NOT FIT TO GOVERN

Captain Harry Wells' Analysis of Filipino Capacity.

NATIVES ARE NOT HARMONIOUS

Any Government Set Up for Them Would Fall After the Troops Were Withdrawn.

Few officers who have served in the Philippines have acquired so intimate a knowledge of Filipino character as Captain Harry L. Wells, of the Second Oregon. He has made frequent contributions to newspapers on the Filipinos and has always written entertainingly and impartially. In a speech at Palo Alto, Cal., last Friday night, Captain Wells discussed the governmental capabilities of the Filipinos and brought out facts that will appeal to the unbiased mind as strong and pertinent. Captain Wells said that talk of giving the Tagals republican government is nonsense, and that any government which might be set up would not hold together after the American troops had been withdrawn. Captain Wells' speech follows:

"The Philippine Islands exceed 1200 in number, only about a dozen of them, however, being of any considerable size. Their total area approximates 140,000 square miles, and they extend from north to south a distance exceeding 1000 miles. These various islands are inhabited by not less than 80 different tribes, nearly all of them of Malay stock, but speaking different languages and dialects to such an extent that in many places the people cannot understand the speech of others living but a few miles distant. Not only that, but the great masses of the people are in utter ignorance of the geography of the islands and even of the existence of the other tribes. Many of them do not know the name of the adjoining province to the one in which they live. I asked quite an intelligent one once—intelligent enough to speak Spanish, at least—about the island of Mindoro, the third largest of the group, and he did not even know of its existence.

"The population is variously estimated from 8,000,00 to 10,000,000. The most numerous tribes are the Tagals, occupying the center of Luzon Island; the Ilocos, occupying the northern end, and the Bicols, the southern end of the same island; the Visayans, inhabiting the central islands of the archipelago, and the Moros, the great island of Mindanao, at the southern extremity of the group, and the Sulu Islands, just below it. These tribes have a varying degree of civilization, from the absolute savage of the small interior tribes, to the partially civilized Tagals about Manila. Not only do they vary in language, but in customs and religion. The partly civilized tribes of the northern and central islands are Catholics in varying degrees. In the larger centers of population and trade the religion approaches pure Catholicism, but as you progress from those centers it becomes mixed with native superstitions and religious rites until at last Christianity disappears altogether. The Moros of the southern islands not only speak a different language from the Tagals of the north, have different tribal customs and are in the mass ignorant of their very existence, but they are utterly hostile to them in religion, being Mohammedans.

Ignorant and Inharmonious.

"It is all these incongruous elements, many inharmonious tribes, speaking different tongues, mutually ignorant of the existence of each other and of the very country in which they live, and hostile in religion and immemorial customs, which many ignorant people in this country imagine could carry on an independent republican form of government. The idea is an utter absurdity. There is no common ground for them to stand upon, even were they possessed of the intelligence and the necessary instinct of government. A common government for the people of the Philippine Islands is an impossibility, especially so one in which the various tribes are to participate jointly. What we shall have to do will be to adapt the government in various districts to the capacity and needs of the people of those districts, giving to the more highly civilized a territorial form of government, in which they will participate, and to the lower permitting their old tribal relations to continue, supervised and restricted by our own authority. Any effort to bring them all together under one form of government which embraces participation of the people in a representative and legislative way beyond the purest local affairs will be a failure from the very beginning.

The Insurgent Tagals.

"Now let us put to one side all the other tribes and turn our attention to the Tagals, the ones who are in insurrection against the authority of the United States. They number approximately 2,000,000, or not more than a quarter of the population of the entire archipelago. They may be divided into two classes—the full-blood Indian and the Mestizo, or half-cast, though the dividing line is not strongly marked, there existing every degree of mixture from the single drop of white blood on one side to the single drop of black blood on the other. The greatest admixture of foreign blood in the Mestizos is Chinese, the next greatest Spanish, and the remainder of various nationalities—English, German, Japanese, etc. The Chinese Mestizos are the brainiest and most energetic. The Mestizos constitute the wealthy class and transact all the business of the islands not in the hands of pure blood Chinese and other foreigners. The Tagal proper has no commercial instinct and no industrial impulses. It is this shiftless, ignorant Indian class that constitutes 90 per cent of the population, even in the most highly civilized tribe of Tagals, while the Mestizos are but 10 per cent. It is seen then the wealth, education, enterprise, commercial and industrial activity are confined to this comparatively small class of Mestizos. They constitute the aristocracy and are in effect feudal lords of the country. Some of them are highly educated and very gentlemanly, indeed, in their deportment. I never expect to be treated with more genuine courtesy and hospitality than I have been at the homes of some of these Mestizos.

"I remember particularly attending a fiesta at San Fernando as the guest of Senor Rosario, of Manila, going with his family by train. Aguinaldo was present, and I had a good opportunity to observe him, as, indeed, I had upon other occasions. There was a review by him of the Filipino Army in that department, a grand banquet at the government house, and in the evening a ball at a fine private residence. But for the little differences of costume, complexion and language, the banquet and ball might well have been high functions in the United States, so far as elegance and deportment were concerned. If all, or if any considerable part, of the Filipinos were like these educated and wealthy Mestizos, there might be some hope of a successful effort at carrying on an independent government there by the Tagals and embracing only the Tagal territory, but with only a few thousand of this class, not all of them well educated either, and the remainder of the population densely ignorant, unambitious and indolent, the effort would be a hopeless one. Any government of the Tagals at all must be an oligarchy, a government by this small Mestizo class only, and to call it a republican government would be farcical. Nor could it comprehend other tribes, except as it was forced upon them at the muzzle of the rifle by the more warlike and energetic Tagals, as is the case with the present insurgent government. Such an effort would produce a condition of continuous strife, unless our Government undertook the task of helping the Tagals impose their government upon the other tribes, which Mr. Bryan seems to contemplate when he declares that he would establish a stable government of the natives there and then pull out—a government which would not remain stable 10 minutes after the United States Army left.

"Now then let us understand what the Aguinaldo government is, or rather was, for it has no existence today except in that leader's hat. Aguinaldo is a Chinese Mestizo, now about 30 years of age. A great deal of imaginative romance has been written about him. The facts are that he is not so highly educated as many others, nor so strong intellectually as other leaders of the insurrection, but he possesses the faculty of leadership and a good fund of stubbornness and persistence, a general Filipino characteristic. They are naturally belligerent, but not brave; persistent to an unusual degree, but not possessed of stamina. This explains why they are fighting the Americans and why the war drags along in a guerrilla fashion, without the insurgents ever having made a single creditable offensive fight or determined stand against an attack. If the Filipino had only the qualities of courage and stamina added to his belligerence and persistence the losses of the Americans would have been far heavier than they have been.

"I will not go into the history of the frequent insurrections against Spanish authority, except to say that the last one had been completely suppressed at the time Dewey destroyed the Spanish fleet in Manila Bay. During the wait for sufficient forces to hold Manila the Filipinos under Aguinaldo organized an army of nondescript soldiers, and a revolutionary government was formed by a few of the Mestizo class. After the capture of Manila by the Americans and the signing of the protocol with Spain, which confined our army to the limits of that city, the Filipinos were left to do as they pleased outside those limits. Headquarters were established at Malolos, about 30 miles north of Manila, and a convention of self-selected Mestizos assembled there to frame a constitution. This was finally completed and promulgated in January and Aguinaldo was proclaimed President. As I said, this convention was composed only of the Mestizo class. Not one of them had been elected by the people he affected to represent. Furthermore, they were all of the Tagal tribe and came from only five of the 28 provinces of Luzon Island, none of the other islands or tribes being represented, and most of them not even being aware of such a convention being held. The constitution provided for an oligarchial government, the only kind possible, the President to be elected by the Legislature, which was, under the circumstances of the case, practically a self-perpetuating House of Lords, with no House of Commons to accompany it. Having framed the constitution it was promulgated without being submitted to the people for adoption, and the people who framed it elected and installed Aguinaldo as President about three weeks before his army made the attack upon Manila which marked the beginning of the insurrection. It will thus be seen that the people of the Philippine Islands had no voice in the formation of the Aguinaldo government, not even the people of the Tagal tribe, and that it was imposed upon them by a handful of Mestizos, backed by an army of the young and irresponsible of the full bloods under Mestizo officers, the whole representing but a small part of the entire population. This government has been completely dispersed, and nothing is now left of it but portions of the army broken up into small bands carrying on a guerrilla warfare in a country peculiarly well adapted to that style of operations. The soldiers are but little more than boys, and most of them are in the army because they like that kind of life and would far rather enjoy themselves as warriors and live a life of practical brigandage than to follow more peaceful and industrial pursuits for a living.

Impossibility of Native Government.

"I have tried hastily to give you an idea of the character of the population of the Philippine Islands, to make you realize the impossibility of a government embracing all the stranger and incompatible tribes, or even a representative government for the one the most advanced. I have tried to show you the character of the Aguinaldo government, how it does not represent the people of the various tribes nor even those of his own tribe. I have tried to show you that such a government could only be imposed upon the people at the point of the bayonet, and American bayonets at that, for Aguinaldo could never bring the other tribes, especially the Moros, under his domination without help. In doing this I have tried to make you realize by logical inference what would be the state of anarchy that would soon reign there if the Americans withdrew; and to make you realize this still further. I have only to say that even the Mestizo ruling class would not submit to any regular governmental procedure. Individual ambitions would generate revolts and insurrections constantly. The Filipino knows no law but that of force. He has known none for three centuries of Spanish rule and from time immemorial in tribal rule prior to that. His only idea of power is its arbitrary and despotic use. A President could only be a dictator, and only remain such so long as he was able to keep his rivals under military subjugation or put them under ground by summary and illegal execution, as Aguinaldo has already repeatedly done.

"It follows there can be no government by consent in the Philippines in the sense in which we understand that word, whether it be one of the Mestizo oligarchy or one of the United States. There can only be a government of force, one in which a governing element rules the great mass that is unfitted to govern itself. We are then left this question to decide: Shall that government of force be the force of the Mestizo Tagals applied despotically, arbitrarily and fitfully, without consideration for the individual rights of the people, or shall it be a government founded upon the eternal principles of individual liberty that have made the United States the foremost nation in the world as a self-governing people? Shall we permit that land to lapse again into barbarism or shall we bestow upon it forever the blessings of our free institutions that we promised it when the silken folds of Old Glory were flung to the breeze from the walls of Fort Santiago on the 13th of August, 1898? Wherever that flag goes it means more liberty, more prosperity and the elevation of the people in civilization. That is where our duty lies, and that is what I believe the American people will do."

Railroads and Advertising.

National Advertiser, New York.

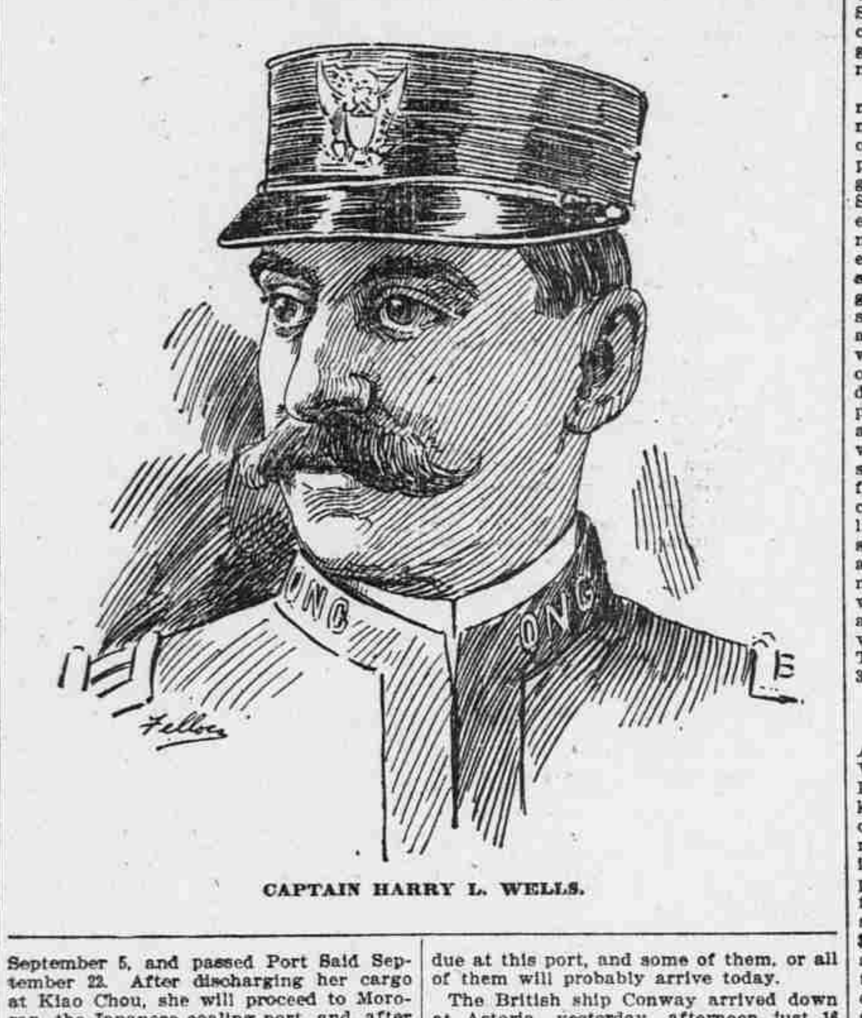
One of the most interesting business changes, especially to newspaper men, is in the attitude of railway managers toward advertising, says the Poughkeepsie (N. Y.) Eagle. We can remember when the Hudson River Railroad Company would not so much as give a country newspaper publisher a free ride to the city in return for publishing its timetables to an amount which at ordinary advertising rates was worth 20 times the value of a ticket. The argument of the managers in those days was: "The newspapers have got to publish our timetables for the benefit of their readers, whether we pay anything for it or not, and so we won't pay. The people have got to ride in our cars when they want to go anywhere, and there is no use of our paying anything for advertising." Since then they have found out that business can be vastly increased by bringing it to the attention of the public, and probably the number who travel is nearly twice as great as it ever would have been if they had adhered to the old practice. All the important lines make use of as much advertising matter, both by means of illustrated circulars and publications, and through the newspapers, to bring their lines and the facilities they offer to the attention of the public, as do the big department stores or any other live business concerns of the country.

THE CAITHNESS COMING

BIG TURRET STEAMSHIP CHARTERED BY GOVERNMENT.

Will Take the Place of the Norman Isles—H. Bischoff Wrecked—Good River Channel.

The British turret steamship Caithness was yesterday chartered by the Pacific Export Lumber Company, and will be substituted for the Norman Isles, which was under previous charter to load Government stores and forage at this port. The Norman Isles, which is thus released from the service of the Government, will be headed for Portland at once, and will load a full cargo of lumber at Portland for Shanghai. She is due at Portland in about 10 days. The Caithness, which is to take her place in the Government service, is, with the exception of the Guernsey, the largest of the turret style of vessels that has yet been listed for Portland. She was built at Sunderland in 1898, and is 2222 tons net, and 3503 tons gross register. Her dimensions are: Length, 340.5 feet; beam, 45.5 feet; depth of hold, 24.6 feet. She has a dead weight carrying capacity of over 6000 tons, and is well equipped with power. The Caithness sailed from Hamburg for Kiao Chou September 5, and passed Port Said September 22. After discharging her cargo at Kiao Chou, she will proceed to Mororan, the Japanese coaling port, and, after coaling, will sail direct for Portland, and is due to arrive about December 1.



CAPTAIN HARRY L. WELLS.

BIG SHIPS AND DEEP WATER.

River Chanel Is in Better Shape Than Ever Before.

The German bark Altair and the British ship County of Edinburgh will leave down the river this morning. The Altair is drawing about 23 feet of water, and if she experiences any delay between Portland and the sea, it will be after she leaves Astoria, as the river channel is in excellent condition. At yesterday's meeting of the trustees of the Chamber of Commerce, President Taylor questioned Trustee E. T. Williams, who is a member of the Port of Portland Commission, regarding the depth of water in the river. Mr. Williams answered:

"The condition of the channel is such that vessels drawing 25 feet of water can go through to Astoria without delay."

Despite the fact that the river was for a long time at a stage considerably below zero, there has been less cargo lightered and less delay to the grain fleet between Portland and Astoria than ever before. The good work that has been done in the river is showing practical results, for among the fleet of vessels headed for this port are some of the largest sailing ships that have ever entered the Columbia River, at least two of them exceeding in size the mammoth Royal Forth, which now holds the record, by nearly 100 tons.

UMATILLA AND WALLA WALLA.

Well-Known Passenger Steamers to Enter Freight Service.

The Pacific Coast Steamship Company will put the theory of evolution in practice with the steamers Umatilla and Walla Walla. Both of these ships came out from the East about 18 years ago, to enter the coal trade. In this business they brought a great many cargoes from Puget Sound to Portland and San Francisco. After a few years in this service, the passenger business increased to such an extent that promotion was extended to the big colliers, and each of them was fitted with passenger accommodations, and for the past 10 years they have been running regularly as passenger ships between Seattle, Victoria and San Francisco. Now President Farrell announces that the passenger accommodations will be removed and the vessels will again enter the freight service and coal trade.

The Walla Walla has been a very lucky ship, but the Umatilla has cost the underwriters many thousand dollars in the different accidents which she has met with. She was abandoned off Flattery rocks soon after coming to this coast, but Captain John O'Brien, who was at that time third mate on the vessel, went back aboard of her, and sailed her into Esquimalt, where she sank and rested on the bottom several weeks, while the lawyers fought out the case of salvage, etc. About two years ago, she took the rocks at Point Wilson, near Port Townsend, and by the time she was ready for sea again, she had cost the underwriters over $100,000. The Pacific Coast Company will replace these two steamers in the passenger service by a couple of larger and faster boats.

TWO DISABLED VESSELS.

The A. J. West, From Santa Rosalia for Gray's Harbor, Short of Grub.

SAN FRANCISCO, Oct. 30.—The steamer Walla Walla arrived from the north today and reports having passed two disabled vessels, one the schooner A. J. West, bound from Santa Rosalia to Gray's Harbor, and 50 days out. The West was short of provisions, and Captain Hall, of the Walla Walla, notified the U. S. S. Albatross of her plight. The Government vessel supplied the necessary provisions and the schooner proceeded on her journey. Captain Hall also reports having passed an unknown steamer towing the steamer Arcata, bound for this port from Coos Bay.

THE H. BISCHOFF WRECKED.

Ancient Sailing Ship That Was Well Known in Portland.

HAMBURG, Oct. 30.—The German ship H. Bischoff, which left Calota Buena, July 2 for this port, has been wrecked at Grosser Vogelsand, at the entrance of Elbe. A boat containing eight of the crew put off from the vessel and another boat in which were four men left the lightship for the purpose of rendering assistance. Both of these boats are missing and have been given up for lost.

(The H. Bischoff loaded wheat at Portland three years ago and was one of the most singular appearing sailing ships that ever came into this port. She was originally the trans-Atlantic steamship Ville de Paris and was built in 1865. She was of 2708 tons net register, and was a very poor carrier for her tonnage, her wheat cargo out of Portland being smaller than that of some of the 2000-ton ships which loaded here. The Bischoff came round to Portland in ballast from Port Townsend, when she loaded here in 1898 and that was her last visit to the Pacific Coast. She was owned by H. Bischoff, of Bremen.)

Small Schooner Wrecked.

SEATTLE, Wash., Oct. 30.—The steamship Ohio brought news of the wreck of the schooner Francis Alice, owned in this city, on the Siberian coast. The schooner was 130 tons register, and carried a crew of seven, all of whom were saved. The vessel was blown ashore during a fierce gale.

Marine Notes.

The steamer Columbia sailed from San Francisco yesterday afternoon and the Elder left San Francisco at noon.

The steamships Scarpsno, from Hong Kong and way ports; Buckingham, from Tacoma; and Kvarvan, from Alaska, are due at this port, and some of them, or all of them will probably arrive today.

The British ship Conway arrived down at Astoria yesterday afternoon just 16 days after her arrival in the river. Up to date she has had very quick dispatch from Portland.

Fears for Schooner A. J. West.

ABERDEEN, Wash., Oct. 30.—West & Slade, lumbermen of this city, entertain fears for the safety of the schooner A. J. West, on her way here from Old Mexico to load lumber. The vessel is 20 days overdue. Her master is Captain Ogilvie, of this city, and her crew numbers 10. West & Slade think the West has been blown way out of her course in the recent storm on the Pacific.

Domestic and Foreign Ports.

ASTORIA, Or., Oct. 30.—Sailed—Steamer Columbia, for San Francisco. Arrived down at 4 P. M., British ship Conway. Condition of the bar at 5 P. M., moderate; weather, foggy; wind, southwest.

San Pedro, Cal.—Arrived October 29, barkentine Monitor, from Grays' Harbor.

San Francisco, Oct. 30.—Arrived—Steamer Walla Walla, from Victoria; steamer Progreso, from Tacoma. Sailed—Steamer Norman Isle, for Comox; steamer Geo. W. Elder, for Astoria; steamer Mackinaw, for Seattle.

Seattle, Wash.—Arrived October 29, steamer Ohio, from Cape Nome; schooner Alcalde, from Nome; steamer Robert Dollar, from Nome; U. S. S. Patterson, from Alaska; bark Coloma, from Alaska. Sailed, steamer Signal, for Portland; steamer Palatina, for Tacoma.

Newport, Or.—Arrived October 29, schooner Excelsior, from Port Blakeley.

Port Blakeley—Sailed October 29, bark Sea King, for Sydney.

Cape Nome, Alaska—Sailed October 20, steamers Elihu Thomson and Senator, for Seattle.

Kiao Chou—Sailed October 17, German ship Alsterthal, for Puget Sound.

Limerick—Arrived October 29, British ship St. Mirren, from Oregon.

Comox—Arrived, October 29, British steamer Manauense, from Skagway.

Kobe—Arrived, October 29, Norwegian steamer Thyra, from Portland, for Manila.

Boston, Oct. 30.—Arrived—Devonian, from Liverpool.

Yokohama—Sailed October 27, Victoria, from Hong Kong; for Tacoma.

Hamburg—Sailed October 28, Pennsylvania, for New York via Boulogne and Plymouth.

Manila, Oct. 30.—Arrived—Minnehaha, from New York.

Moville, Oct. 30.—Arrived—Anchoria, from New York for Glasgow.

Sydney—Arrived previously, Moana, San Francisco via Honolulu and Auckland.

New York, Oct. 30.—Arrived—Sardinian, from Glosgow. Sailed—Kaiser Wilhelm der Grosse, for Bremen via Cherbourg and Southampton; Cymric, for Liverpool; American, for San Francisco.

Queenstown, Oct. 30.—Arrived—Ultonia, from Boston, for Liverpool.

Auckland, N. Z., Oct. 30.—Sailed—Steamer Mariposa, from Sydney, for Apia, Honolulu and San Francisco.

Plymouth, Oct. 30.—Sailed—Steamer Pennsylvania, from Hamburg and Boulogne for New York.

France a Loser in War Indemnities.

New York Post.

Of nations engaged in wars of the first magnitude, France has been both a gainer and a loser in the matter of indemnities. Having, by the treaty of Presburg in 1805, mulcted Austria of $8,000,000 and 28,000 square miles of territory, she was in 1814 compelled to satisfy the allied powers by a monetary compensation of $140,000,000 and to suffer the partition of the greater part of her colonial possessions, as well as the severe contraction of her European boundaries. Again, in 1870, after her war with Germany, she was enabled to display her marvelous financial resources by the speedy payment of the huge sum of $1,250,000,000, in addition to the loss of 5668 square miles of territory.

Bryan and the Dinner-Pail.

New York Sun.

Having argued that the dinner-pail was empty, and found it full, Bryan now advises the owners to kick it over for a contemptible "argument to the belly." The advice of common sense is to keep the pail full, and not upset it.

McGovern to Fight Broad.

CHICAGO, Oct. 30.—Terry McGovern has been matched to meet Kid Broad, of New York, at Tattersalls, November 13, in a six-round contest at catch weights.

SKAGWAY'S FINE TRADE

SUCCEEDS SEATTLE IN SUPPLYING YUKON COUNTRY.

Rev. J. J. Walter Tells of the Alaska City's Growth and Prospects—Work of Methodist Church.

Rev. J. J. Walter, formerly pastor of Centenary Church, but now superintendent of the missions of the Methodist Episcopal Church in Alaska, returned yesterday from Skagway, and will leave tomorrow for New York to meet the mission board, under which he is working. Two weeks before Mr. Walter left Skagway a rich strike was reported on Bear Creek, at the headwaters of the Chilkat, and hundreds of prospectors had flocked thither. Gold in considerable quantities was found on a bar in the river, and the bearers of the news to Skagway believed that the strike was one of the biggest that had yet been made. Mr. Walter says that Skagway is more prosperous than ever; that the Alaska Commercial Company, the North American Trading Company and other big corporations supplying the Yukon country have found it cheaper to send in supplies by way of Lynn Canal than via St. Michael, and that as a result a large wholesale and warehouse business is being built up at Skagway. The Atlin country, he says, continues to produce large quantities of gold, and appears to be a rich and permanent camp.

"New discoveries," said he, "have been made all through Alaska, and will be made constantly as the country is developed. In the Atlin country hydraulic propositions are being developed with great success. On Stuart River and Big Salmon rich strikes have been made, and each has received its rush of miners, many of whom have remained, while others physically unable to endure the hardships have returned to Skagway in disgust. Skagway now occupies much the same position with regard to the mines as did Seattle when the Klondike strikes were first made. Miners are able to outfit there, and use the city as a base of departure, returning from districts that prove to be 'fakes' and starting out again at the news of a fresh discovery. When word is brought to the city that a new strike is made, the scene on the water front is remarkable. Every available craft that is fit for service—tugs, launches, schooners, sloops and steamships—is pressed into service, and carry away loads of argonauts bound for the new Eldorado, if it happens to be anywhere on the coast line. Similar parties are continually starting out overland when strikes are reported in the interior. The population of the city now is between 3000 and 4000, and it is rapidly growing.

Work of the Church.

"There are now five missionaries in Alaska, and all are doing good work. We have a mission among the Chilkat Indians at their old capital on the Chilkat River, which has met with great success. The Chilkats are a very intelligent race of Indians. The Alaska Indians living on salmon streams are very prosperous this year, having made big wages fishing. It was not uncommon this season for one man to make an average of $40 a day, which is pretty good wages for an Indian. They get 10 cents apiece for their fish, and 400 was not a big day's catch, as all they have to do is to take gaffs and throw the fish out of the water near the headwaters of the spawning stream.

"The new code gave the school directors of Skagway $20,000 a year to spend on their public schools, which rendered a church school there unnecessary. Consequently we had our handsome new college building on our hands, and arrangements were recently made with the United States Judge at Skagway to sell it to the Government for a United States courthouse. The price paid is $9000, and, as the matter is now in the hands of the Attorney-General, I suppose that the deal will be closed very shortly. The building is the only granite structure in Alaska, and will serve the needs of the Government exactly.

"Rev. G. M. Irwin, formerly State Superintendent of Schools in Oregon, is in charge of the mission at Juneau, and is doing excellent work. He is a fine pulpit orator, and crowds his church every time he speaks. Mrs. Irwin, who is a practicing physicain, has more patients than she can attend to, and is in receipt of a handsome income from her practice. Juneau is a very flourishing city, and promises to be one of the most prosperous in Alaska.

"The church in Skagway has a large membership, and is in fine condition. A new stone church building, costing $5000, will be built next Summer.

"At Ketchikan, V. Ray Bennett has charge of a mission, which is doing much good among the Indians and miners.

Copper and Gold Mines.

"The copper industry of Alaska promises to take a place by the side of gold mining in developing the country. A fine property has been developed at White Horse Rapids, the ore running from 78 to 80 per cent copper. Fine copper mines on Prince of Wales Island are also in course of development, and will yield large returns to the men who have invested in them. At Douglas City a Philadelphia company has dug a tunnel 7x6 feet and 1860 feet long, which taps a gravel bed which is unusually rich. I believe that with the new mines that will be discovered, and the development of those already discovered, a great future is in store for Alaska, and that Skagway will become one of the prominent cities of the Pacific Coast, as the railroad to the interior has made that city the distributing point for the whole territory."

Oregon Industries.

J. M. Young, of Echo, states that one acre of onions brought him $300.

F. Weber, of Spears Canyon, Umatilla County, sold 600 yearling wethers at $2 10 per head.

Nearly 6000 50-pound boxes of prunes have been packed by an evaporator at Union. Nine carloads is the total shipment of this drier.

The Sumpter Light & Power Company has ordered a complete alternating arc electric light system, which is expected to be installed within three weeks.

Outside buyers have been purchasing in the vicinity of Union every milch cow they could procure. Good prices were offered, but the number of sales was not large.

Farmers throughout Wasco County say Fall grain looks better at present than ever before at this season of the year, according to The Dalles Times-Mountaineer. It is up several inches high and an even stand all over the ground. They account for this in the improved system of farming—deep plowing and perfect cultivation—and the favorable weather that has prevailed since seeding began.

The La Grande sugar factory has shipped five carloads of its product to Portland. The sugar was of excellent quality and it is expected more orders will be received. The total output of the factory this year is estimated at 2,000,000 pounds, which in proportion to acreage is the best record yet made. Less than 1000 tons of beets remain to be delivered, and they will be in by the end of the week. After the last beets are received the factory will continue work one week longer. The company will endeavor to secure a larger amount of beets next year. An offer has been made of 3000 acres in Idaho along Snake River. The managers of the company say the factory will receive next year three times the amount of beets handled this season.

Hauling gravel on the Southern Pacific Mohawk branch road from the Arlington gravel pit in the McKenzie River bottom, has been suspended on account of the rise of the river. The Japanese work gang employed there has been moved to the branch road. The work of ballasting will be continued, but dirt will be used instead of gravel. The approaches of all bridges and trestles have beeen well graveled, and it is thought by keeping the construction train at work this Winter the road can be kept up with dirt ballast. This track will continue to transfer lumber cars from Wendling to Springfield. There is considerable speculation as to the feasibility of the dirt ballast. It is a question if the line can be run on a dirt foundation during Winter months.

A Million Women

have been relieved of female troubles by Mrs. Pinkham's advice and medicine.

The letters of a few are printed regularly in this paper.

If any one doubts the efficiency and sacredly confidential character of Mrs. Pinkham's methods, write for a book she has recently published which contains letters from the mayor of Lynn, the postmaster, and others of her city who have made careful investigation, and who verify all of Mrs. Pinkham's statements and claims.

The Pinkham claims are sweeping. Investigate them.

THIRTY YEARS OF CURES

Oregon Notes.

A football team has been organized at Sumpter.

The Catholic Fair at La Grande last week netted $425.

The Stockmen's Union will meet at Antelope, November 3.

A wagonload of Siuslaw salmon found a ready market at Eugene Monday.

Eugene wants the Southern Pacific local service to Albany extended to that city.

The Roseburg Water & Light Company has about 75 men at work on its various constructive enterprises.

Columbia College, at Milton, has an enrollment of 80 students, which, it is expected, will be increased to 100 before the end of the year.

Arrangements are being made for a football game between The Dalles and Goldendale one week from Sunday.

Scarlet fever is prevalent at The Dalles.

The case of Hugh Strickland at Condon, who was charged with willful destruction of a fence, was dismissed last week, the jury having rendered a verdict on the first ballot.

John Stiger, a Condon sheepman, who ranged his sheep in the mountains of Grant County, was compelled to dip his herd before he could get a permit to leave the county.

The fourth annual meeting of the Antelope Fair Association was a big success, measured by other meetings of the association, says the Herald, and yet in point of attendance it was not up to expectations. This is attributed primarily to the fact that there has been an "over-production" of fairs this season in Eastern Oregon. The paper suggests that next year the towns intending to have fairs "pool" the attractions and have one good transient show.

Washington Notes.

The schoolteachers of Aberdeen will meet every Saturday to study zoology and botany.

The Commissioners of Pacific County have ordered construction of bridges across the North Nema and Salmon Creek.

Young men of Ritzville have formed a social club called the Manhattan. It will be incorporated with 1000 shares of $1 each.

The county will build a bridge over Chehalis River, near Garrard Creek. It will have a 210-foot span, 30-foot cylinder piers and a 16-foot roadway.

Democrats and Republicans of Farmington have made a novel election agreement. If McKinley shall be defeated the Republicans will buy and set off $25 worth of fireworks. If he shall be elected the obligation will devolve upon the Democrats.

It is reported that a rich gold-bearing ledge has been discovered on Silver Creek, 25 miles east of Chehalis. The country is being staked by ranchmen. The shaft was started several years ago by Daniel Shaner, who was prospecting for coal. He found some gold, but abandoned the work.

The Seattle & International engineers have been making preliminary surveys up the Sauk for some time, and it is reported that a contract has been let for surveying 60 miles of additional road, extending from Arlington through Indian Pass, and connecting with a proposed extension of the Washington Central westward via Waterville.

The heavy rains have washed out several dams at Gray's Harbor and brought many logs to market. From 3,000,000 to 5,000,000 feet of logs floated down Humptulip and about 600,000 to 800,000 down the Withkow. Larkins Bros. have released 3,000,000 or 4,000,000 feet more. Young & Thompson brought down 2,000,000. The price on logs seems stationary at $5.

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