PROFITS OF POLTALLOCH

RECEIVES $13,800 MORE THAN ON PREVIOUS VOYAGE.

Steamship Adato Goes to Sea After Quick Dispatch—More April Ships Arrive Out—Marine Notes.

The Pacific Coast Elevator Company yesterday finished loading the British bark Poltalloch, which has won for herself undying fame as one of the very few ships that ever escaped after going ashore on the Washington coast. If the Poltalloch suffered any from her six months' stay on the beach, she shows but few outward signs, and as a matter of fact, she has aboard exactly one ton more wheat than she carried from Portland on her last outward trip from this port. While the owners lost a few thousand dollars by a decline of freights while their big carrier was resting on the beach, they will receive nearly $14,000 more for carrying the present cargo to Europe than was paid for the last one from this port, and nearly $10,000 more than was paid on a former voyage in 1896. The figures of the former voyages show quite plainly where the shipowner is securing handsome profits out of the business of carrying wheat to Europe.

On her first visit to this port in 1896 the Poltalloch was dispatched by Balfour, Guthrie & Co., and carried 3766 long tons of wheat, for which her owners were paid 30 shillings per ton, the freight money amounting to $17,152. The Poltalloch came back in February, 1898, and was loaded by Gibson & Kerr, at 24s 9d, which was pretty well down toward low water mark for freights. She improved slightly in her carrying capacity and was cleared with 3770 long tons, the freight on which amounted to $22,293. This trip she has aboard 3771 long tons, and at her 40-shilling rate she will earn $36,201. While there is undoubtedly a pretty heavy margin of profit for the shipowner, with freights at 40 shillings and upwards, it is stated that the ship's balance sheet showed a loss when she went out of Portland under a 24s 9d rate. With the exception of the Brabloch, the Poltalloch will be the last vessel to clear this month, as all of the others in port were chartered for September loading.

HEAVY RIVER TRAFFIC.

Steamer Bailey Gatzert Carried Nearly 400 Passengers on Sunday.

The steamer Bailey Gatzert on Sunday carried 375 passengers to The Dalles and on the round trip served 680 meals on board. This is the largest crowd of passengers that has been taken out on the regular run of a steamer on that route since the days of the O. S. N. Company, when there were no railroads to carry passengers bound east of the mountains. The Seventh Infantry band, of Vancouver, accompanied the crowd, and according to the passengers the band was quite generous with its beautiful music. All of the other boats running out of Portland on Sunday carried big crowds, which would indicate that the people are at last beginning to appreciate the beauties of the various river routes leading out of this city.

LEWISTON WAS GRATEFUL.

Commercial Club Adopts Some Resolutions Regarding Its Guests.

The Congressional rivers and harbors committee received no more appreciative welcome or finer treatment anywhere on their extended tour than was given them by the Lewiston Commercial Club. In keeping with the rest of their work in connection with the visit of the committee, the club has just sent out the following resolutions adopted in commemoration of the visit:

Whereas, The honorable rivers and harbors committee of the Congress of the United States in the persons of Theodore E. Burton, of Ohio, chairman; Walter Reeves, of Illinois; Roswell P. Bishop, of Michigan; Ernest F. Acheson, of Pennsylvania; DeAlva S. Alexander, of New York; Thomas H. Tongue, of Oregon, George P. Lawrence, of Massachusetts, James H. Davidson, of Wisconsin, Rufus E. Lester, of Georgia; Philip D. McCulloch, of Arkansas; Albert S. Berry, of Kentucky; Thomas H. Ball, of Texas, in conformity with the determination expressed by its chairman in correspondence with the Lewiston Commercial Club, under date of April 17, 1901, has visited Lewiston to meet representatives of the Inland Empire, under the auspices of this organization for a business conference upon the subject of the resources and conditions of the Columbia River basin east of the Cascade Mountains, known as the Inland Empire of Eastern Washington, Eastern Oregon and Idaho, with reference to the relation thereof to the proposed opening of the rivers to navigation from Lewiston to the sea, chiefly by the construction of canals and locks to overcome the obstructions to navigation between Celilo and The Dalles, Or., said canals with locks being known collectively as the Dalles-Celilo Canal; and

Whereas, The Congressional delegation of the Pacific Northwest were ably represented by invitation in the persons of United States Senator Heitfeld, of Idaho; Congressmen W. L. Jones and F. W. Cushman, of Washington; Malcolm A. Moody, of Oregon, and T. L. Glenn, of Idaho; and

Whereas, In response to the invitations of the Lewiston Commercial Club, the commercial organizations of the leading towns of the Columbia River basin, including Spokane, Portland, Walla Walla, The Dalles, Pendleton, Baker City, Colfax, Pullman, Moscow, Kendrick, Grangeville, Dayton, Pomeroy, Asotin, Clarkston and Oro Fino, in the persons of their leading citizens; and

Whereas, The most influential newspapers of the Pacific Northwest, including particularly the Portland Oregonian, the Seattle Post-Intelligencer, the Spokane Spokesman-Review and the Portland Telegram, were represented at this conference by their editors and reporters, who have in their columns most intelligently and ably set forth the needs and conditions of and for the opening of these rivers to navigation; and

Whereas, The Oregon Railroad & Navigation Company, and the Northern Pacific Railway Company most courteously and generously provided transportation to Lewiston and down the Snake and Columbia Rivers for the rivers and harbors committee and the delegates, entirely at the expense of said transportation companies, now, therefore, be it

Resolved, That the Lewiston Commercial Club hereby desires to express its heartiest appreciation to the rivers and harbors committee of Congress of the thorough manner in which its members have investigated and made themselves familiar with the conditions of the Inland Empire, its vast resources in cereals, live stock, fruits, timber, ores and minerals, and the needs of this great territory, covering large portions of three mighty states, for the opening of the rivers to navigation.

To the Senator and Congressmen not members of the committee for their disinterested advice and courteous assistance in many ways.

To the delegates from the commercial associations of the Columbia River basin and to said associations for the devotion which they have shown to this cause by attending this conference at their own time and expense, thereby greatly aiding in the work of furnishing desired information to the rivers and harbors committee.

To the newspapers above named for their fidelity to the great work of development of this interior country, for their reports and discussions of the said conference and the trip by the rivers and harbors committee for the inspection of the rivers; and

To Mr. A. L. Mohler, president of the Oregon Railroad & Navigation Company and to Mr. Thomas Cooper, assistant to the president of the Northern Pacific Railway Company, for the courtesies from them as above set forth, and particularly also for their assurances that their respective companies do not antagonize the opening of the rivers, but on the contrary that they are friendly to all measures for the broad development of the rich resources of the Inland Empire.

The foregoing resolutions were passed by the governing board at its regular session July 30, 1901, ordered to be spread upon the minutes and a copy thereof to be forwarded to each person and organization at and represented at the said conference.

By order of the governing board:
LEWISTON COMMERCIAL CLUB,
E. H. LIBBY, President.
ADRIAN SWEET, Secretary.

PLANT LINER WRECKED.

Steamer Halifax Strikes the Rocks in a Fog.

BOSTON, Aug. 12.—The Plant line steamer Halifax, Captain Pye, from Charlottestown, Port Hawkesbury and Halifax, N. S., struck a ledge off Minot's light while coming into port in a thick fog, early today. She freed herself, however, and was beached in a sinking condition on George's Island.

The steamer left Halifax last Saturday night, and was due here today.

She is a steel screw steamer, sailing under British register. She is 250.3 feet long, 35 feet beam and 21.5 feet deep. Her tonnage is 958. She was built at Glasgow in 1888.

Late this afternoon tugs reached here with passengers from the stranded steamer, including the famous scullers, McGuire, Whitehead and Wray, and members of the Philadelphia cricket team. The Halifax carried 250 passengers and a cargo of miscellaneous freight. There was little or no excitement among the passengers.

The steamer is believed to be in little danger of further damage, unless a northeastern storm should set in.

HAD QUICK DISPATCH.

Steamship Adato Was in the River Less Than Two Weeks.

The British steamship Adato, which left down at noon on Sunday, arrived at Astoria at 11 o'clock yesterday morning, and passed on out to sea an hour later. Portland can hustle out a wheat steamship or an Oriental liner with a mixed cargo in less than a week, without doing any particular striving for a record, but as a usual thing, lumber cargoes are not so easy to manage, and some very fast work has been done on the Adato. She arrived in the river at 8 o'clock on the evening of July 30, and was accordingly in the river less than 14 days, in which time she loaded 2,808,000 feet of lumber. The Thyra received her cargo in less time than was taken by the Adato, but as she took ties exclusively, was loaded in much less time.

More Fast April Ships.

If the April grain fleet from Portland keeps up the average runs which it is starting with, it will prove the banner fleet of the season. Two more of the ships, the Helga and the Niobe, arrived out Sunday, the former in 122 days, and the Niobe in 124 days. This makes five April ships to arrive out, and the average passage is a bare fraction over 120 days. The Ferdinand Fischer made the run in 115 days, the Swanhilda in 117 days, and the Dimsdale 123 days. But one April ship from San Francisco has arrived out, the French bark Cape Horn, with a run of 125 days to her credit. Puget Sound's April fleet and half of her March fleet is still on the way.

Successful Wireless Telegraphy.

NEW YORK, Aug. 12.—The Herald has received a dispatch by Marconi wireless telegraph from on board the Lucania, via Crookhaven, giving an account of the voyage of the Lucania, a distance of 60 miles off shore and away down the station. The report says among other things:

"Mr. William Muloch, Postmaster-General of Canada, is on board, and is greatly interested in wireless telegraphy.

"Louis Mann and Miss Clara Lipman are sitting in corners, studying a new Boer play."

Barkentine Wrecked.

HALIFAX, N. S., Aug. 12.—The captain and part of the crew of the barkentine Priscilla have landed at Cape Sable, reporting that the vessel struck a ledge off Barington last night. A boat containing 14 men is missing. The Priscilla was bound for England from New York with a cargo of chalk.

River Steamer Struck Snag.

EVERETT, Wash., Aug. 12.—The river steamer Lily struck a snag and sank in Swinomish Slough. The tug Lady Lake, with scows, is trying to raise her.

Marine Notes.

The tugs tatoosh and Holyoke arrived at Astoria from Puget Sound yesterday, and will tow the log raft that has been under construction at Westport to San Francisco.

The steamer Columbia arrived up from Astoria at 5 o'clock last evening with a moderate list of passengers and some freight. The latter will be discharged this morning, and the steamer will then be laid up until the strike troubles are over in San Francisco.

The British bark Dumfrieshire arrived down at Astoria Sunday noon, going through without difficulty, drawing 23 feet of water, in spite of the fact that the river is now at a very low stage.

Domestic and Foreign Ports.

ASTORIA, Aug. 12.—Arrived in at 9:30—Steamer Elmore, from Tillamook. Left up at 9 A. M.—Steamer Columbia. Arrived down at 11 A. M. and sailed at 12 noon.—British steamship Adato, for Taku. Arrived in at 12 noon.—Tugs Tatoosh and Holyoke, from Port Townsend. Condition of the bar at 5 P. M., smooth; wind, northwest; weather, clear.

Bristol—In roads Aug. 10.—British ship Dimsdale, from Oregon.

San Francisco, Aug. 12.—Sailed—Steamer Titania, for Nanaimo.

Falmouth — Arrived Aug. 10.—German ship Niobe, from Oregon.

Umpqua—Sailed Aug. 9.—Schooner Lucy, for San Pedro.

Kinsie—Arrived July 26. — Barkentine Gleanor, from Newcastle, Aus.

Nagasaki—Arrived Aug. 10. — British steamer Ching Wo, from Tacoma. Sailed Aug. 7.—German ship Renee Rickmers, for Oregon.

Honolulu—Sailed July 25. — Schooner Henry Wilson, for Puget Sound.

Seattle—Sailed Aug. 10.—Steamer Berth, for Valdes.

Port Townsend—Sailed Aug. 11.—Barkentine Northwest, for San Pedro.

Honolulu—Arrived July 26.—Schooner W. J. Patterson, from Gray's Harbor.

Port Townsend, Aug. 12. — Arrived—Schooner Fred E. Sander, from Cape Nome; schooner Endeavor, from Honolulu; schooner James Rolph, from Suva.

Yokohama, Aug. 12.—Arrived previously—Nippon Maru, from San Francisco, via Honolulu, for Hong Kong.

Liverpool, Aug. 12.—Arrived—Lake Ontario, from Montrtal.

Suez, Aug. 12.—Arrived — Ping Suey, from Seattle, via Manila, for London.

Glasgow, Aug. 12.—Sailed—Sardinian, for New York.

Hamburg—Sailed Aug. 10.—Patricia, for New York.

St. Johns, N. F., Aug. 12.—Arrived—Corean, from Glasgow and Liverpool, for Halifax.

New York, Aug. 12.—Arrived—Zeeland, from Antwerp; Cevic, from Liverpool.

Liverpool, Aug. 12.—Arrived—Cufic, from New York.

Moville, Aug. 12.—Arrived—Mongolian, from New York.

Hoquiam—Arrived Aug. 9—Schooner John A., from San Pedro for Aberdeen. Sailed Aug. 11—Schooner Laura Madden, from Aberdeen for San Pedro; schooner Esther Bahnne, from Aberdeen for San Francisco.

MOUNT ADAMS GLACIERS

PROFESSOR REID TELLS OF HIS OBSERVATIONS.

Made a Complete Circuit of the Mountain and Finds the Glaciers Retrograding.

Professor Harry Fielding Reid, of Johns Hopkins University, returned to Portland yesterday from his visits to Cloud Cap Inn and Mount Adams, where he was engaged in examining the glaciers, on which he is one of the foremost authorities in the United States. At the request of the officers of the Mazamas, whom he accompanied on the Mount Hood trip, he will deliver a popular lecture, Friday evening, on "Glaciers," under the auspices of the society. Professor Reid is an enthusiastic mountaineer, and the observations he made on the glaciers of Mount Hood are of great interest and scientific importance.

Regarding his trip, Professor Reid said yesterday: "I left Portland three weeks ago for Cloud Cap Inn, and my stay there was most delightful. I have never found a more charming place in the mountains than Cloud Cap Inn, and I was given every attention there. I examined four glaciers—Eliot, Coe, Ladd and Newton Clarke. I did not get around far enough to see closely the Sandy River and the Zigzag glaciers on this trip. On these glaciers I found evidences of the retreat of the ice. The glaciers are growing smaller, and there is no doubt that the movement is continuing at the present. The glaciers are much smaller than they have been in the past. Of course, this is only a temporary movement. Glaciers shorten and then lengthen again.

"The cause of this? It is due to climatic variations. The climate grows warmer and drier, and then colder and wetter. These changes alter the quantity of the snowfall, and the average goes up and down. In Europe, these changes have been observed for a period of years, so that it is known that these changes occur at the rate of about three a century. In this country the observations have not been made for a sufficient length of time to calculate their frequency. This is an important field of observation, and will be followed out closer in the future than it has been in the past.

"After leaving Cloud Cap Inn I went to Mount Adams, by way of Trout Lake, with C. E. Rusk, of Goldendale. At Trout Lake we were joined by Dr. Goddard and Mr. Brookes, of Goldendale. We followed the White Salmon River to the foot of the mountain, camped at the snow line at about the 6000-foot level, and made the ascent. The climb is totally different from that of Mount Hood. The latter is wholly a snow climb, while that of Adams is a rock climb. The last thousand feet is over a gentle snow slope. The ascent was as easy as could be. It was not difficult climbing over the rocks, almost as simple indeed as going up steps. Of course, the mountain is 1000 feet higher than Hood, and you have that much more work to do. The last part of the climb was tiresome, as the snow is rough and the walking hard. But the ascent is in no way dangerous.

"Mount Adams has no sharp and well-defined summit like Hood. Its summit is broad and long, the middle part being about 800 feet higher than the two ends. We had a fine, clear day and a magnificent view. We saw Hood, St. Helens, Jefferson and Rainier. Hood stands up a beautiful peak from that direction.

"After that, Mr. Rusk and I spent about two weeks making a complete circuit of the base of the mountain, keeping about at the level of the snow line. There is a trail all the way if you can keep on it, and we took a pack horse and saddle horses with us. Mount Adams has eight glaciers, many of them large ones—larger than those of Mount Hood—and fed directly from the summit. This high collecting ground gives them a great volume. The retrograde movement of the glaciers is also apparent on Mount Adams. There has been a great fall of snow this year, which obscures the observation in many places, but where we could see clearly there are plenty of evidences of this backward movement. There is no evidence of an advance on any of them.

"Mr. Rusk has been a careful observer of the glaciers on the mountain. He made the first ascent in 1890, and has made very good observations, indeed.

"The north and east sides of the mountain are the finest, and these are the least often seen. Klickitat glacier is the largest and gives rise to the Big Muddy River, a stream that rushes down a steep descent of about 500 feet to the mile. Another branch of the stream rises from Rusk glacier. The stream is muddy and turbulent, and has been very appropriately named.

"We found a fine glacier on the north side that had not been named, and we called it Adams glacier. This comes straight down from the top, and widens out at the base.

"The mountain itself is volcanic, but has not the symmetry of Mount Hood. It has several main craters, and many small parasitic cones. These were the small craters of volcanoes, of later action, probably not more than a few hundred years ago. We visited four of these, which lay at a height of from 6000 to 7000 feet. Mount Adams has a much greater lava spread than Mount Hood, while Mount Hood has more cinders.

"We found glacial scratches that indicate that the snow area was once much greater in extent than at the present time. I am confident that these marks were in the glacial age, when the mountain was covered with a mass of snow that extended for several miles down the slope.

"We returned by way of Glenwood, drove to White Salmon, crossing over to Hood River."

Professor Reid will make a trip to Victoria and Vancouver this week, returning to Portland for his Friday evening lecture. This will be given in Cordray's Theater, and will be illustrated with stereopticon slides.

RESCUED HIS BEST GIRL.

But Doughty Lover Found Guilty of Defacing Building.

An acrimonious hearing took place yesterday in the Municipal Court, before a jury, in the case in which John Sweeney was accused of defacing a building at Seventh and Couch streets, on the complaint of T. E. Earle. Sweeney was found guilty, and sentence was suspended.

The evidence was that Sweeney had a room at the Earle home, and that he had paid attentions to Miss Amelia Earle, Mrs. Earle's 16-year-old daughter, but that the parents frowned on his suit. Mrs. Earle testified that when her daughter, Sweeney and Mr. and Mrs. Lyle all came home together, last Friday night, she took her daughter in her own room and pleaded with the girl not to keep company with Sweeney. Her husband came into the room just then, the door was locked, and her daughter called out to Sweeney: "Jack, kick in the door." Sweeney came up, broke open the door, used abusive language toward witness, and was ultimately arrested, when Policemen Bailey and Gibson arrived. Witness admitted having locked the door on her daughter, so that the girl could not go out. Sweeney had threatened to kill every person in the house. Witness had known Sweeney for 19 years, and did not wish him to keep company with her daughter.

"Then why did you rent him a room in your house?" asked F. L. Olson, the attorney for the defendant.

"In order to get along, I must rent my rooms, and if a man pays his rent and behaves himself I do not object to his presence in the house," returned the witness. "Sweeney's room rent is paid up to the 21st inst. I did not touch my girl after I got her into the room." Mr. Earle testified that when Sweeney came into the house, witness said: "Sweeney, if you come into my house I will kill you." Sweeney, in return, threatened to kill every one in the house. The defendant is not rooming at the house now.

Sweeney was then examined in his own defense, and he admitted having broken down the door when he heard Amelia's call for help, but denied having abused Mrs. Earle or her husband, and did not threaten to kill any one. Before he broke the door down he heard the girl scream, "Don't hurt me." Sweeney is about 35 years old, and is a respectable-looking man. He drives a team.

Amelia Earle testified that she is 16 years old, and that she had called to Sweeney for assistance.

Lawyer Olson made an appeal to the jury for the defendant, and asked for a verdict of not guilty on the ground that the door was not badly injured; that the damage was done by a lover springing to rescue an imprisoned sweetheart, and that it was probable Sweeney might marry the girl some day. Mrs. Earle shook her head in dissent.

SUED ON HIS BOND.

Bicycle Company Seeks Restitution for Alleged Shortage.

Charges of dishonesty and fraudulent misappropriation of funds are urged against W. B. Kernan, a local bicycle merchant, as the basis of a suit filed yesterday by the Miami Cycle & Manufacturing Company against the United States Fidelity & Guaranty Company. The amount mentioned in the suit is $1837 98, which it is alleged that Kernan appropriated when acting as an agent of the company in Portland. The Miami Cycle & Manufacturing Company seeks to recover this sum from the United States Fidelity & Guaranty Company, which bonded Kernan for $5000. Kernan, when interviewed last evening, stated that he was indebted to the bicycle company for an amount considerably less than $1800, and denied that he had appropriated this or any other sum from the company.

In the complaint it is alleged that while the bond was in full effect, the plaintiff, the bicycle company, shipped and delivered to Kernan a large number of bicycles and bicycle parts, known as "repairs"; that Kernan sold and disposed of the bicycles and repairs, so received by him, and fraudulently and dishonestly converted the proceeds thereof to his own use, and also a large number of the bicycles and repairs; that he has ever neglected and refused to pay the plaintiff for the same, the amount of which is said to be $1837 98. In an affidavit made by Harry Walburg, treasurer of the company, the statement is further made that the company authorized and instituted through W. K. Thomas an investigation as to Kernan's status and condition, and that a subsequent investigation by Judge L. R. Webster and Thomas G. Greene, completed October 11, 1900, disclosed, after all recoveries and credits were allowed Kernan, a shortage in his accounts amounting to $1837 98, caused by his alleged dishonesty. This state of affairs was submitted to the notice of the guaranty company, according to the complaint, but the latter has failed to comply with the terms of the bond issued for Kernan. The bicycle company therefore seeks to recover the amount mentioned, $1837 98, with interest from November, 1900.

W. B. Kernan said last evening: "I do not deny that I owe the bicycle company some money, considerably less, however, than $1800, for the company failed to allow me all the credits that it should have done. Through a combination of unfortunate circumstances, one of which was the bicycle trust cutting me off from a profitable business that I had built up, I failed, and was unable to meet my obligations. I went into business for the Miami Company, and was bonded by the guaranty company. Before I had the business well established they closed down upon me. All this happened without any dishonesty or fraudulent appropriation of funds on my part, as charged. I have been in communication with the guaranty company, which is the defendant in the suit, and a defense will be made in which my affairs will necessarily figure largely. In that defense, the charges against my honesty will also be defended."

Court Notes.

The petition of Sallie C. Long to change her name to Sallie C. Stenner was granted in the County Court yesterday.

W. L. Brewster was discharged as administrator of the estate of Fred A. Stevens, having filed his final accounts.

Anna E. Lee, executrix of the estate of Samuel H. Lee, was discharged from her trust as executrix, her final accounts having been approved.

The will of Mazaire Pelland was admitted to probate yesterday in the County Court, and William Foley appointe dexecutor. The will bequeathes all the property and estate of the deceased, valued at $1000, to the "Sisters of Charity of Providence, St. Vincent's Hospital."

H. E. Noble has filed an equity suit in the State Circuit Court against B. M. Lombard, G. H. Thomas, executor of the estate of D. W. Lichtenthaler and F. M. Lichtenthaler et al., heirs-at-law of that estate, seeking the division or sale of block 14, North Portland, in which the plainti: has a fourth interest, B. M. Lombard has a fourth interst, and the estate has a half interest.

Albert U. Smith and Ethel Smith, minors, through their attorney G. C. Moser, and Annie J. Davis, heirs in the estate of Charles O. Smith, have filed a counter petition in the County Court against a certain sale of real estate petitioned for by the administrator, F. K. Arnold, for the purpose of paying a claim against the estate, a promissory note of $2500, held by George Gibson. This, the petition urges, is not a valid claim against the estate, having expired according to the statute of limitations. The petitioners ask that the administrator be removed and that he be personally compelled to pay the costs of the suit.

THE CANADA THISTLE.

Warning From New York Against This Pest.

RANDOLPH, N. Y., Aug. 8.—(To the Editor.)—In an issue of recent date you mention that the Canada thistle is getting a foothold in Oregon. This is a lamentable thing, for where the thistle goes it carries disastrous results. It is the pest of Western New York, but as this part of the country is used for dairy purposes, it is not as bad as where general cropping is followed. The Canada thistle does not thrive on a well regulated dairy farm. One hundred miles north of here, where large quantities of wheat, oats, corn and beans are raised, this pest causes much trouble, as every time a root is broken a fresh, healthy plant springs up.

There is no great amount of wheat raised here, so most of the trouble is experienced in raising the oat crop. The method here to keep this pest in check is to cultivate the land as little as possible and not let the thistle seed. Pastures here are seldom plowed, but when the land is cultivated, it is reseeded as soon as possible. For instance, a large meadow that is getting thin is taken and a few acres, say five to seven, is put to oats and corn, and that portion in oats is seeded at once. That part in corn may be worked down and reseeded in the Fall, or kept for oats the next Spring.

A good deal of corn is sowed for the silo. Generally, it is put in with a drill, with every alternate tube being used, and sowing from one-fourth to three-fourths of a bushel to the acre. This leaves it in rows 14 inches apart, and it soon shades the ground. Sowed corn is considered an excellent crop to seed after, and where sod is turned under it is rolled firmly down and a heavy seeding of timothy and clover is put on when the corn is sowed. Perhaps seeding in corn would not do as well in Oregon, because of the dry Summer, but here we get frequent showers in July and August.

It is stated here as a fact that if the thistle is cut for two or three years in July or August it will kill it. In this way pastures are kept temporarily free from it.

The writer has seen in a heavily seeded meadow thistles wilt and die, and others that appeared to ripen and had no seed in them.

If this pest gets a firm foothold in Oregon there will be trouble, for the soil there is very rich, the Winters are mild, and wheat, oats and barley are among the staple crops. But there is a bright ray of hope in the fact that the thistle is not really at home on a dairy farm.

Another thing, strange as it may seem. If hay containing a small per cent of thistles is cut before the thistle gets tough and woody, horses and cattle eat it as readily as they do the hay. This is about the only redeeming feature in the whole situation, but it is so slight as to amount to nothing when compared to the other side of the question.

So, fight the Canada thistle as you would a rattlesnake, and in doing so the rotation of wheat after wheat in Oregon will be seriously interfered with.

Make it a crime to let one go to seed, and keep the land well seeded to timothy and clover, and cut early. Farmers here put on no less than 12 to 16 quarts per acre, and often a little red top is used.

The writer of this, who was a resident of Glencoe, Washington County, 10 years ago, and while there was in the employ of John J. Fowler, also H. S. Carten (now of Peninsular), and has many farmer acquaintances there, among whom are B. P. Cornelius, O. G. Barlow, Connell Bros., Meek Bros., N. T. Barrett, Alex Gordon, J. W. Goodin, J. J. Meacham and others; and I take pleasure in stating the methods used in New York to keep the ambitious Canada thistle in check.

W. H. JOHNSON.

WITTENBERG'S GOOD OFFICES

He Is to Interpose and Settle the Strike in San Francisco.

PORTLAND, Aug. 12.—(To the Editor.)—In Saturday morning's Oregonian there appeared an item containing intelligence of momentous importance to San Francisco, the Pacific Coast and by reflected glory, Portland. The item referred to contains the outline of an interview with Herman Wittenberg, manager of the Pacific Coast Biscuit Company, member of School Board, etc., etc., in which several things are stated. According to Mr. Wittenberg, the strike in San Francisco is "foolish and uncalled for." Of course, if he says so, that settles it. But the really important part of the item is yet to come. Mr. Wittenberg "thinks that a settlement can be speedily brought about, should the right leaders take hold," and then naively adds that he expects to leave for the Bay City in a few days, and when he reaches that place will offer his services.

The inference is that now that the small fry, like Mayor Phelan and the Governor of California, have failed, Mr. Wittenberg will come to their rescue. The Board of Trade should wire San Francisco that Mr. Wittenberg is coming, and so put them out of the suspense they must be in at present. We would also suggest that as soon as he settles the little difficulty in San Francisco it would be the right and proper thing for him to go East and straighten out the Amalgamated Association and the steel trust. Our distinguished townsman will thus not only confer a great favor on the commercial interests of the United States, but once more call attention to Portland and Oregon as producers of truly great things.

A. A. BAILEY,
Secretary, Federated Trades.

Negroes in Congress.

POMEROY, Wash., Aug. 10.—(To the Editor.)—Was a negro or Indian ever elected to the Senate or House of Representatives of the United States? If so, who were they? When and from what state elected? Please answer through The Oregonian and oblige, OSCAR D.

During the reconstruction period Blanche K. Bruce and Jerome Reveiss served terms in the United States Senate from Mississippi. P. S. Pinchback was Senator from Louisiana. John R. Lynch was Congressman from Mississippi. Robert Small was Congressman from South Carolina. George H. White represented the Second North Carolina District in the 56th Congress. The late John M. Langston was once a member of Congress from Virginia. These were colored men. There was never a pure-blood Indian elected to the House or Senate, but David Monroe, a Creek Indian, was graduated from West Point Military Academy, and was among the Army officers that were killed in the Seminole War. John Randolph, of Roanoke, United States Senator from Virginia, was proud of his descent from the famous Indian heroine, Pocahontas.

Bomb Exploded in a Saloon.

CHICAGO, Aug. 12.—A dynamite bomb or a botttle of nitroglycerin, presumably the latter, was exploded in the rear of George Little's saloon on South Clark street late last night killing Vincenzo Alfino, aged 30, and injuring five others. Alfino's head and right arm were blown entirely off.

Those injured are: Ruby Fox, cut about head and body by glass; may die, George McConnell, coachman, injured about head and body; will recover. Peter Diamond, cut about hands and arbs. Thomas Little, bartender, bruised. Edward Black, brurised.

When the explosion occurred a score or more of persons were in the saloon, but as far as known none besides those mentioned was injured. The rear part of the saloon was wrecked. While mystery surrounds the affair, the police are inclined to believe that the man who was killed caused the explosion. He was jealous of McConnell's attentions to Ruby Fox.

"Bad Man" Killed in Street Duel.

SALT LAKE CITY, Aug. 12.—A special to the Deseert News from State Line, Utah, says that Jim Hedges, a well-known character of that place, was killed in a street duel yesterday by Jim Glendenning, a miner, who was afterward arrested and placed in jail at Cedar City. Hedges for years had the reputation of being a "bad man," and during his 20 years' residence in the border town killed three men in street encounters. Yesterday Hedges and Glendenning got into a controversy as to their respective merits as revolver experts, and as a result Hedges challenged Glendenning to a fight. Hedges went after his revolver, and, mixing in the crowd, shot Glendenning through the arm before the latter was aware of his presence. Glendenning at once returned the fire, and put two bullets throgh Hedges' heart within half an inch of each other.

The Swan Never Sings.

Gentleman's Magazine.

A vulgar error means merely a widespread error, such as even the most refined may easily share, and do sometimes share, maybe yielding a little to their taste, in spite of their better knowledge. The belief that the swan sings herself to death is one of these widespread errors which poets and their next of intellectual kin are loath to forego—nay, do their best to keep alive. Tennyson, for instance, speaks of the death song of the swan. So, too, does Phineas Fletcher, who in the days of Charles I penned an allegorical poem called "The Purple Island," wherein he sings:

The beech shall yield a cool safe canopy
While down I sit and chant to the echoing wood.
Ah! singing might I live, and singing die!
So by fair Thames or silver Medway's flood,
The dying swan, when years her temples pierce,
In music-strains breathes out her life and verse:
And, singing her own dirge, dies on her watery hearse.

But truly the difficulty is to name a poet who does not, so to speak, sing this selfsame song. You may find it in Byron, Campbell, Wordsworth, Pope, Dryden, Thomson, Milton, Shakespeare, Spenser and Horace, and I know of only one writer who takes the trouble to tell us that this is all moonshine; and that writer's name is Pliny, who in plain prose says that he had seen swans die, but never heard them sing.

The old proverb; "To be at peace prepare for war," is the secret of the larger part of life's successes, whether of nations or individuals.

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