LUMBERING TO THE FRON

ING INDUSTRIES.

Major Portion of Product Is Market-

ed in East-Much Talk of New

Mill at Whitney.

BAKER CITY, Dec. 25.-The yellow pine

banker CIT, Dec. 28.—The yellow pine humber industry in Eastern Oregon is rapidly growing. The forests that were passed unnoticed when the stately Douglas fir was the standard sought by humbermen, are now receiving attention. From Baker County sions there has been shipped this year to the states byter east.

shipped this year to the states lying east of Oregon from 5,000,000 to 30,000,000 feet of this class of lumber. Other adjacent counties are also supplying the same mar-

The largest concern in Eastern Oregon

s engaged in the manufacture of yellow pine lumber. It is the Oregon Lumber Company, with mills in South Baker City,

and owning and operating the Sumpter

Valley Railroad. Another firm in the same line of business is Stoddard Bros., who are now erecting a mill here, which is to have a daily capacity of about 50,000 feet.

Both companies log from the big forests in the vicinity of Sumpter, by means of the rallroad, and both ship their entire product East. Local trade is too small a market to bother with and whatever is done in this line is incidental to the

export business.

At the present time there is a great

the market. Gradually the demand has the market. Gradually the demand has increased in Idaho, Utah, Montana, Wyoming, Nebraska and Coolrado until today the mills engaged in the business are running to their full capacity, and are

output.
The Oregon Lumber Company turns out

of its Baker City mill from 60,000 to 50,000

feet daily. Two circular saws are used at present. Arrangements have been made for hig gang saws, which will increase the daily output to about 100,000 feet. Each

the quantity of logs used by the Oregon

There is much talk that the Oregon Lumber Company will establish a mill at Whitney. Members of the company state

that no plans have been formulated for

such an institution, although it is prob-able that a mill of limited capacity will

be erected next year. It would be no ma-terial advantage for the company to saw

logs in the forest and ship out the lum-ber. The slabs, edgings, sawdust and

not be said to represent a loss to the

dust for fuel. As Baker City increases

cated near a considerable center of popu-

Yellow pine is not used for large tim.

bers requiring much strength, such as pieces in bridges, etc. But for all ordi-

nary purposes it is very satisfactory. In the states lying to the east of Oregon it is used for all parts of a residence with excellent results. In the logs cut here

there is sufficient clear to produce a large

per cent of first-class lumber, and this is worked into finishing material. A fine, satin surface is left by the ordinary

planer, that cannot be found on any other lumber. If the logs have been in the

water but a short time, the beauty of finish is even greater. And for painting yellow pine requires much less oil and

find ready sale in the Eastern States.

In a region where gold mining is the dominant industry, the growing lumber trade is often lost eight of. It is rapidly

becoming an important factor in Eastern Oregon wealth. The Oregon Lumber Com-pany alone employs about 300 men in all

the departments of its business. Its pay-

roll aggregates from \$10,000 to \$12,000 per

suming the proportions of a town has grown up around this one mill, which is owned by what is known locally as Utah

en of Utah established the business and men of than established the obsained the La Grande sugar refinery and factory. The heads of the company are members

of the Mormon church, and many of

the workmen employed are of the same religious faith, which has given the set-tiemen the title of a Mormon colony. But this is not true in any sense. Only about

ne-third of the workmen employed are

nembers of the church, and in employing abovers their religious faith is never

laborers their religious faith is never brought into question. What the com-pany wants is good, willing hands, and

their present force is of this class of

Several enterprising business

lation.

capital.

arranging for the installation chinery which will permit of an increased

creased to 60 cars daily,

THE KAISOW COMING

Another Big China Mutual Liner Due Tomorrow.

SISTER SHIP TO THE CHING WO

Ship Challenger Dismasted Off the Oregon Const-Cromartyshire Disabled in the Gale Puts Into San

Francisco-Marine Notes.

The British steamship Ching Wo will leave down the river this morning with a 5000-ton cargo of wheat. Her departure will not leave Portland long without a wheat steamer in port, for the Kalsow, another of China Mutual liners, is due at another of China Mutual liners, is due at this port tomorrow, and will take out a cargo a trifle larger than that carried by the Ching Wo. These two steamers are near enough alike for twins. Both of them are 370 feet long, but the Kaisow has nine inches more beam and nine inches less depth of hold. The Kaisow is of 255 tons net, and 321 tons gross regis-ter and the Ching Wo. 537 tons net, and ter, and the Ching Wo, 2517 tone net, and 883 tons gross register. Each of them are equipped with triple compound engines, 26-42 and 71 inches diameter of cylinder by 45-inch stroke. These two steamers will carry away more wheat than could be carried by three of the ordinary saliers, and on Puget Sound, where coal is cheap-er, a considerable proportion of the ex-portable surplus will go forward by

In the season of 1897-98 Portland dispatched II big steamers with wheat, but rates have been so much higher in other trades this season that it was impossible to secure steam tonnage sufficient to cut much figure, and exporters were obliged to depend on the sailer. The fact that there are I of the latter craft now in the river loaded or loading wheat shows that Portland is holding her own in the wheat

HAD A STORMY PASSAGE. Allan Liner State of Nebraska Was a Week Overdue.

YORK, Dec. 28.-It was more than a merry Christmas for the 110 passengers on the belated Allan steamer State of Nebraska. Nineteen days out from the Clyde, eight days overdue, the Nebraska crept into port with smashed lifeboats, depolithed lifeboats, depolithed lifeboats. olished lighthouses and broken and twisted rails. It was the first clear day the voyagers had seen since December 7, when the Nebraska steamed out of Mo-vile, Ireland, in the face of a gale that awept her decks.

On board the liner when she left Gias-gow December 6, were 10 saloon, 30 cabin and 70 steerage passengers. Officers and passengers declared the wrockage on deck gave but a faint idea of the horrors of the voyage. Three times the machinery broke down and the vessel had to be hove to. Gales and head seas swept the ship from the moment she left Movile. At midnight of December II, the feed pipes of the engines gave out, and the Nebraska was hove to for three hours, headed into the seas washing over her.

It was at this time that a wave smashed the two lighthouses containing the side lights. The vessel was rolling and lift-ing to the seas or plunging into them. The steerage passengers were all in terror and the cabin pussengers clung to their berths. The feed pipes were repair-ed and improvised side lights placed. The engines could not force her forward at more than three knots an hour. times she moved less than two knots, Two of the lifeboats on the port side for-ward were smashed to splitters on De-cember is. The vessel logged 50 ralles for that 24 hours, and for six days she made

less than 90 miles.

The engines had to be stopped on the 15th to cool some overheated journals, and the next day the main steam pipes gave so much trouble another stop had to be

The only one of the crew injured in the long voyage was William Thompson, a fireman, who was hurled against the deck rails behind. Captain David Ingram, of Vancouver,

who has circled the globe twice, was one of the passengers. He said that three times the voyagers felt that all hope was Not a meal could be served in the saloon during the voyage.

VICTIM OF THE GALE.

American Ship Challenger Dismasted Off the Oregon Coast.

PORT TOWNSEND, Wash., Dec. 26.-Another victim of the recent gales was reported here today by Captain Gracie, of the British ship Falkland, arriving last night. The unfortunate craft is the ship Challenger, Captain Anderson, from Oyster Bay, B. C., to Kahulul, and she is out 25 days. According to Captain Gracie, while 150 miles southwest of Columbia River, on December 15, he spoke a vessel broken masts and salls torn to s. The vessel holsted signal letters, s. K. D.," and from these it was learned today that the unfortunate craft eas the ship Challenger. She was run-fing under a jib, her main topmast and ewer topmass had been carried away. and the rigging was badly twisted. Captain Gracle says that as the weather was noderating at that time that the Chal-enger in all probability will be able to make port.

CAPTAIN PORTER'S DEATH, British Vice-Consul Makes Inquiries Regarding the Tragedy.

British Vice-Consul P. L. Cherry has made an official inquiry on board the British ship Incheape Rock to make res-ard of the mysterious disappearance of her master, Captain James Porter, He took the testimony of every one an board, while all were present. The only conclu-sion that could be drawn from the testimony was that Captain Porter, during a temporary fit of Insanity, brought on by

OREGON & ORIENTAL. Steamship Company Files Articles of

Incorporation.

Articles of incorporation of the Oregon & Oriental Steamship Company were filed at the County Clerk's office yesterday. The incorporators were R. A. Graham, A. I Devers, G. Rosenblatt, George T. Mey-cs and H. L. Pittock. The capital stock \$200,000, and the company will engage in the steamship business of enterprises Ocean. Among the projected enterprises erate the steamships Monmouthshire and Carmartheashire, which they had see on a time charter for the Oriental service.

To Investigate Tillamook's Delay. To Investigate Tillamook's Delay. SEATTLE, Dec. M.—J. E. Chilberg, agent for the overdue steamer Tillamook, left tonight on the Cottage City for Juneau, where he will endeavor to ascertain the causes of the boat's delay. At Juneau he expects to meet the Aloha, which covers the same route as the Tillamook, and learn from her what has happened to the missing vessel. Mr. Chilberg believes either the Tillamook's machinery has broken down or that she is sterm-bound. He does not have any apprehensions as to her safety.

Cars for Rio Grande Western.

SALT LAKE CITY, Utah, Dec. 28.-The freight cars, which will increase the ca- be their fourth year in Alaska.

pacity of the freight equipment of that road over 160,000 tons. Part of these cars will be built by the Pressed Steel Car Company, and some by the American Car & Foundry Company. The cost of these cars will be in the neighborhood of \$400,-

Another Safe Risk.

The British ship Ben Lee, on which 35 per cent reinsurance had been paid, arrived at Port Townsend Christmas day, thus dispelling another dream of disaster from the vision of the brokers, who became unduly excited over non-arrival. The fact that the vessel was but 64 days out from Santa Rosalia shows that she was but slightly overdue, and it is a lit tle difficult to figure out how the Bay City insurance mer consider her a \$5 per cent risk. This makes the sixth vessel on which reinsurance has been paid to put in an appearance without having her

Unknown Steamer Ashore.

MIAMI, Fia., Dec. 26.-An unknow American steamer is ashore on the reefs a few miles south of Miami. The sea has been running so high that the wreckers have been unable to reach her or ascer-tain her identity. The Key West sta-tion has been notified and a tug will go from Miami to the disabled steamer.

Tam o' Shanter Safe.

ASTORIA, Dec. 26.— The American barkentine Tam o' Shanter was spoken outside yesterday by the British ship County of Roxburgh off the mouth of the river. She is out 2 days from San Francisco for Knappton to load tumber. Her master reported all well on board.

Japanese Dredge Foundered. QUEENSTOWN, Dec. 27.—The Japanese Government dredge Sente foundered last evening off Cork Harbor, 12 persons out of 17 on board being drowned.

Marine Notes.

Eppinger & Co. finished two ships yes terday, the steamer Ching Wo and the ship Wilkommen, both completing their cargoes. A number of other cargoes are nearing the finishing stage, and will get out in time to figure in the Novem

The Columbia arrived in promptly on time yesterday, and the Elder arrived at San Francisco. The gale off the coast has apparently blown out, and shipping is expected to move with more regularity from now on,

The British ship Cromartyshire, re-ported in distress at San Francisco, was dispatched by Kerr, Gifford & Co. last month, with a full cargo of barley. is one of the fastest ships affoat, but has cost the insurance comp money at different times

Foreign and Domestic Ports

M. and left up at 11:20 A. M.—Steamer Columbia, from San Francisco. Arrived down at 3:30 P. M.—Dutch bark Pax. Left up at 10:40 A. M.—British ship Scottish Isles. Condition of the bar at 4 P. M. er Empire, from Coos Bay; steamer

George W. Elder, from Portland; steamer Tellus, from Comox; steamer Rainler, from New Whatcom; schooner Repeat, from Willapa Harbor; schooner North Bend, from Willapa Harbor. Sailed— Barkentine J. Peters, for Comox. Glasgow December 28.—Arrived—Corea, from Philadelphia, Hamburg, Dec. 26.—Salled—Cap Frio, for

New York New York, Dec. 28.-Arrived-Anchorta,

from Glasgow, Salled-Bulgaria, for Hamburg; St. Louis, for Southampton; Vaderland, for Antwerp.
Liverpool, Dec. 20.—Arrived—Penniand, from Philadelphia. Sailed December 25—Cymric, for New York.

Tacoma-Arrived December 25-Schoone F. S. Redfield, from Port Los Angeles; schooner Ethel Zane, from San Pedro. Seattle-Salled December M-Victorian,

for Skagway, Port Townsend-Arrived December 25-Bark Tidal Wave, from San Pedro; Brit-ish ship Faikkand, from San Diego. Fort Gamble-Sailed December 25-Ship Star of France, for Algoa Bay.

San Pedro - Arrived December

er Stimson, from Santtle. Seattle-Salled December 24-Steamer Co-quille River, for Gray's Harbor. Taltal-In port December 24-British ship Scottish Hills, for Portland.

Santa Rosalia—Salled November 13— British ship Andrada, for Oregon. Liverpool—Salled December 23—British ship Primrose Hill, for Victoria. Liverpool, Dec. M.-Arrived-Majestic,

from New York. Plymouth dersee, from New York for Hamburg and proceeded.

BACK TO FROZEN ALASKA. Tide of Travel Will Set in After New

The tide of travel will set in Alaska ward just after New Year's, and quite a

number of Northern adventurers are already assembling at the Portland hotels, the ice to Dawson from Skagway. Most of those who have done well in the frozen diggings within the past three years, manage to return South every Fall, for the purpose of enjoying a brief period of civilization, and they figure that living is so much cheaper in the states than in Alaska, that they can make mon-ey by leaving their holdings up north about the time the frost begins to create ice in the sluice-boxes. The trip home ward can be made by water with ease and comparative speed, whether the homesick miner is located on the creeks of the Klondike, or the headwaters of the Koyukuk, or along the blustery coast at Nome. The return trip, however, when sleds and dog teams take the place of boats and steamers, requires more time. and if it were not for stopping places at convenient intervals between White Horse Rapids and Dawson, considerable hard-ship would yet ensue. At this season of

the year the Yukon River is frozen over Below Dawson, dog teams will come into use again, because the dogs can haul their own food for the journey. There are no stopping places to speak of between Daw-son and Fort Yukun, and so fodder cannot be procured for horses or mules.

T. C. and C. W. McNamer, of Forest Grove, who have valuable placers on Enma Creek, at the head of the Koyukuk, expect to leave Portland for the far

north on January 15. They anticipate no difficulty in reaching White Horse Rapids, as the railroad from Skagway, they think, will be kept open all the Winter, the company having added to its stock of rotary snow plows since last year. At White Horse the boys will buy horses enough to transport 15 tons of freight to Dawson by sled, and at the Klondike town the horses will be exchanged for dogs. The trip from Portland to Emma Creek, they think can be made within 46 days, though their destination is 600 miles be-

of the party, was seen at the Perkins last evening, and he said they had intended remain at Emma Creek over next Winto remain at Emma Creek over next Winter, but lately they decided to come out
again next Fall. "Lifte's too short," he
said. "to bury one's self in that ice-bound
region for the whole of an Arotic Winter,
when a few weeks' trayel will bring you
out to Portland, where people are never
shut in on account of the weather." He
admits that he has had such a folly, good
time righting friends as he his-balles as "Te fine visiting friends at his birthplace, at
Forest Grove, that he is loth to start
North again. Bich placer grounds at Enma Creek have to be developed and pur
in such shape that they can be operated

milkers than other breeds. This is especially the content of the content o without the owners' constant presence, and after installing a system of bydraulic pipes and monitors, the boys can spend more of their time in Oregon.

CREAMERIES'

TORIES AT SALEM. Indications Are That Milk Supply

Thereabouts Will Be Greatly

Increased Next Year.

SALEM, Dec. M.-Though the Salem creamery operators are not doing much talking this Winter, they are keeping steadily at work. As usual at this season, the milk supply has decreased, and the amount of cream received at the factories has fallen off accordingly. The output of butter has decreased, and no increase is

test the milk of the cows he has, and discard from his dairy herd those that do not pay. Then improve the breed of the others so as to get a high-class dairy cow, one whose milk will make two pounds or more of butter a day. If in a position to buy cows to add to the GOOD SHOWING MADE BY TWO FACherd, buy good scrub or grade cows. In order to do this one must be able to judge order to do this one must be able to judge a cow's value as a dairy cow from her appearance. This is not difficult to do in most cases. In the first place, a good dairy cow will be a big eater; this means that she will have a big abdomen, a large mouth, big, flarin, nestrils, and large, strong jaws. In addition, she makes milk instead of meat out of her food, and is lank and boney in appearance. Her shoulders are comparatively small, hips rather prominent, the withers rather pointed and not broad and level as in a beef cow. The thigh is thin and incurring, indicating little meat in the amount of cream received at the factories has fallen off accordingly. The output of butter has decreased, and no increase is expected until Spring.

The Clover Leaf creamery, owned by T. S. Townsend, reports a weekly output of some pounds. M. McCrosky, the operator, says that the creamery pays 27½ cents

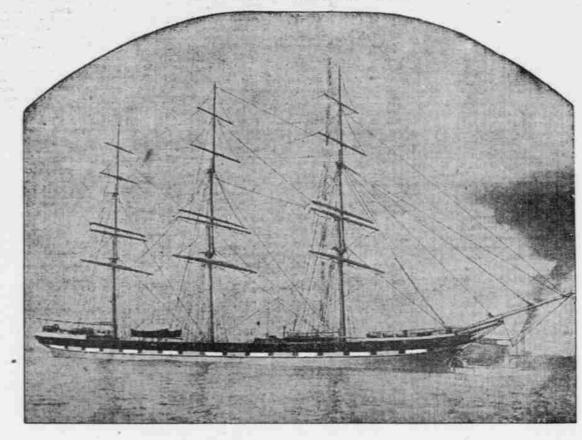
HAZING COURT RESUMES

MORE WEST POINT PRACTICES BROUGHT TO LIGHT.

Cadets Declare There Is No Intention to Withhold Testimony-Many Witnesses Examined.

WEST POINT, N. Y., Dec. 25.-The committee which has been investigating the allegation that Calet Boos received brutal handling by his fellows in the United States Military Academy, resumed the

BRITISH SHIP CROMARTYSHIRE.



SAN FRANCISCO, Dec. 26.-The British ship Cromartyshire, Captain John Reid, from Portland for Queenstown with a cargo of wheat and barley, put into this port today for repairs and to have her cargo restowed.

On December 15 the Cromartyshire encountered a gale, with confusing seas. About 8 P. M. a gale struck the ship, throwing her over on her beam's end. Her starboard side was completely under water and gradually settling over. Captain Reid was compelled to jettlson about 3000 bags of barley to right the ship. The starboard bulwark and the stanchions between the fore and main rigging were carried away. The storm continued from the 15th to the morning of the 20th.

the rate of 24 cents per pound, with 2 udder itself are prominent. Such a cow cents off if hauled by the creamery wag-ons. The cream is paid for according able in the dairy.

"In feeding animals of any kind it is

farmers found clover a profitable product McCrosky will go to Albany the first of the year to take charge of the Albany

Creamery Company's plant. Mr. Goodhue, of the Salem Creamery mpany, says that in every section of Willamette Valley dairy herds will ncrease according to the number of cows that can be procured for that purpose Those who have in the past given their attention to stockraising will now begin milking their cows, and will sell their cream to creamerles. Those who have been following the old method of skim-ming their milk by hand will hereafter use separators, and thus not only secure a better price for their cream, but help Mr. Goodhue expects an increase in the price of butter by the middle of January, and a consequent increase in the pric paid for cream. The price of butter, how-

in building up a reputation for butter produced in the Willamette Valley. Mr. Goodbue expects an increase in the ever, will be governed largely by the amount of Eastern butter put on the Ore gon market. The home supply should be in amount between January 15 and

"THE DAIRY COW AND HER FEED." Text of Professor Spillman's Lecture

The following lecture on "The Dalry Cow and Her Feed," was delivered by Professor W. J. Spillman, of the Pullman, Wash., Agricultural College, before the recent Farmers' Institute at Milton, Or.:

"The difference between a dairy cow and a beef cow is simply stated—the one makes milk out of a large proportion of her feed, the other makes meat. Most cows are neither beef cows nor dairy cows; they are simply cows, animals that can eat and digest only enough to keep them going. The dairy cow is not con-fined to any breed. She may be found more or less plentifully in several breeds. and even a good many cows of no partic though their destination is 600 miles be-yond Dawson City, and well within the Arctic circle.

Theodore McNamer, who is the leader months in the year she may be classed as a dairy cow. If she will not do this it is not profitable to milk her. In any herd there are generally some cows that will do this, and some that will not. The most practicable way of getting rid of unprofitable cows is to weigh and test the milk of each individual cow in the herd once a month. Those that do come up to the standard should be carded from the dairy herd and made into

ed and put be operated in likers than other breeds. This is especially true of the Jerseys. Holsteins and of hydraulic can spend casionally a splendid milker, but they are not plentiful in that breed. The advice all of the bonds, and they probably will secure to be sold under pur. Vermilye & Co., jointly with Harvey Fiske & Co., I would give a beginner is to weigh and than any bid in many years,

for separator cream delivered at the outline, extending far up behind and of his tent nor put in a straight treamery, and I cents less if collected by the creamery wagons.

The Salem Creamery Company, under the management of George D. Goodhue, reports a weekly output of 500 pounds. the creamery wagons.

The Salem Creamery Company, under the management of George D. Goodhue, reports a weekly output of 990 pounds. Separator cream, delty-sol, is paid for at Separator cream, delty-sol, is paid for at udder itself are prominent. Such a cow

an feeding animals of any kind it is necessary for the feeder to know that a certain proportion of the foed is used only as fuel in the body. A much smaller proportion is used to nourish the tissues of the body, and to make such products ter fat.

These prices make a very favorable showing in favor of the creamery system. Farmers who make their butter thempelves can get but 10 to 15 cents per pound for it in cash, or 15 to 18 cents in trade. They have the labor of making the butter and of bringing it to town and hunting a market. The demand for country butter is growing less as the creamery product increases in favor. Farmers are learning that it pays to patronize the creamery and have their dairy products made into first-class butter which finds a ready market anywhere.

Manager McCrosky, of the Clover Leaf made into first-class butter which finds a ready market anywhere.

Manager McCrosky, of the Clover Leaf creamery, say, that, judging by what he can hear from the farmers, there will be more attention paid to dairying next year than ever before. Those who already patronize the creameries will increase their herds of cows, and many will engage in the business. The farmers about 12 pounds of fuel for each pound of will adopt more medical which buttled which buttled which while a cow stignt three or four four will adopt more medical which buttled which while a cow stignt three or four will accompany there are four pound of will adopt more medical which buttled which buttled which while a cow stignt three or four buttled which while a cow stignt three or four will engage in the business. The farmers will adopt more modern methods, which will keep up their milk supply during the season when the prices are highest. The silo will soon be a highly valued feature of every farm, and the grain fields will be cut down to make room for clover fields and pasture. Mr. McCrosky laughs at the opinion expressed by one farmer that clover does not pay because it must be re-sowed every three or four years, He says that in Ohlo, where he was formerely engaged in creamery work, the He says that in Ohlo, where he was for-merely engaged in creamery work, the farmers found clover a profitable product when they had to sow it every year. Mr. ceive the proper proportion of protein and fuel, and the right amount of feed. I shall be glad to send our bulletin on feed, ing to any of you who will write to me

"Finally, let me urge to arrange for Winter dairying. If you will weed cut the poor cows and grade up your herds, you will find it more profitable to have cour cows fresher in the Fall or Summer, for they will give more milk in the year, and the large flow of comes at the season of best prices.

Washington Industries.

Otto Resendale, the Chinook River log-ger, has closed down his camp for the season. This year he has put in about 2,000,000 feet of spruce logs. He has on hand now two rafts containing 450,000 feet, which will be taken to the mills as soon as the weather permits.

The Curlew Mining Company has asked the Republic Council for a franchise to supply the city with water for fire purpones, and to sell water to the citis As the Republic company has neglected to build according to the franchise granted it, it is probable that the Curlew company will get what it asks. The company ai-ready has some pipe laid. The water is obtained from a spring within the cit The Curlew company promises to water from Trout Creek. lmits. The Curlew

THE DEATH ROLL.

oseph M. Barry.

DENVER, Dec. M.-Joseph M. Barry, e well-known newspaper man of this cit died this evening, at St. Joseph's Hospita of consumption. Mr. Barry came to Den-ver in 1892 from Boston on account of lung trouble. Having, as he thought, fully recovered his health, about three yes ago he went to San Francisco and sent by one of the newspapers of that city to Alaska. A year ago he returned to Denver badly broken in health, and had been constantly falling ever since. was unmarried.

Jules Riviere.

LONDON, Dec. 27.—Jules Riviere, a fa-mous musical conductor, is dead.

Sale of New York Bonds.

NEW YORK, Dec. 26.-Controller Cole today opened bids for corporate stock of the City of New York to the an 23.550,000, bearing 3½ per cent interest The stock is payable in 1940 in gold coin

"What do you make fourth-class men

da?"
"Nothing, in barracks, but bracing," an swered the witness. "In camp I have had a fourth-class man act as special duty man. He cleaned my gun and bayonet and carried water and cleaned my tent." The witness described how cadets were made to run down the company streets while others threw water on them. This

was called taking a bath.
"Did you ever see a man braced or exercised to the limit of his power of enasked General Brooke. "I could not say, sir, but I have seen them pretend to faint in order to be ex-cused from going any further with the

What was the most exhaustive thing you yourself were required to do as a fourth-class man?"

"Eagling sir," was the reply.
"Describe it, please."
"It is a modification of the setting-up drill for back and legs."
"Was it on account of the danger of hazing or because they wished to avoid scandal outside of the academy that caused the classes to do away with the practices?" asked General Brooke.

"There was danger, sir, and we voted to do away with hazing because of the stories published about it," replied the proachable character.-Eigin Recorder witness "What, besides bracing, do you require a fourth-class man to do?" inquired Gen-

eral Brooke,
"We have them do-ridiculous formations,

one of which we call the barnyard. The men are designated by names of barn-yard animals, and when they are told to form, they indicate the noises made by "Do you make them do anything you

'No, they are told to do it and they generally do all they are told.

"How do you account for implicit obs-dience?" asked General Brooks. The witness seemed to be puzzled for a moment, and then said: "Well, when I was a fourth-class man the idea of refusing to do all I was required never en-tered my head, sir."
"Was there any brutality?"

No, sir; there was no show of brutality in it. If there was brutality by word, the fourth-class man would res

"And get beaten?" "No, not always, sir; the fourth-class men have won fights."
"Do you know of any men being specially prepared or instructed in fight-No. sir.

"Was Cadet Keller prepared for his fight with Cadet Booz? "No, sir; Keller was rather a poor boxer," was the reply,
"Did Keller ever have another fight
before he fought Booz?" asked General "No gir."

"Was he not known as a fighting man?" isked General Brooke, 'No. sir."

These questions were evidently prompt ed by the receipt of a newspaper clip-ping sent to the court during the Christ-mas tecess, which stated that unless a man was skilled in boxing he had no chance at West Point against cadets with W. D. Smith, of Maryland, was

the next witness. He said he had a

fourth-class man to make up his bed, clean his gun, carry water and do other work for him in his tent.

"Did you ever know of a cadet being dragged from his bed and out of his tent to the street?" There was always bedding under him,

ir," was the reply.

The witness described a number of riliculous things done by fourth-class men at the bidding of upper-class men. He told among other things of a man being required to stand on his head, and while in that position speak a piece and deliver a right-hand salute with his left foot. What do you mean by saying men were required to do these things? "Compelled, sir."

Why do they obey?" The witness hesitated and then said that fourth-class men knew that they would have to do what they were told. Cadet Edward M. Shinkle, of Ohio, an-

other first-class man, said that he had hazed fourth-class cadets by exercising and setting-up drills. There was nothing brutal in these exercises. Describing other forms of hazing in vogue now, he said the most ridiculous was a "Sammy race," "What is a 'Sammy race'?" asked Gen-

Two cadets are seated face to face with a bowl of moissess between them," expiained the witness, "each being supplied with a spoon, and they are instructed to feed each other."
"Suppose a cadet should refuse to do what he is required?" said General Brooks.

ONE OF EASTERN OREGON'S GROW-

rooks.
"He would be called out, sir," "That means he would have to fight?"
The witness explained that the fourth-class man might be excused from fighting if the upper-class committee decided that the order which he had disobeyed was the order which he had disobeyed was one which should not have been given.

Cadet Edward Canfield, Jr., of New York, said that the Booz-Keller fight was the outcome of a retort Booz made to a cadet while he was on guard duty.

"What was the retort?"

"I think it was 'Go to hell,' sir."

In reply to General Bates as to whether there was a sentiment among the cadets.

ere was a sentiment among the cadets to withhold information from the court, the witness said:

the witness said:
"Directly to the contrary, sir. The sentiment is to have everything come out."
Cadet Jerome G. Pillow, of Arkannas,
testified that fights were usually the outcome of refusal on the part of fourthclass men to do something they had been

Prince A. Oliver, of Illinois, knew Cadet Breth. He said Breth had told him that he (Breth) had undergone a painful operation before he came to the academy. The witness said that Breth was treated the same as the rest of the class. The witness had been hazed in barracks Sat-urday and Sunday, as he only arrived in September, after the encomponent. He said he was told that he was hazed so that no part of his education should be neglected. The witness then went on to say that ostracism from the society of the cadet corps would become so unbearable that the men would have to resign. Booz was left very much alone after his fight with Keller. This was on account of his

Cadet Copley Enos, of New York, who was one of the sentinels at the Boor-Keller fight, testified that Boor came up the hill toward the fort in a very confi-dent manner. For the first half of the first round, Boos seemed to have the best of the fight, but as soon as he got a blow in the eye it took all the sand out of him and he lay down. The fight lasted about a round and a half. Neither man knew much about boxing. There

was nothing scientific about it.
Cadet William Tidfall, of Virginia,
swore that on one occasion when in camp
in 1897, Cadet Breth was exhausted from exercising and he saw some of the cadets giving him whisky. The witness said that he had eaten quinine pills when he was a ourth-class man. Cadet George M. Russell, of New Hamp-

day a logging train brings to the mill 30 to 40 cars of logs, which are cut in the large reserves owned by the com-pany near Sumpter. With the gang saws in operation, the logging train will be inshire, said he had exercised Booz and Stoddard Bros, will also use the railroad for logging, and with their mill of about 50,000 feet daily capacity will require haif Tomorrow, Congressman P. O. Phillips, of Cleveland, will be a witness in refer-ence to the statement made that he came to the academy in 1898 in order to have Lumber Company. The extension of the Sumpter Valley Road beyond Sumpter to the little town of Whitney was for the purpose of tapping the big timber beit his boy protected from hazing. Horacs Booz, of Bristol, Pa., a brother of Oscar L. Booz, wh died three weeks ago, will

also be here tomorrow, and it is understood that he is coming to testify. STATE PRESS COMMENT.

One pernicious measure before this Congress has been killed, it is to be hoped, beyond resuscitation—the Hanna-Payne ship-subsidy proposition. Senator Hanna, it is said, is very much grieved over the failure of his pet measure, but this Gov-ernment was not designed to simply adber. The stabs, edgings, sawdust and waste generally are utilized at the big mill in Baker City, so that the difference of weight between logs and lumber can. minister to the wants of a few at the expense of the many. It is about time Hanna had a fall taken out of him, anyway. He has demonstrated that he has very little of the elements of statesmanship in him by fathering such a narrow company. An electric light plant is op-erated at the mill, the slab wood is cord-ed up for use by the light plant and fuel in town, and the mill utilizes the sawand selfish measure as the proposed ship-subsidy bill. He may know how to man-age a vast business enterprise and to pose as a politician or boss, but he is a dead failure as a statesman. Hanna is only a in population there will be an increasing demand for this fuel, and there are sev-eral advantages in having the mills lofigurehead, and was created in the first piace to scare the timid out of their fright. He carries no considerable ter-ror with him in the Senate, and will never be a leader in that body. His greatness and power is all imaginary.-Milton Eagle,

The School-Book Commission that is to be appointed by Governor Geer will be a difficult and important duty to perform. Upon its action to a great extent depends the education of the rising generation of the state for the next few sa years. Whoever the Governor selects for this important duty should be men of unquestioned integrity and practical ex-perience in school work. On former occasions there has been considerable said concerning the corrupting influences of the big publishing houses that were com-peting for the contract, and in order to prevent a repetition of this charge the find ready sale in the Eastern States. Governor should select only men of irre

Again the question of dividing Oregon into two states is being agitated, though the subject is not meeting with general favor, and it should not at this time. Some time in the future, when the state's resources have been fully developed and the population shall have been doubled the question of state division may be famonth. The increased demand for box lumber promises a large field in what has heretofore received comparatively little attention. A settlement that is asvorably considered, and two states may be formed, with the Cascade Mountains as the dividing line. The interests of East-ern and Western Oregon are not identi-cal, it is true, but all sections are becoming more closely associated every year by means of increased transportation facilities; hence the interests of the entire state are becoming more closely drawn together. For many years the Columbia River must be the outlet of the greater portion of Eastern Oregon, which will naturally draw the trade to the coast towns or to Portland, and the latter city will for a long time to come be the job-bing town for this entire section. Thus the business interests are naturally drawn there, and business interests create the political interests of a state. Until there shall be a radical change created by increased population and wealth, caused by the developments of the latent resources of the country, it will be folly to think of creating a new state this side of the Cascade Mountains—The Dalles Times-Mountaineer.

A law that should be enacted by our

torney-General can force its teachings

Let it be studied in the church, the Sur

The merchants and business men of As-

toria have entered into an agreement to

boycott the O. R. & N. Co. because of the alleged opposition of that company toward granting Astoria terminal rates.

We admire Astoria's pluck, but doubt its

judgment. The boycott is a game that sometimes two can play at. The O. R. & N. Co. has lately purchased the Ilwaco Railroad, which commands one of the most delightful Summer resorts on the

Pacific Coast. What if the O. R. & N.

should make up its mind to do a little hopcotting on its own account in connec-tion with its late acquisition?—The Dailes

Bryan must have suddenly come to the

conclusion that the pen is mightier than jawbone oratory, for he contemplates starting a weekly newspaper at Lincoln. We should have thouht that Bryan had

gone through enough worry in his Presi-dential defeats to let the newspaper busi-ness alone, but it may be that Bryan is desirous of getting even with his politi-cal enemies in Nebraska, and as news-

paper criticism is more effective than jawbone criticism, he intends applying the lash in this way.—Tillamook Head-light.

A DRY CHRISTMAS.

Indian Policeman at Ardmore Kept

His Word. next Legislature is one which will em-phatically exclude the Bible from our pub-lic schools, leaving no loophole through which any school officer or learned At-WICHITA, Kan., Dec. 25.—A dispatch received here today from Ardmore, Chick-asaw Nation, states that Indian Policeman Hamp Willis rounded up the Wells-Fargo express office early yesterday morning, and, finding 20 jugs of Christupon children whose parents do not de-sire it. Our public schools are free for the children of all citizens alike, whother Protestant or Catholic, Gentile or Jew. mas whisky consigned to citizens from friends in Texas, took them into his possession and emptied them into the gut-ter. The previous night he made a simday school or in the home by those who desire to obtain a knowledge of it. But it is in every sense a secturian book, and we have no right to force its teachings flar raid and found 40 jugs, which he smashed. He bragged that Ardmore would have a dry Christmas, and he kept his word. The Wells-Fargo Company will take the matter to the Interior Depon those whose religious beliefs are in onflict with it. Its admission into our ublic schools will ever be a source of ontention and strife.—Port Orford Tri-

Apaches Again Raiding.

PHOENIX, Ariz., Dec. 28.—A message from Chihuahua, Mexico, states that the Anaches are on the warpath in that state, and that the inhabitants of Granada have organized to meet the redskins. The In-dians, it is said, are hidden in the mountains and robbing ranch houses and stealing cattle. It is likely they belong to a part of the tribe which escaped from the White River reservation several years ago.

WASHINGTON, Dec. 26.—Indian Agent Myton, of the Uintah and Ouray agency, reports to the Indian Bureau here that the search of Western Colorado by the state has resulted in a failure to find one

WASHINGTON, Dec. 25.—Today's state-ment of the treasury balance in the gen-eral fund, exclusive of the \$150,000,000 gold

reserve in the division of redempti