CASSARD'S FAST RUN

French Bark Makes Best Inward Passage of Year.

FOUR SHIPS FINISH LOADING

Dunsyre Was in Port but Thirtee Days-Steamer Potter to Be Rebuilt-Portland's Grain Prestige-Marine Notes.

The French bark Cassard arrived in at Astoria yesterday after a rattling passage of 121 days from Antwerp. Her arrival in the river was quite a surphies, as she was not expected for at least a month yet and there are fully a dozen ships which were considered much nearer due than she was. The Cassard is a novelty among French vessels which have round the Horn from Europe this season, for, unlike all of the others, she is bringing some cargo from Antwerp. She comes to Meyer, Wilson & Co., and has enough cargo aboard to make her voyage profitable even if she was not favored with a big subsidy.
The Cassard's quick passage makes the

long voyage of the Bossuet appear all the worse by contrast. suet sailed from Nantes May 26, over two months before the Cassard left Ant-werp, and she is still en route. After a long passage of nearly 150 days, she put into Honolulu with the master sick. She remained in that port nearly two weeks and then continued her journey, but be-fore reaching the Columbia the master again felt indisposed, and his vessel was headed back for Honolulu, where she arrived in November, Latest advices from the islands brought no news of his sailing again, and he is probably waiting the coming of another century before coming to Portland. The Bossuet was charter for November loading, her char ter expiring November 30. As the rate was somewhat higher than that which prevalls at the present time, the vessel will be obliged to sail around a few more circles before she reaches Portland order to get in enough bounty mileage make up the deficiency.

TO REBUILD THE POTTER.

Fast Sidewheeler Will Have Improved Accommodations.

e O. R. & N. Co.'s fast sidewheeler Potter has retired to the boneyard, and when she again emerges she will be so thoroughly changed in appearance that her best friends will hardly recognize her. Between now and next Spring the company will spend a great many thousand dollars in placing her in first-class shape for the passenger business between this city and the beach. Her steaming capacity will be increased by the addition of the largest boiler that ever came to Portland, and one of her engines, which was cracked a short time ago, will be

replaced by a new cylinder.

The greatest change in the steamer, however, will be in her upper works. The seaside business has grown into such proportions that there has never been enough staterooms to accommodate the enough staterooms to accompdate the crowds coming and going, and to remely this matter, the entire upper deck of the Potter will be covered with a cabin containing 40 staterooms. With these addi-tional accommodations and an improve-ment in the speed which will follow the installation of better boller capacity, the big sidewheeler will be a more popula boat than ever before, and will enable the O. R. & N. Co. to give a better service to North Beach than has ever yer been enjoyed. The T. J. Potter was built over 19 years ago, and has recled off about as many fast miles and carried as many passengers as any boat of her age on the river.

PORTLAND'S SHIPPING PRESTIGE More Wheat Charters Reported for

Her Than for All Other Ports. The Tacoma Ledger, under date of Mor day, December 10, prints a list of charters for the past week at various Paclic Coast ports. According to the Led-ger's table there were 14 ships reported for wheat during the week, of which Portland secured 7, San Francisco 4 and coma and Seattle 3. Not only is Portland credited with as many ships as all other grain ports on the Pacific Coast combined, but the average net registered tonnage of the Portland fleet is much than that of the others. vessels and their tonnage, as reported by the Ledger, are as follows:

From Portland.

Andreta

Herzogin Sophle Charlotte Joula Pastuer Average, 1944 tons, From Tacoma and Seattle. Durham Enton Hall Average, 1911 tons From San Francisco. Mt. Carmel Average, 1651 tons.

FOUR SHIPS FINISH.

Quartet of Big Grain Carriers Re-

celve Quick Dispatch. A quartet of big grain carriers, with a capacity of nearly 500,000 bushels of wheat finished loading yesterday. One of them, the Muskoka, was cleared yesterday by Kerr, Gifford & Co., for Queenstown or Falmouth for orders, with 120,684 bushels of wheat, valued at \$71,251. The Dunsyre, which finished shortly after the Muskoka, has had about the quickest dispatch of any vessel that has been here this season. She was loaded by G. W. McNear. and has been in the river but 13 days will leave down tomorrow, so that stay in Portland barbor will be re-ed to but 12 days, which is good enough dispatch for any vessel. She is owned by the same firm as the PoltaBoch. and the two vessels left Santa Rosalla

in company in October.

The other vessels finishing were the Ardeneraig, which has been in the river but 33 days, and the General Millinet, M days. The Ardencraig was loaded by th Portland Grain Company, and the Ger eral Millinet by A. Berg.

ON SHORT RATIONS FOR FEW DAYS Experience of Crew of Bark From

South Africa. ASTORIA. Dec. II.—During the last few days of the passage of the bark Biair-hoyle from South Africa to this port the crew had subsisted on half the regular allowance of food. In speaking of the matter, her master, Captain Rouse, said that he had been having a very long passage, and on Saturday night last he figured out that there was but two weeks provisions on board the vessel, so he placed the crew on half rations, as he did not know how soon he would reach port. This lasted Sunday and part of Monday, until land was sighted, when the full al lowquce was served.

Manifest of Schooner Pioneer. ASTORIA, Dec. II.—The manifest of the schooner Pioneer, which sailed for San Francisco a couple of days ago, was filed in the Custom-House today. She carries a cargo of 484,294 feet of lumber and 15,415 feet of lath from the Knappton mills.

Jewett Cleared for San Francisco.

Jeweit cleared at the Custom-House to-day for San Francisco with a cargo of 582,234 feet of lumber and 16,666 feet of lath. She was loaded at the Knappton

Marine Notes. The schooner Oison, recently launched will sail in about a week from Aberdeen for Australia with a cargo of lumber. The Oriental liner Monmouthshire is

turning out her big cargo in fine shape, and will soon be ready to load back for the far East. A full outward cargo

The steamship Ching Wo, under charter to Eppinger & Co. to load wheat at this port, is due from the Orient this morning. She is a China Mutual liner, and a faster and finer boat than the average tramp. The German ship Alice arrived up from Astoria yesterday afternoon. The French bark Alice will finish in a day or two, and the water front fraternity, which are always confusing the two ships of the same name, will be pleased.

Three 'Frisco liners came in yesterday, the Eder, of the O. R. & N. line; the South Portland, of the Gray Steamship Company, and the Fulton, of the independent El-a-ton line. The Elder made a fast run, reaching her dock in this city about 7 o'clock last evening.

Domestic and Foreign Ports

ASTORIA, Dec. 11.—Arrived at 8 A. M. and left up at 16:20, steamer Geo. W. and left up at 10:20, steamer Geo. Elder: arrived at 10:30 and left up at 12:20, steamer South Portland; arrived at 9:30 and left up at 1 P. M., steamer Fulton, from San Francisco; arrived at 3:40, French bark Cassard, from Antwerp. Left up at 16 A. M., German ships Wilkom-menn and C. H. Watjen. Reported out-side at 5 P. M., a four-masted bark. Con-dition of the bar at 5 P. M., moderate; wind southeast; weather cloudy, San Pedro-Sailed December 16, school

er San Bueneventura, for Gray's Harbor. New York, Dec. II.—Arrived—Manitou, from London. Sailed—Lahn, for Bremen via Southampton. Tien Tain-Arrived December 8, Frank

furt, from San Francisco via Moji.
London-Arrived December 8, Mesaba,
from New York. Liverpool, Dec. 11.—Arrived—Ikbal, from Philadelphia. Philadelphia, Dec. II.—Salled, Pennsylva-nia, from Hamburg for New York, Philadelphia, Dec. II.—Salled—Pennland,

for Liverpool. ol. Dec. 11.-Arrived-Numidian, from Portland. Genea, Dec. Dec. 11.-Arrived-Aller, from

Francisco, Dec. 11.-Arrived-San San Francisco, Dec. In Artical Steamer Columbia, from Portiand; schooner Carrie Annie, from Cape Nome. Sailed—Steamer San Blas, for Nanaimo; steamer Grace Dollar, for Gray's Harbor, San Pedro—Sailed Dec. 10—Bark Tidal Wave, for Tacoma; schooner San Buena

Ventura, for Gray's Harbor.
Freemantle, Dec. II.—Arrived previousiy—Bark Thistle, from Vancouver.
Sydney—Arrived Dec. 16—Steamer Aor-

angi, from Vancouver.
Noumea, Dec. II.—Arrived—Schooner
Kailua, from Gray's Harbor.
Hoquism.—Salled December 9.—Schooner Fearless, from Hoquiam for Guaymas; schooner Lizzie Vance, from Cosmopolis for San Francisco: steamer Signal, from Hoquiam for San Francisco. Arrived— Schooner Volant, from San Francisco for

PERSONAL MENTION.

Ex-Governor Z. F. Moody is at the Im-The Misses Levy, of Salem, are at the

C. F. Briggs, an insurance man of San Francisco, is at the Portland. E. P. McCornack, the well-known Salem banker, is at the Portland. Charles H. Green, a hopbuyer of San Francisco, is registered at the Imperial.

leave for Washington Dec C. S. Jackson, editor of the East Ore gonian, is at the Portland, ac-

United States Senator Joseph Simon in-

NEW YORK, Dec. II.—Northwestern people registered at New York hotels to-day as follows: From Centralia—F. D. Gougar, at the St. Denis. From Seattle-W. J. N. Hull, at the

THE DEATH ROLL

A Noted Turfman. LEXINGTON, Ky., Dec. II.-J. H. Mil-er, a noted breeder and turfman, died here today.

Major James Converse. ABILENE, Tex., Dec. 11.-Major James

Converse, widely known throughout the Southwest, dled today aged 71 years. He built the Southern Pacific Railroad through Texas. Pioneer Artist of Chicago.

CHICAGO, Dec. II .- Charles Peck, one of the founders of the Chicago Academy of Design, and a pioneer artist of Chicago, died today.

Enrl of Harrowby. LONDON, Dec. 12.-Henry Dudley Rin-, Earl of Harrowby, is dead, aged 64

Cretan Chief's Son Married.

DENVER, Dec. 11.-Panay G. Vouro Vouraky, son and heir of George Vour-aky, one of the hereditary chieftains of the Island of Crete, one of the best-versed men of the day in the languages of the Orient, who has a record as a so dier under many flags and as an officer of the United States Secret Service, was married in Denver by Magistrate Rice to Mrs. Effle Cook, daughter of Fred Smith, and granddaughter of the late Colonel McMartin, of the British Guards. They became engaged a week ago, having met last Summer in Salt Lake City. The couple will spend their honeym

or in classics at Harvard, University of Western Pennsylvania, at Pittsburg and at Tulane University, New Orleans. At one time he served on the detective force in San Francisco, and assisted in the arrest of Theodore Durrant, Later he went into the United States Secret Ser-

California Oil Deal.

SAN FRANCISCO, Dec. 11.-A special from Los Angeles says a deal has just been consummated whereby the Stand-ard Oil Company acquires all of the interests of the Pacific Coast Oil Compa The purchase price is said to be in the neighborhood of \$1,000,000. The Pacific Coast Oil Company has been doing busi-ness in California for a quarter of a century, and has been reaching out during that period until its interests include valuable oil properties in various sections. It owns a steamer which is used in transporting oll from the Southern Coast to its refinery in Alameda, which has a monthly capacity of 25,000 barrels. The company's entire holdings are embraced in the transfer.

Inauguration in Florida.

TALLIAHASSEE, Fin., Dec. 11 - At a meeting of business men a committee was appointed to make final preparations for the inauguration of Governor-elect Jen-nings, January 1, and for the entertain-ment of W. J. Bryan, who is a cousin of the new Governor, and will be the guest of honor. Formal invitation was also wired ex-Vice-President Stevenson, Mr. ASTORIA, Dec. il.—The schooner W. F. ida, December M.

OREGON DAIRY INTERESTS

REPORT OF FOOD AND DAIRY COM-MISSIONER BAILEY.

Every Evidence That Quality of Products Is Superfine-Comprehensive Statement of Subject.

SALEM, Or., Dec. 11.-J. W. Bailey, State Food and Dairy Commissioner, has completed his biennial report to the Legislature, and made it public today. Pre liminary to the statement of the work done by him, Mr. Bailey states that when he assumed the duties of his office, he found not even a scratch of a pen to show that such an office had ever existed in this state. He then takes up the subject of process butter, and relates his repeated efforts to secure the conviction of deal ers who violated the law, and the never-failing decision of the court that the de-fendants were not guilty, though the sell-ing of process butter had been proven. Oleomargarine.

Under this head the report says, in sart: "Oleomargarine, filled cheese and crocess butter materially damage the lairy interests of any state, and would reduce the price of butter here as else-where if our law were not properly en-forced. Manufacturers are offering oleo, outterine and process butter at from 12 to 15 cents per pound, while our dairy products are finding ready sale at double these prices. Oregon produces millions of ounds of butter annually, a large portion of which is exported and would re-ceive a higher price were all fraudulent articles driven from the field. Manufacture and sale of eleomargarine has reached the enormous proportions of 104,983,651 pounds this year, as against 83,-000,000 pounds last year and 21,500,000 in

"From the best authority obtainable we learn that 90 per cent of the 194,000.000 pounds of oleomargarine, made at the low cost of \$6.41 per hundred pounds, is sold for creamery butter. No wonder that the oleomargarine men have millions at their command and are fighting hard for a continuance of their right to sell oleomarga-

rine for creamery butter."

The report gives in detail the petitions to Oregon's National representatives for their support of pure-food laws. It is also recommended that attention be called to the importance of condensed milk faco-ries in this state, in view of the fact that from \$5 to 40 carloads of condensed milk, containing 400 cases to the car, are brought into this state annually.

Oregon's Position as Dairy Center "During the past year, conditions affect-ng the butter market in Oregon were inferent from that of any other state in the Union. The butter market was most active in that season of the year when the greatest quantity was produced. There was an immense Alaska trade; ships were leaving for the north almost daily, and every boat took a large supply of dairy products. These conditions ens-bled our dairymen to get from 5 to 74 cents more than butter was bringing in the East at the same time. There was also a fair trade with the Orient. The facilities in Portland for cold storage are excellent, and when prices are low dealers can place their butter in cold storage until such times as best suit their con venience and desire to sell. In the Wil-lamette Valley last Spring there was a demand for the entire product, and Ore gon stands ready to supply the entire trade that is opening up for it. No bet-ter cheese is made on earth than is manu-factured right here in Oregon, and the demand for the product has been so great that none to speak of has been ex-ported. Oregon butter and cheese makers are adopting the most advanced methods and those methods are putting Oregon and touse mechanis are pairing Oregon dairy products on the same level with Oregon wheat, the best to be found in the world's market. Some of the Oregon butter has reached the English markets during the past year and has sold alongside the best Dutch and Danish products This, in itself, and the fact that the Oregon dairyman receives the highest price of any producer in the world, should encourage thousands of others to enter into the business in this state.

"The creamery has given Oregon but-ter its present high repute. One Portland firm secured a Government contract for 26,000 pounds of butter. The Williametre tention to the care of their cattle than ever before, and they have found that the annual product of the cows can be doubled if the animals be properly housed, properly fed and milked at regular hours. The nutritive value of Ore-gon grasses will compare favorably with that of any other section of the United States. Oregon is particularly adapted to the dairy industry. It has a mild and equable climate, and the soil will, under ilmost any conditions, produce feed in abundance. New markets will open up and trade with the Orient will be imnense. Steamers will carry across the

and Oregon should capture that trade. Silos. "During the last Summer I visited many dairies for the sole purpose of observing the different makes of silos, and I have come to the conclusion that the circular or round sile, made of 2x4 tengue-and-groove studding, with flat iron bands, to hold 80 to 100 tens, is the cheapest, easiest to make, and altogether the most satismake, and altogether the most satisfactory. At present prices of lumber and labor, these silos can be built at a cost not to exceed \$125, and when once thoroughly built they will last for many years. No up-to-date dalryman can afford to be without the silo

"The railroad companies have been par-ticularly active and energetic in pushing the work of the dairy interests along

the work of the dairy interests along their respective lines.

"So far as the creameries have reported, it will be seen that they have made something like 1,653,000 pounds of butter, and the output of those not reporting will probably bring this up to 2,500,000 pounds; and that of dairy, or store, butter, as much more, making 1,000,000 pounds during the year. The observations the ing the year. The cheese product will probably reach 1,500,000 pounds.

"Several hundred tests have been made during my incumbency in office, and I find that the milk will average above the find that the milk will average above the required 2 per cent test, in most cases testing as high as 4 per cent and even higher in some. The law places 3 per cent butter fat as the lowest per cent at which milk can be sold, and it is very poor milk that will not show 3 per cent. While this seems to be the general rule adopted in the different states, it seems to me that it is entirely too low. While there may be cows that do not give above 3 per cent butter fat, such cows should be given a place in our packing-houses instead of in our dairles."

The report compiled by Mr. Bailey in-

The report compiled by Mr. Bailey includes a review of the work done by Mr. C. H. Markham, of the Southern Pacific Company, in building up the dairy industry in the Willamette Valley, and sets forth in full the results attained by the Albany co-operative creamery, the figures showing which results have been heretofore published in the press of this state. report then continues

"Thirty creameries and five cheese fac-tories are in operation at towns located on the Southern Pacific Company's lines in the Willamette Valley and Southern Oregon, and no less than five new plants are in course of establishment. The total manufactured product from this section for 1900 will amount to 1,000,000 pounds of butter and 50,000 pounds of cheese. Com-parative figures from the books of the Albany co-operative creamery show that the receipts for the 10 months ending October 21, 1900, represent an increase of 55 per cent over the same period in 1899." A

similar review is given of the work done in Eastern Oregon by the O. R. & N. Co. Inadequacy of Appropriation.

"By carefully reading the requirements of our Oregon dairy and food law, it can be plainly seen that the amount appropriated is altogether too small to carry out its provisions. The Commissioner must be a person well qualified in dairy matters, and able to give practical and theoretical instructions in dairy matters whenever and wherear appropriative of whenever and wherever opportunity of-fers, and to collect and disseminate such information as is calculated to develop the dairy industry in the state. He must keep an office in Portland, examine into any case of violation of the law, prose-cute offenders, visit every creamery and cheese factory in the state once a year, and keep a watchful and vigilant care over the dairies, of which there are thou-sands, and see that all stables where such cows are kept shall be well ventilated and kept in a healthful condition, and if there be any diseased cow or other animal about any dairy he shall notify the state veterinarian. He is expected to stand pard and watch over the interests of the producers of the great State of Ore gon, as well as to see that no unhealth-ful or adulterated food enters the home of the consumer; and when it is considered that Oregon, with her ill counties, some of them larger than several of our New England states, and all of them producing a vast amount of food product, producing a vast amount of room product, it is unreasonable to expect with an appropriation less than is ordinarily paid for a competent clerk in many of our business houses, any Commissioner to perform this work satisfactorily to himself or to the state, Connecticut appropriates to her Commissioner \$7500 pe priates to her Commissioner \$5500 per year, and the only duty required of him is to attend to the enforcement of the statute relating to imitation butter, the adulteration of butter and molasses and the manufacture and sale of vinegar. Minnesota, in many respects similar to our own state, appropriates \$18,000, and all fines collected go into this fund, which makes it about \$25,000 per year. In my opinion there is no other state in the Union that will advance and make such strides of progress in the next few years as Oregon, and it seems to me that money enough should be appropriated to protect our industries and encourage manufactur-

BAKER CITY WELL PLEASED Its Census Showing Cause for Gen-

our moustries and encourage manufactur-ers and build up an empife within our own borders. It can be done, and it lies with the legislative body of Oregon to say if it shall be done."

The appropriation in Oregon is \$1500 per

eral Gratification. BAKER CITY, Or., Dec. 11.—From the sedate business man to the boy on the street, there is universal pride in Baker City over the showing made in the cen-sus reports. Baker City now ranks third in the state. Its greatest growth in the last decade has been during the past two The pace of this latter period seems to prevail yet, as the number of buildings erected last Summer and still in course of construction, whenever weather permits, is large. Baker City people believe that the next 10 years will bring the mining city of Oregon far to the front as second in rank.

Baker City shows the remarkable gain of 150 per cent in the last 10 years. This

of 150 per cent in the last 10 years. large per cent is also shown by other places that have practically come into existence in the last 10 years, but for a town with a substantial population at the time of the 1890 census, a 150 per cent increase is a large growth. There is noth-ing in the nature of a boom in pres-ent conditions. During the past two years a large number of homes have been rected in what were remote suburbs prior to that time. During the same period, the business center has under-gone a transformation. The new, four-story Opera-House that is second only to the Marquam Grand in the state, is now nearing completion. The Gelser block, with pressed, or Roman brick front, in which is logated the Citizens' Bank. Chamber of Commerce and many offices, is admired by all strangers. A two-story brick Masonic Temple will be dedicated within a few days. In the early Spring the new Catholic Hospital, to cost \$75,000 to \$30,000, will be commenced, as plans for it are the straightful to menced, as plans for it are now being prepared. Several business blocks have gone up, and the business center is grad-ually expanding beyond the limits of old

In the general prosperity of Eastern firm secured a Government contract for \$5,000 pounds of butter. The Williamette Valley shipped about 1,000,000 pounds of butter during the season just passed, the average price being about \$30 cents. Common herds are giving way to thoroughbreds, dairy experts are giving more attention to the care of their cattle than the secure of the sec year than any other previous year in the history of the region. More producing properties are expected to be operated next year than ever before. All this insures prosperity to Baker City. and reveals the reasons for the confidence generally felt here that within the next 10 years the town will hold second place in population and business importance.

The London "Bus."

Cassell's Magazine, A 'bus weighs 2000 pounds, and costs 145. It is made of ash and oak, except the paneling, which is mahogany, and the windows are of plate glass. Before a 'bus is allowed to earn its £2 los a day it has to be licensed, or, as they say, "you have to get a number plate for it." This number plate is the white plate with black figures, surmounted by a crown, seen at the tail of the bus. It is provided by the police, and costs £2. Then there is a wheel duty of 15s per annum to be paid to the inland revenue. After making these payments, any one can run a 'bus in London wherever he likes, subject, of course, to the general rules and regulations bearing upon all vehicular traffic. Attached to each 'bus is a stud of 12 horses, of which only 10, or five pairs are worked in any one day thus insuring a omplete day's rest for each pair every sixth day. As a bus runs 64 miles a day, and five pairs of horses are used, it fol-lows that a bus horse's day's work is 13 miles, which he does in less, considerably less than three hours—the rate at which he travels being between five and six miles an hour. This does not seem a great deal to exact from a horse; still, the work is hard, often involving a pro longed dead pull at the trot, and the crowded condition of the London strests makes it harder by necessitating continual deviations out of the way of obstacles and abrupt stoppages to avoid collision

Citrie Acid Test.

NEW YORK, Dec. 11.—The Journal of Commerce prints the following: Reports giving the comparative citric acid test by Stillwell and Gladding, chemists to the New York Produce Exchange ctions of California and Sicily lem-ave attracted much attention in green fruit circles. The comparisons were

as follows:

as follows:

Ninety-one and one-balf California lemons would yield one United States gallon of juice; 1284 Mediterranean lemons would yield one United States gallon of The specific gravity of the juice n each was 1.041. Three hundred California lemons would

yield 450 ounces avolrdupois juice, con-taining 25.64 ounces avoirdupois crystal citric acid. Three hundred Mediterran-ean lemons would yield 25 ounces avoir-dupols juice, containing 19.70 ounces avoir-

dupols crystal citric acid.

The criticism of the fruit importers was chiefly that the date selected for the test was a most unfair one, in that it compared Mediterranean fruit, which was among the first of the season, and which had not matured, with California fruit at its best stage. It is expected that the Fruit Importers' Union will take the matter up in the near future, and will prob ably have an independent test made

The present is the living sum total of

TACOMA'S HARBOR WORK

NEARLY HALF A MILLION IS WANT-ED FOR DREDGING.

Government Engineers Not Enthusi astic for Improvement-Two Corporations Chief Beneficiaries,

WASHINGTON, Dec. 6.-The friends of the appropriation for dredging Tacoma harbor have encountered an unexpected batacle in the particular form of recom mendation that has been made by the engineers. In a word, the local engineer, Captain Harry Taylor, is not in the least enthusiastic and rather introduces the question of whether or not the general Government should undertake this project, inasmuch as most of the water front of the city is owned by two corporations. Colonel Mansfield, the department engi-neer, is more generous. neer, is more generous, and recommends that the work be undertaken by the gen-eral Government, but General Wilson, whose recommendation counts for more whose recommendation counts for more than either, in transmitting the report of the recent survey to Congress, refrains altogether from making a recommenda-tion. The action of the river and har-bor committee and of Congress is largely based on the recommendations of General Wilson, and in the absence of a recommendation of any sort in this case, Congress is very apt to overlook this provision, or at least to make but a small

appropriation, It is desired to dredge the channel of the city waterway its full width to a depth of S feet at extreme low water from deep water to Eleventh street, to 18 feet from Eleventh to Fourteenth street, and to a depth of 15 feet south of Fourteenth street, the total to be done at a cost in round numbers of \$44,000. But just here enters another obstacle, for the local engineer has asked that an appropriation of \$1000 be made for covering the expense of making a more accurate estimate, and to ascertain the cost closer to the true figure, and it is thought that if this plan be followed out it will mean a delay of the work for at least another year. In this connection it is well to quote from the report of Captain Taylor, upon which the other reports are based. Captain Taylor in part says:

"In 1898 I submitted a report in which I stated that I did not consider the Puyallup waterway as worthy of im-provement at that time, an opinion which I still hold. (The water front of Tacoma is made up of the Puyallup and the city waterways, the former being disregarded in the present estimates.) While the com-merce of Tacoma has very materially increased, it is not believed sufficient to render any improvement of the Puyal'up waterway necessary at this time. For some time there has been a desire to make such improvement of the Puyallup waterway and of the Puyallup River as will convert the same into a fresh-water basin. This would necessitate the build-ing of a large and expensive lock, and a vast amount of dredging. It is not believed that the present needs of the commerce of Tacoma justify any such expenditures. The harbor outside of the water-ways is a ready of ample depth, and needs no improvement. The recent survey was therefore confined to the city or west waterway.

"The increase of the depth along the river front at Tacoma is so rapid that it is practical to build wharves only parallel to the shore. This makes the available for shipping very small, and the wharf facilities at Tacoma at present are entirely too restricted for the commerce which now seeks that port. Some im provement of the harbor is urgently needed at the present time, and it is believed that this improvement can be made by dredging the city waterway. It should be remarked, however, that the condition at Tacoma in regard to the ownership of the water front is peculiar. Practically the entire available water front at the pres-ent time for a distance of 25,500 feet is owned by the Northern Pacific Railroad Company. The Tacoma Land & Improve. ment Company owns another large stretch, a small stretch only belonging to the City of Tacoma. The improvement of the city waterway by the Government these corporations at this place is undoubtedly for the benefit of Tacoma and its commerce. It should also be remarked that the greater part of the exports and imports are carried by steamers running in connection with the Northern Pacific. But even now the Northern Pacific is

'On October 19 a contract was made waterway, the United States should undectake to improve that waterway. That the improvement of this waterway is needed is not doubted, but who should make the improvement is doubtful. In ing case it is improved by the United States a release from Hability to damage should be obtained from the State of Washing-ton, and a right to deposit material wherever desired, whether on adjacent tide lands or in deep water of Commencement Bay, should be secured. This would in-Bay, should be secured. This would involve a release from liability to damage from the owners of the abutting lands. It should also be noticed that the waterway is crossed by two bridges, with draw and piers approximately in the cen-ter of the waterway. Whether or not these piers have deep enough foundations to permit the dredging in their vicinity

without danger is an open question.

"The improvement which is proposed is
to dredge the city waterway to its full
width, as above stated. This will provide additional room for deep-sea shipping by giving additional room to the shal-lower draft boats which ply on Puget Sound, in order to relieve the present wharves of much congestion of boats

alongside them alongside them.
"The south end of the waterway has been used by the mills adjacent to it for many years as a storage basin for logs, and has been encroached upon by the mills so that the southern end is full of debris and refuse from the mills. Be-fore this improvement can be completed it will be necessary for these mills to entirely change their method of handling their logs. The storage of the logs in the waterway in the manner in which it is done would be a serious obstruction to navigation were there sufficient depth of water for navigation. In fact there can be no navigation so long as conditions are as they are at present. "It is estimated that the project outlined above will require the removal of 1,238,000 cubic yards of material in that stretch of water where a 25-foot depth entirely change their method of handling

1.33,000 cubic yards of material in that stretch of water where a 25-foot depth is desired, 479,000 yards in the 18-foot section, and 875,000 yards in the 18-foot depth, or 2.682,000 yards in all. The cost of removing this material will be about 18 cents per cubic yard, which, while high, is rendered so because in a portion of the section to be improved it is feared that old cities slabs and all sorts of refuse old piles, slabs and all sorts of refus will be found which can be removed only with difficulty. The total cost of dredg-ing is figured out to be \$400.800, the balance of the total estimate being for gineering and contingent expenses,

PORTLAND, Dec. 16.—(To the Editor.)
-The Oregonian has rightly sought to arouse interest in the matter of text-

carefully as it may, it cannot at once ac-complish all that needs to be done in this connection. Its duties are grave and perplexing. From scores of books, which treat upon the same subject, it must select at least one book—generally a series of from three to six books—upon

series of from three to six books-upon each subject required to be taught in the

questions as these, viz: Does this book present the subject in such a manner that it may be readily grasped by the mind of the average child or youth into whose hands it may be put? Are its defiaccurate, concise and com sive? Are its rules and directions for the application of principles and the solution of problems few in number, simple and clear in expression? Does one simple and direct solution and analysis for each class of problems appear, or are there as many differing solutions as each class of problems appear, or are there as many differing solutions as the ingenuity of the author could discover? Is the whole subject unfolded and its various applications presented in a natural and logical sequence? These are a few of many and similar questions that

will come up for consideration.

There are text-books and text-books, and comparatively few of unmarred excellence. By far the greater number of text-books designed for public school use present a mass of matter which should be excluded from them. Frequently sev-eral definitions of one thing are given, various rules for the same operation are set forth, and these are often followed by numerous solutions, explanations, exceptions, observations and remarks, unt the child is thoroughly bemazed and ut terly discouraged. This often involves the teacher, for there are many engaged in teaching who are not enough skilled and perfect in knowledge of the subject to avoid the errors and supply the deficiencles of the text-book. It boots not that these books are the product of experi-enced teachers, for they are usually prepared to set forth "a new method of struction," and incidentally to parade the exhaustive knowledge of the Sometimes a whole series may be which are "careful compilations from the best authorities," prepared by or for some ambitious publishing house. From long connection with public schools, as teacher and otherwise, I am

satisfied that the multiplicity and imperfections of the text-books placed in the will be quite powerless to apply any adquate remedy. It is probable, also, that just here is where interested and thought-ful parents have turned their eyes. After deciding upon the scholastic merits of a book, it must be considered as a piece of mechanism. The material used, the typographical work and binding must be considered. Then the business ques-tions of introduction, exchange and fu-

ture supply must be determined.

The work before it suggests the composition of the commission. It goes without saying that its members should be men of integrity, of liberal education, of practical experience. It certainly is not necessary that they must be connected with the schools in any capacity; rather, for obvious reasons, they should not be If the writer were making suggestions it would be for three experienced educat-ors, one successful business man and one skilled bookbinder. That the Governor will make a wise selection I have no however, not expect im-J. K. PHILIPS.

TO ENGLAND IN TWO DAYS Ocean Greybounds to Cross the Atlantic in 48 hours.

"Fast electric ships crossing the ocean at more than a mile a minute, will go from New York to Liverpool in two days," writes John Elfreth Watkins, Jr., of What May Happen in the Next Hundred in the December Ladies' Home Years," Journal. 'The bodies of these ships will be built above the waves. They will be supported upon runners, somewhat like those of the sleigh. These runners will be very broyant. Upon their under sides will apertures expelling jets of air. In this way a film of air will be kept between them and the water's surface. This film, together with the small surface of the runners, will reduce friction would therefore be almost entirely for the benefit of these two corporations, but the interests of these two corporations are so intimately connected with the interests of the water beneath and the air above. Ships with cabins artificially cooled will respect to the smallest possible degree. Propellers turned by electricity will screw themselves through both the water beneath and the air above. Ships with cabins artificially cooled will respect to the smallest possible degree. be entirely fireproof. In storm they dive below the water and there await fair

The Great Fur Company. The Cornhill.

Years ago the fur trade ceased to be much cramped, and has been forced to resort to dredging in order to secure additional room for building warehouses and official head, a new rule provided that with sultable docks further south of the there should be a resident chief commiscity. with R. Lehman, of Tacoma, for excawith R. B. Lehman, of Tacoma, for excawating land belonging to the State of
washington in Tacoma harbor. It seems Campbell Chipman, known, not to Eng-Campbell Chipman, known, not to Eng-lishmen at home, perhaps, but to every doubtful whether in view of this contract, lishmen at home, perhaps, but to every and of the conditions in regard to the factor, clerk hunter, trapper, engages, ownership of the lands around the city Indian and halfbreed in the Great Lone Land, as the "chief," or "big white boss, of the fur trade. As in the days of Si George, directors in England may come and go, convening by candle light, according to immemorial usage, in the musty board room at Hudson's Bay House, but the "chief" remains.

It is on the co-operative and profit-sharsing plan that the fur trade of the compa-ny is managed nowadays. Every employe, from clerk to chief factor, is richer for an abundance of pelts and high prices but he does not share the profits shopkeeping and land selling, which is a distinct branch of the business and annu ally growing in extent. This is not to be wondered at, considering that when the company ceded its lands to the crown it still retained acres which, at a rough val-uation, today are yet worth, after all their sales, between £39,000,000 and £30.

This is a grievance with the clerks and factors, as you will discover when you come to talk "musquash" (I. e., "shop") at any of the posts or factories in the far north—a grievance and also a matter of contempt and an object for their satire. Land selling, forsooth! As if there were any intrinsic value in barren acres to a Hudson's Bay man!

Telephonic Protection for Vessels

New York Sun.

It has been suggested that the dortes of the codfishermen who ply their industry on the Newfoundiand banks, in the path of trans-Atlantic steamers, and who telephonic apparatus for detecting the approach of steamers in time to give a warning signal. Sound is transmitted very distinctly under water, and advan-tage is taken of this fact in the suggested appliance. It consists of a sensi-tive microphone, which is submerged in the water, and a telephone and battery connected with it. By this instrument the thrashing and fluttering of a steam er's screw can be heard about miles, thus giving time enough for boatman to make the usual signals,

Fish Sleep-A Curious Problem.

Cosmopolitan.

The sleeping of fishes, if they may properly be said to have such a habit, is as yet a puzzle. It is altogether probable that they do sleep, though they never close their eyes, simply for the reason that they have no eyelids. Probably many fishes slumber while swimming in the water, reducing the exercise of their fins to an automatic minimum. But it would be a mistake to suppose But it would be a mistake to suppos that a fish does its sleeping at night books for the public schools, and has given some good counsel concerning the commission to be appointed to select the books which shall be used.

This commission may remedy some of that a fish goes its sceeping at night necessarily. On the contrary, many species are nocturnal in habit, feeding in the night time. It is a very curious problem, the commission may remedy some of some time to come we are not likely to the evils heretofore existing, but too ascertain anything very definite much should not be expected of it. Act subject.

MASS OF RESOLUTIONS

THE PRINCIPAL BUSINESS BEFORE THE FEDERATION OF LABOR.

Much Progress Made in Disposing of Them-Convention May Adlourn Friday.

LOUISVILLE, Ky., Dec. II .- The Amerian Federation of Labor begins to see daylight through the mass of resolutions with which it has been struggling for the past five days. Today was the last day for the submission of resolutions, and, notwithstanding the short session this afternoon, great progress was made in disposing of those already hefore the con-vention. It now looks as if Friday would see the final adjournment. At the morning session a resolution was

presented by the cigar-makers' delega-tion, and under suspension of the rules was immediately adopted by the conven-tion, denouncing the efforts of the Resistencia to keep members of the Cigar-Makers' International Union out of the cigar factories in Tampa. The support of the Federation is picked to the unions of Tampa in their efforts to secure and maintain their rights.

maintain their rights.

A resolution reported by the resolu-tions committee was adopted providing that "local, National and international unions affiliated with the American Federation of Labor be requested to ac-knowledge cards issued by federation labor unions when presented by mem-bers thereof and give same support as local unions affiliated with their National or international unions."

Other resolutions adopted provided for demanding the card of the Retail Clerks International Protective Association international Protective Association when making purchases; for the organiz-Association ing of unions of shipping department workers and all other freight handlers; for organization of blacksmiths and placing of such organizations in the rank of trade unionism"; for the organ-ization of trunk and baggage workers and for the organization of agriculturists,
A resolution was adopted directing the
secretary of the federation to instruct
nonaffiliarid locals to affiliate with chartered local central bodies and to insist that local anions, chartered direct by the American Federation of Labor, shall affiliate with the chartered central bodles of the American Federation of Labor

before affiliating with any other central body in name or pretensions. The docket of resolutions received by the secretary contained the following, to be passed on by the proper committee and submitted to the convention: A resand submitted to the convention: A res-olution introduced by John Mitchell, of the United Mineworkers, expressing sym-pathy with the iron moulders' union in its struggle with the National Founders' Association against rules requiring mem-bers of the former union to work with nonunion moulders: a resolution far non-interference by international unions of interference by international and jain-woodworkers with shipwrights and jain-woodworkers with shipwrights and jainers unions one providing that no "local" affiliated with an international or National body chartered by the American Federation of Labor shall be permitted to join any cent al body that has ami-iated with it any organization that has seceeded from an international or National body of the American Federation of Labor; one urging the placing of orders for Government Army hats with union factories; one urging the free school book system where not in force; one for the reorganization of textile workers in North and South Carolina, Georgia and

Alabama, and one for the organization of telephone girls. The report on the president's address contained the following recommenda-

"Higher dues: appointment of organizers; the chartering of legal and central bodies of colored people; in favor of strikes where they represent the only means for redressing grievances; for collection of statistics relating to strikes and gains adopted without strikes; for the closer cementing of the bonds be-tween international unions; for the employment of an advertising solicitor for the Federationist, and that the federaof 'trade groups.' 'unanimously adopted.

A resolution for the establishment of the free school book system where not already in force was adopted. A resolution providing that no local similated with a National or international chartered body shall be permitted to join any central body that has affiliated or become affiliated with any body that has seceded from a National or international chartered body, was unfavorably reported. A resolution to reinstate Typographical, No. 12 was referred to the incoming executive council. The convention offered its aid toward securing for the people of Porto Rico "freedom of assembly, of speech, and

press." A proposition to have translated into the Spanish language the literature of the bricklayers' and longshoremen's, painters', cigar-makers' and tobacco-workers' organizations for distribution in Porto Rico caused a stirring debate, Delegate Fisher, of the Tobacco-Workers' Union, speaking against the measure, said that "we have as many slaves in the tobacco factories of the South today as there are in Porto Rico." The matter was referred. osition to have translated into in Porto Rico." The matter was referred to the executive council.

NORTHERN PACIFIC OPERATORS. "Committee of Adjustment" Culls on

Officials. ST. PAUL, Minn., Dec. Halliths after-noon a committee of Northern Pacific telegraphers called upon Vice-President and General Manager Kendrick for the purpose of presenting a number of repurpose of presenting a number of requests relating to wages, working hours and other matters. There are about 1000 telegraph operators in the employ of the Northern Pacific. About 500 of these are members of the Order of Railway Telegraphers. The committee in St. Paul is known as the "Committee of Adjustment." G. L. Hampton, of Tacoma, who has been designated as the press representative of the committee, said:
"This committee has gathered for the purpose of presenting to the officials of the company a number of matters. Today's meeting is necessarily preliminary.

day's meeting is necessarily pre nere is no irritation and no strife in ex-There is no irritation and no strife in ex-istence. Our relations with the company are pleasant. Mr. Kendrick has shown us every courtesy, We shall present to the management several matters of great importance to the operators."

"Will you ask for an increase of warrent"

"We will present to the officials schedule for their consideration and are confident the company will do the fair "Do you seek a reduction of working

"I am not at liberty to state the matters which will come up for considera-"Is it true that the proposed aban

"Is it true that the proposed abandonment of telegraph instruments by the Northern Pacific and the introduction of telephones is to be protected against?"

"We have not been officially advised that such a change is to be made. When we know such to be the fact it will be time to talk. The Northern Pacific will probably tell us at this meeting what the plans in this respect are. Should telephones be introduced, it will make a great revolution, as one can easily understand."

understand. Rev. Will A. Knighten, pastor of the Vin selv. Will A. Adignies, pastor of the Vill-cent Methodist Episcopal Church, of Los An-geles, Cal., has performed 120 marriage cere-monies in his 15 years' residence in that city, and claims the marrying championship of the Pacific Coast.

Hoke Smith, Secretary of the Interior during President Cleveland's last term, has presented circulating libraries to 14 of the second-class towns in Georgia, and piedged himself to maintain them at a stated degree of excellence.