SIGNED THE NOTE

United States a Party to the Pekin Agreement.

THE FACT CABLED BY CONGER

American Minister Furnishes the Envoys With a Written Explanation Setting Forth Position of His Government.

WASHINGTON, Dec. 24.—Secretary Hay has received a cablegram from Minister Conger, at Pekin, announcing that he had signed the agreement reported by the Foreign Ministers, but had done so with a written explanatory statement, setting forth the exact position of his Govern-ment. The text of the statement is not forwarded by Mr. Conger, but it is under-stood to be based upon the last instruc-tion which he received from the department, which, while disapproving some of the more severe language, accepted it as the best arrangement that could be made at this time. It is believed that the United States also, while sanctioning the provisions of the agreement relative to the maintenance of permanent lines of com-munication, Legation guards and prohibition of the importation of arms into China, indicates clearly that Constitutional reasons prevent the Executive from mak-ing any piedge to take part in the execution of these plans.

The signature of the agreement by the finisters closed what is regarded here as he first, the most important and the most difficult phase of the negotiations as to China, for it is not doubted that the Chinese envoys will subscribe to the agreement without amendment.

CRITICISES THE NOTE.

Russian Paper Does Not Think It

Will Bring Peace. PETERSBURG, Dec. 24.-The voe Vremya sharply criticises the joint note of the powers to China as being too long to produce effect. It says the ac-cusations against the Emperor and Dow-ager Empress are unfounded, and that the usation that Prince Tuan is alone responsible for the treachery is ridiculous. The paper adds: "Rulers sometimes betray their own

but treason towards foreign powers is a new conception. The state-ment in the ultimatum that the troops will not be withdrawn before the conditions are accepted cannot mean Russia, whose troops have already vacated Pe Chi Li, whereus Manchurian affairs do not concern the powers. The note will not The powers, possibly, will not having imitated Russia's ex-

The Minister of the Interior has started from 8t, Petersburg, and the Minister of War has left Yalta to meet the returning troops at the Odessa. M. DeWitte, the Minister of Finance, is expected there January 14, according to the Rossya. A secial to the Novoe Vremya from Vladi-octok says the exploitation of the prin-pal Manchurian railroad line and the enstruction of branch lines to Port Arthur will be turned over to the govern-ment. Russia has always carefully in-sisted that the Manchurian railroad en-terprise was purely the affair of a Russian private corporation. The news, if true, is of great importance, politically.

Fate of Missionaries. CEDAR RAPIDS, In., Dec. 24.—The first ositive and definite details of the death of Dr. and Mrs. Van Renssaeler Hodge, of New York, were received here today by obert S. Sinclair, a brother of Mrs. odge. Under date of October 22, Rev. W. Lowrie, writing from Pao Ting Fu. says: "The Hodges, the Simcox family and Dr. Taylor defended themselves to the last in the Simcox house, and all per-ished in the flames but the two Simcox children, Paul and Frances, who, nearly

suffocated, ran out of the house and decapitated by the Boxers and thrown into a well." The Question of Indemnity.

NEW YORK, Dec. 24.—A special to the Herald from Washington says: Two hundred million dollars is the max-imum sum the Administration wants the powers to demand of China as indemnity, yet the figures are likely to be many times that amount. The United States Army has a deficiency of \$11,000,000 for ransportation and Army supplies, and most of that is charged against China. A determined effort will be made by the President and Secretary Hay to Induce the powers to consent to the arbitration of the indemnity question by a court to be appointed in conformity with the pro-visions of The Hague treaty.

PATRIOTISM WITH A SUBSIDY

Rockefeller and Other Poor Men Would Be Assured a Livelihood.

Kansas City Star, Kansas City Star,
In his recent speech in the Senste in
behalf of the ship subsidy bill, Senator
Hanna took up the case of the "much
sbused" American line of steamers. The
proprietors, he believed, were "inspired
by no little patriotism" in engaging in
the Atlantic trade. They went into it
because of the sentiment in favor of the
American flag at the masthead. "There
is no profit in the business." continued is no profit in the business," continued the Senator, "and there never will be under these conditions,"

the Senator, "and there never will be under these conditions."

The aponsors of the present measure evidently intended to remedy this state of affairs. Under the subsidy bill the four principal ships of the American line—the New York, Paris, St. Paul and St. Louis—will each receive more than 1500,000 a year. In return for this annual gift from the Government for 20 years they will carry the mails free. It is believed that these vesels cost between \$1,000,000 and \$3,000,000. If they rost \$1,000,000 they would be earning \$9 per cent, gross, on the capital invested, without carrying a passenger or an ounce of cargo except the mails. This ought to insure the company against loss. Most men would be ready to engage in a business on which they were to be paid 10 per cent on the investment aside from what they might expect to earn in the ordinary course of trade.

In declaring that these swift escamsting bare neith an dividence of the second.

declaring that these swift steamships have paid no dividends, Mr. Hanna failed to discuss the policy or the er-ficiency of the company's management. It might be suggested in reply to his

It might be suggested in reply to his statement that the Hamburg-American line, which owns the fastest ocean passenger steamer in the world, receives no subsidy and earns a profit.

Comparison of the American line with British subsidized mail steamers is frequently made. The British Postmaster-General reports that last year his Government paid about \$50,000 for the transportation of mails to New York. In addition the subsidy to the White Star addition the subsidy to the White Star and Cunard lines was \$185,000. Altogether the transportation of mail from the United Kingdom to New York cost Great Britain \$68,000. Under the pending bill the United States would pay the American line \$1,200,000 for its services in carrying less than half the mail matter that goes out of New York for Great Britain. The adoption of the subsidy bill would at least insure the owners of the American line a comfortable livelihood. J. D. Bockefeller, president of the Standard Oil Company, is a director in the American line. C. A. Griscom, director in the Biandard Oil Company, is president of the Standard Standard Oil Company, is president of the Standard of the Standard oil Company, is president of the American line. H. H. Rogers, vice-president start of the Standard Standard Oil Company, is president of the American line. H. H. Rogers, vice-president of the Standard Standard Oil Company, is president of the American line. H. H. Rogers, vice-president of the Standard Standard Oil Company is president of the American line. H. H. Rogers, vice-president of the Standard Standard Oil Company is president of the American line. H. H. Rogers, vice-president of the Standard Oil Company is president of the American line. H. H. Rogers, vice-president of the Standard Oil Company is president of the American line. H. H. Rogers, vice-president of the Standard Oil Company is president of the American line. addition the subsidy to the White Star

dent of the Standard Oil Company, is a Archibald is a director in both concerns The people are, of course, interested that the modest profits of Standard Oil be eked out by a Government gift of 10 per cent on the Standard Oil capital engaged in ocean traffic.

THE SCRANTON STRIKE.

Second Day Passed off as Quietly as the First.

SCRANTON, Pa., Dec. M.-The day of the street-car men's strike passed off-as quietly as the first. Seven men imported from Syracuse joined with the company's superintendent, foremen, clerks and three old employes in manning eight cars, and, although they ran through all parts of the city from daybreak until nightfall, not a single in-stance of violence or even intimidation was reported. The strikers quietly went among the men who were taking their places and succeeded in inducing four of them to quit, and in exacting promises from three others not to go to work tomorrow. One of the men from Syracuse was provided with transportation by the strikers and returned home. Two others turned in with the strikers in helping o induce the other seven to quit.

Few persons rode on the cars, even af-ter it became evident that there was no danger of violence. Even aged women preferred to labor along under a load of Christmas bundles for two or three miles Christmas bundles for two or three miles than to be seen riding on the tabooed cars. All sorts of wagons and carriages were pressed into service by the liverymen to carry people to and from the suburbs, and the steam roads up and down the valley ran extra trains to the suburban towns, so by one means or another shoppers managed to go into the central portion of the city, and business was not as seriously affected as was dreaded.

Green.Ridge tracks during the afternoon, but this was the extent of interference. The few cars that kept up irregular trips to the more important suburbs were jeered along the line, but this and some opprobrious epithets were the worst the men on the cars were called upon to en-dure. General Manager Silliman and President Clark, of Philadelphia, had a long conference today, and at its conclu-Mr. Clark returned to Philadelphia. Mr. Silliman stated after the conference that the company is satisfied with the situation, and proposes to continue its policy of gradually increasing the number of cars in operation day by day until all are running, rather than to attempt to resume on a large scale. This policy, he believes, will be less liable to incite trouple. The strikers have men at every rail-

NORTHERN PACIFIC OPERATORS Company Declines to Adopt the Rules Submitted.

of a conference held yesterday between President Meilen and Vice-President Kendrick, of the Northern Pacifis, that company today sent a long communica tion to the committee of telegraphers in session at St. Paul, notifying them that the Northern Pacific could not constat-ently consent to adopt in toto the rules submitted by the committee in behalf of the Northern Pacific branch of the Order of Railway Telegra-phers. Neither could the company see its way clear to treat with the Order of Railway Telegraphers as an organ-ized body, but would cheerfully treat with the telegraphers as a body of Northern Pacific employed. The communication stated that many of the rules which the stated that many of the rules which the committee wanted adopted were already in effect but were worded differently. The rules submitted by the committee were the same as those submitted by similar committees all over the country to their respective lines. They were so worded that any road adopting them will recognize the telegraphers as an organized and incorporated body, rather than individual employes. The communication gave the company's reasons and outlined what the committee could expect. The committee was invited to make such further requests as might be desired, and the company agreed to consider them in a spirit of fairness.

a spirit of fairness. Washington Galeties Inaugurated. WASHINGTON, Dec. 24.-The Christmas galeties were inaugurated this even-ing at the embassies and legations. The German Ambassador gave a dinner party limited to the members of the Ambassa-dor's official family. Later in the evening nearly the entire European contin-gent gathered at the legation of Austria-Hungary, where the Minister and Mme. Hengemuller had a Christmas party, with a large and handsomely decorated tree as its special attraction. Among the company were the British Ambassador and Lady Pauncefote, the Misses Pauncefote, the German Ambassador, the Minister from Spain and Duchess de Arcos, the Belgian Minister and Countess Lichterveide, the Minister from Fortugal and the Viscountess Santo Thryso, and most of the secretaries and attaches of the

Objects to Salmon Eggs. GASTON, Or., Dec. 21 .- (To the Editor.) GASTON, Or., Dec. 21.—(18 the Editor.)
—I notice with pleasure the interest taken in making laws for the protection of ou game and fish. I approve of the proposed amendments, and would suggest an amendment stopping the catching of trout with salmon eggs. It seems, in the writer's opinion, quite useless to try to tribe at the heart of the subject of fish strike at the heart of the subject of fish laws as long as this loophole is open.

It is a well-known fact that twice in the year this noble fish is caught by the hundreds while on their way to the spawning grounds. The writer knows or instances where as many as 75 have been taken in a couple of hours by one person with salmon eggs as balt. I know all angiers will agree with what I have said. SPORTSMAN.

Christmas Mail Destroyed.

NEW ULM, Minn., Dec. 24.—An express car attached to a Minneapolis & St. Louis train, was burned last night near Searles, seven miles from here. The car was heavily loaded with Christmas goods and most of its contents were destroyed. The origin of the fire is not known.

Broke Through the Ice.
CHEBOYGAN, Mich., Dec. M.—John
Hawes, William Campbell and Ernest
Marquette. employes at McCarthy's lumber camp, while crossing the ice on Mul-lett Lake late Sunday afternoon, 12 miles from here, broke through the ice and were drowned.

The New Rubber Trust.

TRENTON, N. J., Dec. M.-The Inter-national Crude Rubber Company, with an authorized capital of \$30,990,000, was inorated here today to manufacture and deal in rubber goods of all kinds.

Receiver for a Baltimore Bank. BALTIMORE, Dec. 24.—Judge Stock-bridge today appointed Daniel L. Brinton receiver for the Economy Savings Bank, which closed its doors Saturday.

A WINTER ROUTE TO THE EAST.

The climate of Utah and Colorade is

LAID UNDER EMBARGO

A FRENCH RAILROAD COMPANY SEIZES AMERICAN EXHIBITS.

A Claim of Demurrage Charges Sailing of the Auxiliary Cruiser Prairie Seriously Delayed.

PARIS, Dec. 34.—Thirty cars, forming part of the United States Government ex-hibit at the recent Paris Exposition, were suddenly laid under embargo today at Havre, the railroad company decilining to surrender them, pending payment of a claim of 1710 francs. This extraordinary action, seriously delaying the departure of the United States auxiliary cruiser Prairie from Havre for New York, with the Government exhibits, was made the subject of a formal protest to the French Government by United States Ambassador Porter.

rage charges on freight in the cars when the goods were brought to the exposition for installation. Some time ago the claim was submitted, and Major Brackett, sec-retary of the American commission, investigated it and concluded it had no foundation, as some of the cars charged against the American Government never contained official exhibits, while the others were cars utilized by private exhibitors, and not, therefore, chargeable to the United States. Major Brackett thereupon endeavored to secure a settlement, but without avail. The matter dragged along through the Summer, the secretary of the American commission repeatedly express-ing his willingness to settle any just claim against the United States. The company left the case in an unsatisfactory condition, and finally embargoed the

When Major Brackett was informed by the United States agent at Havre, he wired him instructions to pay to the company 500 france in the presence of the legal authorities, and at the same time to enter a claim against the company for 10,000 francs as damages for obstruction and delay.

"Last Summer the company submitted a bill of \$2.782 francs for freight charges against the commission." he said today, "and pressed for payment. Pending an explanation of certain items, I paid \$5.000 francs on account, at the same time ask-ing for details. When these were fur-nished, I discovered that the commission had been charged with 4193 francs which should have been charged to the Compagnie Generale Trans-Atlantique, while 4110 france should have been charged to pri-vate exhibitors. The company is, there-fore, obliged to make a rebate."

fore, obliged to make a renate.

Tomorrow being a holiday, there will be no loading of the Prairie. The cars will be released by the payment of the 500 france. Should Wednesday not bring a satisfactory solution, Major Brackett. ST. PAUL, Minn., Dec. 24.-As a result will probably pay the rest of the claim under protest in order not to delay fur-ther the sailing of the Prairie. At the same time he will enter an additional

claim for damages.
Some trouble also arose with Philip Laries, the contractor who built the Na-tional pavilion. He wrote the American ssion December 15, saying that the last letter rfom Commissioner-General Peck was not satisfactory, and asking when the building would be turned over to him for demolition. Two days later he notified the commission that he intended to take possession and begin destruction immediately. He, in turn, was informed that the building would be placed under his control December 20, and at a formal meeting he was notified that the commission would remove certain furnishings not supplied by him, a proposition to which his representative did not object. Saturday night, while the Amer-ican custodian of the building, assisted by two workinen, was removing material belonging to the United States, a force of police arrived and arrested all three on the ground that they were taking goods which did not belong to them. It is said that M. Lazies brought about the arrests. Major Brackett secured their re-lease today. M. Lazies served him with a legal notice that he would not accept the pavilion in its present shape, and would demand damages for delay. The Frenchman will now be held to the strict terms of the contract, which includes demblition, and a counter claim will be and certain furnishings were ruined. More than this, there will be a special claim of 2000 france if it can be proved that M. Lazies brought about the arrests, making a total of 25,500 francs, Another bone of contention may be the settlement of the restaurant concession in the American pavilion, which has not

Christmas Weather in England.

LONDON, Dec. 25. — The weather throughout the United Kingdom is bad, and there are many complaints of the prevalence of influenza. The Christmas enerally is active. A brilliant entertainment was arranged in Vienna last evening by the American and English colonies, and a huge elec-

trically lighted Christmas tree was displayed at the Hotel Bristol. The Maxim-Cramp Combination. LONDON, Dec. 26.—The Daily Express, which praises the Maxim-Cramp combin-

"Vickers" Sons & Maxim will thereby be able to underbid any American com-petitors for Government contracts, and they will exploit the military necessities of the United States for the benefit of British shareholders. They will also build men-of-war on speculation."

King Christian's Christmas. COPENHAGEN, Dec. 24.—King Christian will spend the Christmas holidays in Denmark for the first time since the death of Queen Louise. This evening, all the members of the royal family are the guests of Prince Waldemar and Princ cess Marie. Tomorrow there will be a great banquet at the palace, which all the Royalists will attend.

Amnesty Bill in French Senate. PARIS. Dec. 24.-The Senate this evening adopted the amendment to the am-nesty bill by a vote of 21 to 11, after an exhorization by the Premier, M. Waldeck-Rousseau, to vote the measure and "deliver the court from the nightmare of the Dreyfus affair."

Shetland Fishermen Perished.

LONDON, Dec. 24.-The reports that several Shetland fishing boxts were in great peril from the storm and had probably been lost are confirmed. Only one boat out of five has been found, and it is known that no fewer than 22 fishermen have perished.

Check for the Irish Fund. DUBLIN, Dec. 24.-Archbishop Croke has followed the example of Archbishop Walsh and sent a check to John E. Red-mond for the Irish Parliamentary fund.

YOKOHAMA, Dec. 24.-General Kodo ma, Governor of Formosa, has been ap-pointed Minister of War, replacing General Kathura, who has resigned. Lord Bereford's Condition.

LONDON, Dec. 24.—It is announced that Lord William Bereford's condition

Japanese Cabinet Change.

list evening showed continuing improve-A Governor in Contempt. LANSING, Mich., Dec. 24.—On a petition of the members of the Ingham County Bar, Judge Wiest, of the Ingham County

Court, today ordered Governor Pingree to appear in court next Saturday and show cause why he should not be pun-ished for contempt. The action is based on an interview which was published in the Detroit Tribune, December 7, in which the Governor bitterly attacked Judge Wiest and Prosecutor Tuttill. At-tached to the petition for an order is an affidavit by the Tribupe reporter who se-cured the interview, which affirms that it was given for publication, and that the following day the Governor informed him that the interview, as printed, was all right, and commended its fairness.

INDIAN WAR VETERANS. Reasons Why They Are Entitled to

Pensions. PORTLAND, Dec. 24.-(To the Editor.)-Arthur W. Dunn's communication from Washington, D. C., in Sunday's Oregonian intimates that the bill to pension Indian War veterans has not and never will have and never did have the ghost of a show in passing Congress. He says "there is no doubt merit in this bill, but its passage would establish a precedent which mem-bers of Congress desire to avoid. This is what has killed the bill in the past and what will operate against it in the future." In conclusion, he says further: "This bill is a dead issue, and it is be-

This bill is a dead issue, and it is beyond the power of the Oregon or other delegations to get it through."

In regard to establishing a bad precedent, we have only to look at what Congress has hitherto done for United States veterans. February 21, 17%, the first pension bill became a law. Since that date various bills have passed, granting pensions to state, territorial and United States veterans, including in the main all who have served up to the present time. who have served up to the present time, except those included in the bill now pend-ing before Congress. The veterans of the Revolutionary War, of the War of 1812, and so on down to the Spanish and Phil-ippine Wars, have been provided for, July 27, 1892, a bill was passed granting the Black Hawk War, Creek War and Cherbiack Hawk war, creek war and Cherokee Indian War veterans, who served between 1832 and 1842, pensions. When this bill passed other Indian war veterans were led to believe that they were included in the bill. When it was ascertained, however, that the Indian war vet-erans of three wars had been taken out of the list and provided for, leaving other veterans who served in 1817 to 1858 un-pensioned, immediately the bill now pend-ing in Congress was introduced to provide for the other Indian war veterans who should have been included in the first bill, as follows:

Florida and Georgia Seminole......1817-1818 Abline Indian disturbances.

Ayuse War of Oregon Territory.

Florida Wars

Fexas and New Mexico

Lah Indian disturbances.

The period of service covered by this bill is 41 years, beginning 1817 and end-ing with the Florida War of 1858. Since the close of this 41 years, 43 years have come and gone. It is 54 years since the first of these wars, and 43 since the close of the last. If you add 22 years to these several dates as the probable age of those who callsted, you will find that the age of the oldest of these veterans, included in what is known as "The Indian war pension bill," is 106 years, and the age of the youngest would be 65 years. If of the youngest would be 65 years. you average these ages you will have the age of the veterans new being provided for by Congress as 85% years. It is a remarkable fact that the average age and the average date when the wars occurred, which is covered by the act of July 27, 1892, and known as the "Black Hawk War bill," is exactly the same as that covered by the pension bill now pend-ing in Congress, namely, the average age in both bills, the one that is past and the one that is pending, is 85½ years, and the average dates when the wars covered by each bill occurred is 63 years. Several pension bills have already passed which fully establish the precedent, and if these men had been provided for in

1882, when they ought to have been, be-fore the greater army known as the "Civil War," there would be no question in regard to its justice. One thing is very evident. Veterans should never have been pensioned, or these various veterans should now be provided for, as those included in the Senate bill, No. 340, are justly entitled to all the rights

and benefits granted to those in the act of July 27, 1892.

If the passing of pension bills hinges on the number of lives lost per capita, and the sacrifice made by veterans, certainly the Indian war veterans of the North Pacific Coast should have been cared for many years ago. Eighteen hundred lives were lost here from 1846 to 1857, more than were killed in the Black Hawk, Creek, Cherokee, Mexican, Spanish and Philippine Wars all combined.

It was claimed in 1895 by the Commissioner of Pensions that 7631 beneficiaries under the precent bill were then living, and that the cost the first year would be 5700.658, and the average (taking the American mortality table as a guide) pensionable period would be 7.2-3 years, or the total cost to the Government would be \$5,601.696. This pensionable period of seven years is reduced very materially, so that instead of costing the Government \$5,607.696, the total expense would not exceed \$2,000,000. This amount is insignificant when compared with the \$140.000,000 granted to veterans who served from 10 to 106 years later, and, if you will take the trouble to investigate the matter for a moment, you will be sur-It was claimed in 1895 by the Commismatter for a moment, you will be sur-prised that these Indian war veterans were no pensioned 20 or 40 years age. We cannot believe with your correspondent that the Government proposes to disregard the just claims of these men who did so much in the ploneer period to save Oregon to this Nation. Crossing the plains over a desert of 2000 miles, passing through an enemy's country, building their own roadways, protecting their lives by constant guard night and day, occupy-ing this vast empire when it was claimed by the British Government, holding it by occupancy and finally conquering a last-ing peace in the nine years' war against a savage foe, which outnumbered them 20 to I, certainly entitles them to some consideration by a just Government. To say that the rights of these aged men will not be recognized is too unjust for belief. Twelve per cent of the ploneer population lost their lives here, and 20 per cent of this pioneer host in their westward march across the plains left their bones to bleach in the deserts. Has this Nation ever had defenders that were truer, who bore more hardships or lost a greater percentage of life, who did more

a greater percentage of life, who did more for this Government in acquiring and holding territory than did the pioneer veterans of the Territories of Oregon, Washington, Idaho and Montana?

Pledges were made in the last session of this Congress by members from various states that the bill should pass in the short session, and nothing will induce us to believe that the members of the 18th Congress are so unjust and ungrateful as to allow the 4th of March to come without passing the Indian war pension bill.

T. A. WOOD.

The Song of the Angels. Elia Gilbert Ives in the New Lippincott. Once, only once, in the revolving years, Celestial song has gladdened mortal ears; Once, only once, has heaven come down to

With angel tidings of a Savior's birth. Not to the mighty, to the wise or great, Did God unroll the starry scroll of fate; But simple shepherds, keeping watch by night, Beheld the glory break on mortal sight; And humble ears, situned to lofty word, The gracious "Fear not" rapturously heard— Angelic prelude to the carol high That swent with harmony the earth and sky

That swept with harmony the earth and sky. Once, only once, that song to mortals onme— Divinest spark of music's heavenly flame; But evermore the deepening echoes roll. In tender cadence through each humble soul; And simple folk, while keeping watch by night, At duty's lowly shrine, with glorious light, Are flooded as of old from Bethlehem's sky, And know that Christ, the Lord, is drawing nigh.

CALIFORNIA DECISION DOESN'T SCARE THE DEPARTMENT.

Superintendent Sheller's Report on the Washington Reserves-Makes Suggestions for Future.

WASHINGTON, Dec. 2L-The General Land Office does not propose to be guided by the California decision holding that it is unconstitutional to enforce certain forest reserve regulations. The points at issue will be passed upon by the Supreme Court, and, in the meantime, there are other decisions directly opposed to that of California,

Active preparations are being made for grazing sheep and cattle in limited numbers on the reserves in the North Pacific Coast region during the coming season. The investigations that have been under way during the past year, both by the forest reserve officials and the geological survey, tend to show that the grazing of sheep in limited numbers is not an injury to the forests and in some instances it is held to be a positive benefit in that the sheep eat some of the grasses which if left to dry would increase the danger

Washington forest reserves, has made a thorough study of the sheep-grazing ques-tion, and has presented his report to the interior Department. He says:

"Upon examination of territory lying east of the summit of the Cascade Moun-tains during July, August and September, 1900, embracing that part lying between the Washington forest reserve and the Mount Rainier forest reserve, and that part of the Mount Rainier forest reserve lying north of the Tieton Basin, with a view of ascertaining the relative condition of sheep-grazing. I found that the lands lying within the limits of the Mount Rainler forest reserve are better adapted to grazing than those outside, as the majority of sheep are in the vicinity adjoin-ing the east side of the reserve, and in going into the mountains they generally pass up the ridges, and are able to reach the higher altitudes, crossing small streams, without bridging to any extent, the country in that locarity being open, but of a rough, mountainous character, while north of the reserve large streams must be crossed and ridges cannot be followed to the higher altitudes on account of timber, as well as distance. I find no difference in the condition the ground is left in, except in certain localities, which may be overstocked.

"Fire protection is given by keeping grasses and underbrush grazed to such an extent that fire cannot spread before discovered, unless heavy wind prevails, and in my opinion close grazing assists in protecting the timber from fires.

"Agreements entered into by stockowners having permits were generally kept dur-ing the year 1900, as shown by reports of rangers attached to this report, the only disturbing element being a few who were not present at the meeting May 1, and who could not obtain permits without a reconsideration of the whole matter, which I refused to recommend, on account of the season being so far advanced.

"South of Tieton Basin rumor has it that certain parts were overstocked. From reports of rangers, this has not been confirmed. Lateness of the season, as well as other duties, prevented further exami-

"Entering reserve prior to July 1 was

reported by several rangers, who promptly drove the sheep off the reserve. Being unable to locate the lines causes more less dispute. was found on the reserve, caused by be-

ing unable to vacate through accident to herder, as well as absence of packer, which band moved off promptly on September 29. "Rangers were furnished by this office with the names, postoffice, number of sheep and cattle, and to whom permits

were issued and number of range to which each applicant was assigned.
"Snow assisted in clearing the reserve of stock from 15 to 20 days earlier than

"Complaints relative to violations are are gone for some distance, i. e., large now in my office, and if, when investigatenough for bridges. These bridges, se

ed, are found to be true, I will recom mend that as a matter of punishment they be excluded from the reserve at least for one year (unless otherwise in-

structed). the limits of the Mount Rainier forest reserve is not injurious when the number mum, and the rules and regulations strictly observed. Notwithstanding the season of 1900 has been the dryest in the history of this country for a number of years, no fires have been reported doing any

Recommendations. "First-That the boundary lines of the forest reserve be established in order that rangers, as well as others, may know their territory and the distance their jurisdiction extends. Especially should this boundary line be established on the east side of the Mount Rainier forest re-

"Second-That rangers be placed on duty at the entrances to this reserve May 1 of each year, and that no stock be permitted to enter before July 1, and sheep not to remain later than September 25, and cattle not later than October 1 By having a sufficient number of rangers all avenues to this reserve can be guard-ed in such manner that the grass can be protected properly. It is customary for cattle-owners to turn their stock loc the Spring, and they gradually work their way up into the mountains and into this reserve, before the sheep are permitted to enter, and by restricting all to a cer-

all can be treated alike.

"Third—That the territory allowed for grazing be extended to conform to the territory allowed for grazing in 1990, which is all that part of the Mount Rainier forest reserve lying east of the summit of the Cascade Range and south of the Cowlitz River. By this means a cer-tain amount of territory will be opened up that is of no particular value for much else than grazing, and will give a large scope of territory, and no damage what-ever will result in the pollution of water, as the heads of these streams are remote from civilization.

"Fourth-That proper blanks be furnished applicants, in which the employe is made a party of the first part, and is case of trespassing, violation of rules, etc., he can be reached and punished individually. When the employers commis-sion their employes to start out on graz-ing lands in care of their stock, they are instructed, according to law, but when the employes arrive in the mountains they do very much as they please in many in-stances, knowing there is no danger to them personally, but that their employer alone is responsible, thus avoiding the placing of the responsibility of their in-dividual acts on their employer. "Fifth—That the rangers be empowered

to make arrests where they find trespass. ers or violators of the rules as laid down by the department. As it now stands, rangers are the laughing-stock of the herders, packers, and even in some cases the owner. For illustration, a herder is trespassing upon the rights of the Gov-ernment, etc., the ranger orders him off, calls his attention to the rules and regulations; he goes when he gets ready, knowing that the ranger has no power to move him, but has to report him to his supervisor, who generally cannot be reached in time to take prompt action. By the time the point in the case is prop-erly brought before the authorities, the season is over, the herder is out of the country, sheep are sold and all out of the jurisdiction of the courts. The same applies in case of fires. "Sixth-In the rules that now exist it

says sheep shall not camp or corral within 500 yards of the head of any stream. This word 'corral' gives many of them their sheep on or near the streams. As a rule, they bed from 10 days to two weeks on the same ground, feeding out in the morning and returning at night. Each band makes from six to eight camps during the season. Naturally a large area is destroyed. They should be required to bed where they finish feeding at night, and in my opinion this would be better for the territory grazed upon, and, as a natural consequence, be away from the

"Seventh-The practice is when sheep men wish to cross a stream with their herds they fell a large tree across the river for the purpose of making a bridge. On several of these streams, as is the case particularly on the south fork of the Tieton River, most of the large trees

constructed, are washed away each Spring of the year by high waters. I rec-ommend that permanent bridges be con-structed and kept in repair by the Stock-

men's Association, thus avoiding the cut-ting of so much timber. "Eighth-The building of corrais for separating and counting purposes, that are now in vogue, are a detriment to the reserve. For illustration, two or more bands of sheep mix. They are then driven to the nearest young timber, a corral is built of young poles and brush, large enough to hold 2000 to 6000 head, topping out with young brush. When this lays over for one season it becomes dry and very dangerous, and susceptible to fires. and usually unfit for use a second time I recommend that permanent corrais be constructed at the expense of the Stock-men's Association, one in each subdivision, at least. This will lessen the danger to a great extent, as well as saving the young timber from further destruction."

The Supreme Court of Washington has ust decided a case of considerable im-ortance. It was the case of the Washportance. It was the case of the Wash-ington River Improvement & Log Com-puny, a corporation, against the Ska-mania Logging Company, on appeal from Clark County. This was an action brought by the plaintiffs to enforce a lien of 2000 for alleged services in driving de-fendant's logs to tidewater. The defend-ants in the courts set up as a defense that the logs were driven without solicita-tion or assistance on the part of plaintion or assistance on the part of plain-tiffs; that the driving of said logs did not impede of interfere with plaintiff's log-driving operations; that the defend-ants were entitled to a common use of the stream, and that the powers of the rporation did not vest in the plaintiffs the exclusive use of the stream for log-ging purposes. The contentions of the defendants were essatined by the lower court and affirmed by the Supreme Court, This case seems to be in all respects similar to the case of the East Hoquiam Boom Company vs. the Gray's Harbor Commercial Company et al., now pending in the Superior Court of Chehalis County. In that case the boom company is seek-ing to collect some \$5000 for driving sawlegs in the Hoquiam River. The ques-tion decided by the Supreme Court is one of great importance to log-driving com-

AT THE HOTELS.

panies and to loggers in general,

THE PORTLAND. Sam Thall, Mngr "A Stanford F B C-Stranger in a Strange J S Merrill Land" C Wooley J A Dougherty, St La W B Barnhoisel emick, Mich P Parker stor and wt. C H Crawford R W Maples

W Easter and wf. C H Crawfords a Angeles uhn. Colfax B W Maples B B Knight B Knight B Knight B F P Burns & wf. S M Eavidson, Oaksdal W E Davis, Chicago Octenheimer, S F C J Riley, do Hoffstadt, Chicago W Fuchs, Lombard Levy & wf. S F P Kerr, city C Cashman B Glifford B Glifford B Glifford B G G A Lindburgh, Little Kenny, city Falls, Mont M H Bronner, N X

THE PERKINS.

W C Guthrie, Chicago B B Conklin, Pendletri
W F Haya Tangent
J M Brenner, Astoria
J A Tellenbur, city
A C Murdock, N P Ry
J S Evans, Auhurn
Jas Brenner, Astoria
Hal Andrews, Chneinn
Hal Andrews, Chneinn
Hal Andrews, Chneinn
C F Wicker
G F Wicker
J Wilbur, Astoria
G F Wicker
J Wilbur, Astoria
G H Thayer, Kalama
E J McClanahan, Eug
E T Rockfelder, city
J Genhmyen, Honoiulu
J Ghenn, Manah
E H Kiddie, Island Cty
Genhmyen, Honoiulu
J Gisen, Deep River
J Genhmyen, Honoiulu
J Gisen, Deep River
J Genhmyen, Honoiulu
J Gisen, Go
J C Glen, Go
Mrs J E Holton, Go
Mr S Raker, Go
Mrs Bragart, Athena
A W Reeves, Sh Bend THE PERKINS.

Hotel Brunswick, Seattle, European; first-class. Rates, 75c and up. One block from depot. Restaurant next

Tacoma Hotel, Tacoma American plan. Rates, \$3 and up.

European plan. Rates, 80c and up.

THE FEAST IS ON!

Delicious Cake, Flaky Hot Biscuit, Crisp Doughnuts, Crusts light and delicate.

Emphasis must be given to the fact that Royal Baking-Powder-Risen foods - light, sweet, delicate hot-biscuit, hot

rolls, doughnuts, puddings and crusts-are not only anti-dyspeptic in themselves, but aid the digestion of other foods with which they assimilate in the stomach—the joint, the game, the entreeimportant parts of the Christmas Feast.

Royal Baking Powder makes the food finer flavored, more tasty, more healthful.

> The "Royal Bakerand Pastry Cook"— containing over 800 most practical and valuable cooking receiptsfree to every patron. Send postal card with your full address.



There are cheap baking powders, made from alum, but they are exceedingly harmful to health. Their astringent and cauterizing qualities add a dangerous element to food.

ROYAL BAKING POWDER CO., 100 WILLIAM STREET, NEW YORK