Portland Ships Beat All Others From the Coast.

AVERAGE PASSAGES OF GRAIN SHIPS

Advantages of a Fresh Water Harbon Strikingly Illustrated-Coquille Marine News.

The wonderful advantages of Portland's freeh water harbor have again been demonstrated in the records made by the grain fleet from the Pacific Coast for the season of 1898-1900. The tail-ender of this hig fleet, the Shandon, has just arrived out after a passage of 18 days from Tacoma. The average passage of the entire fleet. thre fleet of vessels leaving the Columbia River was faster than those of any other port, Tacoma being beaten by an average of over two weeks per vessel. The San rancisco fleet, according to the figures of the Bulletin, was only a fraction slower than that of Portland, the average run from the Bay city being 134 days, while that of Portland ships was 133.7 days. The average of the ships going from Tacoma and Seattle to Europe was 185.4 days. The fact that the Portland fleet was compelled to sail at least 600 miles farther than that from San Francisco and still beat the latter fleet makes

the showing all the more remarkable.

There were 96 ships in the European sailing fleet from Oregon, and some of salling fleet from Oregon, and some of them made ratiling passages. The British bark Semantha made the record run of the season by going home in 102 days, the nearest approach to this being the Clackmannanshire in III days, and the Muskoka, now in port, third with a passage of 112 days. Of the July ships, the Dunreggan was slowest in 158 days, and the Lacenene fastest in 117 days for the other months, the longest and shortshe other months. and the Laornene fastest in 117 days. For the other months, the longest and shortest passages were as follows: August—Bothwell, 141 days, Semanths 162 days; Geo. W. Elder, for Astoria; schooner September-Sofals 155 days, Carl 155 days; October-Bermuda 166 days, Carl 156 days; November-St. Mungo and Garnet Hell (tie) 146 days, Niobe 155; December-Hutton Hall 146 days, Sierra Misanda 118 days; January-Glenholm 188 days, Clack-mannanshire 111 days: February-Chill 141 New York Nov. 29 Arrived Melana. mannanshire 111 days; February—Chili 141 lays, Jules Verne 113 days; March—C, S. Bement 148 days, Helmont and Kinfauns (tie) 136 days; April-Berwickshire 175 days, Poseldon and Samaritan (tie) 130 May-Aspice 160 days, Dovenby Hall 130 days; June-East African 197 days, Pinmore 114 days. The passages of the fleet sailing from June-East African 157

Long. Short Average. ...162 162 162 ...130 130 130 The San Francisco fleet sailing for Europe made the following runs:

Puget Sound for Europe were as follows:

Long. Short Average.

Portland dispatched seven ships to fouth Africa during the season, and the fastest passage was made by the Gieness-in in % days, while the Macduff and Lor-ton were tied for second place with 115-day passages. After allowing for the de-tention of the Blytheswood, which put into a South American port for repairs, the average passage of the South Amer-ican flest from Portland was 100 days, while that of Puget Sound was 106 days, the Clan McPherson making the best run from the Sound in S. days, while the fastest passage was made by the Glenessfrom the Sound in 85 days, while the Voodburn covered the distance in 125

ing off in a manner which indicates that this port will make an even better show-ing for the present season. Every one of the five ships sailing from Portland in July has arrived out in passages rang-ing from 108 to 126 days, the average being about 130 days. But three ships have arrived out from San Francisco, their runs being as follows: 113, 126 and 134 days. One July ship has arrived out at Tacoms, after a passage of 133 days,

### COQUILLE MARINE NEWS. Better Transportation Facilities on

the Coast Route. COQUILLE CITY, Or., Nov. 29.—The Coquille River is in luck to have two steamers plying between this place and San Francisco, carrying freight and pas-sengers. Captain Reed's new steamer Mandalay is en route to San Francisco

The river state of the River of the Republic whether a point of the Republic whether a point

The river steamer Dispatch, which ran on a snog near Riverton and was sunk.
has been raised and repaired, and is
again on her regular daily run from
Funden to this place, making her first trip today.

# SHIP PLATES FOR THE CLYDE. Another Strong Argument Against

The British steamer Dunstan has leared from Philadelphia for Glasgow cleared from Philadelphia for Giasgow and Greenock, with a cargo of steel plates, etc., valued at \$15,855 30, for the construction of vessels on the Clyde, Part of the materials to be landed at Green-ock is to be forwarded to Port Glasgow. Now at Bichmond, being loaded with like cargoes for Great Britain, are the Brit-ish stramer Hesievside and the Dutch steamer Leonora. Recently the British steamer Richard Grenville took a cargo of steel from Philadelphia to England and she is now bound there, it is an-nounced for another carge of the same kind. Several other cargoes of steel have been shipped during the last few months from Philadelphia to ports in the United

# STORM-BOUND PLEET.

Puget Sound Ships Meet With the Usual Delay.

Five ships were in Cicliam Bay Monday night, says the Tacoma Ledger, walting a shift of the wind to go to sea. These ships were the St. David, the J. B. Brown, the schooner Columbia, the schooner Bainbridge, and the ship Forest

up on the beach that she can be approached to within about 20 rods on foot. She still floats at high tide, as she lies in a swale, between two sand bars. The weather today is unfavorable, and it is feared that it will be too rough to accom-plish anything toward getting her off to-

Quiet Day on the Front. Quiet Day on the Frent.

There was not much moving on the water front yestenday, everybody colsbrating Thanksgiving. The weather at the mouth of the river is still forgy, and there was no word of the fleet that is now due at this port. The Columbia crossed out for San Francisco early in the morning, but this was the only arrival at the mouth of the river. The Dunayre left up from Astoria when the fog lifted vesterday morning, and the fog lifted yesterday morning, and the Cromartyshire left down from Portland. The steamship Adato is supposed to be due at this port, and will probably show up today or tomorrow.

Columbine Returns From Flattery. ASTORIA, Or., Nov. 20.—The lighthouse tender Columbine returned today from Cape Flattery, with a number of mechanics who have been making repairs to the light station there. Captain Rich-ardson reports a thick fog, with a heavy swell running all the way down the coast.

Material for Floating Vessel. ASTORIA, Or., Nov. 28.—The tug As-toria crossed out today with an anchor and cables to make preparations for an attempt to float the stranded bark Pol talloch.

Domestic and Foreign Ports. ABTORIA. Nov. 23.—Seiled at S.A. M.—Steamer Columbia, for San Francisco. Left up at II A. M.—British ship Dun-syre. Condition of the bar at 5 P. M., rough; wind, southeast, with fog and

New York, Nov. 29.—Arrived, Mainze, from Bremen. Sailed, La Touraine, for Havre. Hamburg, Nov. 29 .- Arrived, Pennsylva-

nia, from New York, via Plymouth.
Liverpool, Nov. 29.—Arrived. Montfort,
from Montreal. Sailed. November 23, Commonwealth, for Boston. Genoa, Nov. 29.-Sailed, November 28. for San Francisco (not pre-

vious'y). London, Nov. 28.—Sailed, Manitou, for New York. Queenstown, Nov. 23.—Sailed, Germania, for New York.

Boston, Nov. 23.—Arrived—Saxonia, from Liverpool and Queenstown.

## SUMNER WANTED CADETSHIP An Interesting Application Found on File in the War Department.

Chicago Record. There is a remarkable document on file at the War Department, the existence of which was unknown until a short time ago, when it was accidentally discovered ag, when it was accidentally discovered. It is a letter written by Charles Pinckney Sumner to the Hon. Philip Barbour, of Virginia, Secretary of War under John Quincy Adams, asking for the appointment of his eldest son, Charles Sumner, to the Military Academy at West Point, The application was ignored. Charles Sumser went to Harvard University instead, and died a Senator of the United. stead, and died a Senator of the United States and not a disgruntled Major of Infantry. The letter is written on a paper of fine texture, yellow with age. The penmanship is fine and neat, and very much resembles the manuscript of the Senator 40 years after. The indorsement on the back to

"Massachusetts-Sumner "Appn. in his behalf by his "Father, C. P. Sumner."

The letter is as follows:

"Boston, Il November, 1825.
"Sir: My eldest son, Charles Sumner, is desirous of being admitted as a mem-ber of the Military Academy at West Point. He will be 15 years old in January next. He is of good constitution & in good health, altho unusually studious. He is well acquainted with Latin and Greek, is somewhat acquainted Arithmetic & Algebra & French. exceedingly well acquainted with history and Geography, both ancient and modern He knows the scenes of many of the dis-tinguished battles of ancient and modern times, & the characters of the Heroes who figured in them. He has a strong sense of patriotic pride, and a devotion to the welfare and glory of his country. He is now at the Latin School in Boston, & in August next will be qualified to enter

the university at Cambridge.

"He prefers the academy at West Point,
He is the oldest grandson of the decessed
Maj. Job Sumner, who served with repuwith a full cargo, this being her first voyage.

This steamer is owned principally by parties residing on the river, and has full like Hanibal to a military life, and at the business guaranteed by carrying coal.

ommend him myself, as it may possibly be that no other recommendation is neces-sary. Mr. Webster and Judge Story, if questioned, can say whether or not I would recommend anybody, son or no son, whom I did not believe to be a person of merit. The President Himself may possibly not be an utter stranger to my

"I form no unreasonable expectation, & am not liable to any painful disappoint ment, whatever may be the result of this

application.
"I am, sir, your sincerely respectful bumble servant.
"CHARLES PINCKNET SUMNER. "To the Honourable Philip Barbour Secretary at War."

# Back Pay for Overtime.

Albany Argus.

Albany Argus.

A peculiar case against the New York
Central Railroad Company has just been
referred to the Surrogate of Hudson.
Samuel E. Mathison, the plaintiff, who
was at one time in charge of the Harlem
roundouse at Chatham, availed himself
of the provisions of a new law recently. of the provisions of a new law, recently enacted which obliges railroad companies to pay their employes for overtime. Dur-ing the six years previous to severing his connection with the company, he had kept an accurate account for all labor performed for the company outside of reg-ular working hours. In all, there are about 2000 items, and the overtime amounts to almost \$3000.

# ADDITIONAL TOURIST SERVICE.

The rapidly increasing travel via the schoener Bainbridge, and the ship Forest
Home. They were followed by the British Isies and the Florence. The wind was
reported favorable for ships coming in
and the British bark Adderley, which
has been expected every day for a week,
put in its appearance at Tacoma during
the afternoon.

THE STRANDED POLTALLOCH.

Continues to Make Way Shereward,
but Still Floats at High Tide.

SOUTH BEND, Wash, Nov. 20.—The
stranded bark Polisiloch is now so far

# GET ANOTHER RAILROAD

nor do I now, wish to be understood as giving advice to the business men of Portland. Having given considerable thought to this subject, and arrived at

GET ANOTHER RAILROAD

upon Portland's efforts, and can be much more quickly accomplished, is this: The Rock Island and the Burlington reads are already half way from Omaha to the coast, the latter having a junction with the Northern Pacific at Billings. Mont, and it is pretty well understood that both lines are seeking a coast outlet. Whether it will be san Francisco, Portland or Puget Sound will perhaps be determined by the events of the coming year. Suppose Mr. Hammond should build his Astoria road along the coast or through the Nehalem or other available pass to a connection with his Corvallis & Eastern (not'an improbable supposition, because it would enormously increase the earning the form of 100 miles or so beyond its present of the Bureau.

Washington, Nov. 2.—The Bditon, or 100 miles or so beyond its present of the Bureau of Yards and Docks of the Surjets, and the subject, and arrived at a line of railroad reaching into that countries to add in conclusion that I do not know him, and not in the secret of his designs, nor an I attempting to help him fight his railroad controversies; I have no Astoria real state, and no interest to serve but the truth. If my contention is railroad controversies; I have no Astoria real state, and no interest to serve but the truth. If my contention is returned to the fruit. If my contention is retur Portland. Having given considerable thought to this subject, and arrived at conclusions at variance with those of the extremists on either side, my hope was to provoke discussion on the part of men of financial standing and broad commercial views, to the end that "we may see truth drawn together."

This transportation and common-rate problem is probably the most vital issue which at the present time confronts the city of Portland, and I believe that the transportation to present time confronts the tendencies of the past year all presage fruitful field of speculation to be found the near approach of a turning-point in its commercial development. The growth

THE LATE BENJAMIN HUTTON.



## AN OREGON PIONEER OF 1853.

ILWACO, Nov. 29,-Benjamin Hutton, who was killed in a runaway accident near here rember 21, emigrated to Oregon from Iowa in 1853. He crossed the plains with David Peblor's wagon train, and reached Portland in the month of September. For several years he traveled over the Northwest, visiting British Columbia and nearly all of the Puget Sound country. Later he returned to Portland, and engaged in the manufacture of wheat fans, being a pioneer in the business. In 1872, with his family, he moved to Pacific County, Washington, and acquired a farm near Long Beach, where he had resided continuously up to the time of his death.

Mr. Hutton was married in 1887 to Miss Catherin L. Donaca, who, with two children, survive him-Clarence Hutton, of Portland, and Miss Mary Hutton, of Long Beach.

of municipalities, like that of individuals, that it is done. With an independent line

out a quickening of the imagination, he has my sympathy. So far as I know, history falls to record a parallel era. While no one can with certainty fore cast the future, the attempt is fascinat-

ing, and may be more intelligently done now than ever before, since the student has more to guide him in his estimate of the possibilities which the 20th century will usher in. Thirty years ago, when the scheme of spanning 2000 miles of undeveloped territory between the Misaouri River and the Pacific had its birth in the minds of a few far-seeing men, capital shrank from the magnitude of the ertaking. Today seven transc tal railroads exchange their traffic at the ports of the Pacific, and this Western country is just awakening from its infancy. How many more there will be before another 30 years pass no one can tell, but there are likely to be two more at or north of the Columbia River be-fore a decade shall have passed. It will be of incalculable advantage to Portland to secure the first of those new transcon-tinental lines; not merely as additional outlets, but because of new methods. Rallroad management itself is undergoing a transformation as marked as that which has made the creative power of a dollar more potent today than ever before. We may therefore expect better-built, betquipped and more economically oper-railroads; there will be fewer real

developed harbors to boom. From this preliminary survey of the uestion two queries arise: First-What effect will this future development have upon the commercial prestige of Portland and the Columbia

estate schemes to serve, no untried, un-

River gateway? Second—What can Portland and Oregon do to secure results which natural location or geographical conditions imply are theirs, but which capital may thwart? Upon the first proposition words are needless. It is self-evident that a new and independent line of railroad from Chicago making Fortland (or Astoria) its terminus, would turn the wavering tide of commerce to the Columbia, from which or commerce to the Common, from which it could no more be wrested than the bulk of Atlantic shipments could be diverted from New York City. On the contrary, it is equally clear that if these supposed new lines make San Francisco and Puget Sound their termini, Portland's commerce will be restricted and of slow

If a satisfactory answer could be given to the second question, the citizens of Portland would rise as one man and do it, and there would be no transportation problem. But there are too many divergent views: indispensable harmony sits afar off; railroad managers, with an eye to dividends, are often slow to perceive just demands of the public; merchants and capitalists decide for present per cent and profit against future benefits; cities and towns hyperbolise their own little advantages and depreciate their

rivals' larger ones, Despite these differences of opinion and nterest, it does seem as if the slow-noving tide of affairs had brought measmoving tide of affairs had brought measurably within the city's grasp two methods whereby the Columbia gateway might become the largest shipping port on the Pacific Coast, for both local and transcontinental traffic. The first is to secure sufficient appropriations by Congress to create an unobstructed river channel from Lewiston, on the Snake, and Northport, on the Columbia, to the sea. But we have only to remember "the slow process of on the Columbia, to the sea. But we have early to remember "the slow process of the suns" that governed the building of the Cascade locks to realise that an open fiver from the Inland Empire cannot be secured this year nor next, and never without the most united and determined effort on the part of Oregon, Washington and Idaho. In the meantime shall Portland wait for that, while rival cities forge stronger and stronger chains upon the interior and transcontinents; traffic? Or shell we create a way which is not dependent upon the slow action of Congress?

The second method, though less effective than the first, but is largely dependent.

of municipalities, like that of individuals, is usually so gradual that it is not possible to discover hard and fast lines which clearly describe their condition. A city may enter upon a period, of decay long before the diagnosis is casd.

If any intelligent person can read from day to day the increasing prospects of industrial and commercial development that face the Pacific Coast States without a quickering of the imprination has that the Northern Pacific and Great Northern now make Tacoma and Seattle their ports, could there possibly be any other result than the nevirification of the entire State of Oregon?

But, says the partisan, that would build up Astoria at the expense of Portland. Let us consider that briefly, for it does not commend their to me a manufacture from

commend itself to me as emanating from a profound source. That the bulk of ex-port and import business of the Colum-bia River can be diverted from Portland. situated as it is at the head of deep-sea navigation, in the midst of the finest ag-ricultural region in the world, is an un-thinkable proposition. The increase of business in a territory at present undeveloped by raliroads would surely offset what freight might be diverted from Portland shipment to Astoria, while the ncreased tonnage which Astoria compe tition would divert from the bulk which is now "lifted a mile high" in transit to Puget Sound would prevent Portland ever falling below third place, and possibly might on occasions advance the Columbia River to second place in wheat export. Establish her supremacy as a wheat port and you have gone a long way toward establishing her supremacy in many other espects.
I think it will be conceded that a rail-

road such as I have indicated could carry wheat from Eastern and Central Orego to Astoria as cheaply as it is now being brought to Portland; and if it could then brought to be placed aboard ships for even I cent per bushel less than at Portland, it would very soon cause a reduction to that ex-tent, at least, in the O. B. & N. rate to Portland. No one will dispute the fact that as between the Norhern Pacific, Great Northern and O. R. & N. the lat-ter has the former on its hip, and could compel them, with profit to itself, to carry at a loss every ton of wheat they land at Puget Sound. But it is not going to make not be good management to do so. Hence I maintain that it is fust as much

to Portland's interest as it is to Astoria's to have the common rate extended to the latter, and to said in every possible way her railroad development. I tried to in-dicate in my first letter that, so far as Portland is concerned, it is a short-sight; ed policy (from whatever source it originates) not merely to antagonize, but to treat with indifference, Mr. Hammond's efforts to build up a rallway system in Western Oregon, even though he does primarily make Astoria his base of operations. He had to begin somewhere; let us rejoice that he did not begin at Kalama and go to Baker's Bay. Would it not be better for Portland and Oregon to have the Rock Island Railroad, for instance, join Mr. Hammond's Corvallis & Eastern, in Eastern Oregon, with its terminus at Astoria, than to have the same road pass through Eastern Washington to Puget Sound? The consensus of opinion is that Oregon ought to have more railroads and more industrious peo-Large systems of railroads ple. Large systems of railroads are working cautiously toward the coast. San Francisco and Puget Sound have powerful influences at work to secure these roads. Mr. Hammond has a road between Portland and Astoria; he has large timber interests on the coast that he desires to develop; he has a road extending from the Middle. Willamette Valley nearly across the mountains to the wheat failed effect. the mountains to the wheat fields of East. ern Oregon. He has the will to connect these two pieces of road by an independ-ent route from Astoria to Albany, and uitimately to a connection with a trans-continental road, or himself extend it far enough to the interior to secure that nourishment upon which alone a railway system can exist-namely, the traffi

Navy Department has already been cov-ered in the report of the Construction and Repair Bureau, extracts relative to the Puget Sound naval station having already appeared in The Oregonian. How-ever, the following extracts are made from the yards and docks report, which elaborate somewhat on the statements contained in the previous report: "The expenditures for the fiscal year! have been as follows:

Work of improvement ...... Repairs and preservation ... 

"Under an old appropriation progress has been made toward the installation of the electric light and power plant, a contract being entered into with the General Electric Company, of Schenectady, N. Y., for the necessary machinery. This was delivered and tested to satisfactory results in January, 1990. The expenditure during the fiscal year was intricacles, and one which must be hanintricacles, and one which must be han-General Electric Company, of Schenectady, N. Y., for the necessary machinery. This was delivered and tested to satisfactory results in January, 1990. The expenditure during the fiscal year was \$5555 10. In addition to the erection of the machinery a pole line with arc lamps for exterior lighting was also installed about the drydock and the water front. The system was placed in operation about the end of the fiscal year and has been in constant use since.

"Much of the area of this station is unimproved and was forest land when active the appointment of the system was placed in operation about the end of the fiscal year and has been in constant use since.

"Much of the area of this station is unimproved and was forest land when active the system was placed in operation. I am now working on a bill which I hope may be favorably received.

It seems to me absolutely essential that

the end of the fiscal year and has been in constant use since.

"Much of the area of this station is unimproved and was forest land when acquired a few years ago. This appropriation has been expended for the purposes indicated by the title of the appropriation, and a portion of it for preparing the site of the steam-engineering shop and boller-house to be constructed near the porthern and of the drydock.

in August of the same year and was in progress at the end of the fiscal year much delay having been experienced on account of the fallure of the steel manufacturers in the East to supply with prompiness the steel structural work. The building was, however, near completion at the end of the year,

Repairs and Preservation. "The repairs at this station have been somewhat less than in the preceding year and have been of a very general char-acter, including particularly repairs to the waterworks, yard buildings, officers' quarters and wharves.

"The expenditures upon the officers' quarters have been as large as those upon the yard buildings, but this is explained by the necessity of renewing the roofs, which were of poor quality and deteriorated rapidly.

worthy of special mention.
"Very little area of this station is upon a grade, with respect to high water, suitable for the construction of a station, and practically every structure that is erected involves a considerable amount of grad-ing for the site. The improvements pro-posed must be preceded by a small amount of grading in each case, and in some instances a large amount. The bu-reau has asked for a small sum for this purpose, comparatively, \$20,000, and urges its importance.

its importance.

"The bureau will expend this year an appropriation made by Congress for this purpose, but on account of the location of the shore with respect to the navigable waters the work will be more expensive than anticipated. Furthermore, benefit from these reservoirs, Idaho alongside of Colorado or California.

"An element of objection which is raised by the people themselves is against what the people themselves is against what for pensive than anticipated. Furthermore, the supply of coal decemed important to be stored at this point is larger than can be provided under the appropriation now available. The extension of the actual coal consent to having and the plans necessary to its expeditions and cheap handling will involve the ad-ditional expenditure asked herein, \$75,000.

There are five officers' quarters at ess of this station from any city where good accommodations can be obtained. and there being practically none in the vicinity, it is believed proper that the Government should put up a few more quarters, in order that officers stationed

ere for regular duty may be housed ithin the station. "The present boller plant is found to be carcely sufficient for running the dryextent which sometimes is desirable, owcoal which the market there affords. The ureau considers it desirable that the lant should be extended, both because of the conditions stated and for the rea-non that this boiler plant is called upon for a great deal of other duty in conwith supplying steam for other

This is a building which is requested "This is a building which is requested by the Bureau of Construction and Repair in connection with its work of repairs upon vessels in dock. The bureau recommends the construction of such a building, and the appropriation therefor, as well as appropriations for a joiner shop and sawmill for the same bureau, which are likewise desired by it for its regular work, which this bureau considers important.

important.
"There is one storehouse under the Bu-reau of Supplies and Accounts at this station, but this is regarded as not aderuste for the needs, and the bureau has en asked by the yard authorities to in-ade this estimate to supply the de-

"This is the last of the plants of this kind named by the Bureau of Construction and Repair as among those it regards as important to be provided at an early date. On account of the very long stretch of coast upon the Pacific, with only two naval stations, and these several hundred miles apart, provision for storing torpedo-boats at Puget Sound near our northern border, where they can be cutckly mobilized for any operations be quickly mobilised for any operations in that vicinity, is considered of much im-

"The number of appropriations recom-mended for this station, which are of small extent, is a large one, comprising a very large majority of the total. These are regarded of importance by the bu-reau, and from their titles it will be seen that they are the ordinary, usual, and necessary improvements attaching to a naval station. No remarks setting forth the necessity for which each is needed are deemed necessary. are deemed necessary.

Naval Station, Sitks. "The wharf at Japouski Island, Alaska, was rebuilt at a cost of \$4378 under a special appropriation of \$5000 therefor."

Scientists' Search for Giant Sloth.

Scientists Search for diam stock.

The Hesketh-Prichard expedition is causing great interest in the Argentine Republic, the belief being that the giant sloth will be found, says a Buenos Ayres correspondent. A Scotch gentleman affirms that while hunting in Patagonia lost year he shot at an animal like the giant sloth, and from descriptions he has seen of the animal he feels cure it was the identical animal. Many miner hunts are dentical animal. Many miner hunts are going on in consequence of Mr. Prichard's land which remain absolutely idle to this offer of £5000 for the mylodon.

STRONG FIGHT TO GET APPRO-PRIATION FROM CONGRESS.

Scheme to Provide Lands for Each of the Arld States-Reservoir

Storage System.

WASHINGTON, Nov. 22—A master ef-fort will be made at the approaching session of Congress to secure some legissession of Congress to secure some legis-lation looking to the irrigation and rec-lamation of the arid innos of the West. Two years ago an attempt was made to secure a large appropriation for this pur-pose by means of a rider to the river, and harbor bill, and so stubborn were the supporters of the irrigation scheme that the success of the main bill was greatly despaired of up to the last hours of the session, when the irrigation forces were obliged to withdraw their amendwere obliged to withdraw their amend-ment. In the past session no particular effort was made to secure any such legis-lation, but the cry in the arid-land states ment. In the cry in the arid-land states lation. but the cry in the arid-land states has been so great that a fight will have to be made at this session for an appropriation for the construction of reservoirs.

Representative Shafroth, of Colorado, Representative Shafroth, of Colorado,

ceived.

It seems to me absolutely essential that such a measure should apply equally to all arid-land states, and not provide for the construction of reservoirs in certain states where surveys have already been approved, to the exclusion of other states which are equally as deserving.

"This shop is one which was completed during the previous fiscal year, but the construction of the concrete floor was deferred until the installation of the tools, when it was considered more advantageous to effect it. This was completed during the fiscal year, the amount applied in labor and materials being \$7257 it.

"Contract was entered into for this building with W. H. Wickersham under date of June 25, 1809. Work was begun in August of the same year and was in Survey, which bureau shall have the au-thority to make the expenditures on sites that are considered the most adaptable. "Throughout the West there are numberiess sites for reservoirs that offer the very best advantages, but opinion differs as to what sites are best for irrigating

purposes. Some contend that wide, shallow reservoirs are best; others that nar-row, deep gorges possess the advantage. The experts of the Government service have had schooling in these questions, and should be able to render decisions in the best interests of all concerned, and avoid what might otherwise be a persistent contention between interested parties, which would only rault in delays.
"In many of the Western states private interests have gone ahead with the con-

struction of reservoirs and ditches, and as a result large areas of arid lands have been converted into good, rich farms, yielding large crops. But this proposed legislation is intended to make the arid "The maintenance of the yard has cost taken up by settlers, and converted into \$2,007.25 and was for the ordinary exforms. Once irrigated these lands will penses under this head, no item being add greatly to the population of the several states, and increase their output in farm products beyond the conception of those unacquainted with the good effects of this artificial method of watering lands.

"The argument has been put forth by much more populous state. That is a false conception of the matter. It is safe to say that in round numbers, the number of acres irrigated by each reservoi, would be about the same in each state, and the same area of lands would be made valuable for farming. Consequently each state would derive an equal.

instance, would not waters stored up in Colorado diverted in any degree so as to irrigate the lands of an adjoining state, and the people of other states feel the same toward their neighbors. They all believe that the waters of their state should be directly ap-plied to the lands of that state, and not turned into channels which will cut off their own direct interests.

"Another serious objection that is raised in this connection is that these same people are bitterly opposed to having reservoirs constructed by the general Government in localities where their wa-ters will in part or in whole be caught ters will in part or in whole be caught up by irrigating ditches that have been constructed by private interests, and have already been settled upon. They firmly contend that Government water should be used solely to develop Government arid land, thus throwing open to settlement that much more of the public domain which is now out off by physical agencies, or lack of physical agencies.

"Once these reservoirs for the storage of water are constructed, they will prob-ably be turned over to the respective states, which will bear whatever cont there may be in maintaining them. As for rigation companies. The companies racre ly construct the reservoirs and ditch systems, and when the water is turned on, sell all the lands receiving water from this source, thus clearing their own investment at a profit, and leaving the total ownership in the hands of the Lind-owners, who, in turn, bind themselves to-gether for the mutual maintenance and protection of their reservoir and entire been asked by the yard authorities to in-clude this estimate to supply the de-ficiency.

"This is the last of the plants of this kind named by the Bureau of Construc-'"In drafting my bill I shall keep all these features in mind, and endeavor to get a bill which will circumvent all pre-vious objection, and at the same time insure an irrigation system which will work an equal benefit to all of the arid-land states. I am quite confident that such a bill will have the union support of the Senators and Representatives from each of the states that would be affected and that we can make a most formidable showing, even if the time is him of the course, the appropriations of the next session will be large, and time for discussion will be about, but we are of to be discouraged. Senator Warren, of Wyoming, is exceedingly, anxious to secure some such legislation by the funeral Government, and I am sure he will be willing to lead the fight in the Senate, as he did two years ago. If we nell, it will not be because of any lack of constant persistent effort.

"In my opinion general legislation of and that we can make a most formidable

"In my opinion general legislation of this character will be necessary sooner or later, and the sooner it comes the sooner will our states be developed, and agri-culture be stimulated. Increased farms, increased population and greatly in-creased markets will do much for our states. Its effect will be widespread, extending from Montana, Idaho and the Dukotas on the north to Texas, New Maxico and Arisona on the Bouth, and from Kansas, Nebraska and Oklahoma on the Bust to California on the West. In Colorado, Utah and Wyoming, somewhat a tensive irrigation schemes have been p in operation by private interests, out th

which, under present conditions is cally but surely decreasing in popu as the years advance. The irrigat problem is one of great moment in a West, said means millions and millions dollars to the states I have named. view of this fact, there can be III onder that we are anxious to secure

# FAITHFUL TO ALL PROMISES

One Side of Mark Twain's Characte That Merits General Admiration

There is one side of Mark Twais' character that merits the admitsation a every one, relates the Saturday Evening Post. It has been spiendidly shown in his determination to pay the liability incurred through the failure of a publishing house and in the success of his five years' effort. But it does not stop them He is faithful to the last degree to ever promise he makes. Some years ago was elected a member of a prominen Grand Army post in Maryland, and hypromised to be present at the amous meeting and make an address. It was a opportunity for the people of Baltmore to deluge him with hospitality, and a committee was formed to take charge of him for a big reception as soon as he was through with his speech at the banquet. This speech was one of the best he eve delivered and it put the crowd in roars of

But he did not attend the recentle Hartford. He would not break his gagement with the Grand Army post, by the reason he did not accept the reception

the reason he did not accept the reception also was that within a few minutes after he had concluded his address he was taking the first train home.

Another story illustrates his fidelity to his friends. In a certain city he west visiting a man who had become prominent in literature, although poor in the goods of his world. The leaders in society had invited Mark Twain to a reception and he had about concluded to go when he asked if his friend would also be present. The reply was that he had not been invited. Instantly Mr. Clemens and that, under no circumstances, would he been invited. Instantly Mr. Clemens and that under no circumstances, would be attend the function, and when an expin-nation was pressed for he said a few things that made the snobs feel rather humiliated.

In another case he assisted from read-

ing, and, finding that the other man we in need of money, refused to accept in need of money, refused to accoming for his services or his exp penny for ma service. All the proceeds went to the poorer ma

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women should go into politics, Bridget, would you be, a Republican or a Demo "I think I'd be the boss, ma'am."-

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