be known as the Pacific Coast Indian Institute, will hold its first session at the Chemawa Indian School, August 14 and 15. There will be present about 500 persons, repre-senting directly and indirectly the Indian schools of Oregon, California, Washington, Alaska, Montana and Idabo, where there are about 10,000 children, who are being trained to live the lives of civil-

ized men and women. It is conceded that the industrial feature of Indian education will be emphasized at this gathering as a means of emancipating the red man from the social thraidom in which he now exists, for the educated Indian is the only cultured being for whom society has made no provision. In order to encourage the gathering, all railreads will make special rates, and provision will be made on the grounds for the accommodation of visitors. A programme will be issued in the near future.

Quoted. - Returned Delegate - I made two spacehes at the convention. Did you see me quoted? Constituent—Yes. I saw by one of the papers that a lot of you were selling at \$700 anter.-New York Weekly.

It is a wonderful soap that takes hold quick and does no harm.

No harm! It leaves the skin soft like a baby's; no alkali in it, nothing but soap. The harm is done by alkali. Still more harm is done by not washing. So, bad soap is better than none.

What is bad soap? Imperfectly made; the fat and alkali not well balanced or not combined. What is good soap?

Pears'. All sorts of stores sell it, especially druggister all sorts of people use it.



Worn by men and women

The DR. SANDEN ELECTRIC BELT is a speedy and reliable cure for nervous debility, Rheumatism, Lumbago, Sciatica, Lame Back, Kidney, Liver and Stomach Disorders, poor Circulation, Sleeplessness, etc. Call and see me or send for my new

illustrated book, free. The genuine Dr. Sanden Belt can be obtained only from me. I have no agents and the belts are never sold in drug stores.

DR. A. T. SANDEN Cor. Fourth and Morrison Sts. PORTLAND, OR.

Erroneously Thinks by Scouring Her

CLEANLY WOMAN.

Scalp That She Cures Dandruff. Clearly woman has an erroneous idea that by scouring the scalp, which re-moves the dandruff scales, she is curing moves the dandruit reales, she is curing the dandruif. She may wash her scalp every day, and yet have dandruif her life long, accompanied by failing hair, too. The only way in the world to cure dandruif is to kill the dandruif germ, and there is no hair preparation that will do that but Newbro's Herpicide, Herpitide, the dandruif germ, and ede, killing the dandruff germ, leaves the hair free to grow as healthy Nature in-tended. Destroy the cause, you remove the effect. Kill the dandruff germ with

THIS BADGE Is an "emblem of consideration" and signifies the wearer's intention to help the Retail Clerks and merchants to shorter hours by making all purchases before &



THE PALATIAL OREGONIAN BUILDIN



beclutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Els.

vators run day and night. AINSLIE, DR. GEORGE, Physician 608-609 ALDRICH, & W., General Contractor 616 ANDERSON, GUSTAV. Attorney-at-Law. . 412 ASSOCIATED PRESS; E. L. Powell, Mgr. 806 AUSTEN, F. C. Manager for Oregon an Washington Bankers Life Association, o

MOINES, IA.:F. C. Austen, Manager, 802-302 BAYNTUN, GEO. R., Mgr. for Chas. Scrib-Callay Tobacco Co. 602-603
CAUNIN, G. E., District Agent Travelers'
Insurance Co. 713
CARDWELL, DR. J. R. 504 602-603

CORNELIUS C. W., Phys. and Surgeon... 298 COVER F. C., Cashler Equitable Life... 304 COLLIER, P. P., Publisher, S. P., McGuire, Manager Manager 415-816
DAY J. G. & I. N. 115
DAVIS, NAPOLEON, President Columbia
Telephone Co. 407
DICKSON, DR. J. P. Physician. 713-714
DRAKE, DR. H. B. Physician. 812-813-514
DWIER, JOS. F. Tobacca

GAVIN, A., President Gregon Camera Club. 214-215-216-217 GEARY, DR. EDWARD P., Physician and

MACKAY, DR. A. E., Phys. and Surg. 711-712 MAXWELL, DR. W. E., Phys. & Surg., 701-2-3 McKELL, T. J., Manufacturers' Representa-

MANHATTAN LIFE INSURANCE CO., of New York; W. Goldman, Manager... 209-219 MUTUAL RESERVE FUND LIFE ASS'N; Mark T. Kady, Supervisor of Agents. 504-503 McKLRCY, DR. J. G., Phys. & Sur.701-702-703 McFARLAND, B. B., Secretary Columbia MUTUAL LIPE INCURANCE CO., of New York: Wm. S. Pond, State Mgr. 404-405-406 NICHOLAS, HORACE B., Attorney-at-Law.715 NILES, M. L., Cascier Manhattan Life In-surance Co., of New York. 209 OREGON INFIRMART OF OSTEOPATHY:

PORTLAND MINING & TRUST CO.; J. H.

and Wash 601
SHERWOOD, J. W., Deputy Suprema Commander, K. O. T. M. 511
HMITH, Dr. L. B., Osteopath 408-802
SONS OF THEAMERICAN REVOLUTION, JOS STARK, E. C., Executive Special, Fidelity Mutual Life Association of Phila., Pa..... TERMINAL CO. STROWBRIDGE, THOS. H., Executive Spe-

DIST., Captain W. C. Langfitt, Corps of Engineers, U. S. A. U. S. PAGINEER OFFICE RIVER AND HARBOR IMPROVEMENTS, Captain W. C. Langfitt, Corps of Engineers, U. S. A., Sis WATERMAN, C. H., Cashier Mutual Life WILSON DR. GRO. F., Phys. & Surg. 706-707 WILSON DR. HOLT C., Phys. & Surg. 507-503 WILSON & McCALLAY TOBACCO CO.:

A few more elegant offices may be had by applying to Portland Trust Company of Oregon, 109 Third st., or to the rent clerk in the building.

MEN No Cure

THE MODERN APPLIANCE—A positive way to perfect manhood. The VACULM TREATMENT CURES you without medicine of all nervous or disenses of the generalive organs, such as lost manhood, exhaustive drains, various etc. impatency, etc. Men are quicaly restored to perfect health and strength. Write for circulars. Correspondence confidential, THE HEALTH APPLIANCE CO., rooms 47-8 Safe Deposit building. Seattle, Wash.