WITCHERY OF THE SEA

CONCLUSIONS OF R. H. DANA RE-GARDING A SAILOR'S LIFE.

Abuses Must Abide the Issue Things Working Slowly Together for Good-No Sudden Reform.

In the concluding chapter of that charming and instructive narrative, "Two Years Before the Mast," R. H. Dana sums up the condition of the sailor, and makes pertinent suggestions for his betterment. was written more than 60 years ago, but it applies to the situation today as well as it did to the time in which it was written, for there have been few changes in the business. Following are his conclusions:

"There is a witchery in the sea, its songs and stories, and in the mere sight of a ship, and the sailor's dress especially to a young mind, which has done more man navles, and fill merchautmen, than all the press-gangs of Europe. I have known a young man with such a passion for the sea that the very creaking of a block stirred up his imagination so that he could hardly keep his feet on dry ground; and many are the boys, in every scaport, who are drawn away, as by an almost irresistible attraction, from their work and schools, and hang about the decks and yards of vessels, with a fondness which, it is plain, will have its way. No sooner, however, has the young r begun his new life in earnest than all this fine drapery falls off, and he learns that it is but work and hardship, after all. This is the true light in which a sailor's life is to be viewed; and if in our books, and anniversary speeches, we would leave out much that is said about 'blue water,' 'bluejacket,' 'open hearts,' 'geeing God's hand on the deep,' and so forth, and take this up like any other practical subject, I am quite sure we should do full as much for those we wish to benefit. The question is, what can be done for sailors, as they are-men to be fed, and clothed, and lodged, for whom laws must be made and executed, and who are to be instructed in aseful knowledge, and, above all, to be brought under religious influence and restraint? It upon these topics that I wish to make

No Equality Aboard Ship.

"In the first place, I have no fancies about equality on board ship. It is a thing out of the question, and certainly. in the present state of mankind, not to be desired. I never knew a sailor who found fault with the orders and ranks of the service; and if I expected to pass the rest of my life before the mast, i would not wish to have the power of the captain diminished one lota. It is absolutely necessary that there should be one head and one voice, to control every-thing, and be responsible for everything. There are emergencies which require the instant exercise of extreme power. These emergencies do not allow of consultation; and they who would be the captain's constitutional advisers might be the very men over whom he would be called upon to exert his authority. It has been found necessary to vest in every government, even the most democratic, some extraordinary, and, at first sight, alarming pow-ers; trusting in public opinion, and sub-sequent accountability, to modify the excreise of them. These are provided to meet exigencles which all hope may never occur, but which yet by possibility may occur, and if they should, and there were no power to meet them instantly, there would be an end put to the government of the control of the substitute of the subs t once. So it is with the authority of shipmatesr. It will not answer to say thing, because it does not seem always sary and advisable that it should be He has great cares and responsi-Illties; is answerable for everything; and is subject to emergencies which perhaps no other man exercising authority among civilized people is subject to. Let him, then, have powers commensurate with his utmost possible need; only let him be field strictly responsible for the exercise of them. Any other course would be injusce, as well as bad policy.
'In the treatment of those under his

authority, the captain is amenable to the on law, like any other person. He is liable at common law for murder, assault and battery, and other offenses; and in addition to this, there is a special statute of the United States which makes a captain or other officer liable to im prisonment for a term not exceeding five years, and to a fine not exceeding \$1000. for inflicting any cruel punishment upon, withholding food from, or in any other way maltreating a seaman. This is the state of the law on the subject; while the relation in which the parties stand, and the peculiar necessities, excuses and provocations arising from that relation, are merely circumstances to be considered the master's exercise of power, the laws themselves seem, on the whole, to be sufficient. I do not see that we are in heed, at present, of more legislation on the subject. The difficulty lies rather in the administration of the laws; and this is certainly a matter that deserves great consideration, and one of no little em-I know there are many men who,

when a few cases of great hardship ocour, and it is evident that there is an evil somewhere, think that some arrangement must be made, some law passed. or some society got up, to set all right at once. On this subject there can be no call for any such movement; on the contrary, I fully believe that any public and strong action would do harm, and that we must be satisfied to labor in the less easy and less exciting task of gradual improvement, and abide the issue of things working slowly together ter

Leave Ship's Arrangements Alone. "Equally injudicious would be any interference with the economy of the ship. The lodging, food, hours of sleep, etc., are all matters which, though capable of many changes for the better, must yet be left to regulate themselves. And I am confident that there will be, and that there is now a gradual improvement in all such particulars. The forecasties of most of our ships are small, black and wet holes, which few landsmen would believe held a crew of 10 or 12 men on a voyage of months or years; and often, indeed in most cases, the provisions are not good enough to make a meal any thing more than a necessary part of a day's duty; and on the score of sleep, 1 fully believe that the lives of merchant m are shortened by the want of it. do not refer to those occasions when it is necessarily broken in upon; but, for during fine weather, in many throughout the day, and, then, there are nours on deck for one watch each Thus it is usually the case that at the end of a voyage, where there bas been the finest weather, and no disaster, the crew have a wearled and worn-out appearance. They never sleep longer than four hours at a time, and are sel-dom called without being really in need of more rest. There is no one thing that sailor thinks more of as a luxury of e on shore than a whole night's sleep. Still, all these things must be left to be gradually modified by circumstances. hatever hard cases occur, they should be made known, and masters and owners should be held answerable, and will, no doubt, in time, be influenced in their arrangements and discipline by the in-creased consideration in which sallors are held by the public. It is perfectly proper

aring of their officers.
I am not sure that I have stated, in the course of my narrative, the manner

that the men should live in a different

part of the vessel from the officers; and if the forecastic is made large and com-

fortable, there is no reason why the crew

in which sailors eat on board ship. There are neither tables, knives, forks, nor plates, in a forecastle; but the kid (a wooden tub, with iron hoops), is placed on the floor, and the crew sit round it, and each man cuts for himself with the common jackknife or sheathknife that he carries about him. They drink their tea out of tin pots, holding little less than a quart each. These particulars are not looked upon as hardships, and, indeed, may be considered matters of choice. Sailors, in our merchantmen, furnish their own eating utensiis as they do many of the instruments which they use in the ship's work, such as knives, paims and needles, mariine-spikes, rubbers, etc. And considering their mode of life in other re-spects, the little time they would have for laying and clearing away a table with Its apparatus, and the room it would take up in a forecastle, as well as the simple character of their meals, consisting generally of only one piece of meat—it is certainly a convenient method, and, as the kid and pans are usually kept per-

fectly clean, a neat and simple one.

"As to their food and sleep, there are laws, with heavy penalties, requiring a certain amount of stores to be on board, and safely stowed; and, for depriving the crew unnecessarily of food or sleep, the captain is liable at common law, as well as under the statute before referred to. Farther than this, it would not be safe to go. The captain must be the judge when it is necessary to keep his crew from their sleep; and sometimes a retrenching, not of the necessaries, but of some of the little niceties of their meals, as, for instance, duff on Sunday, may be a mode of punishment, though I think generally an injudicious one,

Much Might Be Said. "There are many particulars connected with the manning of vessels, the provislons given to crews, and the treatment of them while at sea, upon which there might be a good deal said; but as I have for the most part, remarked upon them as they came up in the course of my narrative I will offer nothing further now, except on the single point of the manner of shipping men. This, it is well known, is usually left entirely to shipping-mas-ters, and is a cause of a great deal of difficulty, which might be remedied by the captain, or owner, if he has any knowledge of seamen attending to it per-sonally. One of the members of the firm to which our whip belowed Mr. S. to which our ship belonged, Mr. S., had been himself a master of a vessel, and generally selected the crew from a number sent down to him from the ship ping office. In this way he almost always had healthy, serviceable, and respectable men; for any one who has seen much of sallors can tell pretty well at first sight, by a man's dress, countenance, and deportment, what he would be on board p. This same gentleman was also in habit of seeing the crew together and speaking to them previously to their sali-ing. On the day before our ship sailed, while the crew were getting their chests and clothes on board, he went down into the forecastle, and spoke to them about the voyage, the clothing they would need, the provision he had made for them, and saw that they had lamp and a few other conveniences. If owners or masters would more generally take the same pains, they would often save their crews a good deal of inconvenience, beside creating a sense of satisfaction and gratitude, which make a voyage begin umer good auspices, and goes far toward keeping up a better state of feeling throughout its continuance. "It only remans for me now to speak

of the associated public efforts which have been making of late years for the good of seamen; a far more agreeable task than that of finding fault, even when fault there is. The exertions of the gen-eral association, called the American Seamen's Friend Society, and of the other smaller societies throughout the Union, have been a true blessing to the seaman; and bid fair, in course of time, to change the whole nature of the circumstances in which he is placed, and give him a new name, as well as a new These associations have taken hold in the right way, and aimed both at making the satior's life more comfortable and creditable, and at giving him spiritual in-struction. Connected with these efforts, the spread of temperance among seamen, by means of societies, called, in their own nautical language. Windward-Anchur So-cieties, and the distribution of books; the establishment of Sailors' Homes, where they can be comfortably and cheaply boarded, live quietly and decently, and be in the way of religious services, read-ing and conversation; also the institution of savings banks for seamen; the distri-bution of tracts and Bibles—are all means which are silently doing a great work for this class of men. These societies make the religious instruction to seamen their prominent object. If this is gained, there is no fear but that all other things nec-essary will be added unto them. A sallor never becomes interested in religion with-out immediately learning to read, if he did not know how before; and regular habits, forehandedness (if I may use the word) in worldly affairs, and hours reclaimed from indolence and vice, which follow in the wake of the converted man, make it sure that he will instruct himself in the knowledge necessary and suitable to his calling. The religious change is the great object. If this is secured, there is no fear but that knowledge of things of the world will come in fast enough. With the sallor, as with all other men in fact, the cultivation of the intellect, and the spread of what is com-monly called useful knowledge, while religious instruction is neglected, is little else than changing an ignorant sinner in-to an intelligent and powerful one. That sailor upon whom, of all others. preaching of the Cross is least likely to have effect, is the one whose understanding has been cultivated, while his heart has been left to its own devices. I fully believe that those efforts which have their end in the intellectual cultivation of the sailor, in giving him scientific knowledge; putting it in his power to read everything, without securing, first of all, a right heart which shall guide him in judgment; in giving him political information, and in giving him newspapers-an end in the furtherance of which he is exhibited at ladies' fairs and public meet-

which the labors of many faithful men cannot undo. Good Work of Bethels.

ings and complimented for his gallantry

and generosity-are all doing

"The establishment of Bethels in most of our own seaports, and in many foreign ports frequented by our vessels, where the Gospel is regularly preached, and the opening of "Sallors' Homes,' which I have before mentioned, where there are usu-ally religious services and other good inluences, are doing a vast deal in this cause. But it is to be remembered that the sailor's home is on the deep. Nearly all his life must be spent on board ship; and to secure a religious influence there should be the great object. The distribution of Bibles and tracts into cabins and forecastles will do much toward this, There is nothing which will gain a sailor's attention sooner, and interest him more deeply, than a tract, especially one which contains a story. It is difficult to engage their attention in mere essays and arguments, but the simplest and shortes story, in which home is spoken of, kind friends, a praying mother or sister, a sudden death, and the like, often touche the hearts of the roughest and most abandoned. The Bible is to the sailor a sacred book. It may lie in the botton of his chest voyage after voyage; but he never treats it with positive disrespect. I never knew but one sallor who God; and he was one who had received an uncommonly good education, except that he had been brought up without any early religious influence. The most aban doned man of our crew one Bunday morn ing asked one of the boys to lend him his Bible. The boy said he would, but was afraid he would make sport of it. 'No!' said the man, I don't make sport of God Almighty.' This is a feeling general among sailors, and is a good founds

should not live there as well as in any other part. In fact, sallors prefer the "The good which a single religious cap forecastle. It is their accustomed place, and in it they are out of the sight and tain may do can hardly be calculated, in the first place, as I have said, a kinder state of feeling exists on board the ship. There is no profanity allowed, and the

men are not called by any opprobrious names, which is a great thing with sall-ors. The Sabbath is observed. This gives the men a day of rest, even if they pass it in no other way. Such a captain, too, will not allow a sailor on board his ship to remain unable to read his Rible and the books given to him, and will usually instruct those who need it, in writing, arithmetic, and navigation; since he has a good deal of time on his hands, which he can easily employ in such a manner. He will also have regular religious services; and, in, fact, by the power of his example, and, where it can judiciously be done, by the exercise of his authority, will give a character to the thority, will give a character to the ship, and all on board. In foreign ports, a ship is known by her captain; for, there being no general rules in the merchant service, each master may adopt a plan of his own. It is to be remembered, too, that there are, in most ships, boys of a tender age, whose characters for life are forming, as well as old men, whose lives must be drawing to a close. The greater part of sallors die at sea; and when they find their end approach-ing. If it does not, as is often the case,

OREGON FOREST RESERVE

MR. LEIBERG EXAMINED OVER EIGHT THOUSAND SQUARE MILES.

Great Timber Wealth, Flourishing Logging Operations and Effects of Forest Fires.

WASHINGTON, Oct. 8.-Of that volume of the forthcoming annual report of the geological survey devoted to forest re-serves, the Cascade Reserve, of Oregon, occupies the greater portion, and is brought most prominently to the front. The southern portion of this reserve, together with the Ashland Forest Reserve, was examined by Mr. J. B. Leiberg during the past season. Altogether, in the neighborhood of 8000 square miles were examined by him. Upon the west side of the come without warning, they cannot, as Cascade Mountains, with an ample rain-

******************************** PORTLAND'S FIRST EXULTANT SHOUT.

When Its Supremacy in the Northwest Was Established Fifty Years Ago.

Portland did not establish its position as the metropolis of the Northwest without a struggle, For many years it was under the shadow of Oregon City's greatness. Other near-by towns also vied with it for the supremacy, but they were soon distanced. Of late years the rapid development of Washington has brought Seattle to the fore, but the Federal census just taken leaves it a respectful distance in the rear of Portland. When Oregon City was in its prime and Portland only a landing-place, this unique advertisement appeared in one of the issues of the Oregon Spectator for January,

JUST RECEIVED PER TOULON, OF NEW YORK, ON CONSIGNMENT, THE FOLLOWING GOODS, VIZ .: 20 CASES WOODEN CLOCKS, &C., &C.; FOR SALE AT REDUCED

PRICES FOR CASH BY F. W. PETTYGROVE. AT THE RED HOUSE, OREGON CITY; AND AT PORTLAND, TWELVE MILES BELOW OREGON CITY. JANUARY 29 1846.

The Weekly Oregonian of April 3, 1852, reprinted the Pettygrove advertisement, accompanied by the following exultant comment:

As will be seen by the above advertisement, taken from the Oregon Spectator of 1846-six years ago-the spot on which Portland now stands was only known as being "twelve miles below Oregon City," and had, as we are informed, but two or three log buts to bless itself with,

And now what a change! We may all look back upon Portland now, in 1863, with pride, and congratulate ourselves upon the rapid strides it is making toward be coming a large city of great commercial importance. So rapid, indeed, is its growth that, were it not for San Francisco, we might almost imagine ourselves living in the days of the fabulous Aladdin, with his wondrous working lamp, raising up palaces in a single night by his The history of San Francisco dissipates our unbelief in the super-

Buildings are rising up about and around our city as if the hand of some Eastern magician was at play.

Six years ago the paddle of the Indian cance alone rippled the sur-

face of the Willamette's waters; but now the ploughing ocean steamers and our numerous river steamers make our noble river dash on either side its waves, as if in very madness at their intrusion upon the bosom

We hear nothing now of the senseless gambling song of the stolid Indian; or if heard at all, the grated sounds are drowned by the more welcome song of the jolly, working sailor, the wild shricks of our busy steamers, and the thunders of the Columbia's cannon, telling us of thousands of treasure are semimonthly arriving and departing.

Portland at this time is emphatically a city. It seems now no "twelve-miles-below-Oregon-City" designation to tell its whereabouts in Oregon. Our merchants are men of enterprise and means. Our mechanics, the bone and sinew of the country, are industrious and have abundance of work to keep them busy. "All the sounds of advancing civilization are here. The sound of the woodman's ax is heard, heralding the approach of the indomitable industry that conquered America's primeval forests." The sound of the church bell is heard, proclaiming that the institutions of religion are here. The sounds of children "just loose from school" are here, showing that education is doing its double work. It is but yesterday that the great poet wrote of this as the land Where rolls the Oregon, and hears no sound

Save its own dashings. but it is no longer that the "dead are only here." The living are here.

And here, too, the ease-loving bon vivant can be regaled with the viands of our cafes, and the latest style from Paris dispensed to tripping belles and elegant beaux.

The woods changed to this in the short space of six years.

Portland's supremacy rests upon its population, the enormous resources tributary to it, its large mercantile capital, and the great extent of the field in which its merchants operate. Its jobbing trade is greater than that of Seattle, Tacoma and Spokane combined. Its annual wheat shipments are double those of all Puget Sound. In manufactures it surpasses any city of the Northwest. It is what Seattle, Tacoma or Spokane can never hope to be-the mining center of the Northwest. It is on more cordial relations with its tributary country than ever before in its history. And it can be depended upon to hold the prestige that has cost 50 years of the hardest kind of work.

eligious friend, to speak to them of that hope in a Savior, which they have neglected, if not despised, through life; but if the little hull does not contain such an one within its compass, they must be left without human ald in their great extremity. When such commanders and such ships, as I have just described, shall become more numerous, the hope of the friends of seamen will be greatly strengthened, and it is encouraging to remember that the efforts among co mon sailors will soon raise up such a class; for those of them who are brought under these influences will inevitably the ones to succeed to the places trust and authority. If there is on earth an instance where a little leaven may leaven the whole lump, it is that of a religious shipmaster."

THROWN FROM A BUGGY.

Bride and Groom Figure in a Runaway Accident.

Mr. and Mrs. F. W. Reid who have just been married had an experience yesterday which will give them cause to remember their honeymoon. Yesterday the weather was so delightful that they con to take a drive. A pair of spirited horses and a buggy were secured, and they had a very enjoyable drive until just as they arrived at the intersection of Third and Washington streets about 2 P. M., when something frightened the horses, and Mr. Reid, although a skillful driver, lost con-trol of them. They dashed on the sidewalk in front of Lipman, Wolfe & Co,'s store, and, narrowly missing one of the large plate-glass windows, struck the end of the pole against the pier on the north side of the Third-street entrance, breaking the pole, knocking down the showcase attached to the pler, upsetting the buggy, and, of course, pitching Mr. and Mrs. Reid out.

Dan Wagnon and P. J. Maher, who happened to be near, rushed to the scene of the disaster, and Wagnon, who is a pow-erful man, selzed the horses and clung to them, despite their frantic efforts to

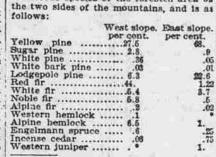
Mr. Reld was quickly on his feet, and soon had his wife out of danger. They were both somewhat bruised, but neither seriously injured. Wagnon held to the horses till they were quieted down and taken away to their stable, sustaining an abrasion on one of his hands. Mr. and Mrs. Reid, after a while, were able to proceed home on foot.

Mr. and Mrs. Reld were married last Wednesday. Mrs. Reld, who was formerly Miss Myrtle Dickerson, of Portland has just returned from a six months' stay in China, and Mr. Reid came from Davenport, Ia., to meet her and make her his

Palpitation of the heart, nervousness, tremblings, nervous headache, cold hands and feet, pain in the back, relieved by Carter's Little Liver Pills.

on shore, send for a clergyman, or some fall, the forests were found dense and the undergrowth luxuriant. Upon the more arid conditions prevail, the where forests are open, with no underbrush. On the west slope, the red fir predominates, and on the east the yellow pine. Of the area examined by Mr. Lelberg, a little less than two-thirds, or perhaps 65 per cent, is forested, and 35 per cent not forested, the nonforested areas lying mainly in the extreme west and in the eastern part of the area examined. The amount of timber found upon the forested area is estimated by him as a little less than 20. 000,000,000 feet, an average per acre of the forest land of 6660 feet. Of the total stand of timber upon this area, yellow comprises 48 per cent, or nearly one-half; red fir, 33 per cent: white fir, 6 per cent; noble fir and sugar pine, each 4 per cent, while the remainder is made up of small amounts of other species.

Tree Distribution. An interesting table is embraced in the report, which shows the percentage of coniferous species of the forested area on



*Lacking From this it will be seen that yellow pine and red fir together constitute 71.5 per cent of the coniferous forest on the west slope. It is generally supposed that the red fir is superior to all other species in this region. The contrary, however, is the case, the excess over the vellow pine comlies entirely in the oft-repeated forest fires which sweep through these wooded areas The seedlings and young trees, possessing the greatest fire resistance, survive; the others die. In its capacity to endure fire and survive, the yellow pine is greatly one superior of all the other conifers in this The large area of lodgepole is wholly owing to extensive fires in the subalpine areas, which have destroye large and dense growths of alpine hem lock and noble fir, and have induced soil

forestation by lodgepole pine. The yellow pine easily ranks above all of the other species on the eastern slope The reason for this lies chiefly in the precipitation on the sub-humid areas of the eastern slope. The large proportion of lodgepole pine is chiefly due to forest fires. At least 90 per cent of the species owes its growth to this cause. The balance occurs as the first forest covering started tod on areas gradually being laid baer along tomorrow.

margins of marshes and lakes by the lowering of their waters. The Forest as a Commercial Factor

"The forest in this region possesses twofold value," to quote from the report.
"First, as a commercial factor in its re-lation to the demand and supply of lumber products and fuel; "second, in its more or less obvious effects upon streams. The total quantity of timber, with sufficient diametrical and longitudinal dimensions to make it available for sawmill purposes growing in the region under examination was 19,881,209,200 feet, binocular measure, in the year 1899. It was divided among the various species as follows: Tellow pine, 9,477,520,400 feet; red fir, 6,638,264,800 feet; white fir, 1,215,525,000 feet; noble fir, 885,824,400 feet; sugar pine, 813,902,100 feet; alpine hemiock, 609,619,800 feet; white pine, 130,470,500 feet; incense cedar, 91,193,600 feet; Edgelmann spruce, 71,969,400 feet, and Western hemlock 48,718,200. feet.

Age, Dimensions and Soundness of

"The age of the timber utilized in sawmill consumption varies from 100 to 350 years. Most of the yellow pine falls below 175 years; the higher limit is reached chiefly in the sugar pine. Most of the sugar pine in the region is of great and mature age. Comparatively little red fir is sawn. It varies in age from 100 to 500 years, and some of the very large individuals are doubtless even older. The noble fir and white pine of mill-timber size varies in age from 100 to 350 years, most of it falling below 180 years. The alpine hemlock runs from 80 to 250 years, 120 to 140 years, representing the age of the bulk of the standard growth. The white fir, with sufficient clear trunk development to come within the limit of these estimates, varies in age from 75 to 120 years.

"The most serious defects of the timber consists of fire scars in the yellow pine and sugar pine, usually occurring as spots in the lower third of the trunk denuded of bark, and with wood charred or burned more or less deeply. These defects are extremely common in the yellow pine east of the Cascades, where the wood of the species is more highly resiniferous than west of the range, and where, in consequence, injuries of this nature are apt to extend over a larger proportion of the trunk. This defect often diminishes the lumber contents of the trunk in scaling

'Most of the very aged sugar pine and red fir have rotten cores or gum cracks in the ir trunks. The incense cedar on both sides of the Cascades rarely has a sound cented. It is seldom sawn except for shingles. The alpine hemlock is usu-ally sound, even where the individuals have attained a high old age, provided are has not swept through the stands. Where such has been the case, most of the trees will be found to have dead and decayed

The sugar pine on the west of the Cascades reaches a greater diameter than any other trees in the reserve. a maximim of % inches being noted. The yellow pine varies from 14 to 80 inches in its base diameter, the white pine from 20 to base diameter, the white pine from 20 to 36 inches, red fir from 14 to 84 inches, while the other trees range all the way from 10 to 72 inches in base diameter. The red fir has the clearest trunk, often reaching a height of 120 feet before branching. The white pine reaches any-where from 40 to 100 feet, the sugar pine from 15 to 70 feet, and the other trees range anywhere from the ground to 60 or 65 feet, according to species.

Logging Operations. "West of the Cascades 145,460 acres have been logged; east of the Cascades 57,000 acres. These operations involve the removal all the way from 100 per cent of the timber to the culling of the sugar pine alone. The most extensive operations have been in proximity to the Rogue River Valley settlements and the placer diggings southwest of the valley in the spurs of the Siskiyou Mountains. Saw mills have been erected at many places. They were small plants, sawing awhile in the adjacent forests, then pulled down and removed elsewhere. The most exten sive logging operations are now carried on in township 40 south, ranges 4 and

'Large amounts of the logged areas have been culled over by shakemakers, and much of the sugar pine cut for such purposes, involving a waste of a vast amount of valuable timber. As a rule but 10 or 12 feet, or even less, of the large growth sugar pine splits straight and easy enough to furnish shake material, the balance is rejected. It is not always possible to tell by a superficial exami-nation if the grain of a standing tree is straight or more or less twisted. The forest in the sugar pine areas of town-ships 34, 35, 36 and 37 south, range 3, and a part of range 4 east, are littered with many millions of feet of rotting sugar pine rejected by the shakemaker on account of slight imperfections of grain.

terial is not large. On the western side of the range firewood is mostly cut from the oak copses which grow at lower and more accessible elevations than most of the coniferous species. "Owing to the intermittent character

of the smaller logging operations, it is impossible to state with any degree of ertainty the yearly consumption of mil The probability is that it amounts to something in the neighbor hood of 100,000,000 feet B. M. per year, in cluding the areas east and west of the Cascades, and taking into account the quantities used by shake- and shingle-makers. The logging operations have been confined to areas of yellow pine and red fir, forest types. No logging or lumbering has been done in stands of the alpine-hemlock type, owing in part to the high elevations at which the type grown which renders access to its stands difficut and expensive, and m part to the circumstance that with the excention of white pine and portions of the noble fir growth, the species which compose it generally considered undesirable and

examined. There is not a single town-ship in which the timber is not more or less fire marked. Without much doubt the present agricultural areas, once grassovered and carrying scattered stands of oak, were burned over quite as extensively as the timbered tracts only tracts that have escaped are swampy sedge and tule-covered areas bordering the Klamath lakes and marsh and such spots in the higher elevations where bare lava or pumice fields made the spread of fires impossible. Of the forested area examined, comprising in round numbers 3,000,000 acres, a total of 2,975,000 acres, or 99.992 per cent, are fire-marked. The remaning 25,000 acres which have escaped lie mostly in the swampy bottoms of the Rogue River forks and isc lated tracts along the higher summits of the Cascade main range.

"Fires have widely ravaged the region

"While the number of fires has much diminished in recent years, they have not by any means entirely ceased. Every year certain areas are burned over.

Bubonic Plague in Britain.

LONDON, Oct. 7 .- A bacteriological exmination has been made in the case o eaman Garnett, who arrived at Newcastle September 23, on a vessel from the Ric de la Plata and went to Llandeff, Wales where he died last Thursday, supposedly of fever. The reports show unmistakably that the disease was the bubonic plague.

GLASGOW, Oct. 7 .- A man who wa brought here from Govan-on-the-Clyde, just below Glasgow, and received at the City Hospital on September 20, died there today of the bubonic plague.

Rolling Mill Men Accept Reduction DANVILLE, Pa., Oct. 7.—The employes of the Danville rolling mill held a meeting last night and decided to accent the per cent cut in their wages against which they struck last week. The puddlers will now be paid \$3 for their work instead of \$4, formerly paid, and a propor tionate cut in wages will be made in other departments. The reduction affects several hundred men. The fires were started today, and work will be resumed

PUPILS HAVE TOO MUCH WORK IN PUBLIC SCHOOLS.

With Smaller Tax Levy There Would Be Fewer Fads Taught and Less Harm Done.

PORTLAND, Oct. 6-(To the Editor.)-Your editorial in yesterday's paper on the recent articles in the Ladies' Home Journal must meet with the approval of all parents in the city who take any interest in their children's welfare. Oregonian has won many hard fights for various reforms and for other laudable objects, and it is to be hoped that in this case it will keep up its record. The facts as to the disastrous effects of the system of cramming and overstudy prevalent in our schools are so apparent, and are so generally acknowledged by all parents, doctors and others who have looked into the subject that it really seems surprising that they should be so persistently ig-nored by the City Superintendent and the directors. There is not a parent in the city who cannot name half a dozen cases of his own knowledge of children being

taken out of school broken down with

overstudy, and the constant transferring

of children from the city schools to pri-

vate schools is proof of the case to any

observing person.

What a farce is the claim made by the Superintendent that he is in favor of a reform in face of the facts! If he is in favor of a reform why does not he start it? I do not personally know him, and have no prejudice against him in any way, but I cannot be blind to the facts. Under the last Superintendent the children in the school near my home had time for physical drills, club swinging, wand exercises, and even had a small gymnasium in the basement. Under the present rule all these are done away with. Even in recess the boys are not allowed to run around, but stand up in a row till it is over and then return to study without even a chance to stretch their limbs.

We used to hear of a little relaxation in all the schools (high school and all), when there were recitations, drills and other small entertainments by the children which broke the monotony of cramming; but we never hear of that There is no time now for any of that, But we do hear that the doctor has ordered this one and that one to leave school.

In Boston, New York and other cities we read of the children being taken out by their teachers for study of public in-stitutions, such as the Postoffice; of their being taken out into the parks to make practical study of natural history; and of various combinations of study and recreation. Now, if they have time for all this in those cities, the average man falls to understand wherein our schools differ so radically from these that these things are not possible here, and why not? In all reason, it is certainly "up to" our Su-perintendent to explain. The idea of having the parents write to the teachers and forbid home study does not appear to me one that will result in any good. In the first place, some home study in the higher grades is necessary, and unless it was unanimous it would do no good, but would result only in the discomfort of the children whose parents dared to act. only excessive home study that is doing the harm. So does the present system of all the study being done at home, and the school hours being only used for reci-tation and the exploiting of the different fads of the teachers in politics, religion,

I would suggest that at the next meet

ing of the taxpayers we vote only & small levy for the schools, and then if they have not the money, there will be fewer fads taught and fewer teachers to teach them. It may temporarily cripple the schools, but will result in the end in a benefit, and it appears to be the only way to get any reform started. It may necessitate the dropping of the physical culture and the music teacher and perhaps the drawing teacher; but as these teachers have no opportunity under the present system of accomplishing anything practical, what is the use of retaining them? It is practical results people look for nowadays; and a practical lesson may the pupils of our High School who have toiled through our school system and are the "results." Watch them. Round-shouldered, stooping and struggling under a load of 10 pounds of books, tolling up the long steps, and stopping frequently to rest; mentally bright boys and girls loaded up with education and loaded down with weariness, with a look that plainly tells of the fact that it is a lor time since they had time to go to bed for a good night's rest; even going home Fribecause the teacher says they will have lots of time on Saturday and Sunday to do so much more. The directors say it is not their fault. The Superintendent says it is not his fault. We know the teachers and principals have no choice in the mater; so it must be the parents' fault. Well, the parents hold the purse strings. If we tighten them, we probably will soon hear of a means of accomplishing the de-sired end. And we will probably be offered something better than the "fatheress bill" that was offered as a reform Parents, don't sacrifice the bodily health of your children for a few extra frills in There is nothing better in this world, nothing that gives greater rewards, nothing that is more valuable than good health. A good, sturdy boy, even if he is not a marvel of learning, is better than an educated invalid. Don't ruin the poor little bodies of your children for the sake of a so-called education, and the operating tables of the hospitals won't be worked overtime as now. Give the little ones a chance in life without the load of ill health to weigh them down. Insist on a reform, talk of it, write of it, agiit, and a way will be found to reach whatever reform is needed. The professional educators are the parties who are paid to find the reform needed, and they will find it all right when they see the funds getting low. ALLAN-A-DALE.

New Wife in the Case.

CINCINNATI, Oct. 7.—Word has been received of the death in San Francisco of C. H. Henkel, a prominent business man of Cincinnati, who went to San Francisco with a considerable sum of money sever onths ago. Since Mr. Henkel's death his relatives here were surprised upon receiving from San Francisco a telegram signed "Mrs. C. H. Henkel," and requesting a member of the family to come to Francisco. Mr. Henkel's sisters at relatives here did not know that he had been married. They have sent representa-tives to San Francisco to investigate Mr

Colored Republicans.

Henkel's affairs.

The Fred Douglass Industrial League colored) is preparing to take part to that end a meeting will be held tomorrow evening in the league's hall, Second and Taylor streets. The organization has been quite a factor in politics since its inception four years ago, and did yeoman work for the Republican party last June. This meeting is called by Lee Rodgers, chairman, and George B. Slyke, secretary.

Struck for Higher Pay and Got It. WEST POINT, N. Y., Oct. 7 .- Twentytwo walters in the cadet mess stopped work just before the dinner hour last night and demanded a raise of 35 per month in their salaries. Major Hall, treasurer of the commissary department, ceded. A strike is also pending in two other departments. The grievances are based upon the recent increase in the number of cadets, which naturally makes additional work for the civilian employes. | land.

THE HARM OF CRAMMING The old scale for the mess-hall westers

WANT STREETS VACATED. Plan to Make Warehouse District of Sullivan's Guich.

Vacation of most of the streets in Sullie van's guich, between East Sixth and Hast Elighteenth streets, will be asked in the near future. The Oregon Real Estate Company, which handles the Holladay estate property, will make the applica-tion, and as it owns all the property in the guich along this section, except the 60 foot right of way held by the O. R. & N., there seems much likelihood that the petition will be granted. Improved streets, of course, will not be affected. These are only Holladay ave-nue and East Twelfth, over each of which

is an elevated roadway.

It is now 18 years since Holladay addition was piatted. Sullivan's guich is so deep that none of the streets in its bed. as deficated in that plat, have been used. The two elevated roadways are the only exceptions. In the bottom of the guich and on either slope there is considerable land, which the owners regard as prac-tically useless under the present arrangement. The railroad franchise in the bot-tom strikes most of the blocks diagonally, thus forming fractions of lots that would be almost worthless on level ground. The purpose in replatting that ground in the gulch is to accommodate streets to these conditions and those formed by the irregular contour of the slopes. Secretary C. K. Harbaugh, of the company, says that in this arrangement lies the only hope of using a considerable quantity of good land. He does not expect much opposition to the petition, as the company owns most of the property adjoining and does not believe residents thereabout will be inconvenienced. There are enough elevated roadways, he says, to accommodate all reasonable uses of the district as residence property. Replatting the guich and terminating cross streets at the brow of the slopes will not change conditions as they have existed to the present date, as people have not felt the need of more elevated roadways.

Another object Mr. Harbaugh has in vacating the streets in the guich is uiti-mately to establish desirable ground for factories, warehouses, etc. If the guich were filled to the level of the railroad track some fine sites would be made for such purposes. As such low ground will hardly be desirable for residence proper-ty, Mr. Harbaugh thinks no other use is open to the company. By the rearrangement of streets the ground on top can be used for residences, up to the brink, and that below can be platted for switches and sidetracks. Several blocks of land lie within the gulch. At three og four places the streets to be vacated, striking the guich at an angle, are four straing the guich at an angle, are four blocks long. All the streets between East Sixth and East Eighteenth will not be covered by the polition. The district is divided into three sections, one between the Holladay avenue elevated roadways and Eighteenth street, another between Holladay and East Twelfth and the third Holladay and East Twelfth and the third horizony and East Twelfih and East Sixth.

The petition will be presented to the
Council some time next month. To vacate a street two-thirds of abutting property must be represented on the petit as well as property abutting the street for a distance of 200 feet at either end of the section in question.

WANTED RICH MAN'S MONEY

Story Against Valet Now in Jail for Forgery.

NEW YORK, Oct. 7.-Albert T. Patrick and Charles F. Jones, attorney and secretary, respectively, for the late William M. Rice, whose checks are accused of forging, are still in the Tombs, whither they were committed on Friday last in default of 10,000 ball.
Attempt will be made tomorrow to obtain possession of the will alleged to have been drawn by Mr. Rice in which he gave to Mr. Palrick his entire fortune after dividing about \$500,000 among his relatives. If the will can be able to the control of the his relatives. If the will can be obdetermine its genuineness. The experty will also continue their examina the alleged forged checks and the two locuments. The World tomorrow will publish a statement bearing upon the recent developments growing out of the death of Mr. Rice. The World states: The District Attorney is prepared to prove that in January last before Law-yer Patrick had established intimate re-lations with Rice, Valet Jones tried to form a conspiracy with another person

Jones' affidavits allege, in the pursuance of his duties frequently co contact with a trusted friend of his aged employer. This man is a person of position and standing in the financial world. The valet studied him carefully for several weeks until he thought ha dared approach with his mysterious scheme. To this person Jones stated that he knew the provision of Rice's will: that the estate was worth several millions and that he (Jones) had absolute control over the old man.

"I have it in my jower," he is alleged to have said to Rice's friend, "to get the old fellow to make a new will and to put you in it for a very large sum of money. I will do this if you will divide with me. The plan is perfectly safe and will make us millionaires." It is stated that the man who was approached by Jones in this manner appeared when he met Jones on subsequent occasions to enter half-heartedly into his plot and for a time even played fast and loose with the scheme. Finally Jones told him he did not think the scheme possible and they ceased to dis-

To Work for McKinley.

The Railway and Telegraph Em-Political League of has blossomed into an organization National in its scope and pur poses, and instead of retaining its for merly avowed non-partisanship it will bear the colors of Republicanism and work for the re-election of William Mc-Kinley to the Presidency. It will be offi-cially known as the National Railway and Telegraph Employes' Political League, At present organizers are working in In-diana, Michigan, Wisconsin, the Dakotas, Iowa, Nebraska, Kansas, Colorado and Missouri, as well as in Illinois. George Groobey, secretary of the Illinois league,

The work of organization is being carried on satisfactorily. In the Western states the railroad men are adding their names to the memberahip rolls rapidly. and I have not the slightest doubt that by September 30 the league will have between 300,000 and 350,000 members.

Two Bodies in an Old Well. WINNIPEG. Oct. 7 .- The badly decor posed bodies of Charles Dawes and Jacob Smith, well-to-do farmers, were found buried in an old well today. They had been missed since last July, just after having sold their farms to a man named Goveton. Goveton, it is said, has not been seen since Sunday.

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