EARLY DUTCH DISCOVERERS AND EXPLORERS

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THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON

DISCOVERERS AND EXPLORERS OF AMERICA

VII.

Born sailors as they were, the Dutch were sure to be no laggards in exploring and exploiting the New World. At the fag end of the 16th century William Barents made his three historic voyages, discovered Spitzbergen and sailed nearer to the pole than any previous explorer; and Dirk Gerrits making southward touched the fringe of the great Antarctic Continent, first among the sailors to that far distant land.

A little later, in 1609, while John Smith still lay prostrate of the hurt inflicted on him by the accidental explosion of the bag of gunpowder, and while the pilgrims were settling in Leyden, there to tarry for 10 years or more, the little Half Moon, under a Dutch flag but an English captain, flitted along our coast, entered the beautful river that bears the captain's name and ascended it to the site of Albany. But Henry Hudson was not the first to spy out the river which bears his name. Many Europeans had already found it. Long years before, Verrazano entered New York harbor, and in 1525 Gomez coasting south took notice of the river. When in 1614 a syndicate of Dutch merchants applied to their government for a special license to trade up and down the Hudson, they stated that the French had first found out the river, and long before the time of Henry Hudson had traded there with the Mohawks. There can be little doubt that French skippers from time to time sailed the River of the steep Hills, even up to the site of Albany to get furs from the Indians, and about 1540 built a fort on a long, low island "near the present southern limits of the City of Albany."

Henry Hudson was therefore not the discoverer of the Hudson River. Nor for that matter was he the first to find the strait, the bay or the vast tract of land in the far north that bears his name. As Dr. Asher proves, the strait and bay, as well as river, were marked on maps before the time of Hudson. Probably the memory of the man would long since have perished but for the linking of his name with very important philographical features of our Western hemisphere. His special service to the exploration of the Western world was to push a little farther up and inland, to leave a somewhat more distinct, though still imperfect, record of the region visited than any previous voyagers, and to bring the Dutch to Manhattan Island. He corrected in some measure the popular belief as to the leading geographical concern of the age. He showed that the passage to the Indies was not the simple thing men had thought it; that there was no strait through the continent of North America in a low latitude, and that if there was one in a high latitude it could have but little practical significance. Aside from their intrinsic interest in the history tory of navigation, Hudson's voyages are memorable for two other things. Firstly, they revealed the existence of whales in vast numbers about Spitzbergen, and stimulated Holland to take the lead, which she held until a century ago, in the revival and extension of whale fishery. Secondly, while doubling the North cape on his return to the Atlantic waters, Hudson, May 24, 1608, made the first recorded observation of a sun spot, anticipating Harriott and Galileo by a year or two.

The personality of the man is shadowy. We know him to have been bold, energetic, alble, consumed with zeal to serve the cause he represented. We know, too that fortune, with refined cruelty, retired him early to the list of those whom she would cheat of a distinct and overmastering success in life. In the service of the Dutch East India Company when he sailed up the Hudson River, he was not a Dutchman, as folklore has assumed, but an Englishman through and through, and unmistakably. Born in London, no one knows exactly when, Henry Hudson came of a family of adventurers and explorers. It was the alderman, Henry Hudson, possibly his grandfather, who organized with Sebastian Cabot the Muscovy Company, incorporated in 1555, to trade with Russia and to find a passage to the Indies. A nephew of the alderman, Christopher Hudson, served as agent of the company some years later, and left behind many evidences of his interest in Arctic exploration and in the colonization of America. The alderman's eldest son, Thomas Hudson, was intimate with Gilbert, Raleigh, Hakluyt and John Davis, whom he advised concerning his search for a northwest passage, which resulted in the discovery of Davis Strait. Whatever his relationship to these champions of exploration, we may at least be sure that Henry Hudson grew up in an atmosphere congenial to a growing interest in the exploration and the exploitation of the Western hemisphere.

He first appears on the stage of history May 7, 1607, a citizen of London, starting from Greenwich in the service of the Muscovy Company for the Arctic Ocean. Instructed to sail across the pole and find a passage to the East, he tried to penetrate between Greenland and Spitzbergen, found no opening in the solid wall of ice that blocked his way, and turned back to England ere the year had ended. Early the next season he was off again, but near Nova Zembla the ice once more turned him back, and the only news of public interest which he brought was an accurate description furnished by two of the crew of a mermaid they had seen with the face of a woman and the tail of a speckled mackerel.

In spite of the failure of each voyage Hudson was received with open arms at London. He was the Nensen of the year. Though he had done nothing in particular, he had been well up north and had come back in safety—a proof that he was no mean sailor. His fame spread to the Continent. Henry IV thought him the man to bring distinction to France, but the flattering invitation reached him just after he had closed with the more tempting offer of the Dutch East India Company to leave the service of its English rival and make a third attempt at Arctic exploration under its auspices.

He set sail from Amsterdam April 4, 1609, in the Half Moon, a little yacht of 80 tons burden manned by a crew of less than 20 sailors, Dutch and English, half and half. Hudson carried in his pocket the latest letter from his old friend, John Smith, just closing his career at Jamestown, telling him that in the previous Summer he had explored the Chesapeake Bay and was convinced the passage to the Indies lay a little north. The letter was of extreme value, and, as Fiske points out, it attached the name of John Smith to the beginnings of American history in the middle as well as in the southern and northern zones. By May 1 the Half Moon was bumping around among the icebergs not far from Nova Zembla, and the sailors, unused to such cold weather and such hardships, were quarreling among themselves and growing, like the sailors of Columbus, insubordinate. Hudson under pressure turned toward America, skirted the coast from Nova Scotia to the Chesapeake, mistook probably Machipongo Inlet for the James River, passed it with the remark, "This is the entrance into the King's River in Virginia, where our Englishmen are," turned northward, entered Delaware Bay, followed the New Jersey coast to Sandy Hook, and, September 3, dropped anchor off Staten Island like Verrazano 85 years before.

The natives thereabouts crowded round the boats of the foremost sailor of the year, just as in 1889 the natives swarmed the decks of the great Admiral of that year. The mate's journal tells us "the people of the country came aboard of us, seeming very glad of our coming." Growing familiar as the Half Moon made its way up the river, which Hudson thought a strait connecting with the Indian Ocean, some of the Indians paid the penalty of their lives for their temerity, but they gave a good account of themselves in battle. After a week or more, as the narrowing of the river and freshening of the water proved that Hudson was not in the strait he longed to find, he cast anchor just above the present site of Albany, set the bad example followed by most of his successors in dealing with the Indians of introducing them to the "much wine and aqua vitae" of the white man, and then started home again. He never knew that at the same time Champlain from the north had been seeking the same goal through Lake Champlain, and was once within 20 leagues of him.

Stopping in England on his way to Holland, Hudson forwarded his report to Amsterdam, and then, before he could follow it, was unceremoniously haled again into the service of the Muscovy Company by the King's express command. It was in its service that he made his last voyage—to fail, as he had failed before, to find the northwest passage. For six months his ship was locked in the ice at the southern extremity of Hudson Bay, which,

HENRY HUDSON.

larger than the Black and Caspian together, might well be called a sea. A viper Hudson had nourished in his bosom proved the death of him. He deserved better of Henry Green, who led the mutiny; for, wretch as Green was, he found in the good-hearted captain a firm friend. One mid-Summer day in 1611 Green and his mutinous companions set adrift in an open boat upon the waste of Arctic waters Henry Hudson, his son John and seven sick men, who were never heard of more. No one had striven so earnestly as Henry Hudson to find the northerly route to India. Four ways he tried—the way across the pole, the Nova Zembla route, the imaginary Sea of Verrazano and the veritable sea of Hudson, inadequately called a bay. By none of them did he find the route to India or to success. But he did the best he could, which chanced to be the best that any one could do.

One thing he did of which historians have never taken note, and yet it was perhaps the most important of the immediate results that flowed from his four heroic essays toward the Indies. He stimulated the interest of Europeans in the New World. There was something large about the man; something large about the plans he made. He filled up to the full the thought suggested by the line:

"By the scale of a hemisphere shape your designs."

He set the pace for smaller men. In the years that followed his return from the lonely "River of the Mountains" the little round-prowed vessels of the Dutch in considerable numbers made their way up the river to which he left his name. Trade with the Indians began and flourished. Even the bays of the present New Jersey and the coast as far south as the Delaware were visited by the Dutch fur traders. The energetic fellows pushed out right and left, and added fresh discoveries to the scanty information of the time.

A typical and foremost spirit in this work was Adrian Block. As early as 1611 he visited Manhattan and carried back two sons of an Italian chief. His boat, the Tiger, was burned a little later, and he spent the Winter of 1613-14 on Manhattan Island in building a yacht of 16 tons, the Onrust (Restless), to take the Tiger's place. In the Spring he sailed eastward, passing through the East River, which he called Hellegat (Hell Gate), and explored Long Island Sound from end to end. He saw the Housatonic River and ascended the Connecticut as far as the site of Hartford. He explored Narragansett Bay and looked upon that "roode" or "red" island from which the modern state of Rhode Island derives its name. Rounding Cape Cod, he went as far as what he called Pye Bay, now Nahant, which seemed to him "the limit of New Netherland." Like Hudson, he had his fame perpetuated by leaving to America for some of its physical features his name. The island known to earlier navigators as Louise and as Claudia has since been called Block Island.

Edward Bennett

Philadelphia.

LONDON STOCK MARKETS.

War Complications Interfere With With Business.

NEW YORK, July 30.—The Times' London financial correspondent cables: A ground swell of uneasiness has influenced our money market all week, subsiding slightly toward the end, it is true, but not really disappearing. The fact that business has been driven to the Bank of England because credit dealers on the outside were afraid to discount bills at 3 per cent, shows how strong the sentiment of apprehension was. At the end of the month we expect generally some little scramble for money owing to our monthly bank balance sheet arrangements, but the restlessness of the market had little to do with that on this occasion.

Short credits were fairly cheap always, never rising to more than 3½ per cent except on Friday and Saturday, when stock exchange payments made lenders occasionally exact 4 per cent. Seven-day loans rarely cost more than 3¾ per cent, and everybody looks for greater cheapness when the new month comes in, yet brokers would not discount freely, sometimes not at all, at 4 per cent for the first three days of the week, and discount business accordingly went to the bank.

This curious display of cross currents for the moment indicates that the bank has been borrowing money from the market because it fears calls upon it later and desires the market to strengthen itself. But for the bank's action, credits would have never reached 3 per cent, and some bill brokers would certainly have worked under 4 per cent. That, however, is merely a temporary influence, as the bank must again release the money it gathered in and we shall be in a more slippery condition than before.

Deeper cause of dread in the money market is found in the fresh demands made by the government for money to carry on its wars. Hardness in money has lifted Continental exchanges slightly in our favor, but we are not out of danger of raids upon our small stock of gold, and consequently we must expect after a little pause to see money again advance, and a 4 per cent bank rate as the next move.

Such possibilities and entanglements have put an end to all life upon the stock exchange, and business is smaller than since before the Baring crisis, much smaller if the multiplicity of new securities added since then is taken into account.

NISHI-ROSEN PROTOCOL.

Japan's Charter for Industrial Conquest of Corea.

LONG BEACH, Wash., July 25.—(To the Editor.)—Will you kindly allow me to introduce to the public the present diplomatic relation between Russia and Japan through the valuable columns of your paper?

The appropriation of Port Arthur by Russia in 1898 deeply impressed the minds of Japanese statesmen, and it has given an astonishing shock to the diplomats in the world, for in 1895, after the capture of the fortress by Japanese troops, Russia and her allies advised Japan to retrocede Port Arthur and the whole Liou Tung Peninsula to China, saying that "if any nation should occupy the territory in China it will disturb the peace of the far East." The allied powers were requesting of Japan indeed a great deal. This advice, however, was in the interests of the peace of the far East. Japan complied with their "kind advice," and returned the strongest fortress and the best dockyard in the far East to China, the fortress which was looked upon by Japanese as one of the proudest trophies of the war. Within three years the legitimate booty won for Japan by the patriotism and blood of her soldiers had been appropriated by Russia through the cunning devices of her diplomats, and consequently her proposed phrase of the advice, "the peace of the far East," had clearly proved to be nothing, as her high-sounding peace conference ended in smoke which was brought before the world with a steadfast light. Naturally enough, there was a forcible explosion of popular feeling in Japan. In connection with this, it was not strange to hear the rumors of the conflict between two powers at the beginning of the present trouble in China.

Even Mr. Condo, president of the Japan Mail Steamship Company, exaggerated the supposed war—the exaggeration which was described in The Oregonian of July 18. He says: "There has been a great exaggeration concerning Russia's and Japan's attitudes, both in China and Corea. Nothing could be farther from Japan's desire than to fight Russia, and the same is equally true of Russia, as regards Japan."

The gentleman, as The Oregonian added, occupying a high position in commercial and financial circles in the far East, has had excellent opportunities for the observation of current questions, and it may be probable as he thinks, but let me discuss a little from the international standpoint of view, yet not authoritatively, or as outlining the future diplomacy of the Japanese Government, but as a mere opinion of a humble student in this country.

In order to understand the existing diplomatic relation between two powers, let me quote here the treaty, known as the Nishi-Rosen protocol, which was signed on April 25, 1898. The articles in the protocol are:

Article I. The Imperial Governments of Japan and Russia definitely recognizes the sovereignty and entire independence of Corea, and mutually engage to refrain from all direct interference in the internal affairs of that country.

Art II. Desiring to avoid every possible cause of misunderstanding in future, the Imperial Governments of Japan and Russia mutually agree to engage, in case Corea should apply to Japan or to Russia for advice and assistance, not to take any measure in the nomination of military instructors and financial advisers, without having previously come to a mutual agreement on the subject.

Art. III. In view of the large development of Japanese commercial and industrial enterprise in Corea, as well as the considerable number of Japanese subjects resident in that country, the Imperial Russian Government will not impede the development of the commercial and industrial relations between Japan and Corea.

It is an honorable characteristic of the spirit of this age that projects of violence and warfare are regarded among civilized nations with gradually increasing aversion. The Universal Peace Society certainly does not, and probably never will, enroll the majority of statesmen among its members. But even those who look upon the appeal of battle as occasionally unavoidable in international controversies concur in thinking it a deplorable necessity, only to be resorted to when all peaceful modes of arrangement have been vainly tried, and when the law of self-defense justifies a state, like an individual, in using force to protect itself from imminent and serious injury.

The foreign policy of Japan, however, hitherto conducted by the clear light of reason and the Nishi-Rosen protocol, is, in other words, the Japan charter for the peaceful, industrial and economic conquest in Corea. The energy with which she has been pushing this purpose and the development of her commercial interests in that country have been remarkable.

So long as the development of Japan's legitimate interests in Corea remains free, so long as the Nishi-Rosen protocol is observed, she will be satisfied. So I must conclude that the Tokio Cabinet will not engage in armed contest without full and ample justification for so acting.

KIO I. HAMAOKA.

Will Bring Meat Cost to Zero.

Baker City Republican.

The Baker City meat trust is in peril. A co-operation combination of meat-eaters are evolving a plan of reducing the cost about 100 per cent.

POLICY ONE OF PROGRESS

WORK OF CURTISS LUMBERING CO. IN MARION COUNTY.

Practically Controls All Sawmills in Southern and Eastern Parts of the County.

SALEM, Or., July 30.—Steady and rapid development proves to be the policy of the Curtiss Lumbering Company which now controls practically all the sawmills on the Santiam River in the southern and eastern part of Marion County. The company has concentrated its mill plants at Mill City, has recently increased its sawing capacity, and is now making a still more important move by providing a means whereby the mill may be operated 12 months in the year. This last improvement is the formation of a large mill pond by constructing a new dam across the Breitenbush River at the old Enterprise millsite near Detroit. This pond will be used as a place for storing logs so that whenever the ordinary supply at the mill runs short by reason of deep snow or other cause, the logs may be supplied from the pond. Enterprise is about 20 miles above Mill City. The company already has a logging camp there that supplies the greater portion of the timber for the mill. The logs are drawn out of the woods by donkey engines and loaded upon cars by which they are taken down to the mill. It has been found, however, that this supply is not continuous. The company has about 100,000,000 feet of timber adjacent to the new pond and they propose to utilize the water there not only to keep a surplus of logs on hand, but also to furnish power to roll the logs from the pond upon the cars.

There is already a dam across the Breitenbush at this place, but it is only about 30 feet high and of a temporary character. This will be torn away and a new permanent dam 45 feet high will be constructed in its place. A flume has already been dug about 20 feet deep leading from the pond down past the dam. The railroad is still lower than the flume. The water flowing through the flume will float the logs down to the landing and will then turn a water wheel which will furnish power sufficient to lift the logs out of the flume and place them on the cars. This improvement will cost $600, or more, nearly all of that sum being for labor, as the materials are practically all on the ground. The nature of the improvement indicates that the company expects to be logging on the Breitenbush for many years to come.

The Curtiss Lumbering Company has revolutionized the lumbering industry in the Santiam country. A few years ago there were numerous small mills along the river owned by small capitalists and operated only part of the time. Lumbermen were given intermittent employment at low wages and were in many cases required to take most of their pay "in trade" at their employer's store. Owners of timber land could find no market for their timber. Whenever the mills bought timber it was upon the agreement that the timber should not be paid for until the lumber had been sold. Even in this case part of the pay for timber must be taken "in trade." This was a very unsatisfactory condition for both laborers and timber owners. They were continually wishing that "capital" would be invested in that region and the lumbering industry developed so that more lively times would be had. The capital came with the Curtiss Lumbering Company and the more lively times have come, but there were other results that had not been anticipated. The big concern soon drove the small mills to the wall and they were absorbed. The new company came ready to pay cash for timber land and would not pay as high a price as the timber-owners had been led to expect under the old methods. Under the old system the timber was not paid for until resold as lumber and the owner carried all the risk of loss by fire or otherwise. Under the new conditions the owner receives cash for his timber and the company carries all risks. This difference, together with the advantages which capital always has, made prices lower than were expected.

The concentration of the mill plants at Mill City has practically killed some of the small towns that had been supported by the smaller mills.

But taken altogether the radical change has been a benefit to the industry. The amount of money brought into the Santiam country by the industry as now conducted is much greater than before and when the end of the month comes around the employes are paid in hard cash instead of "in trade." Many costly improvements have been made that were impossible under the old system. The old manner of hauling logs with ox teams is a thing of the past and the donkey engine now reaches out a mile or two into the forest and rapidly and easily draws in its long strings of big logs. The logs are now being brought to the mill instead of the mill being taken to the logs.

The Curtiss company is now paying a minimum of $3 per day for labor and beginning this week the mill will run both day and night. The plant has been ready for some time to run two shifts but a scarcity of men has made it impossible. When the new force of men is put on the daily output of the mill mill be 100,000 feet.

It is said that the matter of freight rates is troubling the lumbering industry on the Santiam as in other portions of the state. Santiam lumber goes principally to the Rocky Mountain States, especially to Colorado and Utah, and this fact gives added force to the report that the Corvallis & Eastern Railroad will soon be extended across the state to connect with the Oregon Short Line at Ontario. This would be the shortest route to the market. There is another story going around, but without any official authority. Some time ago the citizens of Albany tried to induce the Curtiss company to move its plant to that city, but the project failed. The company must haul its logs on cars and the location of the mill is therefore not one of prime importance. The new story is that a road will be built from Portland or Oregon City up the Clackamas River to connect with the branch of the Corvallis & Eastern going up the Breitenbush. The logs or lumber would then be shipped down the Clackamas. The Clackamas and Breitenbush Rivers have their sources near together.

A "COSTLESS" CURRENCY.

Start the Printing Presses and There You Have It.

PORTLAND, July 25.—(To the Editor.)—Just a word to the answer under the heading, "Bank Notes as a Bonanza," in Wednesday's Oregonian.

Full legal-tender notes are meant in the question, not Treasury notes or greenbacks with the exception clause on. It is the bond security that makes the present notes safe—unlike those of the wildcat banks before the war (civil). This places the burden of their safety upon the Government that insures the bond. The bond is no security except in the ability of the Government to pay it. The bond merely pledges the Government to pay or replace money borrowed, not return the same received. So the bond is no collateral security outside the Government's pledge which secures it.

The banks have no gold behind their notes—in the sense of deposited security—except in the bond; and none is behind the bond, only as the pledge of the Government warrants it to see there will be, when wanted. No gold is behind the bond only as the Government has it; for, unlike the pawnbroker, it has removed the tangible evidence of security—the money, using it, or there would have been no need of borrowing it—and in its place puts its pledge to have the same when called for. What is this but the word of the Government given as security?

This shows that National bank notes are only an indirect use of the people's—Government's—credit by the banks, for which the people are made to pay, through bond interest. This could be done as well and the interest saved, by direct issue of full legal-tenders to the people. This would make the best paper currency possible, and cost the least. The people—Government should be the makers of their own money. That "all the money in the country" does not "rush into the business," only goes to show that it can be overdone as well as any other line. S.

WAS SMITH A POLYGAMIST?

Quotations Submitted to Show That He Taught Plural Marriage.

PORTLAND, July 30.—(To the Editor.)—Elder Goodwin takes issue with Apostle Smith on the question of polygamy's origin. Elder Creagh, in reply (Saturday's Oregonian) throws no light on the point. If you have room for the enclosed, its insertion may help your readers a little nearer to a decision:

To the Editor: Utah Mormons claim Joseph Smith received the "plural marriage" revelation July 12, 1843 (Doctrine and Covenants Ed. 1884, p. 463). The reorganized Mormons reject this, and trace the practice to Brigham Young.

It is true, as Elder Goodwin says, that the doctrine was not made public until 1852—eight years after the death of Joseph Smith—and had been denied vigorously in the meantime. What of that?

The writer has a copy of the 1853 edition of the Doctrine and Covenants of the Utah church. Though published 10 years after the date of the revelation, and one year after Brigham Young declared it, one looks in vain for the doctrine on "celestial or plural marriage." On the contrary, on page 331, this appears: "Inasmuch as this Church of Christ has been reproached with the crime of fornication and polygamy, we declare that we believe that one man should have but one wife, and one woman but one husband, except in case of death, when either is at liberty to marry again."

Moreover, the polygamous revelation was not printed in the English editions until about 1860, and omitted from the Danish and Swedish translations until after 1868. To this day the articles of faith of the Utah church, which the elders distribute, do not mention polygamy (still an article of faith), tithing, baptism for the dead, and the supremacy of the priesthood. Is it too much to infer that suppression has been the Utah policy from the beginning?

Upon this theory alone can certain points be understood. For instance, in 1850 John Taylor, who afterward became president of the church, in a debate held in France, wherein his opponent charged polygamy as a Mormon doctrine, indignantly denied it, and quoted from the Doctrine and Covenants as above in refutation. Yet, in the appendix to the life of this man, ex-Congressman Roberts, the author, proves by name and date that Taylor was the husband of six women when he so warmly repudiated the charge.

In 1842 Miss Eliza Snow, the Mormon poetess and sister to the present head of the church in Utah, with other women in Nauvoo, Ill., signed a statement denying the "spiritual wife" doctrine as a part of the faith, and blaming a certain John C. Bennett as its father. In Utah, some years later, she proudly declared that she was married to Joseph Smith in 1835. At the same time (1842) the leading men of the church signed a similar statement, and Wilford Woodruff's name is among them. When he gave his testimony in the Temple Lot suit, he swore that he knew of the prophet teaching polygamy as early as 1841. (See p. 202, record in Temple Lot suit, 516 Circuit Court App.)

Joseph T. Smith, nephew of the prophet and second counselor to President Snow, claims that his uncle practiced polygamy asearly as 1831—12 years before the revelation (appendix, Outlines Ecclesiastical History). In December, 1898, the writer attended the celebration of the prophet's birthday in the Sixteenth Ward meeting-house, Salt Lake City. Talks were made by aged persons, who had known Joseph Smith in Nauvoo. Mrs. Bathsheba Smith and Elder Aroot L. Hale, both told of the doctrine of polygamy, which the prophet taught as a holy and pure practice. Both testified this from personal knowledge. Elder Hale said he was present when Joseph Smith told Henry Harriman to take a second wife, and he did, the prophet performing the ceremony. (Deseret News, December 21, 1898.)

That the doctrine was taught secretly in Nauvoo we have the word of the Expositor of that place. This paper was published by a number of saints, who protested against the course pursued by Joseph Smith and his near friends. It appeared but once—June 17, 1844. Its plant was destroyed by the authorities. Among the editorials we find this: "We hope many items of doctrine, as now taught secretly and denied openly (which we know positively to be the cause) and others publicly, considerate men will treat with contempt, for we declare them to be heretical and damnable in their influence, though they may find many devotees." . . .

"We are seeking earnestly to explode the vicious principles of Joseph Smith and those who practice the same abominations and whoredoms, which we verily know are not accordant and consonant with the principles of Jesus Christ."

At a meeting held by the seceders, resolutions were passed and reported in the Expositor. These included a denunciation of the doctrine of the plurality of wives.

In conclusion, does Elder Goodwin know that the reorganized church, which now denies the prophet's connection with the practice, has in its official literature, admitted the fact? Let him turn to page 24, of volume 1, of "The True Latter-Day Saints' Herald" (now "The Saints' Herald") and read Isaac Sheen's article, and also to page 8, for the editor's indorsement, when he will see that the proof was considered conclusive. Nor is the fact altered by the avowal that Joseph Smith repented of it as a doctrine of devils shortly before his death.

KLAMATHIAN.

The Southern Pacific's Lumber Rates.

PORTLAND, Or., July 30.—(To the Editor.)—Dear Sir: May I be allowed to correct some statements made in article, "Handicap of Lumber Trade," on editorial page of your issue of July 29?

While it is true that shipments of lumber from Washington last year amounted to, in round numbers, 275,000,000 feet, it is not true that any of the movement took place by rail. Not a single carload of unmanufactured Washington lumber has moved to California by rail in the past two years.

Instead of making through rates from Washington to California points on a basis calculated to admit the Washington mills into that market, as against our own more favorably situated mills, it has been the policy of this company to offer every possible facility to the Oregon mills to reach the California trade in competition with the Washington mills.

The California trade was for years in the hands of mills located on Puget Sound, Gray's Harbor and Willapa Bay. Oregon was never a factor in the California traffic until two years ago when this company inaugurated rates low enough to enable the Oregon mills not only of the Willamette Valley, but also of Portland, to compete with the Washington mills moving their product to California ports by water. It is needless to say that in order to meet this water competition from Washington, the rates by rail from Oregon to California have necessarily been made on a very low basis. As an immediate result the effect of these low rates has been to stimulate the lumber industry at Portland and in the Willamette Valley, and a branch line road 16 miles in length is now in course of construction from Springfield to a large tract of timber on the Mohawk River, for no other purpose than to provide access to the California market. In short, this company recognizes the necessity for developing the timber interests in this state and is doing everything it possibly can to place the Oregon lumbermen in position to meet competition of Puget Sound mills, where facilities for water transportation to California are, under normal conditions, abundant.

C. H. MARKHAM.

Oregon Beet Sugar.

Baker City Republican.

The Oregon Sugar Company has purchased a 7500-acre tract of land in the Grand Ronde Valley. They paid $220,000 for it. The land will be divided into small tracts, and it is understood that several hundred Mormons from Utah will settle on this land and devote their attention to beet culture. Among the resources of the State of Oregon there is none that excels or ever will the agricultural. The introduction of manufacteries will afford a home market. The sugar industry in localities favorable to the cultivation of the beet must of necessity be a success. The consumption of sugar is enormous and continually on the increase.

Women Who have the Blues

Despondency in women is a mental condition directly traceable to some distinctly female ill. Well women don't have the blues, but comparatively few people understand that the right medicine will drive them away.

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overcomes the blues, because it is the safeguard of woman's health.

It regulates the entire female organism as nothing else does. When the dragging sensation and the backache go, the blues will go also.

Read the letters from women appearing in this paper—women who have tried it and know. There are a million such women.

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