GREED IS BEHIND IT

Scathing Arraignment of the Ship Subsidy Bill.

WOULD MAKE A NEW TRUST

Dr. S. A. Robinson, Who Has Fought the Measure for Two Years, Tells of Its Faults and Possible Effects.

"The genesis of this bill is greed, its mask enterprise and patriotism, and its purpose monopoly. No foreign-built or foreign-manned ship should be subsidized with American money. If ships must be subsidized, let them be American-built and American-manned, and let the law give all citizens of the United States equal opportunity."

This is Dr. Samuel Adams Robinson's opinion of the Hanna-Payne ship subsidy bill.

Dr. Robinson is a resident of Portland, but has been here only a few months. He is known in the East as a man thoroughly founded in knowledge of economics, but for the past two years he has given almost his entire attention to the question of merchant marine. He is an active opponent of the subsidy bill as fathered by Senator Hanna and others, and has fought it steadily since December, 1898. And even though Hanna is behind it, Dr. Robinson believes the bill can be defeated.

Dr. Robinson furnished an Oregonian reporter yesterday afternoon much information regarding merchant marine in general and the Hanna-Payne bill in particular. He believes the merchant marine to be a thing to be nourished and increased as fast as possible, but he thinks the subsidy bill should be choked and defeated.

"In the first place," said Dr. Robinson, "I am opposed to the proposed subsidy law because it will not benefit the merchant marine. It will only benefit certain large shipowners and shipbuilders, who, by its provisions, would receive vast sums of money for doing exactly what they are doing now at a profit.

"The ship subsidy bill was fathered by the International Navigation Company, which owns the American line. Clement A. Griscom, of that company, and Hanna have worked together in the bill's interest ever since it was first formulated. They have been assisted by officials of the Pennsylvania Railroad, which is, I believe, a large owner in the American line. It is such concerns as these that the bill is framed to benefit, and its becoming a law would mean simply another trust."

"Would Senator Hanna be directly, personally benefited by the passage of the subsidy bill?" was asked.

"Yes," replied Dr. Robinson. "Hanna's iron interests are the secret of his future benefits, should that bill become a law. He was one of the largest owners in the Globe Iron Works, of Cleveland, O., which went into the American shipbuilding trust. In that trust is embraced almost all the shipbuilding plants on the Great Lakes. Any increase in the shipbuilding industry could not fail to benefit him, for, aside from his interests on the Lakes, Hanna's iron works can furnish structure steel for vessels built on the coast.

"That he is tremendously interested is shown by the fact that he is pushing this bill, regardless of any other legislation.

"I first began to work in opposition to the bill in December, 1898. I was a delegate from the New York Board of Trade to the convention of the National Board of Trade at Washington City, and was one of the committee on merchant marine. I met a number of men who had a report outlined in favor of a subsidy bill. This, they desired, should be presented to the convention, as the report of the committee on merchant marine. I was asked to sign the report and refused, telling them that the proposed subsidy law, instead of building up our merchant marine, would help monopoly both in shipbuilding and ownership.

"I was told after considerable discussion that opposition was useless, as everything was fixed, and that a bill would be introduced by Payne of New York, in the lower House, and by Hanna in the Senate. Further, I was told positively that the bill would become law before March 4, 1899. They told me this came from two men, who knew what they were saying, and knew just how 'everything had been arranged.' I told them I thought such a bill as that was a good thing to oppose.

"The result was that the committee made a different report, and did not favor any particular measure or scheme for one.

"That was the beginning of my opposition, and I have been fighting it ever since.

"The passage of the Hanna-Payne bill would make a gigantic trust, of which the International Navigation Company would be the head and chief beneficiary. The Standard Oil Company, with its great fleet of ships, would also be benefited.

"The men who are back of this bill know it is un-American and a bad measure. They know it so well that they are afraid to give Congress the chance to repeal it, and have a clause in the bill providing that contracts for the payment of subsidies may be made for 20 years. In that way they purpose for Congress to mortgage the right of eminent domain to a shipowners' trust for 20 years.

"In considering the interests involved in this bill, we must remember that it would subsidize railroads as well as ships, because they own more than half of the stock of some of the most important steamship companies, and some of them are now building ships to run in connection with their cars. These railroad companies, some of which own leading transcontinental lines, would, of course, concentrate all the freight they could control at the ports that their steamers entered. By being able to bill freight from any point on their lines to the foreign ports to which their steamships run, they would have such an advantage over other railroads that they could compel them to unite with them in concentrating business at the ports from which the monopolistic lines could ship it to its foreign destination. They already have great power in this direction.

"More than 50 per cent of the wharf and dock privileges of our Atlantic, Pacific and Gulf Coasts are owned by railroad corporations as terminals, while more than 32 per cent of the remaining half is leased and controlled by railroads and shipping companies which work in harmony. The passage of this bill would lead to an alliance or trust embracing practically all of the transcontinental and trunk lines of railroad and the over-sea transportation interest, which would be much the greatest monopoly the world has ever known. All our foreign trade would be concentrated at a few of the large ports, and the producer and his over-sea consumer would be at the mercy of the monopoly. Individual enterprise would be powerless under this subsidy and bounty plan, and I think our people would soon conclude that they had been mortgaged to a gigantic monopoly.

"There are better ways to restore the merchant marine. If it must be done by legislation, our American ships should be given preference over foreign craft. This can be brought about by discriminating duties, the old policy which built up the merchant marine in the past.

"But I am strongly inclined to think we need no legislation. Certainly we had better have none than to have that provided for in the Hanna-Payne-Frye subsidy bill.

"I think the principal reason why for a number of years we have carried so small a percentage of our ocean commerce is that we have had more profitable use for money on hand. This is shown by the fact that we have created a system of railroads which has brought under cultivation and within reasonable distance of markets more than 10,000 acres of land a day during the last 50 years. As soon as we can use our money profitably, as compared with other ways, in building and operating ships in our foreign trade, you will see that we will build them and operate them without the assistance of any legislation.

"Then let us give ships under our flag a preference in the employment furnished by our own commerce. In whatever way the ownership and operation of ships under our flag are at a disadvantage in comparison with those of other nations, offset that disadvantage by a measure that will secure for our ships preference when seeking employment in any port in the world.

"Those who are in favor of this bill say no one opposes it but Democrats. I can say that I have conferred with many Republicans regarding it, and outside of railroad and steamship circles have found but three who approve it, while many have told me that if it became a law they would not vote the Republican ticket again."

WANT OPEN RIVER TO SEA

Inland Empire Demands This Outlet for Its Products.

Baker City Republican.

The latest additions to the wholesale expectoration of opinions, expert and otherwise, are letters published in The Oregonian from the pen of Colonel John Adair, of North Yakima, and M. J. Kinney, one of the salmon kings of Astoria. The farmers and business men of the interior are watching this controversy with much interest, but are getting tired of the senseless stuff put on paper in the pretext of helping the poor farmer. They believe that what will aid them the most will be a 40-foot channel over the Columbia River Bar and a 25 or 30-foot channel up the river to Portland and an open river to the head of navigation.

Both Colonel Adair and Mr. Kinney agree in the principal points made in their letters. They want the Columbia bar channel deepened, the channel to Portland deepened and common point rates for Astoria. One pleads this would secure all the Oriental traffic of the Coast and the other pleads for the lumber interests of the lower river mills, admitting the business has about doubled the last year and the mills have all they can do.

The people in this country have long asked for specific information on a few simple questions, but none of these writers seems to hit the mark.

There is a growing opinion here that there need be no worry about the deepening of the Columbia Bar channel and the channel to Portland, and that other matters will take care of themselves and that Portland will remain the port of Oregon.

Perhaps these gentlemen are not aware that Astoria now possesses "common-point rates" on about every commodity except wheat and lumber via the O. R. & N. and Southern Pacific and wheat via the Northern Pacific. The O. R. & N. has its own transcontinental line passing through the Inland Empire and Portland to Astoria and could, if it was a business proposition, utilize that line, even in loading wheat at Astoria. Portland as the port of Oregon, similarly situated with reference to distance from the sea to Seattle and Tacoma on the Sound. Why are not the wheat vessels of the Sound loaded at Port Townsend or Anacortes, good ports lower down on the Sound, and about as near the ocean as Astoria? What the people here ask to know is, what business reason is there for asking the O. R. & N. to pay the extra 100 miles haul on wheat from Portland to Astoria when it has its own boat line there and when the ocean vessels and the buyers and shippers of wheat prefer to load in Portland where they have the advantage of dealing direct with the big financial concerns and supply stores? How could the proposed change make one more blade of wheat grow in the interior or force a single grain more down the Columbia as against the competition of the railroads to the Sound, which have built into the country to stay? It is rather anticipated that when the costly betterments now being made by the O. R. & N. are completed it may be able to make a better rate to Portland than the present one, but how the mere extension of the Portland rate to Astoria, when the ships can come 100 miles nearer to the farm for cargo, can possibly add one penny to the farmers' profits or increase the traffic, the people here cannot understand. The O. R. & N. is railroading, not buying town lots to unload at the expense of others or speculating in timber lands—it leaves that to the patrons of its road.

How will the making of Astoria a common point on wheat and lumber (for it is a common point in everything else), affect in the least the handling of Oriental traffic via the Columbia as against the Sound or San Francisco? Already one line of large steamers between Portland and Hong Kong has been established and more ships will be added as needed, and the Columbia channel will be kept open, as Colonel Adair and Mr. Kinney demand. As the Colonel says, "grow more things," and he might have added, join the O. R. & N. in its splendid effort to bring more people into the Inland Empire to grow things to ship and put in saw mills instead of toys at the coast to cut the splendid timber there for shipment to China through the open door.

Perhaps the O. R. & N. could now haul wheat at half the rate it is now charging, and with equal fairness the people might demand that Mr. Kinney sell his salmon under present conditions for half the price he does. In both cases the competition would be instantly met and the situation of the wheat and salmon traffic of the Columbia would remain unchanged and the transportation line and manufacturer would be doing business at ruinous rates. It seems to the thinking people here that these gentlemen have suggested the true solution of the traffic question of the Columbia Basin; open the Columbia River and other matters of economy will take care of themselves and the farmer will get all there is coming to him.

The Unparalleled Century.

Success.

In 1800 our country was a plucky fledgeling, healthy, vigorous, ardent in hope, high in resolve. Our total population was less than 5,500,000. Germany and Britain each had four times our number, Spain twice as many, and even little Portugal had as big a family of sons and daughters as Uncle Sam. West of the Mississippi all was wilderness. We had 13 little states and few cities of prominence, except Philadelphia, New York, Baltimore, Boston and Charleston. The entire revenue of the United States Government under our first administration was only $4,500,00, while it now costs annually $98,100,412 33 to defray the expenses of the government of Greater New York. Washington was then a new settlement, with only a few thousand population, and had been only lately made the capital.

Killed on Southern Pacific.

ALBANY, Dec. 16.—The Albany local, south-bound, struck a man and team two miles south of Marion, killing both horses and man. His name is Ralph Bowerman. He lived near Salem. The man was dead upon the front of the engine.

The Prince of Wales, when first married, spent some of his time each year at Birkhall House, in Scotland. He still returns there whenever possible. When there he is fond of wearing a Highland kilt, and prefers to see those about him so clad.

ABOUT PUBLIC LANDS

BRIEF DISCUSSION BY SECRETARY OF INTERIOR.

Concurs in Recommendation of Land Commissioner for $300,000 Appropriation for Forest Service.

WASHINGTON, Dec. 10.—In his annual report, the Secretary of the Interior discusses briefly a number of leading questions regarding the public lands, partly in review of what has been said by the Commissioner of the General Land Office, and a part his own comments. The following extracts are made from that section of his report:

"The forest policy as inaugurated by my immediate predecessor in office has been continued during the year, and the results obtained in the conservation of the National forests and the protection of timber on reserved as well as unreserved lands have demonstrated the wisdom of its adoption, and the necessity, in the interest of the public, for its continuance and increased appropriations by Congress for the carrying on of the work.

"Numerous requests and recommendations for changes in the boundaries of existing forest reserves and for the establishment of new reserves have been presented, necessitating extensive examinations being made of the lands of various sections of the country in order to determine their fitness for forest reserve purposes, etc.

"This work has proved most laborious, calling for close personal inspection on the part of forest officers of vast areas of land, which are mostly rugged and mountainous regions, uninhabited, and lacking in facilities for travel.

Patrol of the Reserves.

"At the beginning of the year, July 1, 1899, there were nine superintendents, 37 supervisors, and about 250 rangers. During the three great danger months, July 15 to October 15, it seemed wise to make the force as large as possible, even though necessary at a later date to reduce it to an entirely inadequate number. Accordingly, on July 15 the force of rangers was increased to 350, which force was reduced during October and November to nine superintendents, six supervisors and the said 85 rangers.

"The forest rangers, in addition to their other duties, have been required to clear out old trails and roads and to blaze and cut new trails through the reserves, and at danger points to cut fire breaks. During the year there have been cleared out and made accessible for unobstructed use 2250 miles of old trails, and 1095 miles of new trails have been cut, and 1286 miles of trails have been blazed; 264 miles of permanent fire breaks have been cut, with an average width of 39 feet.

"The opening of trails is considered one of the most important features of patrol work, as it makes possible the reaching of forest fires in the shortest possible time, saving, in many instances, long journeys to get from one danger point to another.

"Under former appropriations for the service the number of forest rangers employed was wholly inadequate to meet the requirements of the work, they being scattered over the vast area of lands to be guarded. The appropriation of $300,000 for the fiscal year ending June 30, 1901, is more commensurate with the requirements of the service. I concur in the commissioner's recommendation that not less than the appropriation of $300,000 for the forest service, in connection with the creation and administration of forest reserves, be continued for next year, with a possible increase in case additional lands are set aside as forest reservations.

Conservative Lumbering

"During the past year much attention has been given to the question of putting into operation a system for harvesting and marketing timber on the reserves in accordance with the needs of the local population, coupled with provision for reproduction of the crop and maintenance of proper forest conditions.

"The task is one of great proportions, involving much preliminary work of a careful nature, growing out of the fact that heretofore the lumbering system throughout the public domain has been largely to take regardlessly whatever was needed free of cost, leaving an almost certain wake of fire to mark the course, and floods to follow later. As a preliminary step in the matter, instructions were issued to each of the forest superintendents to make careful study of the subject of conservative lumbering as applicable to the particular reserves under his charge, and thereafter submit a comprehensive report in regard to each reserve, showing what he deems the best methods to be pursued in connection with harvesting the timber therein. They were also directed to make a further study and report upon the closely related subject of reforestation and to co-operate with the work of the Agricultural Department in its administration of this branch of forestry. Future experience in the management of the forestry service may indicate the advisability of the transfer of the supervision of all public forests to the Secretary of Agriculture.

"There were received during the year 2623 applications for selections of lands in lieu of holdings within forest reservations, involving an aggregate area of 451,150.23 acres. There had previously been received 610 applications, involving an area of 71,987.13 acres, making a total received to June 30, 1900, under the act of June 4, 1897, of 2633 applications, involving an aggregate of 523,027.35 acres. Of this number 243 have been approved, 156 patented, and 46 rejected, leaving 2344 awaiting action.

"There were received 16 applications for exchange of lands within forest reserves, of which four have been rejected, leaving 12 still pending.

"During the year numerous recommendations were made to Congress by this department looking to a modification of that portion of the act of June 4, 1897, which authorized lieu selections for reconveyed or relinquished tracts, with a view to preventing speculation in public lands, with the result that in the sundry civil act a provision was inserted which confines said selections to surveyed lands on and after October 1, 1900.

"Thus it will be seen that one of the most objectionable features of the act of June 4, 1897, i. e., that of permitting the selection of unsurveyed lands, has been removed.

"In the interest of public good I am constrained to renew former recommendations for other modifications of this law. As an instance of the condition of affairs, and to illustrate the abuses under the existing law, the commissioner calls attention to the fact that owners of large quantities of land within the forest reserves which have been greatly reduced in value by the cutting of the timber therefrom, are selecting in lieu thereof valuable unsurveyed timber land, and, under the law, the land department is compelled to allow such selections, there being no reservation in the statute of authority on the part of the officers of the land department whereby they can insist that the lands relinquished and those selected shall be of reasonable equality in value and character."

Oxford Etiquette.

National Review.

The etiquette of dress in Oxford is most confusing. The "subfusc" hues of the statutes have been changed by common consent. Still, up to quite recent times, it was considered comme il faut to put on dark clothes on Sundays. Now this custom is dying out, and 'varsity men may be seen in knickerbockers and Norfolk jackets on the day of rest. For this change the bicycle is partly responsible. It is only fair to add that a large section of under-graduates condemn the spirit of innovation which allows light coats and bicycling on Sunday. But theirs is a lost cause. Time was when even the river was a forbidden joy on the Sabbath; now it swarms in the Summer with punts and Canadian canoes. Caps—that is to say, cloth caps—were tabooed on that day; now they are to be seen in thousands, though the prejudice still exists. Smoking a pipe in the streets on Sunday is still looked upon with disfavor. In the present state of the law, both caps and pipes are considered undignified on the Sabbath, and those wishing to don the one and smoke the other during their Sunday walk usually sneak out of town by some byway. A few more years will pass and this necessity for concealment will die out. It is only a few years since smoking of any kind and on any day in the street was thought low, then came the concession in favor of cigars and cigarettes; next the pipe smoker was enfranchised, except on Sundays; and now he is in a fair way toward attaining his right on that day also.

ADVERTISED.

List of Unclaimed Letters Remaining in the Postoffice at Portland, Or.

Free delivery of letters by carriers at the residence of owners may be secured by observing the following rules:

Direct plainly to the street and number of the house.

Head letters with the writer's full address, including street and number, and request answer to be directed accordingly.

Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left-hand corner, "Transient." This will prevent their being delivered to persons of the same or similar names.

Persons calling for these letters will please state date on which they were advertised, December 17. They will be charged for at the rate of 1 cent each.

WOMEN'S LIST.

Allen, Mrs Rosa
Armstrong, Miss Elsie
Apple, Mrs Sarah
Baker, Mrs L J
Benson, Mrs E G
Blackburn, Mrs C A
Bross, Mrs W P
Burnett, Miss Louise
Cameron, Mrs J C
Carroll, Mrs Ella
Casey, Miss Grace
Chantler, Mrs E
Claire, Mrs Clara
Clarke, Mrs T W
Clark, Mrs Maggie
Clark, Miss Nellie
Cleland, Miss B E
Cole, Mrs L M
Cole, Miss Lizzie
Corcoran, Miss June
Cuddy, Daisy
Currie, Miss Marie
Daywalt, Miss Bertha
Deckum, Mrs P
De Glandville, Celeste
Dean, Mrs Francis
Donaldson, Mrs Etta
Dutra, Miss Emma
Duff, Mrs M
Eaton, Mrs
Erickson, Mrs Anna
Finigan, Emma
Fleming, Mrs M M
Freeman, Mrs Chas
Freeman, Mrs
French, Sadie
Furnish, Mrs Lula
Gibson, Mrs Josephine Nix
Harrison, Lela
Heaffard, Miss Ida
Hensel, Mrs M P
Hirsch, Mrs M S
Hoy, Miss Eva
Hogue, Mrs Sarah L
Holcomb, Miss Josie
Holly, Miss Edyth
Howard, Mrs Evaline
Humphrey, Mrs Mattie
Hunting, Mrs Lucy A
Inglish, Mrs Ada
Jefferson, Maude
Jensen, Mrs M S
Jerund, Mrs Lizzie
Johnson, Miss Myrtle
Johnson, Mrs Lola
Kline, Miss Maude
Karn, Mrs A
King, Miss S M
King, Miss Anna
Larsen, Mrs H J
Lennox, Mrs M E
Leslie, Mrs Lillian
Lesourd, Mrs Etta
Leaf, Mrs Sophia
Leonard, Mrs Elizabeth
Leonard, Mrs Maggie
Lewis, Miss Bertha
Lindsay, Mrs J A
Linnenson, Mrs Elizabeth
Lindblom, Miss Bessie
Lindle, Miss Anna B
Looney, Mrs Mary
Loughead, Mrs Lillie
Lounsle, Miss Jennie
McWilliams, Mrs D C
McClure, Mrs W
McNeill, Miss Lucy E
Malze, Mrs
Markstrom, Mrs Emma
Marshall, Miss Dora
Master, Ida
Mason, Mrs Alvin
Matherson, Mrs Wm
May, Mrs F
Mingenmier, Sara
Moser, Mrs W R
Mosey, Mrs Clara
Morris, Miss Veda
Nixon, Ida M
Noyes, Mrs Albert
Palmer, Miss Madge
Parker, Miss Mae
Parker, Mrs Asenthe
Pearson, Mrs Abigail
Potter, Miss Maud
Preston, Mrs Jane
Purcell, Marie
Ralph, Miss Fannie
Rankin, Miss Mary
Reece, Mrs Nina
Read, Mrs Ellen C
Reynolds, Mrs Clara
Rinehart, Mrs L E
Rich, Mrs J D
Rice, Mrs H B
Riley, Mrs J H
Robinson, Miss Abby
Rosenberg, Miss Greta
Ross, Mrs N J
Russell, Mrs Maggie
St Clair, Miss Irene
Schunman, Lizzie
Shively, Mrs M A
Shackelford, Mrs Emma
Shackelford, Mrs E A
Spencer, Mrs C A
Smith, Miss Edna
Smith, Mrs L M
Smith, Miss Lucy
Soll, Mrs Chas-2
Soll, Mrs Anna
Stafford, Mrs G R
Stewart, Mrs Hattie
Stevens, Miss Netty
Strasser, Edna
Swagort, Miss Ethel
Taylor, Miss Sarah
Telton, Mrs O F
Thomas, Mrs S E
Torrence, Mrs Mary
Vincent, Hazel
Watkins, Mrs M A
Weissmiller, Emma
Webb, Mrs Kristina
West, Miss Emily
Wheeler, Mrs E A
Whipple, Mrs E A
Whitmore, Lucile
Whitlock, Mrs A H
Williams, Mrs Nancy
Wintzer, Miss Frankie
Wolfgram, Miss Lydia
Woodcock, Miss Nina
Wood, Miss S

MEN'S LIST.

Alexander, Dun G
Allen, Stephen J
Anderson, C F
Anderson, John
Anderson, Volney
Ashley, Billy
Auerbach, Dr J J
Baxter, R R
Baker, Marcus
Beeton, Chas F-2
Beaty, G R
Black, Frank
Boustell, F
Bowers, Ambrose
Brown, John
Buchler, C
Bunn, John M
Bush, V A
Bjork, Adolf
Catterton, George
Campbell, Robert R
Cartright, Mr
Chisholm, Wm A
Chisholm & Co
Cole, L M
Copeland, Capt James E
Connelly, J B
Cook, Simon
Cary, G W
Cox, James
Cryer, Geo W
Crawford, Roy
Crotch, Mr
Deickson, C
Desher, E P
Demarest, C E
DeLiniere, E Thureau
Dickinson, O W
Donohue, Jack
Downey, Thomas
Dramatic Critic Advertiser
Eads, Murray S
Ellenwieder, Otto
Ellison, Mr
Ellison, Wm
Evers, David
Fields, Oscar-2
Fisher, Charles B
Flynn, Michael
Fowler, Shelby
Freeman, F L
Gable, Peter
Glenn, J
Grassler, Earnest
Grimes, Wm
Haggins, Nelson
Hall, Fred
Hall, W H
Hedges, W P
Helton, Bentley
Heliopulon, Basil
Henning, G B
Henry, Marvin E
Henry, J D
Henderson, Joseph
Hicks, Walter
Hopkins Bros
Hoe, John
Hogue, R B
Holmes, Daniel A
Hornaday, William T
Howard, Mr, Pres O L B of R E
Huber, Jake
Hughes, P
Hunt, John
Hunt, Birt
Isaksen, Lorn
Jefferson Theater Mngr
Johnson, H E
Johnson, Willard
Jones, C P
Keston, M
Kelley, Ben E
Kensil, H W
Kirske, George W
Knapp, A B
Kneedler, M J
Lad, Harry
Lama, Henry
Larson, David
Legg, W F
Leonard, C S
Lewis, H
Lewis, W W
Livingston Chem Co
Livingston, A
Leoppid, Henry
Linderman, Daniel
London Liverpool Cloth Co
Lyler, H F
McRae, Dugald
McArthur, Frank
McElroy, Samuel
McElroy, Geo W
McGregor, J M
McKee, Owens & Co
McMillan, Thos
Machette, F E
Mathieson, W M
Mayer, Geo
Mittman, E
Mosin, Joseph B
Montgomery, Marshall
Montague, Prof W H
Morton, Samuel
Muir, Robt R
Mulloy, M D
Nickum, Andrew J
Northwest Trad Co
Northwest Art Co
Nunn, Harry
Oliver, W E
Outburst (Dram Critic)
Overton, O P
Peters, F H
Plowman, F E
Porcher, Johnny
Port Mining Record
Porter, Geo
Post (Dramatic Critic)
Power, Jean
Press (Dramatic Critic)
Prior, F W
Pfenning, John
Qualey, Austin
Quiggle, G
Haynes, Ross
Hannis, Chas
Refling, C
Resklosel, Giovani
Richards, C
Rogers, Mr
Romero, Wilhelm
Roberts, Leo
Rosen, Jack
Sanford, A H
Scheurer, Wm M
Schesenesen, J A
Schmidt, Geo
Schreiber, F H Jr
Seifert, S
Shark, J W
Sinnock, Enoven
Smith, F M
Soreng, Martin-2
Sofioski, Frank
Spellecot, Tom
Springer, John
Springer, W A
Stiles, Ora S
Studs, E
Stupp, Dr Robt
Stumbles, Harold
Steiner, Fred
Stokes, Fred J
Stone, B H
Thornton, T H
Thomas, Wm
Tibbits, J D
Tirney & De Wolf
Towne, Geo
Viels, F O
Virtue, J W
Vianne, L C
Warner, Richard
Wellington, Jno
West, Albert L
Wheeler, J M
Wharton, Henry
Whittlesey, Albert
Wire, T B
Wirt, Sillman
Witten, R A
Witten, Robt
Williams, D
Willmer, Emil
Woodall, H R

PACKAGES.

Anderson, N
Craycroft, Frank
Garner, Mrs W G
Linley, Mrs Rose
Morrell, Miss Genevieve
Werts, Mrs Ida

A. B. CROASMAN, P. M.

Marine Notes.

The steamer Charles D. Lane sailed Saturday from Fairhaven with 1,000,000 feet of railroad ties for Ecuador. The ties are for a railway being constructed between the cities of Guayaquil and Quito.

James E. Bell has secured the contract for building a barkentine at the Everett shipyards. The vessel is to be constructed of native fir. The cost will be approximately $40,000.

Michigan's Republican Plurality.

DETROIT, Dec. 17.—Michigan's returns show McKinley received 104,584 plurality in the state. The plurality of Governor Bliss was 79,384.

She Wouldn't Scold.—"Charley, dear," said young Mrs. Torkins, "I'm not going to scold you a bit about the money you lost on the election." "That's very good of you." "No; it's a relief to think that you had a good time with it, instead of my wasting it, as I might have done, on a new dress or the grocery bill or something like that."—Washington Star.

About Diamonds

Our stock is most complete, all sizes, and especial care we used in selecting them. Our cutters tell us we are among the most critical and particular firms in the United States. They are right. Our customers shall have only the very choice gems. We know what people want. We are not going to fool you and raise prices on account of the "war in the Transvaal," either. We will sell you a diamond at just what they are worth. No fancy prices. And our prices will bear comparison.

We make our own settings, so can give you what you want.

Jewelers and Silversmiths

THE G. HEITKEMPER CO.
286 MORRISON ST.

RURAL MAIL DELIVERY

SERVICE IS TO BE GIVEN FRESH START IN OREGON.

Wherever Extended, Schools Improve and Civil Spirit of Community Feels New Pulsation.

WASHINGTON, Dec. 12.—For several years past rural free delivery has been struggling to get a foothold in Oregon, but with little promise. Where it has been tried, it has proven a complete success, and every one recognizes the benefits it brings to the farmer and other residents of the rural districts. Efforts are now being made, however, to give the service a fresh start in Oregon, and once it gains headway it is thought the state will be as well cared for as are the states of the East and Middle West at the present time. In his annual report the Postmaster-General discusses this question at some length, and in part says:

"The extraordinary extension of rural free delivery during the past two years has proved to be the most salient, significant and far-reaching feature of postal development in recent times. We have had other striking advances, but they have been along lines already well settled. The fast-mail service, carried to the highest attainable point, is only the logical outgrowth of the constant struggle for the quickest dispatch. The admirable railway postoffice is only the culmination of the incessant effort to save time, obtain the straightest line, and secure the least handling. The frequent and rapid distribution in great cities, now often outstripping the telegraph in local use, is but the perfection of concentrated organization. All these and the many other improvements of method which keep pace with general modern progress are the natural developments of an established system.

"But to undertake the personal and daily delivery of the mail at the individual and isolated farmhouse on the remote country road marks what in this widely extended land amounts to a new departure in postal service. It is essentially a new conception. We have long been familiar with the application of the constantly improving machinery of distribution to the centers of population. The volume of business and of mail has rendered it practicable and profitable. But the vast extent and the more limited requirements of the agricultural regions have seemed to forbid their inclusion under the same principle. There it was taken for granted that the man should go for the mail instead of the mail going to the man. The plan of embracing the country road and the rural home, as well as the city street and the solid block within the Government agencies of communication, grows only out of a recent realization of what is feasible.

"Free delivery in rural communities had been regarded as too costly and burdensome to be admissible. On these grounds the movement encountered great opposition when first proposed, and even when Congress authorized the experiment there was reluctance in trying it. It took time and experience to develop and enforce the more just view, first, that the great body of people who live outside cities and towns are entitled to share in advanced mail facilities, even if the cost exceeds the returns, and, second, that the barrier of unbalanced expense is not as formidable as was apprehended.

"Rural free delivery has now been sufficiently tried to measure its effects. The immediate and direct results are clearly apparent. It stimulates social and business correspondence, and so swells the postal receipts. Its introduction is invariably followed by a large increase in the circulation of the press and of periodical literature. The farm is thus brought into direct daily contact with the currents and movements of the business world. A more accurate knowledge of ruling markets and varying prices is diffused, and the producer, with his quicker communication and larger information, is placed on a surer footing. The value of farms, as has been shown in many cases, is enhanced. Good roads become indispensable, and their improvement is the essential condition of the service. The material and measurable benefits are signal and unmistakable.

"But the movement exercises a wider and deeper influence. It becomes a factor in the social and economic tendencies of American life. The disposition to leave the farm for the town is a familiar effect of our past conditions. But this tendency is checked, and may be materially changed, by an advance which conveys many of the advantages of the town to the farm. Rural free delivery brings the farm within the daily range of the intellectual and commercial activities of the world, and the isolation and monotony which have been the bane of agricultural life are sensibly mitigated. It proves to be one of the most effective and powerful of educational agencies. Wherever it is extended the schools improve, and the civic spirit of the community feels a new pulsation. The standard of intelligence is raised, enlightened interest in public affairs is quickened and better citizenship follows.

"With all these results clearly indicated by the experiment as thus far tried, rural free delivery is plainly here to stay. It can not be abandoned where it has been established, and it can not be maintained without being extended. It is a service in which there can be no backward step. Those who enjoy its advantages will not consent to surrender them, and every new route creates a demand from contiguous territory for the same privileges. We are thus confronted with the problem of gradually extending the delivery service over the whole area of the country where it is physically feasible or where the population is not so sparse as to make it unreasonable. A project of such comprehensive and colossal character may seem formidable and deterrent, but while its difficulties are not to be underestimated, they are shown, when examined in the light of practical tests, to be far from insurmountable.

"We are now carrying the postoffice to the door of 21,000,000 of people massed in towns and cities. The task before us is the more complicated work of carrying the postoffice to the door of about 21,000,000, scattered over 1,000,000 square miles of territory.

"In close figures, $20,555,600 may be accepted as a fairly approximate estimate of the gross annual cost of maintaining rural free delivery throughout the territory where it is reasonably feasible. But it presents only one side of the account. In order to ascertain the net cost of such a general extension it is necessary to deduct from this amount the savings effected by the discontinuance of other service which free delivery displaces and the increased receipts it may be expected to bring. The sum of these items can only be inferred from the indications already given. Where a solid county service has been established it dispenses with about 73 per cent of the fourth-class offices, and has done it with little friction at first and with full and hearty concurrence in the end. The substitution of carriers has allayed any discontent that has grown out of the abolition of the offices. If the proportion which has prevailed in the full county services thus far organized were to rule through a general extension of free delivery as above outlined, it would lead to the discontinuance of 39,420 offices, involving an annual saving, reckoning the average compensation at $70, of $2,759,400. On the same basis there would be a saving of $2,500,000 through the discontinuance of star routes.

The increase of revenue which will be directly effected by free delivery, and which must be taken into account, can also be approximately calculated. The gross receipts of the postal service for the year ending June 30, 1900, were $102,254,572 29. Of this amount, $82,195,691 96 came from Presidential offices, leaving $20,159,487 33 as the receipts of the fourth-class offices. A critical examination of the reports shows that the increase in the revenues last year, outside of the free delivery offices, was 2.49 per cent.

"It thus appears that rural free delivery can be extended practically over the whole country at an annual cost of less than $14,000,000. As the appropriation for the current fiscal year for this purpose is $1,750,000, an additional outlay of $12,000,000, unless unforeseen demands should come, would substantially take the mail every day to every door in the land. This assumes that the cost shall not exceed the present rate.

"The appropriation of $1,750,000 for the fiscal year beginning July 1, 1900, will be so applied that the service already existing and established during the year will consume its amount. It is estimated that to maintain during the ensuing year the service in operation at the end of the current year will require $2,500,000. For new service not less than $10,000,000 should be allowed. It is therefore recommended that the appropriation for rural free delivery for the fiscal year beginning July 1, 1901, be not less than $3,500,000."

London Has Forbidden Gates.

London Telegraph.

There are two gates in London which it is an honor equal to the star of an order to be allowed to drive through. One is the gate in the arch of the Horse Guards, and the other is that of the Marble Arch. The Horse Guards' arch is guarded by a stalwart trooper, who stands in the way of any carriage that attempts to go through, and, should the occupier not have the right to pass, turns it back. The Bishop of London, it may be remembered, was stopped once by a sentry, who did not know that His Lordship is one of the privileged persons. When there is any disputed claim, if the occupant of the vehicle who wishes to go through the arch has patience enough to wait, he can remain until one of the high court officials has given his decision according to immemorial custom.

The Ass Is Ubiquitous.

Walla Walla Union.

Every state has them. The crank who could improve on the present condition of things if he was only recognized has also appeared in Oregon. Of course, he wants that state divided and another formed. The state-division crank has been examined before. He generally has a receding forehead and his ears are unusually long.

'Tis the curse of service.
Preferment goes by letter and affection,
And not by old gradation, where each second
Stood heir to the first. —Shakespeare.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Dec. 16, 8 P. M.—Maximum temperature, 57 deg.; minimum temperature, 43 deg.; river reading at 11 A. M., 6.3 feet; change in the last 24 hours, .5 foot; total precipitation, 5 P. M. to 5 P. M., .36 inch; total precipitation since Sept. 1, 1900, 12.11 inches; normal precipitation since Sept. 1, 1900, 15.48 inches; deficiency, 2.37 inches; total sunshine December 15, 0:00; possible sunshine December 15, 8:40.

Pacific Coast Weather.

STATIONS.	Max. Temp.	Rain last 12 hours	Wind. Velocity	Wind. Direction	State of Weather
Astoria	54	0.14	12	SW	Pt. cloudy
Baker City	46	0.01	*	NE	Cloudy
Bismarck	44	0.00	*	SW	Clear
Boise	56	0.01	8	SW	Rain
Helena	50	0.00	8	S	Cloudy
Pocatello	50	0.00	14	S	Cloudy
Portland	57	0.17	10	S	Rain
Red Bluff	56	0.30	10	SE	Cloudy
Roseburg	56	0.28	6	SE	Clear
Sacramento	52	0.54	10	S	Cloudy
Salt Lake	54	0.00	6	NW	Cloudy
San Francisco	56	0.02	18	S	Pt. cloudy
Spokane	46	0.10	12	SW	Cloudy
Seattle	52	0.52	6	S	Rain
Walla Walla	56	**	18	S	Pt. cloudy

*Light. **Trace.

WEATHER CONDITIONS.

The barometer has risen very rapidly in the North Pacific States, and the disturbance near Vancouver Island, which has so long caused stormy weather in this district, is giving way, and the outlook now is for more settled weather in the near future.

The southwest gales continued Sunday, and the following maximum wind velocities were reported for the 24 hours ending at 5 P. M.: Portland, 48 miles, south; Pocatello, 32 miles, south; Walla Walla, 34 miles, south; Kalispell, 30 miles, southwest; Seattle, 28 miles, southeast.

The telegraph line is still down at Neah Bay, so reports from the Straits of Juan de Fuca are not to be had.

General rains occurred during the last 24 hours in Northern California, Oregon, Washington and Idaho.

It will be slightly cooler Monday in Western Oregon and Western Washington, and decidedly cooler in the eastern portions of these states and in Idaho.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight, Monday, December 17:

Portland and vicinity—Fair, except threatening during the forenoon. Brisk southwest to northwest winds, decreasing in force.

Oregon—Fair, preceded by cloudy and threatening weather during the forenoon. Decidedly cooler in the eastern portion. Decreasing southwest to northwest winds.

Washington—Fair, preceded by cloudy and threatening weather during the forenoon. Decidedly cooler in the eastern portion. Brisk southwest to northwest winds, decreasing in force.

Idaho—Cloudy and threatening, with probably rain or snow in the southern portion. Decidedly cooler. Brisk southwest to northwest