BRYAN'STRUSTNOSTRUMS

LETTER ON HIS PALLACIES BY A GREAT DEMOCRAT.

Rm-Mayor Hewitt of New York Shows the Popogratic Candidate's Ignorance of the Principles of Corporations.

Reasons for his support of McKinley and Roosevelt were given in a letter by ex-Mayor Abrum S. Hewitt, which was published in Oesterreichisch-Ungarische Zeitung on September 26. It was addressed to Marons Schnitzer, the editor of the newspaper, who requested another letter from Mr. Hewitt dealing with the setion of trusts. Mr. Hewitt has sent to Mr. Schnitzer the following:

New York, Oct. 24.—Dear Mr. Schnitmer: You ask me to supplement my pre-vious letter to you by the expression of some opinion on the question of trusts, which since your original letter to me has assumed considerable prominence in the speeches made both by Democratic and Republican speakers, I have heretofore made no answer to your request, be-cause I desired to see the precise position which Mr. Bryan would finally take upon the subject. He dealt with it exquent reference to the subject in his itinerary speeches delivered since he left New York. His utterances clearly s.ow that he does not understand the nature of the question which he discusses with many words, but with few ideas. His that he does not believe in the principle and right of association, upon which is based the extraordinary industrial pro-gress of the present age. In order to show how shallow he is it is only neceseary to restate a few fundamental prin-

Some Fundamental Principles. "First-Every man has a right to work to refrain from work. If he works is entitled to the fruits of his later. In other words, private property is the logical and thevitable result of individual

with each other for any lawful purpose is indispensible to social progress. This right carries with it the same security for associated capital as belongs to in-

Third-Theassociation of men together may be either by partnership or by what is known as corporative organizations. In these organizations society has not yet limited, and probably cannot limit, the amount of capital which may be thus associated for industrial enterprises. In popular parlance, a large amount of cap-Ital thus associated under a corporate charter is called a "trust," although the original significance of the word was very different. Bryan uses the word. however, in its present popular sense and in this letter I will accept his defini-

"In attacking trusts, therefore, be attacks the principle of the association of capital. But associated capital cannot be stucked without assaling the correlative right of association upon the part of those who depend upon their daily labor for their support. This right of as-sociation on the part of labor is one which the workingmen of this country have strenuously secreed under virgings of appointion, and which they will never yield, and never can yield, without the loss of all that they have gamed through years of stug-gie for incremed wages and greater comfort. It amazes me, therefore, that Bryan should in his speeches attack the right of association, which is absolute'y indispensable to the welfare of the working classes. He does not seem to be aware that in his efforts to set class against class he is attempting to destroy the very principle upon which the hopes of the workingmen of this country for future betterment must be founded.

surrendered without relegating society to an intolerable condition of confusion, of atamation and of warfare be-tween the several classes of which it is constituted. How Bryan can expect to their welfare depends passes my compre-

Brysn Shows Ignorance.

"This view of the subject goes to the bottom of the question, but when Bryan comes to discuss it in detail he shows great ignorance, both of the existing law and of the possibilities of remedying the evils of which he speaks. His reme is are, first, that all corporations lar-ely engaged in hunters shall receive. engaged in business shall receive a li-ceuse from the Federal Government be-fore they shall be permitted to engage In interestate commerce. He does not seem to know that the Federal Government has no power to grunt such itit stands, cannot exercise it. If he had proposed an amendment to the Constitu-tion of the United States by which the power to orenta corporations should be taken from the States and conferred upon the Government, the suggestion would have been statesmanlike, and many profound thinkers would probably seree with him. My own inclination

certainly in that direction, although I see that Secretary Root takes an opposite and, I believe, a mistaken view.

"His next remody is to repeal the tariff duties upon any article which is produced and sold by corporations called "trusts." He does not seem to know that trusts." He does not seem to know that this remedy would affect hundreds of individual producers who are entirely free from any connection with "trusts" or with monopolies of any kind. In other words, he will ruin hundreds of innocent persons for the sake of punishing a sin-

offending corporation.
His third remedy is to prevent corporattons from doing business if they have a monopoly of the production of any ar-ticle of trade. I confers I know of no such corporations, except those which are protected by the patent laws of the United States. Doubtless he had in mind the Standard Oil Company and the Sugar Trust. If so, he was very unfortunate in the selection of his object lessons Neither of these companies has any igal monopoly, but they control very large amounts of capital and employ many thousands of workmen. They have both cheapened the cost of primary arti-cles of necessity, and their monopoly consists in their ability to produce these sprices at a lower cost than their competitors. I know of no greater benefacto the community than cheap light, and certainly the Standard Ott Con has accomplished the miracle of illumin-ating the entire country at a m-rey nominal cost. They make great profits because they have distanced all compet-tors in applying labor-saving processes in the production of oil. Moreover, they have certainly preserved to the United States one of the leading lines of export which has contributed largely to turn-ing the balance of trade in our favor and to the unprecedented presenting of the the unprecedented prosperity of the

very powerful competitors, and the growth of the beet root sugar industry is going on at a pace which promises soon to make us entirely independent of came sugar. Nevertheicas, if the Sugar Trust has had a monopoly, it has been of a most benevolent nature. Never before in the history of this country has sugar been so cheap as during the last five years. The business is now carried on under very great competition, and there is not the slightest prospect that a monopoly of the kind Styan speaks of will ever be created in this country.

a monopoly of the kind Bryan speaks of will ever be created in this country.

"If I am right in these views it is evi-dent that the nostrums proposed by Mr. Bryan for the regulation of trusts are quack remedies. They are not founded upon knowledge, but spring from an en-tire misconception of the nature of the problem and of the trend of modern proproblem and of the trend of modern pro-gress. The great corporations which have sprung into existence within the last ten years are due to an evolution which no more can be arrested than the flow of the tides. They are not injurious to the community or to the working classes. They give more steady employment and a greater demand for labor. The wages have been raised, and the price of ine commodities produced have been les-sened. All classes of the community have been benefited by their growth. except such as have been disabled for a time, only to reappear in the form of consolidated organizations more profit-able and more advantageous to the com-

"It does not follow from what I have said that these great corporations do not need regulation. They have developed evils, which can readily be corrected by proper legislation, but the organizations themselves cannot be abolished without injury to the growing interests of the American people. The limits of this letter do not admit of going into any detail as to the legislation required, but, in a general way, it may be said that in a general way, it may be said that the taking out of a charter ought to in-volve inspection, supervision and public-ity in the same manner and by the same agencies as we now regulate banks and insurance companies. This can be done by the General Government without de-priving the States of the power of supervision of local corporations.

pervision of local corporations.

'I repeat, in conclucion that the right of association is the most important possession of the workmen of this country, and I shall be very much astenished when the matter is properly brought to their notice if Mr. Bryan's views and advice shall receive their support in the coming election. The future is full of promise for the productive intereers of the country, but the election of Bryan on a platform which is at war with the principles of Democracy would distroy principles of Democracy would distroy the confidence which now prevails and absolutely arrest the progress toward in-dustrial and commercial supremacy now possible and rapidly approaching for the United States in the markets of the world. Very truly yours. "ABRAM S. HEWITT."

Registration at Holley has reached 645-196 voters in the First Ward, and 250 in the Second. The vote will be over 650. The plans for the location of the bridge of the Clearwater Short Line Compan across the Clearwater River at Kamish have been approved by the Secretary of

The Commissioners of Canyon County have decided to hold a special election December 8 for submitting the proposition of bonding the county for \$38,000 to pay of bonding the county for \$80,000 to off outstanding warrant indebtedness.

The finishing touches are now being put blocked the waters of the main channel of Snake River, says the Idaho Falls Times. The work was undertaken by the owners of the Idaho Canal Company and the New Sweden Irrigation District, which comprises the Great Western system, on the west side of the river. For several years back these two great cannot have had great difficulty during the latter part of the brigating season in getting suf-

The Twin Falls Land & Water Company, the organization that is to build the great irrigation works on the Snake, near Shoshone Falls, has filed articles of incorporation with the Secretary of State. workingmen of this seconding to all the founded.

"Every trades unton is, according to of Utah, and its principal place of our of Utah, and its principal place of our ness is Salt Lake. The capital stock is unit to the second of Utah, and its principal place of our ness is Salt Lake. The capital stock is 160,000. I. B. Perrine, of Bine Lakes, are the purposes of production or distribution.

I. H. Lowell, of Roswoll; A. K. Steuner, Derg, of Caldwell, and Stanley B. Miller and Frank Knox, of Salt Lake, are the incorporators, and J. H. Lowell is the agent in Idaho.

The sixth annual convention of the Bolse District Epworth League, at Caldconstituted. How Bryan can expect to get the votes of the workingmen of this country is favor of the destruction of the very principle of association upon which they principle of association upon which first vice-president; Mrs. B. & Madden, first vice-president; Mrs. B. Harvey, third second vice-president; W.J. Harvey, third vice-president; Will Chemoweth, fourth vice-president; E.S. Wills, correspond-ing secretary; Miss Bertha Dunlap, re-cording secretary; Miss Chara Maxey, treasurer; Presiding Elder A. W. Killick, Miss Sadie Thorne avenuation. Miss Sadie Thorpe, executive committee. Place and time of next convention left to the board of control, officers and executive committee, but will probably be Bake

> Yerkes' Agent Goes to London. CHICAGO, Oct. II.-D. H. Louderbach of Chicago, left last night for London, where he is to take charge of the Charing oss underground railroad. He will be the personal representative in London of the American syndicate, and will assume the direction of the work as soon as he arrives there. Mr. Louderbach was selected because of his long experience in the planning, promotion and building of the elevated railroad systems in Chicago.

WASHINGTON, Oct. 21.—The Atlanta has arrived at Tompkinsville to take her tion, preparatory to joining Admiral Schiey's squadron on the South At-lantic. The Nashville has arrived at Nagasaki. The Dixie has sailed from Gibraltar for Algiers. The Arcthusa has arrived at Cavite.

Addressed College Students. CORVALLIS, Oct. M .- Judge Stephen A. Lowell, of Pendleton, who is in Benton County as one of the Republican cam-paign speakers, was a caller at the State Agricultural College this morning, and at the invitation of President Gatch briefaddressed the students at chapel ex-

Postoffice Safe Cracked. SHATTLE, Oct. 31.—The sufe in the United States Postoffice at Fremont, a suburb of this city, was cracked by burglars early this morning and \$300 in money and \$300 in stamps taken. The burgiars were experts and used black powder. The building was wrecked. There is no clew to the robbers

Bryan Speaker at The Dalles. THE DALLES, Or., Oct. 21.-Judge homas O'Day, of Portland, addressed an Thomas O'Day, of Fortiana, sourcesed as audience of about 70 persons in this city last evening, on the issues of the day from a Bryan standpoint. Judge O'Day's remarks were confined chiefly to a discussion of the trust question.

Standard Milling Company.

TRENTON, N. J., Oct. M.-The Standard Milling Company filed articles of in-corporation today with a capital of 21,500. 000. The incorporators are Richard B. Coleman, of Montriair, and Edwin H. Corry and Oreen Perkins, of New York.

TWELVE CARGOES FOR EUROPE AND ONE FOR SOUTH AFRICA.

Puget Sound Makes Some Henvy Flour Shipments-Past Work in Wheat Loading.

The scarcity of ships ready for loading in the early part of the month prevented October wheat shipments reaching record proportions. The wheat was in the dooks in this city, and that for which ships were ready was hustled aboard at an unusually rapid rate, but ahead of San Francisco, Seattle and Ta-coma and still fall behind her own rec-ord for October. The European wheat shipments for the month reached a total of 1,261,237 bushels, and enough was shipped to San Francisco to turn the scale past the 1,300,000 bushel mark. Tals was about a half million bushels more than was shipped from Tacoma and Seat-tle, but the continued flour shipments of the two Sound ports were the largest on record for a single month, totaling 168,157 barrels, compared with 72,095 bar-rels from Portland.

This shortage in Portland's flour ship-ments was due to the withdrawal of the Oriental Steamship Line and the failure to have another one in operation in time to prevent a lapse between steamers, which forced exporters to send their flour to the Bound for shipment. The Sound not only had half a dozen steamers, but some of them carried big car-goes. The Riojun Maru carried 14,011 barrels; Duke of Fire, 54,211; Glancgle, I1,100; Tartar, 20,500; Tacoma, 11,810, and Olympia, 11.0% barrels. The Cabul carried a cargo of 33,225 barrels to Europe, Puget Sound's European grain fleet was as follows:

Vessel-Howard D. Troop

There were 13 ships in the Ootober ficet and 15 in 1896. The October fleet in 1897 carried 1,585,785 bushels of wheat and 42.-815 barrels of flour, and that of 1895 car-ried 1,712,080 bushels of wheat and 183,222 barrels of flour. The details of the cargoes which cleared from Portland during the month ending yesterday, tog-ther with a summarry of the month's business, is given in the accompanying tables

wheat macks. A thousand tons of wheat was put aboard in these large sacks, and 1855 tons of flour and 42 tons of danned goods completed her cargo, and all of it was put aboard and carefully stowed in 180% hours.

The Portland exporters and stevedores held all kinds of records for fast loading of wheat ships, and se long as such work is done as that of the Dalcarnic and Philadelphia in the regular order of business, the records will not get very far away from Portland.

GERTRUD'S ROUGH TRIP.

German Ship Struck by a Hurricane While Crossing the Pacific. ASTORIA, Oct. S.—The German ship Gertrud, which arrived in this afternoon from Nagasaki, passed through a terrifo hurricane on October 18. Heavy seas were running and one broke through the cabin skylight, smashing the furniture and dameter. The abits stores. Furning the skylight, smashing the furniture and dam-aging the ship's stores. During the storm the upper main topsail yard fell, but caught on the lower yard, where it was inshed. As the tug was dropping the Gertrud in the lower harbor, the ship's mate was struck by the bawser and one of his legs badly lacerated, but no bones were broken. Captain Henke reports the bark Pax outside.

Notice to Maringra. Notice is hereby given of the following changes in the aids to navigation in this district, which affect the list of lights and fog signals, Pacific Cosst, 1900: Swan Island bar, lower post light, Wil-lamette River, page 20, No. 129 (list of beacons and buoys, Pacific Coast, 1900beacons and buoys, ranne ceast, non page 89.—This three-pile beacon, from which a fixed white light is shown, on the lower end of Sand Island bar, Willamette River, Oregon, that was carried away on October II, 1900, and the light extin-guished, has been replaced and the light ranstablished. williamette River, channel to Portland-Postoffice bar, buoy No. 4, a red, first-ciass spar is reported dragged from its position on Postoffice bar (upper), and will be replaced as early as practicable.

By order of the Lighthouse Board. W. P. DAT.

Domestic and Foreign Ports.

ASTORIA, Oct. S.-Arrived at i P. M., German ship Gertrud, from Nagasaki. Condition of the bar at 5 P. M., rough;

wind, southwest; weather, cloudy. Reported outside at 5 P. M., Dutch bark Pax, from Yokohams.

Neah Bay, Oct. H.—Passed out, steamer Signal, for Portland.
San Francisco, Oct. H.—Arrived, steamer Willamette, from Seattle; steamer San Pedro, from Seattle; U. S. S. Albatross, from Seattle. Salled—Steamer Newburg for Gray's Harbor; schooner Reporter, for Gray's Harbor; Seattle, Oct. 31 .- Arrived, Oct. 30, steamer

Clearing, Date, Flag, Rig, Name, Tonnage, Destination and Shipper.	Vhent, bushels	dollars	hour, barrels	alue, dollars	date
July— 3-Br. ship Wendur, 1896, U. K. f. o., P. M. Co 13-Br. bark Fifeshire, 1318, U. K. f. o., Balfour 14-Fr. bark Marschal Villers, 1711, U. K., f. o., P. F.	75,744	45,000	******	******	16
M. Co 16—Br. bark Lizzle Bell, 1995, U. K. f. c. Eppinger 20—Ger. ship Rickmer Rickmers, 1914, U. K.f c., Balfour	85,367	33,269			18 21 25
August— 4—Br. ship Harlech Castle 1802, U. K. f. o. P. F. M. Co B—Ger. ship Rigel, 1788, U. K. f. o., Balfour 15—Br. bark Nithsdale 1885, U. K. f. o., Port, Grain Co 17—Br. bark Bowman B. Law, 1859, U. K. f. o., P. F.	106,916 101,186	103,760	******		9 13 29
M. Co. 18—Br. ship Frankistan, 1900, U. K. f. o., Balfour 10—Br. ship Cedarbank, 2849, U. K. f. o., Girvin 28—Ger. ship Robert Rickmers, 2174, U. K. f. o., Kerr.	113,850 154,667	96,350		\$67,500	21. 26 25 27
September— 13—Br. ship Orealia, 1708. U. K. f. o., Balfour 13—Br. ship Genista, 1718. U. K. f. o., Balfour 13—Dan ship Jupiter, 1651, U. K. f. o., Balfour 13—Br. bark Australia, 2007. U. K. f. o., Kerr 25—Br. ship Riversdale, 2007. U. K. f. o., Girvin 15—Br. bark Semanitha, 2211, U. K. f. o., P. F. M. Co., 16—Br. ship Centurion (a), 1704, Grimsby, Kerr 28—Br. ship Penthesilea (b), 1663, U. K. f. o., Balfour.	96,002 130,546 186,900 134,000 17,515	57,000 76,000 83,000 26,000 10,000			27 20 25 *17
October— October— 2-it. ship Elisa, 1455, Algoa Bay, McNeer 6-Br. ship Marathon, 1816, U. K. f. o., F. M. Co. 8-Fr. bark La Fontaine, 1738, U. K. f. o. A. Berg. 3-Br. ship Fortia, 1350, U. K. f. o., Eoringer 17-Ger. ship Osterbek, 1510, U. K. f. o., Eoringer 17-Ger. ship Osterbek, 1510, U. K. f. o., Balfour 20-Br. ship Dechmont, 1935, U. K. f. o., Port. Grain Co., 20-Br. ship Dechmont, 1942, U. K. f. o., McNeer 22-Br. ship County, 1659, U. K. f. o., P. F. M. Co., 23-Br. ship County (c), 1715, U. K. f. o., Kerr 190-Ger. ship Altair, 2392, U. K. f. o., Balfour 190-Br. ship County of Edinburgh, 2070 U. K. f. o., Gir vin	76,372 140,753 92,103 101,710 100,533 89,567 30,025 131,576	43,500 85,155 61,578 62,500 61,325 50,600 15,613 71,257			7 21 19 14
SI—Br. ship Delcairnie, 1700, Kerr	104,298	67,364	******		

(a), also 105,576 bushels barley, valued at \$49,000.

l		(c), also 105,630 bushels barley, valued at \$80.310. (c), also 105,630 bushels barley, valued at \$35,210. (*) sailed following month.				- 19		
	Wheat— Bush. To Europe and Africa	Value. \$750,169	Bush.	Value. \$482,995 4,440	Bush. 1,653,674 258,416			
	Total wheat	\$761,306 Value.	801,837 Bible, 59,751 24,791 21,827	\$487,435 Value. \$160,286 73,487 63,588	49,590 56,121	\$1,079,344 Value. \$ 146,000 181,846 \$0,500		
l	Total flour	\$109.807	196,469 479,110 801,837		133,629 569,949 1,712,690	420,377 420,377 1,072,244		
	Grand total wheat and flour	Value.	Bush.	\$784,795 Value. \$ 1,738 105,603	Bush.	\$1,492,600 Value \$ 75,000		
	Total barley			\$197,342 \$ 21,998	196,094 234,890	\$ 95,00 \$ 89,240		

NEXT CENTURY LOADING.

Exporters Taking Up Ships for Wheat Loading Next Spring.

Despairing of securing any tonnage for near-by loading, exporters are again reaching out into the future for ships, and within the past three days a num er of new engagements are rumored to have been made. The German ship Niobe has been taken for April loading at 41s and a slightly smaller ship has been fixed for May loading at 41s 5d. It is also reported that 63s has been paid for a January ship. In the face of these rates, it is difficult to understand where the San Francisco papers figure out a weak-ness in the freight market. Freights have been above @s for over six months, and yet there is no disengaged tonnage

and yet there is no alsengaged tonnage heading in this direction.

The Ers 6d which was refused by the Halewood, of course, is not obtainable now, but the only reason that it was offered her at all was because there was no other available ship in the river at the time and the docks were overcrowded. So time and the docks were overcrowded. So long as there are vessels enough com-ing along to ease matters over from week to week, rates may be kept down around 47s 6d, and perhaps 45s for mammoth steamers, but the man in search of a ship at anything under the before the turn of the year will be certain of dis-

WHERE RECORDS ARE MADE. Dalcarate Loaded in 18 Hours and

Philadelphia in 204 Hours. e British ship Delcarnie, the wesnel of the October first cleared yesterday for Queenswas cleared yesterday for queens-town or Falmouth for orders by Ketr., Offford & Co. with 108,297 bushels of wheat, valued at 507,394. There was no attempt at breaking records in loading the Dalcarnie, but \$5,600 bags of wheat were put in the vessel in nine hours on Monday, and over 30,000 bags went aboard Tuesday. The entire cargo of \$7,445 bags containing 106,287 bushels, was put about in exactly 18 hours. Brown & McCabe, who londed the Dalcarnie, also did some Company, so far as I can judge, would simply raise the cost of light and cut down the exports which are now maintained by reason of the great capital of that company and its use in the forrign markets of the world. As to the Sugar Trust, there is not even the pretext that there is any monopoly. They have now account of the Standard Office of the world. difficult to handle than the ordinary election.

City of Topeka, from Aleska. Sailed-U. S. S. Lawton, for San Francisco; steamer Valencia, for Hunters' Bay. Nome-Arrived, Oct. 18, steamer J. S. Kimbali, from Seattle. Port Blakeley-Salled, Oct. 20, schooner W. A. Wors, for San Pedro. Seattle-Salled, Oct. 20, steamer Dolphin,

or Skagway. Yokohama—Sailed, Oct. 27, steamer Victoria, for Tacoma,

C. A. Thuyer, from Gray's Harbor. Hong Kong-Arrived, Oct. 20, British teamer Empress of India, from Varicou-Liverpool, Oct. 31.-Arrived, Majestic,

m New York, via Queenstown. Iong Kong. Oct. 31.—Arrived previous-Tartar, from Seattle. Liverpool, Oct. 3L - Sailed, Cufic, from

New York, Oct. 31.—Arrived, St. Germain, from Havre, Sailed—Trave, for Rremen: New York, for Southampton; Oceanic, for Liverpool; Noordland, for Gibraltar, Oct. \$1.-Arrived, Aller, from New York, for Naples and Genoa. Southampton, Oct. M.—Arrived, St. Louis, from New York, Salied—Kaiserin

Maria Theresa, from Bremen, for New York. Boulogne, Oct. 3L-Arrived, Amsterdam, from New York, for Rotterdam.

Queenstown, Oct. 31.—Salled, Invernia,
from Liverpool, for Boston. New York, Oct. St.—Arrived, Teutonic, rom Liverpool: Cevic, from Liverpool. Queenstown, Oct. St.—Arrived, Majestic,

Queenstown, Oct. II.—Arrived, Majesac, Queenstown, Oct. II.—Arrived, Majesac, Queenstown, Oct. II.—Arrived, Majesac, Glasgow, Oct. II.—The Anchor Line steamer Anchoria, from New York, October 2 for this port, is aground in the Cyde. She is expected to float tonight.

Liverpool, Oct. II.—Arrived, Georgian, New York; Numidian, from Mondon Ween York; Numidian, from Mondon Ween all the numinees on the Fusion when all the numinees on the Fusion weens.

WASHINGTON, Oct. M.-Miss Marion Lambert, of Port Townsend, Wash, was today appointed assistant matron at the Colville Indian School; salary, \$500 per

Reppner Wool Market. HEPPNER Or., Oct. St.-The wool market hore continues stagnant, but a reawakening is looked for after McKiley's

WASHINGTON SHIP CANAL

LAKE WASHINGTON AND PUGET SOUND TO BE CONNECTED.

Construction May Be Said to Be Un der Way-Object Is to Provide Fresh Water Harbor.

SEATTLE, Oct. II .- Actual construction work may be said to be under way on the famous project known throughout the State of Washington as the Seattle & Lake Washington ship canal. For many years this canal project has been kicked and buffeted about among different political factions and commer-

different political factions and commer-cial interests in the State of Washing-ton and, for a time, it was considered to be actually dead. It has been asserted, time and again, that the canal would never be built; that the project was im-practicable; that Lake Washington could not possibly be used for a fresh-water not possibly be used for a fresh-water basin, or for a naval reserve station.

It has been argued by some residents of Tacoma, for instance, that the locks con-necting Lake Wushington with Puget Sound could be blown up in times of war with a few sticks of dynamite, and that the naval stations situated on the lake would thereby be rendered absolutely worthless. It has been set forth that the building of the canal was a stream. building of the canal was a gigantic real estate scheme intended for the purpose of advancing the price of certain lands, and that the Government was being used to back up the projects which had for their ultimate object the reaping of financial benefits to individuals, without just regard for its interests.

Again, when United States Senator Pos-ter was elected to the Senate to succeed Senator Wilson, it was set forth that inasmuch as he was a resident of Tacoms he would make every effort to prevent the construction of the canal, Mr. Foster did not take a sectional view regarding the canal project, however, and has aided in continuing work on all Government projects in the state that are reasonably construed as being of benefit to the whole

To Illustrate, he has given great at-tention to the important work of enlarg-ing the Bremerton Naval Station, and the entinuance of work on the various Government contracts now under way on the rivers and harbors of the state.

Bremerton station, for instance, has

been considered of vast importance to all sections of Western Washington, and par-ticularly to Puget Sound. It has been the policy heretofore to employ a number of transcient mechanics, as it were, who would put on Government vessels docked at Bremerton such repairs as were neces-sary. In some instances mechanics have been brought to Bremerton who were regularly employed at Mare Island. In-stances were discovered by Senator Fos-ter where the Mare Island dock was crowded with work, a large amount of which could have been assigned to the Bremerton station, and that, in the mean-time, the mechanics who had located with their families at the Washington Naval station were actually compelled to move away because the Government falled to provide work. This state of affairs is gradually being remedied by securing additional workshops, suitable tools and machinery for repairs on a large scale on the battle-ships now doing duty in the Pacific Ocean. Part of the plan now being worked out is to have a sufficient number of vessels assigned to the Puget Sound Naval station to keep a well-se-lected force of skilled mechanics constantly employed, in order that they may be retained there permanently, thus keep-ing the station prepared for such work, no matter what the character or extent, as may be assigned to it by the Secretary

as may be assigned to it by the Secretary of the Navy.

As for the Lake Washington Canal, work has actually been started by the securing of data in the way of borings and in making examination of the contours along the territory between Lakes Union and Washington. There is now available \$173,000 which will be used to start the actual construction of the canal. It is the intention of Captain Harry Taylor, local representative of the United States engineers, to recommend a plan States engineers, to recommend a plan whereby Lake Washington will be lowered to the level of Lake Union. As Cap-tain Taylor has just been assigned to duty in New Hampehire, the construction of the canal will devolve largely on his successor. It is believed, however, that Captain Taylor will have sufficient data to make his recommendation before vacating his office here.

The scheme evolved by Captain Taylor with him, and many engineers who have looked into the matter believe that the plan is feasible, and that it will benefit the whole canal scheme in that it does away with one of the objectionable lock features. The people owning land on the borders of Lake Washington are also much in favor of the scheme, inasmuca as it increases the value of their upland holdings and in many cases provides much desired land for gardening purposes for owners who are, at present, deprived of suitable holdings of this nature.

While it is anticipated by many of those interested in this project that the moor-ing of deep-sea vessels in fresh water on Lake Washington and Lake Union will be of material benefit in the way of causing barnacles to drop from the bottom of the vessels, some of the leading experts on this subject state that barnacles allowed to die in fresh water, while attached to the bottom of vessels, become cemented to the ship and are only removed with the greatest difficulty when placed on a dry dock. The majority of shipping men, however, are of the opinion that the placing of vessels in fresh water while they are loading, as is the case at Port-

Dunkirk—Arriver, Oct. 28, German ship Nesals, from Portland. Guayarnas—Arrived, Oct. 23, schooner

In days past, it is claimed, this Seattle canal created political factions in the state which grew and expended until the election of Governors and United States Senators were affected thereby. During one memorable state convention the Seattle canal plank was made a feature, and on various other occasions the politi-cal factions in different parts of the state have see-sawed on the canal plank with more or less injury to candidates.

At the present time, however, the canal is accepted as a matter of course, and very little attention is paid to the sub-

ject, and the former agitation which periodically broke out among the newspapers in a most violent form throughout the state has apparently passed away. Clark County Campaign. VANCOUVER, Wash. Oct. M. - Both parties will close the compaign in Clark Country this week. Special attention is being given doubtful precincts, and meetbeing given doubtful precincts, and meetings are being held every night. C. J.
Helfner and "Farmer" Todd are assisting the Democratic campaigners, and
Mayor Cole, of Whatcom County, is assisting E. M. Rands, candidate for Joint
Senator from Clark and Skamania Counties. In his canvass of Skamania County,
Chairman Cook, of the Republican County Committee. is this week suggest in

when all the nominees on the Fusion ticket will be present. Regublican chances of carrying Clark County are certainly very bright.

Oregon Industries. A turnip weighing eight pounds was exhibited at the office of the Ashland

Tidings last week. Wall Huntley picked 53 bushels of pears from one tree this year, says the Inde-pendence Enterprise. Alex Martin, Sr., of Klamath County, has shipped a cariond of horses to CallCONQUERING the AIR

Successful Flight at Last

THIS year has witnessed the culmination of the century's efforts in aerial navigation. Balloons in Germany and France have reached a remarkable degree of perfection but

Count Zeppelin's Air Ship

is the first which has successfully navigated the air against the wind carrying passengers. His aerial ship marks a great advance, and is believed to be the forerunner of craft which can be used in commerce with speed and safety. This article is written from personal experience by Eugen Wolf, the Count's assistant who has helped operate it. For the first time the dream of conquering the air for purposes of tran-sportation seems about to be realized. The imagination is stirred at the possibilities for

McCLURE'S MAGAZINE for November

Other Interesting features: MARK HANNA, by WILLIAM ALLON WHITE: A WOMAN'S DIARY OF THE SIEGE OF PERIN: MAKING A GERMAN SOLDIER, Short Stories by CHARLES WARREN: ALVAH MILTON KERR, GEORGE E TURNER,



fornia. They were picked and matched animals, and will be sold for fancy

Lumbering interests are becoming prom-nent along Hood River. A slush dam that cost \$2000 is about completed on the west fork, and 3,000,000 feet of loss will taken out during the next

Edward Albright, of Ashland, has been picking strawberries and blackberries since early Summer in his garden, says the Tidings. Saturday he had a box of strawberries and showed also a blackberry branch on which was fruit in all stages from the blossom up to the berry. In order to increase the waterfall, the course of the mill race in East Pendleton is being changed. The O. R. & N. used to cross the race at Franklin street, but the crossing will now be at Union street, 250 feet further east. Twenty-five men have been suggaged on the improvement for three weks, and it will be finished within seven or eight days. A night force is now rushing completion. The alteration will afford 50 more horse-

A remarkable consignment of pumpkins A remarkable consignment of pumpkins was rescived at Astoria Monday from Sauvie's Island, says the Astorian. The largest weighed 149 paunds. There were a number of them that weighed over 100 pounds. From one seed and on one vine was raised the immense amount of 1300 pounds of pumpkins.

A. H. Carson, of Grant's Pass, Fruit Commissioner for the district of Southern Oregon, has been in Douglas County looking after the condition of orchards and the amount of marketable fruit pro orchards, but in the main there is a great need of thorough spraying. He cites as examples of the practical beenfus of proper spraying the apple orchards of Oiwell Bros. of Central Point; Weeka & Orr, of Medford, and H. B. Miller, at Grant's Pass. These have this season an output of \$\mathbb{H}\$ per cent of sound fruit, while in unsprayed orchards in the im-mediate vicinity of these, from 60 to 70 per cent of the fruit was infested. Alugh many fruitgrowers still consider spraying an expensive operation, and of doubtful or uncertain efficacy, yet it has

REWARD OF MERIT.

Catarrh Cure Secures National Popularity in Less Than One Year.

Throughout a great nation of \$0,000,000 it is a desperate struggle to secure even a recognition for a new article, to say nothing of achieving popular favor, and yet within one year Stuart's Catarch Tableta, Mount Angel ... Monday, Nov. 1 to lower the level of Lake Washington to that of Union seems to have been original the new catarrh cure, has met with such with him, and many engineers who have the success that today it can be found in success that today it can be found in States and Canada.

To be sure, a large amount of advertising was necessary in the first instance to bring the remedy to the attention of the public, but every one familiar with the subject knows that advertising alone never made any article permanently suc-cessful. It must have in addition absolute, undeniable merit, and this the new catarrh cure certainly possesses in a marked degree.

Physicians who formerly depended upon

inhalers, sprays and local washes or olu-ments now use Stuart's Catarrh Tablets because, as one of the most prominent stated, these tablets contain in pleasant, convenient form all the really efficient catarrh remedies, such as red gum, Guaz-col, Eucalyptol and Sasguinaria. They contain no cocains nor opiate and

are given to little children with entire safety and benefit. Dr. J. J. Reitiger, of Covington, Ky., says: "I suffered from catarrh in my head and throat every Fall, with stoppage of the nose and irritation in the throat, affecting my voice and often extending to the stomach, causing catarrh of the sto ach. I bought a 50-cent package Stuart's Catarrh Tablets at my druggi carried them in my pocket and used them faithfully, and the way in which they cleared my head and throat was certainly remarkable. I had no catarrh last Win-ter and Bpring, and consider myself en-tirely free from any catarrhal trouble." Mrs. Jerome Eilison, of Wheeling, W. Va., writes: "I suffered from catarrh nearly my whole life and last Winter my two children also suffered from catarrhal colds and sore throat so much they were out of school a large portion of the Winter. My brother, who was cured of catarrhal deafness by using Stuart's Catarrh Tablets, urged me to try them so much that I did so, and am truly thankful for what they have done for myself and my children. I always keep a box of the tablets in the house, and at the first appearance of a cold or sore throat we nip it in the bud and catarrh is no longer a household affliction with us."

Full-sized packages of Stuart's Catarrh Tablets are sold for 30 cents at all drugtwo children also suffered from catarrha Tablets are sold for 50 cents at all drug-

WHITE COTTOLENE makes delicious things wholesome and wholesome things delicious.

If you are still using hogfat in your cooking, try a pail of WHITE COTTOLENE. and you will be surprised at the result.

FREE! Our dainer booklet

been demonstrated that the cost will not exceed 2 to 5 per cent of the increased output of first-class fruit. Mr. Carson estimates the apple crop of Jackson, Jose-phine and Douglas Counties this year at

REPUBLICAN

JUDGE GEORGE H. WILLIAMS. Oregon City Saturday, Nov. 3 The Dalles Monday, Nov. 5 SENATOR B. F. MULICEY. ood Friday, Nov. 1 HON. JOHN H. MITCHELL.

HON. WM. M. COLVIG. .. 2:30 P. M., Thursday, Nov. 1 HON. O. F. PANTON. Friday, Nov. 2 HON. J. C. LEANURE.

HON. C. B. MOORES. Thursday, Nov. Friday, Nov. Baturday, Nov. HON. JOHN B. M'NARY.

GOVERNOR T. T. GEER. HON, THOMAS H. TONGUE.

Salem Thursday Nov.
Newberg Friday Nov.
Hillsboro 2 P. M., Baturday Nov.
Astoria Monday, Nov. JUDGE S. A. LOWISLE. HON. RUFUS MALLORY.

HON. TILMON FORD. SENATOR C. W. PULTON.

Roseburg Priday, Nov. Grant's Pass Saturday, Nov. Ashland Monday, Nov. SENATOR GEO. C. BROWNELL Wilbur Thursday, Nov. 1 Millwood Friday, Nov. 2 HON. S. B. HUSTON. Forest Grove Friday, Nov. 3 Greenville Saturday, Nov. 3

HON. Q. M. IDLEMAN. Baker City . . Saturday, Nov. 3 HON. ADAM KLIPPEL.

E. B. TONGUE, ESQ.
Thursday, Nov. 1 COLONEL S. C. SPENCER. HON. R. R. DUNIWAY.

HON. WALLIS NASH. Friday, Nov. 2 F. F. PREEMAN, ESQ. C. A. BELL, ESQ.

Oswego Thursday,
Bellwood Friday,
Astoria Saturday,
Woodburn Monday. HON, GORDON E. HAYES. ROBERT F. BELL, ESQ. Newport Thursday, New, Little Elk 1:50 P. M., Friday, Nov. 1 Elk City 7:50 P. M., Friday, Nov. 1

J. P. BOOTHE, ESQ. Friday, Nov. 3 W. W. BANKS, ESQ. Further assignments of speakers will be made from day to day. GEO. A. STRELL Chairman.

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