FLEET STILL GROWS

Over 50,000 Registered Tons of Grain Shipping in Port.

SHIPS COMING FROM WEST COAST

More Victims of the Gale—Decline in Erie Canal Trade—Transport Garonne Rescues Shipwrecked Crew—Marine Notes.

The British ship Wavertree arrived in yesterday from Callao in ballast to load wheat for the United Kingdom. The arrival of this vessel swells the list of grain ships now in the river under charter to over 50,000 tons net register. There are 28 ships in the fleet, and while this number has been exceeded once or twice in the past dozen years, the vessels now here are much larger than those that were here before when there was such a large number in the river. These vessels have a carrying capacity of over 3,000,000 bushels of wheat, an amount which would require at least 56 ships of the size which visited Portland a quarter of a century ago.

Several of the ships now in the river are at Astoria ready for sea, and the fleet has probably reached high-water mark for the season, as some of the vessels will most certainly get to sea today. An east wind was blowing yesterday, and the Monmouthshire, drawing 24 feet of water, crossed out at 4 o'clock. If these conditions continue today, a number of the vessels will undoubtedly start seaward, as none of them draw as much as the steamer. Considering the experience of the Carl from Puget Sound, and the Cromartyshire from this port, it is probable that the masters of the ships at Astoria are congratulating themselves that they did not get to sea any sooner.

RESCUED AT SEA.

Transport Garonne Picks Up Thirteen Seamen.

SEATTLE, Dec. 27.—Particulars of the rescue by the United States transport Garonne of 13 shipwrecked seamen of the ill-fated schooner Theresa Maria, in Philippine waters, about the middle of November, were received in this city today.

While en route from Vigan with 12 sick men from the Third Cavalry and Twenty-third Infantry, and 56 insurgent prisoners, including Catalino Angeles, a Lieutenant under the insurgent General Tinio, the Garonne sighted wreckage with men clinging to it on her starboard bow. Captain Conradi brought his ship around and dispatched lifeboats for those clinging to the wreckage. All were rescued, and taken aboard the Garonne.

The Theresa Maria was bound from Santa Cruz to Manila with rice and sugar. November 5 she encountered a squall which swamped her. The members of the crew were three days and nights in the water without food or anything to drink. Meanwhile several vessels passed them, all, unfortunately, failing to observe the Maria's distress. The Garonne, before her arrival at Manila, recorded the death of Adam Hunter, for 15 years superintendent of the Garonne's ice plant. Death was due to fever. The remains were buried at sea. Hunter was a native of Scotland.

RESULTS OF A SUBSIDY.

Eastern Paper Cites the Case of a Ship Bound for Portland.

Another powerful argument in favor of the shipping subsidy is unearthed by the Springfield Republican in the case of the French bark Bossuet, now en route to this port in ballast to load wheat. The Republican thus comments on the matter:

"Its kind and gentle humanity will now perhaps be urged in favor of the subsidy principle. For months past a French ship without cargo has been pursuing her leisurely way toward Portland, Or., sure of her bounty from the government for distance covered. Finally she reached Honolulu, and stayed a while, as the captain was indisposed. After a time she went on, but the poor captain felt unwell again, and so after some days back they put to Honolulu. Of course the French peasant would rather see a few thousand dollars paid by the government than have the brave captain discomforted, and if need be the latter can make a detour and go to San Francisco for a mustard plaster. Up in Portland they've given up expecting the ship, and when she does get there she is likely to find her cargo gone on another vessel. Then possibly the captain will go back, still without cargo, whence he came—which wasn't France—and let his disappointment be soothed by the same kind of bounty system. Great are subsidies!"

CANAL TRADE DECLINING.

Grain Receipts by This Route 50 Per Cent Less Than Last Year.

NEW YORK, Dec. 27.—Official statistics compiled by the New York Produce Exchange show a marked falling off during the past season in the amount of wheat transported to New York by the Erie Canal, as compared with last season's traffic. This season about 3,525,000 bushels were brought here by canal, as against 6,753,000 bushels in 1899. Of the total wheat receipts at this port by rail and canal the canal carried 3,525,000 bushels, and 21,017,-980 arrived by rail. In 1899 the wheat receipts by rail were over 22,000,000 bushels.

There was a marked increase in the receipts of corn by canal, the figures for 1900 being 6,199,100 bushels, and for 1899 about 2,300,000.

Oats show a heavy decline, last year's triffic via canal being 1,896,700, and in the previous season over 5,700,000 bushels.

In 1899 the total grain receipts at this point, both rail and canal, were over 107,-840,000 bushels, while this year's totals, up to and including December 22, but not including peas, were much less.

SEVERAL SCOTTISH SHIPS.

Glens, Lochs and Hills Will Follow the Isles to Portland.

The British ship Scottish Glens is reported chartered for wheat loading at this port, and will come north from one of the ports on the west coast of South America. Portland seems to be the favorite port for the ships of this line, as the Scottish Glens is the fourth of her kind to head in this direction this season. The Scottish Isles arrived at Portland a few days ago, the Scottish Lochs is en route from Tocapilla, and the Scottish Hills is coming from Valparaiso. The fact that ships are again headed in this direction from points handy to the nitrate ports leads to the belief that exporters will not have so much competition from the nitrate men in bidding for ships as they had last Spring. Most of the ships which are coming up here, however, are demanding rates nearly 10 shillings higher than the nitrate freights.

NEW YORK TO CALCUTTA.

New German Steamship Line to the Far East.

NEW YORK, Dec. 27.—A new steamship service is to be established from New York to South African ports and Calcutta by the Deutsche Dampschiffahrts Gesellschaft Hansa, the new service to be known as the Hansa service. The exact date when the service will start has not been announced, but it will be in the near future, and the service will at first probably be monthly. The boats will leave New York for South Africa, thence to Calcutta, and direct from the latter port back to New York.

The Hansa lines include at present some 25 vessels, which ply between Hamburg and Antwerp and Colombo, Madras, Calcutta, Bombay, Karachi and Rangoon.

Overdue Coasters.

SAN FRANCISCO, Dec. 27.—Anxiety is expressed in shipping circles as to the fate of the schooner Wing and Wing, now out 44 days from Port Hadlock. The trip can be made in 20 days. Also overdue are the schooner Parkersburg, 22 days out from the Coquille River; the North Bend, 21 days out from Willapa Harbor; ship Isaac Reed, 25 days from Seattle; ship Bonlin, 19 days from Tacoma; schooner Berwick, 19 days from the Coquille River; ship Eclipse, 23 days from Tacoma; schooner Mary Bidwell, 22 days from the Coquille River, and the schooner Jennie Stella, 24 days from Gray's Harbor. The bark Fresno, now out 29 days from Port Gamble, is thought to be all right, as Captain Peterson probably stood out to sea during the recent storm.

Coal Carrier Capsized.

VICTORIA, B. C., Dec. 27.—The Royal Mail steamer Miowera has news that the ship Lenore, waiting for a coal cargo at Newcastle, on December 1 was caught in a storm, and, the wind catching her port quarter, she went over. Fortunately, there was but 14 feet of water where she was anchored, and her masts prevented her from turning turtle. The crew, though 13 in number, had a sensational escape from death, many being just hauled out of the water rising in the vessel in time to escape death. The vessel will be a total loss, it being impossible to raise her.

More Victims of Gale.

SAN FRANCISCO, Dec. 27.—Two vessels that arrived today brought reports of damage sustained in the storms along the Northern coast.

The bark Fresno, from Port Gamble, got into a heavy southeaster and had her fore lower topgallant yards carried away.

The schooner Charles E. Falk reported that during a storm she lost part of her deck load.

Sonoma a Record-Breaker.

SAN FRANCISCO, Dec. 27.—The new steamer Sonoma, built for the Oceanic Steamship Company, has arrived here after a record-breaking run from Philadelphia. She came around Cape Horn in 38 days 9 hours, making no stops. The best previous time was that made by the Sierra, she making the run in 43 days 6 hours. She stopped at Coronel, however. The Sonoma is a sister ship of the Sierra. She is to be placed on the run to Honolulu and Australia.

Two Steamers Ashore.

NEW ORLEANS, Dec. 27.—The Morgan steamer El Rio, Captain Mason, from New York, reports having sighted a steamer with two masts and a yellow smokestack ashore near beacon M., on the Florida coast. She saw also a steamer with a white smokestack and black top ashore on Elbow Reef, Fla.

Disabled Steamer Returns.

BERMUDA, Dec. 27.—The British steamer Arthur Head, Captain South, from Newcastle to Baltimore, which called here December 14 for coal and left the same day, returned here yesterday, having broken her crank shaft. The boatswain, Thomosen, was killed at sea and buried here.

Porto Ricans for Hawaii.

SAN JUAN, P. R., Dec. 27.—The New York and Porto Rico Steamship Company's steamer Arcadia sailed from Ponce yesterday for New Orleans, having on board 400 Porto Ricans, 65 per cent of whom were women and children, destined for Hawaii.

Salt Schooner Ashore.

MIAMI, Fla., Dec. 27.—The steamer reported ashore south of Miami last night is the Homeric K., of Baltimore, laden with salt for Mexico. The wreckers now have her in charge, and the entire cargo is being dumped into the sea.

New Owner for Steamer Dovie.

ASTORIA, Dec. 27.—A bill of sale was filed in the Custom-House today whereby J. A. Munro transfers to P. N. Kearney the seven-ton steamer Dovie for $500.

Marine Notes.

Work is being pushed on the new vessel at North Bend. The square frames are up and the keelsons are in.

The barge Washougal, which arrived in San Francisco a few days ago, was obliged to jettison over 300,000 feet of her lumber cargo.

The German ship Wilkommen finished loading yesterday, and will clear today. She goes to Queenstown or Falmouth for orders. The Alsterufer will finish today or tomorrow.

The steamer South Portland sailed from San Francisco for Portland yesterday. The Del Norte arrived at San Francisco yesterday, after a long passage from Portland by way of the Coast ports.

The British steamship Ching Wo left down the river yesterday morning. She went through as far as the "hog's back," just above Astoria harbor, and anchored last night to wait for high tide today.

Domestic and Foreign Ports.

ASTORIA, Dec. 27.—Arrived at 1 P. M.—British ship Wavertree, from Callao; at 3:50 P. M., barkentine Tam O'Shanter, from San Francisco for Knappton. Sailed at 4 P. M.—British steamship Monmouthshire, for Hong Kong and way ports. Arrived down at 5 P. M.—German ship Eilbek. Anchored above Tongue Point—British steamer Ching Wo. Condition of the bar at 4 P. M., smooth; wind, east; weather, clear.

Port Townsend, Dec. 27.—Arrived—British ship Socotra, from Freemantle. Sailed—Bark St. James, from Chemainus for Melbourne.

Tacoma—Arrived Dec. 26—Bark Tidal Wave, from San Pedro; ship Ben Lee, from Santa Rosalia.

Cape Town—Arrived Dec. 25—Bark Howard D. Troop, from Tacoma.

Cardiff—Sailed Dec. 24—Ship Pinmore, for Santa Rosalia.

Valparaiso—In port Nov. 9—Bark Scottish Glens, for Oregon.

Santos—Sailed Dec. 21—Ship Margretha, for Tacoma.

New York, Dec. 27.—Arrived—Mesaba, from London. Sailed—H. H. Meir, for Bremen.

London, Dec. 27.—Arrived—Manitou, from New York.

Boulogne—Sailed Dec. 25.—Cape Frio, from Hamburg for New York.

Auckland—Sailed Dec. 26—Mariposa, from Sydney, N. S. W., for San Francisco.

New York—Arrived Dec. 26—Teutonic, from Liverpool.

Queenstown—Sailed Dec. 26—Cymric, from Liverpool for New York.

Cherbourg, Dec. 27.—Arrived—Graf Waldersee, from New York for Hamburg.

San Francisco, Dec. 27.—Sailed—Steamer South Portland, for Portland; steamer Nome City, for Seattle; schooner Henry Wilson, for Gray's Harbor; steamer State of California, for Victoria; steamer Arcata, for Coos Bay. Arrived—Steamer Robert Dollar, from Seattle; steamer Del Norte, from Portland; ship Isaac Reed, from Seattle.

New York, Dec. 27. — Arrived—Trave, from Bremen.

Woman Sandbagged and Robbed.

TACOMA, Dec. 27.—Mrs. Hanna McMarrman, of Roy, was sandbagged and robbed of $12 tonight on G street, and lay unconscious for an hour before she was discovered by a man who was attracted to the spot by the cries of her baby.

SILVIA DE GRASSE REEF

WORK OF ITS REMOVAL WILL SOON BEGIN.

How It Will Be Accomplished—Contract for Well at Fort Stevens—Astoria Franchises.

ASTORIA, Or., Dec. 27.—A force of men arrived down from Portland today to prepare a bunkhouse and other living quarters for the men who will be engaged in the removal of the Silvia de Grasse Reef from the river opposite the city, and which has been a serious menace to navigation.

The contractor for the work, E. T. Johnson, of Portland, according to his agreement, must start operations by January 5 and have the required amount of rock removed from the reef within six months. The drilling of the rock will be done from a staging that floats on the surface of the water, and which is now being towed down the river by the tug Resolute, which has been chartered to aid in the work.

After holes are bored the drills will be raised and a submarine diver will insert the charges. The staging will then be towed to a safe distance and the blast discharged. Contractor Johnson has engaged the services of a man from New York, who has been engaged in similar work in the harbor of that city, and he will have charge of the operations. When bids were first asked for to do this work all were rejected, because they were much in excess of the sum appropriated by Congress for the purpose. Subsequently Mr. Johnson offered to do the work for the amount appropriated, and his offer was accepted.

Contract for Wells at Fort Stevens.

Captain Downs, constructing Quartermaster at Fort Stevens, today received instructions from the department at Washington to let a contract to D. M. Watson, of Portland, for sinking a group of wells at the post barracks. The wells are to be not less than six inches in diameter, and the contractor agrees that they shall furnish 3000 gallons of pure and wholesome water per hour. If he succeeds he is to receive $5000 for the work, but if the water fails to stand the analysis by the department chemists, or if the required quantity is not secured, the contractor is not to be paid one cent for either the labor or material used. No mention is made of how many wells shall be sunk.

TERMS FOR ASTORIA FRANCHISES.

Council Committee's Views on Light and Street Railways.

ASTORIA, Dec. 27.—At the last regular meeting of the City Council an ordinance was introduced, granting to F. A. Stokes, Martin Foard and C. H. Page a 75-year franchise over all the streets in the city for operating street-car lines, maintaining wires for electric lights and laying pipes for steam heating. The ordinance was referred to the ways and means committee, and that committee today filed its report, which, if adopted, will greatly change the measure as introduced. The report recommends that franchises for more than one thing be not granted in the same ordinance, and that a franchise for street-car purposes be granted only for particularly designated streets, and the ordinance granting same shall provide that the franchise be forfeited as to streets or portions of streets on which a street railway is not in operation within five years from the date of the approval of the ordinance.

The report also recommends that the grantees be required to construct and keep in repair portions of streets on which car tracks are laid, to width of track and one foot outside of rails, including the substructure as well as the covering plank, and to pay the city $20 per annum for each car operated.

Regarding an electric light franchise, the report says that before any further franchises are granted, the city should consider the advisability of installing its own plant—and no franchise should be given until the recipients are required to install a modern plant within a reasonable time and to furnish the city with street lights at greatly reduced rates. The report will be submitted at the next meeting of the Council, when the ordinance will come up for final action.

HELD FOR ROBBERY.

Third Arrest of Vancouver Man on Like Charges in One Month.

VANCOUVER, Wash., Dec. 27.—Patrick White, who was arrested yesterday for robbery, was given a preliminary hearing today in Justice Court, and held for trial in the Superior Court in $500 bonds. This is the third time White has been arrested this month. He was tried in the Superior Court some two weeks ago for burglary, and acquitted by the jury. He was then convicted in the Justice Court for larceny and fined $25 and costs, which sentence he finished serving about five days ago.

The complaining witness against White in the present case is Adolph Webber, a baker. Webber says that White and two others knocked him down Monday evening, while he was considerably under the influence of liquor, and robbed him of his watch and about $10 in money. White denies taking the money, but admits taking the watch. He says, however, that he took it while he and Webber were standing at the bar in a saloon.

Fined $15 for Breaking Glass Door.

Thomas Thorne was convicted of malicious injury to freehold in the Justice Court today, and fined $15 and costs. In default of payment he was sent to jail. Thorne is an old man, considerably addicted to the use of intoxicants. While on a spree December 11 he entered Vanatta's restaurant and begged a meal. Being refused, he became enraged, and, on passing out of the place, slammed the restaurant door with such violence as to shatter the glass.

FROZEN TO DEATH.

Fate of Oregon City Man Engaged in Mining Near Dawson.

OREGON CITY, Dec. 27.—A Tacoma dispatch states that Harry Moffatt, of this place, was frozen to death something over two weeks ago near Dawson City. He had gone alone to Eureka Creek for a hunt, and was caught in a snow storm and wandered aimlessly about for two days. He was found by a rescue party with his hands and feet badly frozen, but died before they could reach Dawson.

Excepting the dispatch, no news of the death has been received here by J. W. Moffatt, brother of the reported dead man. Harry Moffatt left here on the first trip of the Elder for the Klondike country, where he had since been engaged in mining a short distance from Dawson. F. F. White, who left Dawson a few weeks ago, states that Moffatt occupied a cabin adjoining his own.

For Creamery or Cheese Factory.

J. J. Hattan, of Stone, states that a meeting will be held Monday to decide which shall be built by the citizens of that vicinity, a creamery or cheese factory. A practical man present, who now operates a cheese factory, stated that a plant capable of handling 3000 pounds of milk daily could be secured for $500 or $600. A vat for the milk of 150 cows would cost $75, and a boiler $265.

EUGENE POULTRY SHOW.

Many Choice Fowls on Exhibition—Will Be Open Three Days.

EUGENE, Dec. 27.—The annual exhibition of fine poultry, under the auspices of the Lane County Poultry Association, opened here this morning. The exhibits are not all in, but from what has already arrived it is apparent that the exhibition will be fully up to the standard of those of former years, which has been highly gratifying to those concerned. The interest in the breeding of fine poultry has really only begun in Lane County, and only comparatively few are engaged in the industry, for business or pleasure. It is evident, however, that those who do make a specialty of poultry raising are meeting with success, both in the sense that they are producing some of the finest fowls that can be found anywhere in the country, and also in that part of the business which is looked upon by practical men as the only object to be attained—profit producing.

In the exhibits that are already in place can be seen good specimens of all the more common breeds of chickens, turkeys, etc., besides many choice specimens of varieties that are considered quite rare. Several poultry-lovers from various parts of the state are here and taking considerable interest in the display. Prizes will be given to winning stock in all the varieties, these being donated for the purpose by the business men of Eugene. The show will continue for three days.

LEWIS AND CLARK CELEBRATION

Washington and Idaho Reply to Invitation to Join Oregon.

SALEM, Or., Dec. 27.—Governor Geer today received letters from Governors Rogers, of Washington, and Steunenberg, of Idaho, in answer to his note relating to the proposed celebration of the centennial anniversary of the Lewis and Clark expedition. Governor Rogers gives assurance that the matter will be brought to the attention of the next Legislative assembly, which convenes on January 14. Governor Steunenberg states that as his term of office will expire on January 7, he has referred the matter to Governor-elect Hunt.

Second Suit of Wife for Divorce.

Margaret J. Simpson today began a second suit for divorce against her husband, Allen Simpson. This is the third divorce suit between the parties within a year. The first suit brought by Mrs. Simpson was on the ground of cruel and inhuman treatment, and was decided against her about six months ago. Her husband then brought suit against her on the ground of desertion, and in a decision rendered yesterday he was denied the relief demanded. This third suit is brought on the same ground as the first—cruel and inhuman treatment.

Notes of South Bend.

SOUTH BEND, Wash., Dec. 27.—A new hand fire engine made by a local machinist was tested by the Fire Department yesterday and accepted. It throws a three-quarter-inch stream 100 feet in the air. It is designed to supplement the steam fire engine, and to be used at a fire while the steam engine is steaming up. The cost of it is defrayed by public subscription. The department is now in better shape than ever before, new hose having recently been purchased.

A year ago the school district near Menlo took advantage of the new law and organized a union high school. It has proven a pronounced success. The additional cost to the district has been nominal, owing to the bonus from the state school funds.

Albert Tozier has sold 1820 acres of land in Pacific County to the Wehrhauser Timber Company for $6250, and J. J. Givens received $3600 for 160 acres in township 13 north, range 6 west.

Fruitgrowers to Meet.

VANCOUVER, Wash., Dec. 27.—A meeting of fruitgrowers of Clark County has been called to meet at the Courthouse January 5. The object of the meeting is to discuss matters pertaining to the marketing of the coming season's prune crop, and to propose and discuss desirable changes in the present laws relating to horticulture.

Arrested for Insanity.

SALEM, Or., Dec. 27.—John Booth, a young man well known in this city, was arrested by Officer Smith tonight on the ground of insanity. He is supposed to be a morphine fiend.

Washington Notes.

Seven marriage licenses were issued at North Yakima Monday.

Street lighting at Seattle will be done entirely by electricity next year.

The Seattle Chamber of Commerce has demanded enforcement of laws against vice and crime.

Deputy Sheriff William Booth shot Fred Barnhart in the knee at Snohomish, Sunday, for resisting arrest.

A deal is pending for the sale of the controlling interest in the Horn Silver mine in Okanogan district.

The recent freshets washed out all the bridges from Republic to the Columbia River, excepting the one over Stud Horse Creek, just below Keller.

Promoters of a new professional baseball league, which will include the principal cities in the Northwest, will hold a meeting at Tacoma, January 10.

A deal is said to be under way for sale of the Silver Dollar mine in Republic district. Papers have been signed transferring the Volunteer to Ohio men, and the deeds have been placed in escrow.

Martin Baker, recently arrested at North Yakima and held in bonds of $200 for his appearance in the Federal Court on the charge of selling liquor to Indians, has been sentenced to nine-months' imprisonment on McNeil's Island.

The company which leased the creamery plant of the Washington Agricultural College is developing a good business and awakening an interest in dairying. The college closed the creamery because it was impossible to get milk with which to run it. The company pays 25 cents per pound for butter fat.

Everett is suffering from a typhoid epidemic. About 50 patients are suffering from the disease. The disease is confined within a small area near Twenty-third street, and is thought by the physicians to be caused by the use of well water infected by cesspools in use before the city sewer system was built.

Repairs to the line of the Port Townsend Southern railway are being pushed ahead rapidly, and the superintendent says he will have trains running through to Quilcene this week. A large force of men is at work. The construction has already reached the worst point along the route, where a big fill was washed out.

Fifteen carloads of hops where shipped from North Yakima Tuesday. This practically completes the shipment of the 1900 crop. The county produced nearly 20,0000 bales of 200 pounds each. Sales have ranged from 10 cents to as high as 18 cents per pound. The yards are being put in shape for the coming year, and every one will be operated to its fullest limit.

The Christian church at North Yakima was discovered to be on fire, Tuesday evening, as the services closed. The minister, Rev. S. W. Crockett, saw the danger and quietly requested the audience to withdraw from the room. When all had left the building the alarm was given. A step-ladder and small hose enabled the members present to put out the flames without calling the fire department. A defective flue was the cause of the fire, which did but little damage.

A ferryboat is being placed on the Yakima River, near the Natches bridge, to convey workmen on the Selah-Moxee ditch to and from the place of work. The ferry will be used for carrying over 1,000,000 feet of lumber across the river to be used in constructing four miles of flume necessary on the lines of the canal. The ditch follows along the base of the Selah Mountains, where a canal is not possible, necessitating the construction of the flume. About 80 men and 25 teams are now at work on the canal, which is to be completed for the entire 26 miles before the first of May. All lands under the canal have been entered or sold, and houses are being erected along the route of the ditch. Many Hollanders, recently from Michigan, are among the home-builders.

OSCAR BOOZ' BROTHER

DENIED THAT THE WEST POINT CADET WAS A COWARD.

Witnesses Before the Military Court Testified to the Hazing of Breth.

WEST POINT, Dec. 27.—There was an unusually large attendance of spectators at the military court of inquiry today. Horace C. Booz, a civil engineer of Buffalo, and P. O. Phillips, of East Cleveland, who was heralded as a Congressman, but told the press representatives that he was never elected to Congress, were the chief witnesses. The former's testimony was principally a repetition of the statements made about his brother, ex-Cadet Oscar L. Booz, of Bristol, Pa., who died recently. Several of the cadet witnesses during the progress of the invesitgation had accused Booz of having shown cowardice in his fight with Cadet Keller in August, 1898, and they also accused him of untruthfulness. Lieutenant Coe, instructor of mathematics, in his testimony last week stated that Booz was not possessed of sufficient mental capacity to pass the necessary examination at this academy. His brother stated today that this was not so, as the manner in which the ex-cadet had passed his examinations at the preparatory school at Bustleton, Pa., proved that Oscar was possessed of sufficient intellect. He said Oscar was not untruthful and he was anything but a coward.

Mr. Phillips' principal reason for appearing before the court was to show that he had not visited the Academy in 1898 for the purpose of saving his son from being hazed.

One of the witnesses at the morning session informed the court that he had seen Cadet Breth so far exhausted from severe exercising that stimulants had to be given him in his tent in 1897. In the afternoon two other cadets of Breth's class said they had seen him in a nervous condition and his body, arms and legs twitching after he had been hazed, but one of them said he believed Breth was pretending prostration.

It was learned after the court had adjourned that Horace Booz had not volunteered his testimony. He was summoned by the court and arrived her last Saturday after the court had adjourned until after Christmas. General Brooke, General Bates and General Clous offered to take his testimony Saturday, but he objected saying that he wished as much publicity given to his testimony in his brother's behalf as had been given to the testimony against him on the grounds of untruthfulness and cowardice.

Cadet Willis G. Pace, of North Carolina, of the first class was the first witness today. He saw former Cadet Breth hazed in 1897. The witness, after being frequently asked to describe the forms of hazing to which Breth was subjected, replied:

"I think they were the usual forms, such as holding out Indian clubs until it became tiresome, and other things which were in vogue at that time. Breth was a very awkward man and did not seem to be able to do anything right. He was subject to nervousness and was easily rattled.

"I got a letter from Breth about six months after he left here. In it he tried to explain his difficulty in getting things right while at the post here, and said that he had been suffering from sickness all the time he was in camp. He had hoped to get better in barracks, but did not."

"Is there any hatred or feeling in existence between first-class men and fourth-class men?" asked General Bates.

"I don't believe there is any feeling against the fourth-class men, but there may be on the part of the fourth-class men against the upper-class men," replied Cadet Pace. This may be accounted for by the treatment of the lower-class men, but this feeling passes away when the cadets are advanced to the third class."

Pace went on to say that he did not consider "exercising" brutal.

"Then you don't think that being required to exert yourself physicaly against your will almost to the point of exhaustion is brutal?" exclaimed General Bates.

"I was exercised myself, sir, and I did not think it was brutal. It was uncomfortable, but I never knew it to result in permanent injury."

The witness said there were some men who used to haze more than others, and that some of them seemed to be without faculty of judging when a man had enough.

"I should say that if a cadet were hazed to such a degree that he would be injured or had to be helped by his fellows, the hazing would be brutal," said Cadet Pace.

This answer was given after General Bates had intimated to the witness that in case a cadet died from the effects of such hazing the law would hold all of those who took part in it responsible for the man's death.

Cadet Allen C. Caye, of Minnesota, who came next, said he had seen Cadet Breth the night before he left the academy. Breth seemed very much cast down at being found deficient. He did not complain of illness, nor did he say anything of his treatment by the cadets while here.

In reply to General Brooke, the witness said he had never hazed a man beyond the limit of his endurance; he never saw a man faint or become exhausted from hazing, and had not heard of such a case.

"Do you think it is for the physical benefit of a cadet to have him 'eagled' 75 times?" inquired General Clous.

"Yes, sir, I did it myself, and think it benefited me," was the reply.

Cadet John A. Pearson, of Tennessee, when asked if he ever hazed Cadet Booz answered in the negative. In describing several forms of exercise, he said:

"Choo-choong is the most exhausting. The man is required to get down and use his hands and legs as rapidly as possible in propelling himself over the ground."

The next witness was R. C. Booz, civil engineer of Buffalo, N. Y., a brother of the late Cadet Oscar L. Booz. The witness had not seen his brother during the time he was in the West Point Academy in 1898. Mr. Booz continued:

"I received a letter from him shortly after he went to the Academy. In it he said he felt strange at the place as it was his first experience away from home. In the second letter, which I got about the beginning of August, he told me how he would be called out to fight in about a week. He complained of having had to take tobasco sauce and suffered from a sore throat in consequence. He claimed it was forced down his throat, and he had to swallow it or choke."

"Have you got those letters?" asked General Clous.

"I have not sir; I destroyed all the letters I got from him while here," replied the witness.

"In other letters which I got from him," the witness added, "he complained of being hazed and said he was being treated more severely than others. Later in the year he wrote to me suggesting that my father allow him to send in his resignation. Oscar was not fresh and was not the kind of boy that would be hazed."

"Did he ever mention any names of the men who hazed him?" General Clous asked.

"No, he did not."

Continuing, the witness said he objected to Oscar's leaving the academy. "I saw him after he left, but did not speak to him of his treatment."

Mr. Booz then said he wished to vindicate his brother's character in the face of published reports of what had been said by Lieutenant Coe as to his dullness and deficiency in studies. He said Oscar had completed his preliminary studies in such a manner as to prove he was not dull. Statements had been made as to his brother's untruthfulness and cowardice. "He was neither," said the witness, sternly. In reply to Superintendent Mills, the witness said he had two brothers, and one sister. He did not know of Oscar suffering from any other disease than tuberculosis, of which he died.

"Did you see your brother within six months after leaving the academy?"

"I saw him in October and December. He then complained of a sore throat. He was being treated by a physician in Bristol, Pa."

"Why did not you or some member of your family notify the War Department or the Military Academy when it became apparent that your brother was dying from alleged cruelty?" asked Colonel Mills.

"I suppose we did not feel like doing so," replied Mr. Booz. "We were all very much overcome at the thought of Oscar's approaching death."

This finished the examination of Booz.

Cadet Henry A. Meyer, of Arkansas, was asked: "Did you ever haze Cadet Booz?"

"I may have braced him, but I can't say positively," replied the witness.

"Did you brace fourth class men for the amusement or the edification of yourself or class fellows?" inquired General Clous.

"No, sir. I did it for their own good," said the witness. "When I was a fourth class man I heard an upper class man say: 'Turn into the next tent.' I went there and found Cadet Breth lying on the floor and no one else in the tent. He was working his arms up and down nervously. I asked him what was the matter. He replied: 'I've been exercising.' Then he began working his legs. He seemed perfectly rational, as he answered my questions. I felt then that he was only pretending, and came away, leaving him there. The tent was dark, the only light being that which came in from the company street."

In answer to General Brooke, the witness said he used tobacco in 1897, was punished for it and quit. The witness acknowledged that a great number of cadets used tobacco during their first two years in West Point.

Meyer said that summary dismissal was the punishment for hazing fourth class men. Cadet Meyer said the present fourth class men had not been exercised at all by upper class men.

P. O. Phillips, of Cleveland, said that August 11 he came here and remained about 10 days, during which time he lived at Highland Falls. He came for the purpose of visiting his son, who was then and is now a cadet at the academy. He read a statement in the papers of the 20th inst. that Mr. Booz, of Bristol, Pa., had said he came here at that time for the purpose of protecting his boy from being hazed. Mr. Booz was at the Highland Falls Hotel, where both were staying. Mrs. Booz was also there.

"I never heard a word from young Booz, whom I met, as to his treatment at the academy," said the witness, "and if his parents were displeased with the treatment of their son, they did not say anything in my hearing to such effect."

When asked what was his impression of young Booz, the witness replied:

"He seemed to me to be a nice young man, but if I may say so, I think there was not much good material in him out of which to make a good Army officer."

Witness made a long statement about the general conduct of the course of study in the academy, and approved of it, speaking of it in the highest terms.

He was asked by Colonel Mills: "When you were here did it appear to you that the authorities were making strong efforts to protect the new cadets?"

"Yes, sir. For instance, sentinels were in the company streets of the camp. They were put there for the purpose of protecting the new cadets, I understand."

After he had finished his testimony, Mr. Phillips said that he is not and never was a member of Congress, as has been reported.

Cadet A. L. Lynch, of New York, said fourth class men were privileged to criticise the upper class men at the mess hall tables, and could say things in the mess hall which "if said at any other place about an upper class man, might result in the latter's smashing the other's head before morning."

"Smash his head?" said General Brooke.

"I mean he would call him out and fight him," replied the witness.

Cadet Lynch seemed to be quite an authority on pugilism and explained how matches were made and fights arranged. When he was a fourth class man he was selected to fight, but as the man against him was about his height and weight, he did not care.

"Do you know of any unfair fights having taken place?"

"We thought the bout between Mr. Dean, of my class, and Mr. Mumma was unfair. The latter was too tall, and, while Dean could not win. Mumma could not make him stop, and the fight was stopped in the ninth round."

He did not think fighting as bad as football. There were many men knocked out on the football field and very few in fights.

Cadet E. K. Sterling, of Michigan, said that after the fight with Keller, Booz was left much alone. One night the witness and Cadet Larkin, since dismissed for deficiency, were told that Cadet Breth was lying in a tent near by. They went there and brought him to his own tent. He was in a nervous condition, and every muscle in his body seemed to be twitching. He was rubbed with alcohol or witch hazel and he went to sleep. The witness did not know whether Breth went to the hospital in consequence, but he did not go that night. He never heard of a straightjacket being used in the academy. The witness considered that the "exercising" of fourth class men was beneficial to them.

Cadet Frank P. Lahm, of Ohio, testified that he was a classmate of Cadet Breth. The latter was hazed in camp one night, and the witness saw him with men rubbing his hands. Breth was trembling all over. He had never heard Breth complain, except that he said he had been ill before he came to the academy. The wintess had been hazed himself, but he could not say that he was cruelly treated. He said "hazing" or "bracing" gave cadets an erect carriage.

Cadet A. F. Brewster, of Wisconsin, said: "I went to see Booz after his fight with Keller and told him that I had heard of his having laid down. I advised him to go and have another try, and advised him to see Mr. Ennis, the president of our class. I also told him it had never been known for a cadet to 'lie down.'"

"Did he take your advice?"

"I don't think he did. I never heard of him going to see Mr. Ennis."

Cadet W. H. Lee, of North Carolina, told the court that on one occasion he made a fourth class man do the "eagling" exercise about 300 or 400 times at one session.

"What was his name?"

"T. F. Smith."

"Do you know the sweating process?"

"Yes, sir. I went through it. I had to wear a rain coat and then a blanket outside. I perspired freely. This was in my tent in Summer time, and lasted about 20 minutes."

"Which would you rather do, 150 eagles or the sweating process?" asked General Bates.

"I would take the 150 eagles," was the reply.

COMFORT IN TRAVELING.

Comfort is the most necessary requisite in a trip across the continent. Persons contemplating a trip to Chicago, St. Paul, Omaha, Kansas City or New York naturally take the line having the most modern and comfortable cars, smoothest roadbed and fastest time. The O. R. & N. Co.'s double daily train service fills all the requirements, being equipped with the latest types of Pullman Palace and ordinary sleepers, electrically lighted engines, and makes hours better time to Chicago or Omaha than any other line.

Call at the ticket office, 80 Third street, corner Oak, for folder showing through time, connections, etc.

A cruel story runs on wheels, and every hand oils the wheels as they run.—George Eliot.

CANNOT BE ERADICATED

CORRESPONDENT BELIEVES GAMBLING SHOULD BE LICENSED.

Portland Better Than Other Cities—Police and District Attorney Defended—Reply to Dr. Hill.

PORTLAND, Dec. 27.—(To the Editor). —For some time past I have been reading articles and letters from Dr. Hill and some of his and other church members, dealing with the question of crime in this city, which Dr. Hill depicts in a most spirited way, as being a "hell-upon-earth" city.

The trouble with Dr. Hill consists in that his zeal outstrips his discretion. No doubt he has heard of the great New York reformer, Bishop Potter, who recently said: "We can never expect to do away with vice and crime till we replace men by sending angels to New York." This is, in substance, what Bishop Potter said. Since the world began vice and crime have been visible in all communities. Gambling was carried on in the Jewish synagogues in our Lord's time, when he took a whip and scourged the money-changers out of the Temple. In fact, all the vices we now have, have been handed down to us from father to son.

From my own personal experience in Canada for nine years, as a Police Court Judge, and also from observation in the City of Dublin, I have come to the conclusion that vice and crime can be only dealt with so as to keep both within control or proper bounds. Vice and crime are somewhat like poverty referred to in the Bible—"For the poor ye shall have with you always." So long as a certain class of men and women desire to run in the atmosphere of vice, we can't eradicate them. No laws can be effectively framed or put in motion so as to purify our city. Some of our church-goers and pillars of the church gamble at home and abroad at a game called "poker," and at other games, too.

When the law in Dublin City was put vigorously in motion, by order of its Lord Mayor in 1870 or thereabouts, against the "unfortunates" who resided in one locality where they were under the eye of the police, what benefit did the citizens of Dublin get? That of scattering the "unfortunates" all over the city, so that they lived next door to the then Mayor and the churches of Dublin. Since then no attempt has been made to hunt them down and put them out of the city.

When Dr. Hill denounces The Oregonian for taking sides with crime and vice or with those who are empowered to punish one and eradicate the other, he shows himself to be an incompetent discerner as well as an unfair judge who is blinded by prejudice, just as he was when he preached his denunciation of England and branded her as being a party to the smuggling of opium in 1845 into China.

He then had his information from an article by a female missionary, and overlooked the statement of the Ex-President of the United States—John Quincy Adams. Dr. Hill does not go for information to any source that is likely to give him an unprejudiced report, so he errs. I think that the citizens of Portland (I mean those outside the followers of Dr. Hill) believe that Mr. Chamberlain is a man possessed of more than ordinary common sense and that he is a man who has been doing his duty as an officer of the state. He is, moreover, a man of indomitable courage and will continue to do his duty without fear or favor.

How best to deal with vice and crime can only be ascertained by experience. The present generation and those to come must be educated by the church and in the home, and so gradually we will lessen the amount of both crime and vice.

No right-minded man can look around and observe the evil that is in this city without feeling how awful it is to see the amount of crime and vice we have to cope with, yet we are just as righteous a city as most cities I have been in; in fact, Portland is a paradise to other large cities on this coast.

I do not think that Dr. Hill has the least justification for so denouncing the police force of this city as he has been doing. They are, as a whole, good men who do their duty to the citizens of Portland.

Instead of imposing fines on proprietors of houses of ill-fame and gambling dens, I would propose to license these and name such a sum to be paid by each party that few could conduct them. You would, in this way, limit the number and the few could be better watched by the police, who would have the power to close up their places of amusement unless conducted as properly as possible. Closing up the gambling houses and other resorts will not stop the crime and vice Dr. Hill speaks of. This matter rests with the public themselves and not with a particular section of them or with the churches, unless in so far as Christian training is concerned. The penitentiary will never educate the criminal to do what is right; such places of correction only harden him. The whipping-post is really the ony school of correction and it is more effectual as a deterrent than the gallows. Dr. Hill thinks that other cities are ahead of Portland in the way of bringing criminals to justice and of lauding the churches for the good they do, but he is mistaken. The majority of this city's population think the churches are good in their sphere of influence, but they think at the same time that some of the ministers are wanting in discretion and tact.

J. CREAGH.

NO CHANCE FOR SUBSIDY BILL

Those Who Understand Hanna Can See Its Defeat in His Face.

WASHINGTON, Dec. 23.—The fact that no progress save three set speeches were made upon the shipping bill before the holiday recess is proof positive that this subsidy scheme cannot pass at this session. There is in the two months of the session yet remaining the war revenue reduction bill, the Army bill, the reapportionment bill and the Nicaragua Canal bill before the Senate, beside the subsidy bill, not to mention 13 appropriation bills and the river and harbor bill. It is regarded as of prime importance to pass the Army bill and the revenue reduction measure at this session. The other legislation can wait. The appropriation bills, of course, must be put through in order to avoid an extra session. It is easily seen that only a moderate amount of talk will defeat the subsidy bill, and that there are volumes in store it is well known.

The newspaper men who were with Bryan during the campaign tell a story on a journalist who accompanied him for a part of the time, and who would remain with Bryan for hours, and then come out and say: "Mr. Bryan is very much comforted. He can look into my face and read victory." Those who understand Hanna can look in his face and see defeat for the shipping bill. The same countenance that he wore when the Roosevelt wave was sweeping over the Philadelphia convention is present now upon the countenance of the chairman of the National committee. Mr. Hanna has dominated two National conventions, and two National campaigns, but he has certainly found that the United States Senate is not a body to be run as he has conducted politics.

Ministers, lawyers, teachers and others whose occupation gives little exercise, should use Carter's Little Liver Pills for torpid liver and biliousness.

Hood's Sarsaparilla is not a cure-all; but it cures all blood diseases. Take no substitute.