BELIEVES IN EXPANSION

PORTLAND FLOURING MILLS COMPANY TO BUILD ANOTHER MILL.

Combined Output Will Be Over 8000 Barrels Per Day—Grain Ships Arrive Out.

Despite the fact that the steamers now leaving Pacific Coast ports for the Orient are carrying the smallest flour cargoes that have gone forward at any time in the past three years, arrangements are under way for a further enlargement of the traffic.

The Portland Flouring Mills Company is still reaching out for more business, and is extending its big system of mills, as well as that of elevators and warehouses. President Wilcox yesterday let the contract for the construction of a 350-barrel mill on the line of the Great Northern Railway at Odessa, Wash., and as soon as the new mill now nearing completion at Salem, Or., is finished, the force at work there will be sent to Odessa and will rush the new mill to completion. Odessa is about 75 miles from Spokane, and is right in the heart of one of the richest wheat regions in the Inland Empire. While the new plant will be built for a minimum capacity of 350 barrels, it will be constructed so that the capacity can be largely increased on short notice. The addition of this mill, with the new mill at Salem and the increased capacity of the mill in this city, will enable the big corporation to open the new season with a mill capacity of 8300 barrels daily. In an emergency this amount could be increased to 10,000 barrels daily.

The largest mill of the system now controlled by Mr. Wilcox and his associates is the one now undergoing repairs and improvements at Albina. When it is again ready for operation, September 1, it will have a daily capacity of 2750 barrels, which can be increased with comparatively small expense to 4000 barrels daily. The next in importance is the mill at Tacoma, with a daily capacity of 1800 barrels. At Spokane, Wash., the company owns one, and controls under a long-time lease a second mill, the capacity of the two mills being 1100 barrels per day. The two mills at Oregon City have a capacity of 1000 barrels daily. The other mills owned or controlled by the Portland firm, with their daily capacity, is as follows: Dayton, Wash., 450 barrels; Prescott, Wash., 350 barrels; Odessa, Wash., 350 barrels; Salem, Or., 350 barrels; Albany, Or., 200 barrels. Total daily capacity, 8300 barrels.

Mr. Wilcox was not inclined to discuss this latest move in his policy of expansion any further than to state that his mills ground an average of 200,000 barrels per month last year, and during that period there were times when he wished they could grind more, and he was building the new mills in order to keep up with his business. Mr. Wilcox was the pioneer in the Oriental flour trade from the Pacific Northwest, and has made the name of Portland known in every seaport town from Singapore to Vladivostock. The growth of the business under his direction has been one of the marvels of trans-Pacific commerce, and if his business continues to expand in the next 15 years as it has in the past, over one-half of the wheat produced in the Pacific Northwest will find a market across the Pacific in the form of flour, and the profits of manufacturing and the saving of the offal will be for the benefit of Americans instead of foreigners.

It requires nearly 40,000 bushels of wheat to produce 8300 barrels of flour, and the daily supply of wheat needed to keep this system of mills in operation accordingly represents an outlay of about $20,000. The flour trade in the Orient is very quiet just at present on account of the plague, but it is thought that there will be a recovery as soon as the warm-weather season is over and the climate changes for the better.

ANOTHER PORTLAND FLEET.

Three Grain Ships Reach Queenstown and Falmouth Monday.

Another bunch of Portland wheat ships arrived out at Queenstown and Falmouth Monday, and one of them, the Ferdinand Fisher, made a fast passage of 115 days. This vessel left here April 12, and is the second of the April sailing fleet to arrive out. The other arrivals were the British bark Ben Dearg and the German bark Professor Koch. The Britisher left the Columbia 24 hours behind the Professor Koch, but he made up the short handicap and they went into Queenstown together, which is pretty close sailing over such a long course. The time was 139 and 140 days, and this accounts for all of the March ships except the Colony, which was one of the fastest ships of the fleet. Her non-arrival is causing some uneasiness, as she could easily outsail many of the other ships which sailed ahead of her. Two of the March ships from Puget Sound are still on the way, and one from San Francisco has not yet reported, so it is apparent that the Portland fleet is maintaining its prestige as the fastest that sails out of Pacific Coast ports.

THE ONLY SIX-MASTERS.

Two Unique Craft Collide Off Cape Cod.

Of all the strange coincidences perhaps the strangest was the collision of the largest two schooners in the world, the Eleanor A. Percy, of Bath, and the George W. Wells, of Camden, Me., both launched recently. On a recent Saturday night, off Cape Cod, these two monsters came together in a 10-knot breeze with such force as to smash the bowsprit and stem of the larger, the Percy, and to crush in the port side of the Wells for a distance of 25 feet. Traces of the shock may be seen as far aft as the wheel, the spokes of which are cracked. The galley on the port side is wrecked completely, while on the starboard side, opposite the huge cavity, the Wells bulges considerably. The Baldt stockless anchor carried by the Percy on the port side was driven with great force into the side of the Wells. A pair of horses was required to remove the anchor. It is estimated that six weeks will be required to complete the repairs, the cost of which will be in the neighborhood of $20,000.

Barge Canal Only.

NEW YORK, Aug. 6.—The executive committee of the Canal Association of Greater New York has just reached an important conclusion in regard to its future work, says the Journal of Commerce. The committee has been wavering on the question whether the promise of a deep waterway from the lakes to the seaboard entirely under national control does not offer better prospects of prompt attainment than a 1000-ton barge canal. The cause of the wavering was the publication of the detailed report of the deep waterways commission. This report has now been thoroughly digested and studied by the committee and it has been formally decided that the interests of New York will be better served by a 1000-ton barge canal than by the larger project.

Latest Lloyds' Register.

Captain Hill, of Tacoma, Lloyds' surveyor for the Puget Sound district, was in the city yesterday superintending the distribution of the latest edition of Lloyds' shipping register. This has previously been attended to by the resident surveyor at this port, but a successor to the last incumbent has not yet been appointed. The register, like its predecessors, contains the names and full particulars of the merchant vessels of the world and is invaluable to shipping men as a reference book.

Victorian Meets Accident.

PORT TOWNSEND, Aug. 6.—The steamer Victorian, sailing from here Sunday morning with 94 passengers for Skagway, returned this evening, having met with an accident to her machinery. The brazing on the steampipe gave way in the narrows this side of Vancouver. She returned under her own steam and will transfer her passengers to the City of Seattle, which sails north in a few days.

The tug Tatoosh arrived here today from St. Michael, where she towed the river steamer Will H. Isom and barge. She was 21 days in reaching St. Michael and eight days in making the return trip.

Tea Steamer at Tacoma.

TACOMA, Wash., Aug. 6.—The Oriental liner Queen Adelaide arrived today from China and Japan with 11,000 packages of tea, consigned to various parts of the United States, and a small quantity of silk and merchandise.

The Discovery Sails.

COWES, Aug. 6.—The British Antarctic exploration ship Discovery sailed from here this afternoon for the Antarctic regions.

Domestic and Foreign Ports.

ASTORIA, Aug. 6.—Left up at 6 A. M. and passed St. Helens at 4:40 P. M.—British ship Brabloch. Sailed at 4:40 P. M.—British ship Argus, for Queenstown or Falmouth for orders. Arrived at 5 P. M. and left up at 6 P. M.—Steamer Fulton, for San Francisco. Condition of the bar at 5 P. M., moderate; wind, southwest; weather, cloudy.

Port Hadlock—Sailed Aug. 5—Barkentine Lahaina, for Shanghai.

Port Townsend, Aug. 6.—Arrived—Steamer Queen Adelaide, from Hong Kong.

Seattle, Aug. 6.—Sailed—Steamer Rio Jun Maru, for Hong Kong.

Aberdeen — Arrived Aug. 4 — Steamer Brunswick, from Seattle.

Eureka—Sailed Aug. 4—Steamer Arcata, for Coos Bay.

Port Hadlock—Arrived Aug. 5—Schooner Eric, from Port Townsend.

Port Ludlow—Arrived Aug. 5—Schooner Annie M. Campbell, from Honolulu.

Umpqua—Arrived Aug. 3—Schooner Louise, from San Pedro.

Coos Bay, Aug. 6.—Arrived—Steamer Arcata, from Eureka.

Nanaimo—Arrived Aug. 4—Steamer San Mateo, from Port Los Angeles.

Pisagua—Sailed July 28—British ship Eden Ballymore, for Astoria.

Hiogo—Sailed July 24—Ship Mabel Rickmers, for Astoria.

Dungeness—Passed Aug. 5—German ship Alsterkamp, from Hamburg, for Puget Sound.

Hamburg—Arrived prior to Aug. 5—German ship Marie Hackfeld, from Oregon.

Falmouth—Arrived Aug. 5—German ship Ferdinand Fisher, from Oregon.

Cardiff—Arrived Aug. 3—German ship Arthur Filger, from Oregon.

Iquiqui—Sailed July 15—German bark Favorita, for Oregon.

San Francisco, Aug. 6—Arrived—Schooner Charles Wilson, from Gray's Harbor; schooner John G. North, from Port Gamble.

Singapore — Arrived July 22—British steamer Ping Suey, from Seattle.

Mumbles—Sailed Aug. 4—French ship Hoch, from Nantes, for Seattle.

Queenstown, Aug. 6.—Arrived Aug. 5—British ship Ben Dearg, from Oregon; German bark Professor Koch, from Oregon.

Sydney, N. S. W., Aug. 6.—Arrived previously—Ventura, from San Francisco.

Boulogne, Aug. 6.—Arrived—Rotterdam, from New York for Rotterdam. Sailed—Phoenicia, from Hamburg for New York.

Antwerp, Aug. 6.—Arrived—Penniand, from New York.

New York, Aug. 6.—Sailed—Tauric, for Liverpool.

Bremen, Aug. 6.—Arrived—Kaiser Wilhelm der Grosse, from New York via Cherbourg and Southampton.

Rotterdam, Aug. 6.—Arrived—Rotterdam, from New York via Boulogne.

Liverpool, Aug. 6.—Sailed—Saxonia, for Queenstown and Boston.

READ THIS AND KEEP COOL

Weather Statistics for Omaha for 35 Days.

A friend of The Oregonian sends the following statistics of Omaha's hot spell, from June 23 to July 27, this year, for mental comparisons by readers of this paper:

Average maximum, 35 days	97 1-5
Average maximum, July 9-26, 18 days	100 1-2
Average maximum, July 20-26, 7 days	103
Highest, two days	105
Number of days 100 deg. or over	14
Number of days 100 deg. or over in succession	7

DAILY CITY STATISTICS.

Marriage Licenses.

F. H. Rosin, 22; Ida Bernhardt, 20.
W. R. Brehms, 26; Carrie Edwards, 24.
S. C. Cook, 54; Vina McMillan, 41.

Building Permits.

Dental College, alteration to building, corner Fifteenth and Couch streets, $2000.
Y. M. C. A., addition to building, corner Fourth and Yamhill, $30,000.

Contagious Disease.

Chester Janes, 801 Front street, scarlet fever.

Birth Return.

August 2, boy, to wife of John W. Nelson, 108 East Thirty-fourth street.

Death Returns.

August 3, Joseph H. Kendall, 46 years, Richmond, apoplexy.
August 3, Ernest Brander, 17 years, near Woodlawn, drowned.
August 3, Jane Thompson, 96 years, 174 Glisan street, senile inanition.
August 4, William F. Lamm, 25 years, St. Vincent's hospital, fracture of skull.
August 4, Rose Smith, 27 years, Good Samaritan hospital, internal ulceration.
August 2, Kenneth H. McIsaac, 7 years, cerebral hemorrhage, due to fall.
August 3, George P. Gray, 63 years, St. Vincent's hospital, cancer.
August 2, Emanuel Teschner, 10 years, 351 Front street, endocarditis.

Real Estate Transfers.

William Lyons and wife to George Staller and wife, lot 6, block 2, Rosedale, June 29	$ 550
Elizabeth R. Glisan to Addie Richards, E. ½ lot 6, block 294, Couch Addition, July 26	500
Pacific States Savings, Loan & Building Company to Lucette Petros, lots 3 and 4, block 37, Sellwood, July 15	1000
Mary E. Scofield to S. A. Manning and wife, 66 2-3x33 1-3 feet, part of lot 5, block 238, August 3	2750
Max Fleischhhauer and wife to D. Marx and E. C. Jorgensen, lot 7, block 109, East Portland, August 5	1
J. L. Atkinson and wife to Henry A. Winans, S. ½ of lot 1, and all of lots 2 and 3, block X, Tabor Heights, August 27, 1900	300
William Frazier to Augusta Marks, S. 15 feet lot 3, and lot 4, block 61, Caruthers' Addition to Caruthers' Addition, city, July 27	4000
E. H. Parker and wife to David R. Young, lot 3, block 12, Glencoe Park, August 5	1
Carl Trappe to Emma Trappe, lots 1-13, block 21; and lots 1 and 4, block 17, Tolmsen tract, January 26, 1898	1
Joseph B. Leatherman to M. Edith Leatherman, lot 17, block 3, Orchard Homes Addition, July 2	200
Julia E. Ulbrand and husband to John Armstrong, N. 2 acres of lot 64, Newhurst Park, August 1	1

For abstracts, title insurance or mtg. loans, see Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing bldg.

Cloakmakers Won Strike.

NEW YORK, Aug. 6.—It is reported at the headquarters of the Cloakmakers' Union in this city that 1500 of the cloakmakers, who went on strike last week, against individual manufacturers, have gained their demands. These demands were higher wages and a shorter work day.

The Judges of the New York Supreme Court have resolved among themselves hereafter to permit no person called for jury duty to be excused upon the request of a third party. He must appear and make his excuses in person.

IS GOOD ENOUGH FOR HIM

M'CAIN WANTS TO LIVE IN THE PACIFIC NORTHWEST.

Fine Record and Interesting Experiences of Army Officer Well Known in Portland.

WASHINGTON, Aug. 2.—Lieutenant-Colonel Henry P. McCain, of the Adjutant-General's office, was for several years stationed at Vancouver Barracks, and during the hot weather that this city has suffered for the past month his mind has turned with longing to the Washougal River. "If I had a flying machine," he said the other day, "I would start it immediately for the Washougal and stay there until I get cooled off. It is the greatest fishing country in the world. When I retire from the Army, there is where I will make my home. Maybe not in that particular locality, but within reach of the stream. I would rather live in the Pacific Northwest than any other place on the globe."

Colonel McCain has quite a remarkable record. A little more than two years ago he was a Lieutenant, and shortly after was promoted to Captain. He stood about 230 on the list when the order went forth allowing all Captains of the Army who desired to become Majors in the Adjutant-General's or Inspector-General's Departments to take an examination for such promotion. McCain had been in the Philippine Islands. He was Adjutant of the division which captured Manila. He fell a victim to typhoid fever, missed all fighting after that, and returned to Vancouver Barracks with the idea that it was all up with him so far as the chance of getting a promotion was concerned. It seemed rather absurd for a Captain who was 230 on the list to enter into competition with the older Captains for the technical and severe examination which was required for promotion into the Adjutant-General's Department. But McCain went in, and, much to the surprise of many Army officers, he stood No. 1 in the list. There were two appointments to be made in the Adjutant-General's office and one in the Inspector-General's. McCain and the next man were given the places in the Adjutant-General's Department. The third man went into the Inspector-General's office.

Before any other appointments were made the Army bill was passed, and all appointments to the staff since have been under the detail system, and so these three are the only men appointed under the provision of law for competitive examination. This appointment gave McCain rapid promotion. From a Captain 230 on the list he became a Major. The reorganization law advanced him several numbers, and the appointment of some men from the Adjutant-General's office to be general officers of the lines, and the retirements of one or two men, gave him the rank of Lieutenant-Colonel.

It so happened that just 20 years from the time he entered West Point, July 1, 1881, he became a Lieutenant-Colonel. Had he not been successful in the competitive examination, it would have been 14 or 15 years before he would have secured the rank of Lieutenant-Colonel in the line. Unless the law is changed, he is absolutely sure to be Adjutant-General of the Army, with the rank of Brigadier-General. He is the youngest man of the corps, and the law provides that as long as there is a man in the corps no details shall be made from the line for chief of the bureau.

Colonel McCain likes to talk about his experiences in the West, and in his own inimitable style relates some good stories. He is a golf enthusiast, and has played on the links with Portland players. He relates an interesting story about Jonathan Bourne, Jr., going out on the links and beating everybody in sight once or twice around, and then falling down repeatedly, breaking his clubs and quitting the links forever. McCain likes Portland people, and, according to the letters of congratulation he has received, the Portland people evidently like him. He is a first-class officer in every respect, and a valuable addition to the Adjutant-General's corps.

WHO IS MACLAY?

High Spots in His Career as a Statesman and Author.

Chicago Inter Ocean.

New York, Aug. 3.—"Who is Edgar Stanton Maclay?" is a question that is often heard and seldom answered these days. Maclay has suddenly become a figure of prominence because of the charges that he has made in his naval history reflecting on the conduct of Rear-Admiral Schley during the war with Spain—charges that are so serious in their nature and made in such language that the Secretary of the Navy has forbidden the use of Maclay's book in the Naval Academy, while Rear-Admiral Schley has for the same reason secured from Secretary Long an order for an official investigation of his actions in the war.

Maclay is the son of a clergyman, and is about 39 years old. He is under the average height, but of sturdy build, with broad shoulders and heavy legs. He is persistent and stubborn in character, and is proud of his Scotch ancestry.

Maclay's face is broad below the eyes, which makes his head appear small across the forehead. This apparent smallness is accentuated by his habit of wearing his hair short at the sides and combed up and back. His beard is of the Van Dyke order and is a dull red brown. His face is pitted, and when he smiles he shows an upper row of small but regular teeth. His speech is slow and appears somewhat affected, but is pleasant to listen to. He possesses a good tenor voice, and is fond of music and dancing, but his frugal nature keeps him from the continual pursuit of happiness in those directions.

While at work on the first volume of his naval history, Maclay was a reporter on the New York Tribune, covering the Board of Education. Robert S. Maclay, a relative, was then prominent in educational circles, and was at one time president of the board. At that time there were nine sons of clergymen on the Tribune, and Maclay, like all of them, was fond of staying up in the mornings after work was done, but as he had a life work ahead of him, he decided he would have to practice economy.

It took Maclay some time to hit upon a plan which would keep him from longing to be with his colleagues. Finally he hired a piano and had it installed in his apartment in a studio building on Fifth avenue. Here, after he had got through his work on the paper, he would go, and for hours at a time devote himself to practice. In the course of a few months he had become a fairly proficient performer.

When he had become tired writing he would turn to his piano and play until he became wrapped in the music. On becoming weary he would hurry to bed. This was one of his plans to save money.

It was hard work for Maclay to write. Words came slowly to him, and it was difficult for him to handle a pen or a pencil. He wrote a small, cramped, irregular hand, the lines being so close as to make him unpopular with copy-readers. At that time he had all his data for his first volume. It was while at Cornell that he conceived the idea of writing a naval history, having come to the conclusion that there was none in existence worthy the name. When he left the university he had a little money, and he went abroad for data. There he made use of what knowledge he had of French and German and searched the libraries.

One day after Maclay had learned all he could he found himself in Germany with just enough money to pay his way to New York on the steamer. He had three days in which to get the steamer. How to live without eating those three days was a question, and how to get to the steamer was another. Somehow he got on a boat going down the Rhine, and on that boat he found bags of unroasted coffee. The bags were of canvas, and his knife was sharp enough to cut holes in canvas. He laid in a store of green coffee beans, and he had not starved to death by the time he reached the steamship. Ever after that he liked German cooking and the Germans.

When on the Tribune Maclay would hurry every evening to a little German restaurant at Third avenue and Tenth street and fill himself with the products of that German kitchen at a moderate expenditure. Sometimes in the Summer he would take a glass of imported German beer instead of coffee, of which he was extremely fond even when cooked. Beer he drank in moderate quantities on Saturday nights, when he usually went to Williamsburg, bought a ticket for some ball given by flower-makers or paper-box makers, or shop girls. He would dance to his heart's content and then be very careful for the rest of the week.

Maclay always believed that writing was a low art, and that no matter how well a man could write, he could never achieve fame unless he really had something to say. When he got through writing the first volume of his naval history, he got Ervin Wardman, then copy-reader on the Tribune, to go over it for him. Wardman was a Harvard man, and was considered an authority on English language and literature. Wardman often grew tired, but he kept at the work of editing the volume, and when it appeared in print it had smoothness to it. Wardman was then a member of Troop A, with an excellent record as a marksman. He afterward served in Porto Rico on General Brooke's staff, and, though his hard work made him a Captain, it was no harder than that he had with Maclay's cramped handwriting. Some time before the Spanish War Wardman gave up editing Maclay history.

In 1894 Maclay left the Tribune and began writing naval editorials for the New York Sun. When he got ready to write the second volume of his history he obtained an appointment as lighthouse-keeper at Setauket, L. I., and got married. He has children. Maclay kept plugging along until Assistant Secretary of the Navy Allen was sent to Porto Rico. Maclay wanted to be his successor. He is now a clerk in the Brooklyn navy-yard.

Maclay was one of three hopefuls on the Tribune from 1890 to 1893. Harry du Souchet was working on a play, and J. Parmly Paret was working on a book on "Women in Sport." When Paret was not reporting or playing tennis he was thinking about his book. The same was true of Du Souchet when he was not telegraphing. Many a joke was played at the expense of these three. But Du Souchet became famous with his "My Friend From India." Paret got his book into print, and Maclay has come up with a rush because of his criticism of Schley.

Maclay while he was lighthouse-keeper found an opportunity to buy a hotel near Setauket, and he had vivid visions of wealth, when lightning struck the hotel and reduced it to ashes.

POE'S RAVEN.

Was Poe's Inspiration Italian, or Chinese, or Both?

PORTLAND, Aug. 6.—(To the Editor.)—It would seem that there is no little interest being taken by the public in the question as to whether Edgar Allan Poe was guilty of plagiarism in his poem, "The Raven." The Oregonian recently reprinted an article from the New York Sun bearing upon the matter. Reference is therein made to one Colonel John A. Joyce, who alleges that, in the Art Journal of Milan, Italy, in 1809, there appeared a poem entitled "The Parrot," said to have been composed by the grandfather of one Penzoni, the latter a friend of Colonel Joyce. It must be admitted that the two poems very closely resemble each other.

It may be of interest to state that the Literary Digest, under date of October 13, 1900, reprinted a poem, in translation, from the London Outlook, which also has a bearing upon "The Raven" matter. The original poem from which this translation was made, was from the Chinese, and was written by a Celestial poet, one Kai Yi, who flourished about 1000 B. C. Following is Kai Yi's poem, as translated:

"One day, when the sun was declining, a funiao flew into my room, and, perching in the corner where I was wont to sit, appeared to be quite at home.

"This strange, uncanny thing, coming to associate with me, I wondered what might be the reason.

"Opening a book to seek a solution of the mystery, the oracle responded: 'When a wild bird enters a dwelling, it portends that the human occupant must go forth.'

"I ventured to interrogate the bird itself:

"'If I am to go forth, pray tell me whither. If to better fortune, announce it to me; if to deeper calamity, make known the worst, and shorten my suspense.'

"The bird raised its head and flapped its wings; its mouth could not articulate a word, but it heaved a sigh, and I ventured to interpret its meaning:

"'All things,' it seemed to say, 'are resolving in a whirlpool of change. They go and return, but their transformations no words can express. Good often springs from ill, and evil lurks in the midst of good. Joy and sorrow meet at the same gate; woe and weal together dwell.'"

In view of the foregoing, is it not possible that Penzoni's grandsire himself might have obtained his ideas for "The Parrot" poem therefrom? If so, he himself was a plagiarist. It is not unlikely that both he and Poe may have drawn their inspiration from Mr. Kai Yi. Again, perhaps the latter (of course, through "unconscious cerebration") may have stolen his ideas from some predecessor. The ghost of "The Raven" is a harder one to "lay" than that of Banquo.

CHARLES E. SAWYER.

Lines.

Dr. Thomas Browne.

In the thick city's smoke can beauty find
A charm—a solace for the charms resign'd?
When at soft noon the river, that had glowed
A flood of sunshine, dazzling as it flowed,
Bent, where the wood-hung rocks its course forbid,
Sinks into sweet shade, oft seen oft hid;
And airs so fresh are flowing, that on high
Their very breath would tell of waters nigh;
While through the air a thousand warblings run,
And many a wing is glittering to the sun;
And on some shelter'd slope, where hillocks meet,
Glad echo answers to the lamb's fond bleat;
Oh, loves she rather then such gloom, as falls
Where the same windows front the same dull walls,
To see new weary idlers tread once more
The mud or dust which crowds had trod before—
Or the gay chariot loiter, as it waits,
Some fool she scorns, or envious flirt she hates—
Or, in the park, where slow-drawn coaches pass,
And all is worsted lace, and trees and grass,
Of dusty verdure 'twixt bright liveries seen,
Just snatch enough to know that groves are green.
Yet sometimes, not forgetful of the shade,
She calls my blooms her feeble pomps to aid.
Then from the hall, gay bowers the myrtle weaves,
And powder'd lackeys half are lost in leaves;
Through full saloons, or where the dancer flies,
And a fair world of chalk in chaos dies,
The towering orange flames, with roses mix'd,
And gems and nodding feathers flash betwixt.
Vain sacrifice; can hues and colors pour'd
'Mid essenced crowds, or on the steamy board,
Recall the simple vale, where violets drink
Sweet dews and glisten o'er the tunnel's brink!

He Finally "Caught On."

"With us," explained the Scot, "wad means would."

I did not fail to observe that here was the opportunity to animadvert keenly, not to say wittily, upon the great and growing power of wealth in my own country.

"With us," I rejoined, therefore, "wad means might!"

We parted at this, but I set detectives to shadow him, and they reported to me that three and one-half hours later he smiled faintly.—Detroit Journal.

FIFTY HORSES BURNED

FIRE IN A STABLE ON SIXTH AND COUCH THIS MORNING.

Several Dwellings Adjoining Also Destroyed—Tenants Unable to Save Their Effects—Loss $30,000.

Fire broke out at 2:50 o'clock thi smorning at the Oregon Livery and Feed Stable, run by John Kerr at the northwest corner of Sixth and Couch streets, and the flames rapidly spread to adjacent buildings. About 5 0horses are supposed to have been burned to death. The total loss is about $30,000. Special Officer Hoare turned in the alarm, and the fire was witnessed by 3000 spectators.

The stable was recently bought by Charles Malarkey for $14,000, and $3000 insurance was carried on the building, which was a total loss. A northwest wind was blowing, and the flames licked up the house of Mrs. Manning on Couch street, and also spread to the house next door, occupied by Mrs. Myles. On the opposite side of Sixth street the flames gained a hold on Mrs. Gordon's rooming-house, and in a Chinese laundry behind Mrs. Gordon's house. Povey Bros.' store suffered next, the front being burned out. Dr. Pfunder's house, to the southward of the blazing stable, was next attacked, and from the way the fire was spreading it looked at one time as if the new Federal building would go.

The firemen worked with surpassing energy, and tried their best to confine the flames to the blazing stable. By this time the people in the neighborhood were dressed and began hurriedly to carry out their household effects. Mothers carried children to places of safety and left to the men in the crowd the task of trying to save what could be snatched from the flames.

Policemen Bailey and Gibson and Special Officer Hoare removed several members of Dr. Pfunder's family in a fainting condition. Special Officer Hoare and Mr. Lefevre succeeded in rescuing two horses from Lefevre's stable.

Some alarm was occasioned for the safety if Kerr's family, who had been asleep above the stable, but they had caught the first alarm, and made good their escape. As usual on such occasion, sneak thieves were in evidence, and the policemen, by dint of hard work, succeeded in stopping their operations. One sneak thief was caught in the act of trying to pilfer goods.

On the northward the feed store of Charles Schulenberg was badly damaged, and the adjoining house of Mrs. Durrer suffered next.

About 3:15 o'clock the fire was mastered, after about 20 minutes' hard work. The work of the firemen was worthy of all praise, and on several occasions the flames sent out such an intense heat that other firemen had to keep streams of water playing on the firemen who were nearest the blazing houses.

SMALL FARMERS IN CUBA.

Agriculture Has Made Progress Since the War.

It is one of the common mistakes that Cuba is good to raise only sugar and tobacco, says a Cuban correspondent of the New York Tribune. Leaving out the culture of fruits, which is going to take front rank in its agricultural industry in the near future, there is yet a further variation in production. Guines is the district of small farms and small farming. They raise crops not only for local consumption, but for export to the United States. No section of the island gives a better chance to study the prospects and the conditions of small farming.

Before the insurrection brought such great destruction, the Guines district was one of the most prosperous parts of the Island. It has been coming up rather slowly because, with so large a proportion of small farms destroyed, and with their owners dead or heavily in debt, speedy recuperation was not possible. The foreclosure of mortgages, which has begun, still bears heavily on some unfortunate landowners, but this is one of the inevitable results of the war, which no authority of government could entirely relieve. Nevertheless, in spite of the grip of the Spanish money lender, many of the original owners of the small farms or their heirs seem to be keeping their property or a part of it. Their burdens are heavy, yet encouragement is given that with a good season or two these will be lightened.

Sugar Growing in Guines.

The Guines district is not given over entirely to small farming, for half the country is covered with canefields, and there are several large centrales, or sugar mills, which did not have to be rebuilt. Among these are the Providencia, one of the largest in Havana Province, which also operates a small refinery; the Amistad, Nombre de Dios and other smaller estates. All of these have raised fair crops this year, which have brought an average price, and thus the gradual revival of the sugar industry has helped other agricultural pursuits. The cane planted isures a crop at least one-fourth larger next season, and this will be an additional aid toward recuperation.

The Guines district differs from other parts of the island in that it does not depend on nature alone for its fertility. Irrigation enabled it to become the market garden of Havana, and to export a considerable surplus crop of onions, potatoes and other vegetables to the United States. It is claimed that a good part of the Bermuda onions, instead of coming from Bermuda, come from Guines. By means of irrigation the district is enabled to market two crops of both potatoes and onions annually, in addition to other products which are raised for the island consumption.

Irrigating Ditches Restored.

The irrigating ditches have not been restored to their former condition, but enough is seen of the system to demonstrate its value in a country where the rainy season of four or five months is supposed to furnish sufficient moisture for the rest of the year. Guines, by means of irrigation, has had the advantage over the other parts of the island in that it could alternate the crops with greater regularity, and was not affected by the occasional drouths which occur often enough to demonstrate that the rains in Cuba are not perennial or perpetual. The soil is both of the rich black loam and of the red earth, which is sometimes called mulatto land. It is good for sugar as well as for fruits and vegetables, but it does not produce the tobacco leaf of the quality or quantity sufficient to make this cultivation profitable.

The Spanish laws governing irrigation are said to be very good ones. They protect all parties in interest, and afford a sufficient guarantee for the investment of capital. Before the insurrection various English and American syndicates were reported to be projecting extensive systems of irrigation. Since peace came these reports have been revived, but, like most enterprises which are dependent on American capital, the realization comes very slowly. Yet in time the object lesson which Guines has given of the value of irrigation is certain to be taken advantage of, either by co-operation among the landowners themselves or by corporations with outside capital.

Production of the Land.

In the days before the war and insurrection the possession of a caballeria of land with a few oxen anywhere in the Guines territory constituted what would be called in the states a well-to-do farmer. A caballeria is 33 1-3 acres, yet in its productive value it would pass for the quarter section of 160 acres on a Western prairie. The farm houses and outbuildings, as in all parts of rural Cuba, are simple and inexpensive, and the conditions of life, except for the oppression and corruption of the Spanish officials, were not difficult to meet. Sometimes a caballeria would be sold for $5000 or thereabouts, but it was difficult to put any fixed price.

The small holding was valuable enough to secure more than one advance from the bodeguero, or storekeeper, who usually was the money loaner. In spite of 18 or 20 per cent interest, compounded annually, the productiveness of the soil was great enough to stave off the foreclosure for a long time, and the small farmers with the debts hanging over them managed to get along about as the great sugar planters did with their enormous obligations. Because of the distress and poverty caused by insurrections, some of the land has to be sold at a sacrifice and it is cheaper than before the war, yet none of it is to be had for a song. A caballeria under cultivation, while it may be bought comparatively cheap, still fetches a price not far below that of the big farm in the United States.

Americans Do Well.

A number of Americans have come into the district in a small way, and are doing fairly well. One group of them has made an arrangement with the railroad company to give them warehouse facilities, while others are operating on their own account. Just after the protocol was signed a number of Americans jumped into Cuban farming, as they called it, and selected the Guines country for the scene of their activities. A few of them leased lands, while to others were given the use of tracts by some of the large planters substantially for nothing. Few of these early comers made a success. The trouble was that they knew little of farming and had no capital of their own. When they miscalculated on the potato market in New York and when too much rain spoiled part of the crop they were at the end of their resources. Others who came in later and who had some capital are doing better, and are greatly encouraged at the prospects which the Guines district offers.

Seven-Year-Old, on "Babies."

"There is a bright little fellow in my school," said a New Orleans educator to a reporter of the Times-Democrat, of that city, "and I am inclined to believe that he holds the record as a 7-year-old essayist. A little skit which he turned out several days ago is monstrously clever, and he wrote the thing without any sort of aid, too. Here is the way the little fellow discussed the baby:

"'The Baby: Babies do not like to be teased, and are cranky. They play with rattles and slobber all over themselves. They drink milk and eat oatmeal. They cry and behave very badly when they go out. When babies are at home they are cute, but they cry in the night and keep everybody awake. Babies are babies until they are put in pants.'"

Too Great a Risk.

"I'm going to give up the business," said the life insurance agent with a sigh. "I don't care whether they meant it for a joke or not. It's a hard life, and people have no business trying to be funny at my expense.

"I have always prided myself upon my ability to land a man when once I succeeded in getting his attention. But I had a new experience the other day. I was working hard to convince a party that it was his duty to take out some of our insurance upon his life for the protection of his family, and I saw that I had him wavering, when I had to pause for breath, and he broke in with:

"'By the way, how much do you carry on your life?'

"While I, taken unaware by the abruptness of the question, was stammering a reply, he escaped. The incident set me to thinking. I had induced hundreds of men to insure their lives for the benefit of their families, and yet I had never thought far enough to carry any insurance upon my own life. It didn't look consistent, now that I had come to consider the question, and I resolved to remedy it at once. To think is to act with me, and I sat down and filled out an application at once for a good round sum.

"I got the application back today mrked 'Refused—occupation too dangerous!' The next paper they get from me will be my resignation!"—Detroit Free Press.

Oliver Love, a negro poet of Detroit, while writing verses recently, was unable to fill out one of his lines. In desperation he beat his head with a pencil. The sharp point of the lead entered his ear and broke the drum, rendering him totally deaf.

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