

## FEED STEAMERS FOR WHEAT

FOR WHEAT STEAMERS FOR WHEAT  
VESSEL CARGOES THIS YEAR.

## Report of Wholesaler Chartering of German Transports Discredited—Marine Notes.

The report from San Francisco that the German Government was releasing a large number of transports and that they had been re-engined for wheat, was not fully believed in shipping circles in this city. All of the exporting firms in San Francisco have branch houses in this city and are usually very prompt in advising their local representatives of transactions affecting their business. None of the managers of the Portland branches of these firms have received advice of such an important event as the wholesale chartering of transports to wheat, and for this reason they are inclined to discredit the report. A few steamships are offering for wheat loading, but they are all now engaged in regular merchant service, and their rates have been asked in excess of those demanded for wheat.

Quite a fleet of steamers were brought into service in the wheat trade out of northern ports in 1897-98, but there is a great difference in the conditions which existed at that time and those which now prevail. France was facing at that time the almost total failure of wheat and wheat was wanted immediately. Sailors were too slow, and wheat in steamers commanded a premium, while today there is no demand for steamers, and if they were wanted at all, it would be at a much lower figure than what was paid for a sailing cargo of wheat. A few sailing vessels are offering for wheat, but they are nearly all broken down and are being sold at a low price. Exporters are holding off, and endeavoring to get along with what tonnage they have in sight, as long as it is possible to do so, but if there is an improvement in the foreign market, which will give the farmer a few cents per bushel more for his wheat, a portion of this at least will be demanded by the shipowner.

## PASSENGERS ON SAILERS.

## No Penalty Attached to Carrying More Than Allowed by Certificate.

U. S. Local Inspectors Edwards and Fuller have just received a copy of the decision of the Treasury Department regarding overloading of sailing vessels. According to this decision, there is no penalty for masters or vessels, where more passengers are carried than are allowed by a local inspection certificate. The decision was rendered in the case of the bark Northern Light, which was fined \$200 by the Collector of Customs at Port Townsend. The following is a copy of the letter addressed to the Collector at Port Townsend:

"Treasury Department, Sept. 12, 1900.—Sir: This Department has received a copy of your letter dated the 21st instant, transmitting a copy of a certificate of inspection in the case of the bark Northern Light, which arrived at Seattle August 22, 1900, from Cape Nome with an excess of 41 passengers over the number allowed by certificate. You state that under your instructions a fine of \$200 was imposed."

"The United States Inspectors at Seattle in the case as follows, under date of the 28th ultimo: "Regarding the alleged violation by the bark Northern Light of section 446 Revised Statutes, by carrying a greater number of passengers than stated in her certificate of inspection, before she was liable it is my opinion that there would have to be some express statement or requirement by the Department fixing a definite and specific penalty for such a violation. I do not find any such statement. I do not find any requirement, or authority for the Inspector of Hulls and Rigging to issue a certificate given a sailing vessel the number of passengers she can carry and accommodate. The fact that they may do so does not, in the absence of such a requirement, fasten upon such sailing vessel or its officers any duty, a violation of which will subject them or the ship to penalties or forfeiture, the same being a vessel sailing under a certificate of inspection. "The Department is of opinion that no penalty was incurred, and you are authorized to refrain from further proceedings in the matter, the fine not having been paid. Respectfully, "O. L. SPAULDING, "Acting Secretary."

## SOCOTRA IN DISTRESS.

## Portland-Bound Ship Put Into Free-Trade With Cargo on Fire.

The British ship Socotra, under charter to load wheat at this port, put into Free-trade, Australia, with cargo on fire. The vessel was en route from Hamburg for Kiao Chau, with general cargo. She sailed from Hamburg for the German port of East Asia, and with good luck should have been at her destination before this time. Every year some of the Portland grain fleet meets with disaster, and the Socotra is no exception. She was taken to the port from a few weeks to a few months, and some of them never reach here at all. So far as known, the Socotra is the last of this season's fleet to report in distress, but there will probably be others before the season grows old.

## HONOLULU MARINE NEWS.

## Dunreagan Will Leave for the Coast.

HONOLULU, Sept. 2, via San Francisco, Oct. 4.—The British bark Dunreagan, which was ashore at Diamond Head, will leave tomorrow for the Coast without waiting for repairs. She is leaking slightly, but will take with her a gasoline pump to keep her from sinking. The salvage cost against her is not yet settled. Ten thousand dollars is the sum paid to the tug Fearless by the American ship battery as the price of being saved from shipwreck at Kaula, near Kahala. The Fearless pulled the Dunreagan off the reef when she was in great danger.

## Several Bad Overdoses.

SAN FRANCISCO, Oct. 4.—Two vessels were posted as overdue at the Merchants' Exchange today, while the reinsurance on two others was increased. The British ship Landmark, from Hong Kong, left Puget Sound for Port Pirie, and 20 per cent reinsurance is offered on her. The bark Limacine, from Callao, for Topeka, is out 25 days, and 70 per cent reinsurance is offered.

The reinsurance on the Wachusett, 144 days from Newcastle, Australia, for Kaula, went from 55 per cent to 90 per cent, and the bark Alexander McNeill, now out 14 days from Puget Sound, for Free Mantle, jumped from 25 per cent to 60 per cent.

Domestic and Foreign Ports.  
ASTORIA, Oct. 4.—Sailed—Steamship Geo. W. Elder, for San Francisco; British ship Genista, for Queenstown or Fairmount for orders; steamer Elmore, for Tillamook; steamer W. H. Smith, for Coos Bay ports. Condition of the bar at 5 P. M.—Smooth; weather clear; wind northeast.

New York, Oct. 4.—Sailed—L'Aigle, for Havre; Columbia, for Havre via Cherbourg; Frederick de Grose, for Hamburg via Southampton.

Boston, Oct. 4.—Arrived—Avern, from Liverpool.

St. Vincent, Oct. 4.—Arrived—Scrap, from San Francisco for Hamburg.

London, Oct. 4.—Sailed—Montevideo, for Montevideo.

## BUSINESS MAN'S IDEAS

MR. CORBETT'S VIEWS ON THE POLITICAL SITUATION.

## Re Remarks Bryan's Election as a Grave Danger to Business and Setback to Progress.

Ex-United States Senator H. W. Corbett contributes to the current issue of the Oregon Native Son this discussion of "The Impending Campaign of 1907."

"I am asked to give to the readers of the Oregon Native Son my views on the pending issues of the campaign of 1907. The questions and principles are of so great import and the possibilities of great disaster to our country are so imminent, in case of the election of Mr. Bryan, I do not hesitate to give my candid views upon the important bearing it will have upon the country. I have no other ambition than the good of my country, that has done so much for mankind during the past 40 years, mainly under the Na-

tion of the Oregon Native Son.

Portland, Oct. 3.—Arrived previously—Doric, from San Francisco via Honolulu for Shanghai and Hong Kong. Rotterdam, Oct. 4.—Sailed—Amsterdam, for Bournemouth and New York.

Island, Oct. 5.—Sailed—La Gasconne, from New York for Liverpool; Ailer, from New York for Bremen.

Marine Notes.  
The steamship Braemar is receiving outward cargo at a rapid rate, and will be ready for sea in a few days.

The Italian ship Elina started seaward yesterday morning. The Genista sailed from Astoria. The Sirius will leave up today.

The Pacific Mail Steamship Company's new steamers are nearly ready for launching at Newport News. They are 15,000-ton vessels, and will be named the Siberia and Corda.

The coasting fleet from the Columbia yesterday was represented by the steamer Geo. W. Elder, from San Francisco; the Elmore, for Tillamook; and the W. H. Harrison, for Southern Oregon ports.

## WHERE YOUTH MAY LEARN

Fine Equipment of Agricultural College for Teaching Trades.

PORTLAND, Oct. 3.—(To the Editor.)—For the benefit of parents and the youth of both sexes, I wish to make a confession. I have just returned from a stay of six days at the Oregon Agricultural College, Corvallis, where I have placed a son for a course in mechanical, electrical and engineering studies, and I must confess, after 32 years' residence in the state, that I never dreamed that Oregon had completed an institution for the teaching of trades to young men and women. I was thoroughly surprised to see the beautiful grounds, the waterworks, the machine shop, the blacksmithing and woodworking, and observe the students, all fine specimens of young men, hood, intelligently bent on their work, and quickly acquiring skill under the direction of competent teachers. At this college, a boy can fit himself for a career in any of the following trades: blacksmith, machinist, assayer, chemist, pharmacist, electrician, civil engineer, stoker, orchardist or farmer. The students are taught cooking, dressmaking, music, chemistry, horticulture, dairying, drawing and much else that is useful. The course at the college is free, except agents, board, laundry, and the like. The students are housed in the college buildings, and the cost of board and lodging is about \$2.50 a week. Alpha Hall, in another building, lodges the young women. I inspected every department and found each in order and clean. The dining-room and kitchen, with the service of the milk and butter from the Jersey cows, and the vegetables and fruit are all raised on the college farm. Sports are provided in a tennis court, basketball and football. The college has a fine library, and a fine collection of books. The college is a fine institution, and I highly commend it for the present position of the college and the talented corps of professors they have put in charge, and the curriculum, particularly in mechanical studies, about meet the hearty approval of all interested in the right training of young men and women.

The president, Professor T. M. Gatch, has been known to me for many years. He held high educational positions, and found that his discipline is guided by the belief that pupils should behave and should study, hence he is respected and nonsense is a thing of the past. He has 200 students at the college this term, of whom eight or ten are from Portland. It seems odd that so slight a percentage should be from a city of 10,000 people. In these days when we are taking many of the positions formerly filled exclusively by men, and I am sure that we have doctors, lawyers, preachers, bookkeepers and so on in plenty, and to spare, and that it looks unreasonable that the parents in Portland furnish so few, in proportion, of the children to learn trades.

It is one of the miseries of our citizens that they know little of the college, while many others may erroneously suppose, as I did, that the institution is devoted solely to agricultural studies and pursuits. The writer hopes that a recent article in this paper, as far as it can, this false impression. One more remark: I noticed that my son is the only Jewish boy enrolled, and inasmuch as I have referred to the overgrown professor, I must not forget to mention that I have two many so-called merchants. There is a set time to learn a trade and a trade learned is a golden possession, and the student who sincerely recommends this course to any parent who can afford the slight expense.

I believe that a proper consideration of the advantages offered by the Agricultural College, and the prestige the mastery of a trade and college course gives to a young man or woman will lead others of my religion to send their children to this splendid institution for the purpose of learning trades, and I sincerely recommend this course to any parent who can afford the slight expense.

CHARLES HIRSTEL.

Havana's Astate Health Officers.

New York Press.

The quarantine estimates on yellow fever cases among the Cuban children. They believe that the average number of cases of yellow fever among those children each year is measured almost exactly by the average number of births in Havana each year. They reach this conclusion by the belief that the immunity to yellow fever is conferred only by an attack of the disease, and also that the native Havanae is immune to yellow fever when he reaches adult age.

Nys & Wortman now have eight men on their Galle Creek mine, and two on a mine which they recently bonded in the Willow Spring district. They say the mine on Galle Creek is yielding steadily, and that the other mine is about to be developed. They will retain its present reputation.

Palpitation of the heart, nervousness, tremblings, nervous headaches, cold hands and feet, and a general feeling of weakness, are the symptoms of a weak liver. Carter's Little Liver Pills.

## A TYPICAL SHENANDOAH MINER.



HOW HE LOOKS WHEN HE IS ABOUT TO BEGIN HIS TASK IN THE COAL MINES OF PENNSYLVANIA.

tional Government administered by the Republican party.

"When, about 40 years ago, Abraham Lincoln was elected President and succeeded Mr. Buchanan, the Republican party found the country in a deplorable condition. The Nation was without credit at home or abroad. The last loan made by the Democratic Administration cost the Government 12 per cent per annum. Secession sentiment was rampant, a Southern Confederacy was demanded, the majority of the people had committed the unpardonable sin of supporting Lincoln to the Presidency. Then followed the attempted secession of the slaveholding states, civil war ensued, slavery was abolished by the emancipation proclamation of President Lincoln. The Union was preserved. The supremacy of the National Government was acknowledged, and it was maintained by the Republican party, added by patriotic Democrats.

During the Civil War our Government's expenses were enormous and it was naturally forced to adopt a paper currency. This unfortunate circumstance unsettled the finance and business of the country to such an extent that a number of years little was exported other than United States bonds (which at one time sold for 40 cents on the dollar), to pay the balance of the trade against us. It took many years to restore specie payment and to fix a permanent gold standard, and it is to be hoped that from this we will never depart.

It is now declared by Mr. Bryan that this gold standard must be overthrown by the free coinage of silver at the ratio of 16 to 1, or, in other words, all people having bars (or bullion) of silver, worth now in the market about 40 cents to the dollar, shall have the privilege of taking it to the United States mints and receive a silver dollar for every 47 cents' worth of silver deposited. Let us now inquire what would be the result of this free coinage of silver? The result would be a scheme of Mr. Bryan's. One of two things must happen, namely, every silver dollar (now practically kept at par with gold) would be depreciated and drop to 47 cents on the dollar, or else the Government (that is, the people) must pay the difference. Are the people prepared to trust the finances and great business interests of the country to the hands of a man who knows little of the college, while many others may erroneously suppose, as I did, that the institution is devoted solely to agricultural studies and pursuits. The writer hopes that a recent article in this paper, as far as it can, this false impression. One more remark: I noticed that my son is the only Jewish boy enrolled, and inasmuch as I have referred to the overgrown professor, I must not forget to mention that I have two many so-called merchants. There is a set time to learn a trade and a trade learned is a golden possession, and the student who sincerely recommends this course to any parent who can afford the slight expense.

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their comrades will not see that flag lowered without a struggle. These islands of the sea are for our wise development, their rich and varied products are for America and largely for the enterprise of the Pacific States; here is to be distributed the rich and varied products of those islands in exchange for products of other countries and other nations that may seek our markets.

The man or party that seeks to thwart this policy will be repudiated by the Pacific Coast, if not by the whole American people.

The pending issue is, permanence and a fixed and enduring standard in our monetary system, as against free and unlimited coinage of silver with no provision to maintain it at a parity with gold.

Second—Shall we maintain our right fully acquired authority and develop the Philippine Archipelago, enlighten and educate its people and extend to its inhabitants the blessings of liberty under an American representative government, as soon as they are prepared to embrace it, or allow Mr. Bryan to haul down our flag and abandon the islands that our brave sons so valiantly fought for or allow Germany or some other European power to take possession of this rich inheritance, and the blood shed by our sons count for naught in the future?

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## ADVANCEMENT OF GEOGRAPHY IN 100 YEARS

(Copyright, 1900, by Seymour Eaton.)  
THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON

## COMPARATIVE STUDIES OF TWO CENTURIES

XL  
(Continued.)

Ever since the days when Adam set forth from Eden man has loved the excitement and the joy of adventure and daring travel. Hence in every age of the world there have been those who have taken their lives in their hands, and journeying forth into parts of the world remote from the scenes of their youth, have braved peril and even death in the hope of being able to see things which man has not seen before.

It has been from the enthusiasm of adventurous spirits such as these that the extension of geographical knowledge which most strikingly affects the imagination of the world in general has had its origin. Columbus was among these spirits. So, too, were the Cabots and Sir Francis Drake. So, too, were Prince Ferdinand, Cortez, Vasco di Gama, So, too, were Sir Walter Raleigh, Henry Hudson and Captain Cook. And so have been many others who have won fame as these men won it by dint of their ardor for discovering and exploring parts unknown.

In the field of geographical exploration the century opened with the exploits of Alexander von Humboldt, whom the ardor of the discoverer and the explorer conjoined with an intense scientific ardor and a high power of felicitous literary expression to produce perhaps the greatest and most remarkable contribution to geographical knowledge the world has ever known. Humboldt's travels and observations in the West Indies, in South America and in Mexico constituted a new era in geographical effort. But Humboldt's work for geography was not most characteristically seen in what he did for the world, but in what he did for the people. Captain Cook was the only man antecedent to Humboldt's time whose work for geography was at all comparable with his. But even Cook's work, great as it was, was slight compared with that of Humboldt.

An "ignis fatuus" of geographical explorers for many years was the hope of discovering a "northwest passage" from the Atlantic to the waters of Asia. The first third of the century there were many expeditions that had for their object this as we now know it to be impractical achievement. Among the more famous of these were the various expeditions commanded by the two Roases (Sir John and Sir James) and their friend Parry. Though all the "northwest" expeditions commanded by these famous navigators were failures, so far as their main object was concerned, nevertheless, they all were extremely useful in making known and defining the geographical features of the northern part of this continent. It should be borne in mind that it was Sir James Ross who in 1831 won the great distinction of locating the north magnetic pole. On the 1st of June of that year he fixed the flag of his nation at a spot in Boothia Felix where he found the "dip" of the magnetic needle of the surveyor's compass to be zero, that is, the needle stood on end and pointed vertically downward.

But the principal interest of the world in northwest discovery attaches to the expedition which, in 1845 set out from England to effect the passage to Asia by way of Arctic waters under the command of the veteran explorer, Sir Franklin. Sir Franklin's expedition had entered Davis Straits never were seen again. There were three years of anxious waiting. Then it was known that they had met with some fatal disaster. The expedition was sent out to obtain, if possible, some trace of the heroic navigator, his men or his ships, but it was not until 1856 that the expedition was actually discovered. The last of the lost ones could be obtained. And this information, sad as it was, was as meager as it was sad. It was learned that every soul had perished, and that all, and yet that the expedition had been sent out to obtain, if possible, some trace of the heroic navigator, his men or his ships, but it was not until 1856 that the expedition was actually discovered. 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