BOTH SIDES ARE FIRM

NO CHANGE OF IMPORTANCE IN THE SAN FRANCISCO STRIKE.

Labor Leaders Protest Against Appointment of Special Officers—Tanners May Walk Out.

SAN FRANCISCO, Aug. 12.—There was no change of importance in the strike situation today, both sides remaining firm, while continued, but thus far fruitless efforts at conciliation are being made. Mayor Phelan was called on this afternoon by a delegation of labor leaders, who presented their side of the controversy, demanded the removal of G. W. Newhall, president of the Board of Police Commissioners, and protested against the appointment of 200 special officers, which it has been stated was to be done at the request of the Employers' Association. After listening to the arguments advanced, Mayor Phelan promised to answer in writing the requests of the delegation.

A meeting of the Retail Dealers' Association was held tonight to consider what could be done toward ending the strike. The only action taken was the appointment of a committee of five with power to name a sub-committee to prepare a plan of settlement.

Work on the water front is progressing slowly and with difficulty, but no disturbances are reported. A scarcity of food supplies on the northern coast, which obtains its provisions by sea, has been caused by the tie-up of shipping. This will soon be relieved, however, as four steam schooners fully laden are now on their way to the points of distribution.

Forty-five tanners walked out of their places of employment today rather than handle goods hauled by a nonunion teamster. At a general meeting of tanners tonight their action was indorsed and it was resolved to follow their example if necessary.

Efforts at conciliation are still being made, and tonight the importance of effecting a speedy and peaceable settlement of the trouble was discussed at a mass meeting called by the Federation of Improvement Clubs. Several conferences of labor leaders were held during the day, but nothing definite regarding them was given out. Affairs were quiet along the water front and in the wholesale district.

President Casey, of the City Front Federation, reviewing the strike situation, says:

"The unions are in a much stronger position now than they were a week ago. The men are more determined than ever to win their fight. Not one desertion from the unions has been reported to the federation. No one can say what turn the strike may take during the coming week. Frequent conferences are being held, but it is impossible to predict when one of them will lead to results that will be satisfactory to the contending parties. I cannot say that we are nearer a settlement today than we were a week ago. It is my opinion that we are not so near a settlement. Enough money has not been lost by the employers to convince them that a strike is a losing game for them. It may be necessary for the industries of the city to remain inactive for several weeks more before they will be convinced. The strike is undoubtedly harming the interests of San Francisco, but it must go on until unionism is triumphant."

REFUSE TO HANDLE FREIGHT.

Union Men Will Not Work on Cargo Loaded by "Scabs."

SEATTLE, Aug. 12.—The Umatilla is being unloaded by a small force of nonunion laborers, the union men having refused to handle her freight, as she was loaded by nonunion men in San Francisco. It will take at least three days to unload the vessel at the present rate.

MUCH GOLD RECOVERED.

Selby People Have Dug Up All But $80,000 of Stolen Treasure.

SAN FRANCISCO, Aug. 12.—It was stated at the office of the Selby Smelting Company at noon that a force of divers, under the management of the Pinkertons, had today taken $85,000 worth of gold from the spot where it was hidden by Winters, making nearly $300,000 already recovered. It is expected that the balance of the stolen treasure, amounting to $80,000, will be recovered inside of 24 hours.

Winters is still detained by the officers in this city, but has not been formally charged with the crime. The fact that he has not been charged with any crime lends additional weight to the belief that he will be leniently dealt with for confessing the crime and locating the spot where he secreted the bullion.

There promises to be a lively fight between the detectives over the reward money, and this matter may eventually be taken into court for settlement. Detective Morse, who, it is stated, definitely fixed upon Winters the authorship of the crime, states that he got his first information from Donaldson, an employe of the works, who formerly roomed with Winters. Morse, who is a detective for the Selby people, does not claim any of the reward, but states that a large portion of it should be divided between Donaldson and Sheriff Veale, of Contra Costa County. Their claims are opposed by the other detectives engaged in the case.

BUDDHIST SERVICES AT SEA.

Japanese Commemorate Their Kin Who Went Down With the Rio.

SAN FRANCISCO, Aug. 12.—Buddhist services in memory of the Oriental victims of the wreck of the Rio de Janeiro were held yesterday on the deck of the steamer Caroline, in the Golden Gate, over the spot where the lost vessel is supposed to lie. The Caroline was chartered by K. Ogawa, a wealthy Japanese, and had on board 250 of the Mikado's subjects as his guests. The steamer was garlanded with flowers from stem to stern and gaily tinted paper lanterns decked the rigging. When the appointed place was reached a little altar inscribed with strange characters was brought out and placed on a stand, heaped with flowers and fruits. Rev. M. Nishijimi, head of the Buddhist mission, in mourning robes of black and purple, seated himself before this improvised shrine and began an incantation, low, monotonous and pathetic, while the assembled company listened with bowed heads.

Then all on board joined in strewing the sea with flowers, fruits and confections, while some slips of tissue paper bearing the names of the ancestors of the dead were also consigned to the waves. This ceremony ended, the boat proceeded on a four hours' pleasure trip around the bay. Refreshments were served and music and games enlivened the occasion.

DIMMICK TAKEN TO JAIL.

Mint Clerk Held on Four Charges and Bail Fixed at $37,000.

SAN FRANCISCO, Aug. 12.—Walter M. Dimmick, ex-chief clerk of the United States mint, who is accused of embezzling $30,000 from the Government, with other minor delinquencies, was today formally served with a warrant of arrest. He was held for trial on four charges by United States Commissioner Heacock, the aggregate bail being fixed at $37,000. As this was not forthcoming, Dimmick was taken to the County Jail.

Morgan to Visit San Francisco.

SAN FRANCISCO, Aug. 12.—J. Pierpont Morgan is to be a temporary resident of San Francisco soon. His agents have practically concluded a lease, it is said, of the old Charles Crocker mansion on the northwest corner of California and Taylor streets. The cause of his coming to this city is the Episcopal triennial council, which begins October 2, and in which Mr. Morgan will probably serve as a lay delegate, as he has done at previous councils. Mr. Morgan's daughter, now in Colorado hunting wild game, is expected to join her father and mother here during their stay. The Crocker mansion is one of the most imposing of the edifices erected on Nob Hill by the California money king. It contains a splendid art gallery.

Loss of Gold Brick Denied.

SAN FRANCISCO, Aug. 12.—The reported disappearance of a gold brick worth $20,000, consigned to the Apollo Consolidated Mining Company, of this city, is denied by the officials of the Alaska Commercial Company, which controls the Apollo Mining Company. They say that the gold was brought from the mines at Unga to Juneau, there transferred to a Seattle boat, and brought from that city to San Francisco by express.

California Postoffice Robbed.

SAN MATEO, Cal., Aug. 12.—The Postoffice in this town was entered just before daylight by a burglar who blew the safe open with dynamite and escaped with $150.

Are After the Rebate on Gold.

VICTORIA, B. C., Aug. 12.—An offer has been sent by the North American Transportation & Trading Company, of Dawson, to the Provincial Government to market all their gold here and make this the first and last port of call for their St. Michael steamers, if they are allowed the rebate of 1 per cent of royalty paid on gold in the Yukon, as offered to individual miners. The offer will be forwarded to the Dominion Government.

Struck by Windlass Handle.

SALEM, Aug. 12.—The 4-year-old son of Otto Williams was severely injured at Willard yesterday by being struck in the face by the handle of a swiftly revolving windlass. The mother had drawn a bucket of water and accidentally let the bucket fall back in the well. Just at that moment the child stepped within reach of the crank and was struck. How serious the accident will prove is not yet known.

Burned by Powder Explosion.

SALEM, Aug. 12.—Glenn Davidson, the 11-year-old son of T. Davidson, of Independence, was badly powder-burned yesterday afternoon. While playing with a can of gunpowder he dropped a lighted match into it, and the explosion blew particles of powder into his face and eyes. He probably will not lose his eyesight.

HERALDRY OF THE INDIANS

The Marks on the Face Denote Honors, Ancestry, Tribe and Condition.

Washington Times.

People in general have been content to look upon the Indian's adornment of his head with eagle feathers and his face with paint as marks of personal decoration inspired by vanity and a savage taste. But the fact is that every paint mark on an Indian's face has a sort of heraldic meaning, implying not only the honors won by the brave in person, but representing also the claims of his family and race to distinction. In other words, what is shown among more cultured communities by coats of arms, orders and decorations, is depicted by the Indian on his face by means of pigments.

Scientists are now engaged in compiling a record of the armorial, or rather facial bearings of certain celebrated chiefs, and it is said to be fascinating work. One renowned warrior, for instance, will have his lip painted a copper red. This is found to indicate that his tribe was once in possession of huge mines of copper. Another individual will have his forehead adorned with a painting of a certain fish, thus implying that he or his people are renowned for prowess in catching fish. The same distinguished person sometimes wears a disc of pearl in addition to his paint mask. This, by its shimmering radiance and its form, implies that he is descended from the moon, in the sense that the goddess of night is one of his ancestors.

The features of the Indian are sometimes incorporated into the representation of the animal which forms his heraldic bearing. Should the beaver, for example, be the object to be depicted, it is not attempted to design the whole form of the animal, but only its distinctive and typical parts, as, for instance, its peculiar tail, which is painted in criss-cross lines extending from the chin to the nose, as though standing upright. The chin itself does service as the beaver's body.

The arbitrary methods of the Indian artist render it difficult, if not impossible, for any but an expert to interpret the meanings of the pictorial representations. Thus, an animal's ears are invariably depicted above the eyes on the human subject, the ears of the beaver being just above the eyebrows. On the cheeks are painted the paws in a position as though they were raised to the mouth in the manner conventional in Indian carvings.

The dogfish painted in red on the face designates the members of an entire tribe. On the foreheads of the members of this tribe is painted the long, thin snout; the gills are represented by two curved lines below the eyes, while the tail is shown as cut in two and hanging from each nostril. Only one or two parts of an animal painted on an Indian's face indicates that he is of inferior position; the entire symbol, no matter in what form presented, is significant of lofty station and high honors.

The facial heraldry of the Indian may be said to be unique, not alone in the method of representation employed, but in the subjects selected. These latter include fish, flesh, and fowl of all descriptions—dog salmon, devilfish, starfish, woodpeckers, ravens, eagles, bears, wolves, frogs, are comprised in the armorial gallery.

Every object represented has its own particular significance, and one of the most peculiar phases of face painting relates to the employment of forms other than animals—tools, implements of the chase or of war, denoting the occupation of the individual or his tribe.

Receiver for a Carriage Company.

TRENTON, N. J., Aug. 12.—An order was filed in the Court of Chancery today appointing William G. G. See receiver of the General Carriage Company, a New Jersey corporation. The receiver was appointed at the instance of Montgomery & Co., to whom the company is indebted to the extent of $120 71.

Big Arizona Alfalfa Crop.

PHOENIX, Ariz., Aug. 12.—Reports received here from 23 points in the territory all state the largest alfalfa crop ever known is now being gathered. The crop is the second one of the year, and will be of extraordinary value at this time, when the hay crops of the Central Western States are burned out.

Daily Treasury Statement.

WASHINGTON, Aug. 12.—Today's statement of the Treasury balances in the general fund, exclusive of the $150,000,000 gold reserve in the division of redemption, shows:

Available cash balances	$175,718,952
Gold	103,411,826

GOING EAST?

The ideal trip across the Continent, especially at this time of the year, is via the Rio Grande roads, known as the "Scenic Line of the World." In addition to going through Ogden, Salt Lake City, Glenwood Springs, Pueblo, Colorado Springs and Denver, with the privilege of a stop-over at any of these points, you have a daylight ride through the heart of the Rockies, the scenery of which is surpassed nowhere. By stopping over in the Mormon capital, you have the opportunity of a bath in the Great Salt Lake, Nature's famous sanatarium.

Through Pullman and dining-car service. Popular weekly tourist excursions.

For rates and descriptive pamphlets, address, J. D. MANSFIELD,
124 Third street, Portland, Or.

TRADE STILL BOOMING

NEW YEAR OPENS EVEN BETTER THAN ONE JUST CLOSED.

Coal, Lumber, Grain, the Packing Industries, All Show an Increased Volume of Business.

WASHINGTON, Aug. 11.—It has frequently been assumed that the high level of last year's phenomenal commercial operations could not be repeated this year. Reports on the volume of trade for the six months ending June 30 do not bear out this prediction. Figures gathered by the Treasury Bureau of Statistics, on the movements of internal commerce for the first half of 1901, show that, as a rule, the contrary is true and that the tide of commercial prosperity is still on the upward trend. Wheat receipts, for example, at eight leading markets, including Minneapolis, Milwaukee, Duluth, Chicago, Kansas City, St. Louis, Toledo and Detroit, aggregated 217,159,743 bushels for the season to June 30, 1901, compared with 209,972,915 bushels for the season to June 30, 1900. The yearly receipts of livestock at five Western markets to June 30, 1901, have been 2,969,566 cattle, 9,120,790 hogs, and 3,369,537 sheep. This exceeds by 344,552 head the arrivals for the corresponding period of last year. Traffic receipts of livestock at Chicago alone were 4208 cars above those of the first six months of 1900, and shipments were greater by 3788 cars. This illustrates the increasing extent to which transportation interests have been sharing in the enlarging output of staple farm products.

Packing industries have prolonged their demand for hogs further than usual into the Summer. The packing demand at Chicago may be taken as representative. Here the weekly requirements during January was 141,543 head, and during June, 124,294 head.

The lake trade in the bureau's report for June represents 118 receiving ports and 207 shipping ports. At the stage of the season beginning with July 1, lake receipts had already exceeded those of last season in the quantity of flour, coal, lumber, logs and unclassed freight handled. The shipments of grain for the six months since January 1 reached a total of 50,559,011 bushels, being 1,500,000 bushels ahead of last year's record for the corresponding six months. The Sault Ste. Marie canal, however, owing to the later opening of the season's navigation, reports 6,767,121 tons of freight carried for three months ending June 30, 1901, compared with 8,673,481 tons for the same period of last year.

How far the seaboard cities have shared in the first six months' increase in trade is instanced by the grain and flour receipts at these points. At Boston the receipts to June 30 were 29,134,224 bushels (flour reduced to bushels), compared with 22,768,786 bushels for the first half of last year. At New York, June receipts alone this year were 25,144,718 bushels, compared with 16,438,803 bushels for June, 1900. Philadelphia shows a decline in receipts from 30,924,988 bushels during the first half of 1900 to 25,663,814 bushels in 1901. Baltimore advanced from 26,997,298 bushels in 1900 to 42,911,653 in 1901. Coal receipts at Boston, mostly coastwise, were 2,310,230 tons to June 30, the largest in the history of the movement.

In the South the cotton movement to June 30 was 9,970,966 bales, or nearly 1,000,000 in excess of the receipts for the first 10 months of last year. Overland shipments and Southern mill takings fell off, while port receipts and interior stocks showed marked gains at that date over the previous season's figures. Some Southern lumber movements, on the other hand, as reflected, for example, in the shipments from Charleston, were lower than those of a year ago. The iron movement from territory covered by reports of the Southern Iron Committee amounted to 830,047 tons for six months since January 1. Tobacco receipts for the like period, at seven Southern markets this year were 156,419 hogsheads, against 140,407 hogsheads in six months of 1900.

The coal trade is another index of the past half year's commercial progress. Chesapeake & Ohio coal shipments as reported for the year ending June 30, 1901, were 4,962,012 tons, compared with 4,116,970 tons in six months of last year. Tidewater receipts alone increased from 1,795,541 tons to 2,559,882 tons. The Norfolk & Western shipments were 2,758,677 tons for the past half year, and 2,831,589 tons for the first half of 1900, but the tidewater receipts were 13.3 larger than in 1900. Taking Chicago and St. Louis as representative points in the distribution and consumption of coal for the two half-year periods, it is found that Chicago's receipts of coal and coke to June 30, 1901, were 3,877,107 tons, as against 4,639,115 tons for six months of last year. At St. Louis commercial coal, received was 2,137,905 tons, compared with 1,922,953 tons for the corresponding period of 1900. The shortage in Chicago's figures is explained largely by the lateness of the opening of Lake navigation this season, as compared with that of 1900.

On the Pacific Coast the same tendency to enlarged volume of trade appears. The lumber trade of California for the first six months of 1901 showed fully 10 per cent gain over that of the first six months of 1900. Citrus fruit shipments for this season to July 6 were 21,046 cars, against 16,420 last season.

This report on the principal movements of the country's commerce indicates a substantial degree of growth in the volume of the domestic trade generally as a basis for the later and more important half of the commercial year yet to come.

VEGETATION OF WEST ALASKA

Brief Report on Plants and Mosses of Seward Peninsula.

WASHINGTON, Aug. 7.—Arthur J. Collier, who accompanied a geological survey party to the Seward Peninsula, Alaska, during the past Summer, has submitted a brief report on the vegetation of that region. Generally speaking, he says the vegetation is Arctic in character and the plants are all stunted, although during the short period of growth some species develop rapidly to maturity. The most abundant forms are the mosses and lichens. These plants form a variegated carpet, its color ranging from the pure white and cream of the reindeer moss to the deep green and brown of the peat moss. During the Summer this carpet is sprinkled with many bright-colored flowering plants.

The peat moss accumulates to a considerable thickness on the tundra, and during the Summer forms a vast bog of yielding nature, making travel across it wearisome to men, and often impossible to horses.

In the eastern part of the peninsula spruce timber occurs along the rivers. Trees one foot in diameter and 50 feet high were measured near Council, on the Niukluk River. Scattered trees were seen on the portage 20 miles west of Council. This is the westernmost limit of coniferous trees on the American Continent. Within the spruce area fuel and sheltered camping places are abundant, and comfortable loghouses can be built for Winter use. Beyond the limit of spruce, cottonwood as large as 10 inches in diameter occurs at a few places along the rivers. Dwarf alders make occasioned thickets on the hillsides. Along rivers and creeks generally are dense thickets of willow, sometimes six inches in diameter, but generally not over two inches thick and five feet in height. These willows are the main fuel in the mining camps of the western part of the peninsula. Stunted and small though they were, they made possible the exploration and development in the interior of Seward Peninsula last Summer. They were found in sheltered nooks as far west as Cape Prince of Wales.

Along the river and creek bottoms, and wherever on low lands the growth of tundra moss has not prevailed, grasses are abundant and afford sufficient forage for pack animals. Waving above the moss of the tundra occur a number of grass-like plants of the sedge family, often growing in bunches. These sedges are eaten by horses when other forage cannot be had.

There are at the present time, so states the report, about 3000 domestic reindeer on the peninsula, which number can probably be increased many times without overstocking the range, so abundant is the moss.

During the month of August berries of various kinds are fairly abundant. Several species of cranberry and huckleberry, and at least two species of raspberry, were encountered. There is a great profusion of wild flowers in the month of July.

Good Roads of Norway.

When one travels in Norway he is compelled to adopt primitive means of transportation, and that's the charm of it, writes William E. Curtis, from Christiania to the Chicago Times-Herald. There are plenty of rivers and lakes with "dampsheep" upon them—that's the Norwegian word for steamboat—but if you want to go in any other direction you must take a carriage; or, if there are only two of you, a native cart called a stolkjaerre; or, if you are alone, a carriole, which is a sort of sulky. The arrangements are perfect and the roads are fine. Everything is under government supervision for the comfort and convenience of travelers, even the scenery, which is sublime. You can ride all day without a jolt, for the roads are as hard as asphalt pavement, and smoother than most of it, for in our cities the asphalt pavements generally have plenty of places that need repair. I suppose that when the United States is 1000 years old we will have such roads in our country, for good roads are the growth of centuries, and are not constructed by men in a hurry. Julius Caesar—or was it Hannibal?—started the good roads movement in Southern Europe, and in Norway it began in the days of the Vikings. The national government here took charge of the highways in 1625, and has been extending and improving them ever since. It is generally the rule that the best roads are found in countries where their construction is difficult. You can drive anywhere on our Western prairies, but through the Norwegian mountains a roadway has to be hewn out of the rocks.

Negro Musical Talent.

Mr. Drury, the noted negro opera singer and manager, has engaged for next season's tour as soprano Miss Marie Roveito, of Providence, who is described as having both beauty and a brilliant voice, and as baritone George L. Ruffin, who is now soloist of the cathedral in Boston. The New York season of Mr. Drury's company will thus be of unusual interest.

WHAT SHALL WE HAVE FOR DESSERT?

This question arises in the family every day. Let us answer it today. Try Jell-O, a delicious and healthful dessert. Prepared in two minutes. No boiling! no baking! simply add boiling water and set to cool. Flavors: Lemon, Orange, Raspberry and Strawberry. Get a package at your grocer's today. 10c.

GETTING BACK INTO GREEN FIELDS.

—Chicago Inter Ocean.

NORTHWEST COAL MINES

TREATED IN GENERAL COAL REPORT BY GEOLOGICAL SURVEY.

Washington the Banner State, Oregon's Product Decreasing, While Idaho Has No Collieries.

WASHINGTON, Aug. 5.—The production of coal in the United States for the year 1900 is made the subject of a special report by the Geological Survey, now in course of preparation. Not only is the subject treated generally, but the output of each state is treated individually. During the past year Washington seems to have been the banner coal state for the Pacific Northwest, while Oregon took a step backward. Idaho is practically out of the list as a coal-producing state.

The total product of Oregon in 1900 was 58,864 short tons, valued at $220,001. In the year preceding, Oregon's coal output was 86,888 short tons, making the decrease during the year 18,024 tons, or a little over 20 per cent. Nearly all of the product of 1900 was from the Newport mine, in Coos County. The statistics of 1900 show that there was a larger number of men employed and for a greater number of days than was shown in the report for 1899. This is attributed to the reopening of the Beaver Hill mine, whose product in 1900, however, was unimportant.

A table appended to the report shows that about 85 per cent of the coal output of Oregon is shipped out of the state, but a small portion being consumed at the mines, and the balance sold to local trade. The year 1897 still maintains the record of witnessing the greatest coal production in Oregon, when 107,209 short tons, valued at $291,772, were mined. The year preceding, however, when the product was but 101,721 tons, the output was valued at $294,564, the highest value of any one year's product.

The following table of the coal product of Oregon since 1892 emphasizes these and other significant facts:

	Product, tons.	Total value.
1892	34,661	$148,546
1893	41,683	164,500
1894	47,521	183,914
1895	73,865	247,901
1896	101,721	294,564
1897	107,289	291,772
1898	58,184	212,184
1899	86,888	260,917
1900	58,864	220,001

The total coal product for Washington in 1900 was 2,474,693 short tons. Washington is the only one of the Pacific Coast States whose coal product amounts to as much as 1 per cent of the total bituminous output of the United States. It is the only one of the Pacific Coast States producing true bituminous coal, the entire output of both California and Oregon being of lignite.

Some of the Washington coals are also true coking coals, 59,288 tons of the product in 1900 being merged into coke. Some of the coals produced in Washington approach anthracite in character, and some natural coke has also been observed. The production of this state has increased annually since 1894. The output in 1900 was 444,212 tons, or about 22 per cent larger than that of 1899. The value increased from $3,603,889 to $4,700,068, a gain of $1,096,079, or a little over 30 per cent. The average price per ton advanced from $1 78 in 1899 to $1 90 in 1900.

A small amount of coal is mined by the use of machines in this state. The number of machines in use was two, both in 1899 and 1900. The machine-mined product in 1900 was 10,000 short tons, as compared with 14,640 tons in 1899.

King is the leading coal-producing county of Washington, with Kittitas a good second and Pierce third in order. King County last year produced 1,003,101 short tons of coal, valued at $3,127,380; Kittitas produced 873,751 tons, valued at $1,313,477; Pierce produced 577,127 tons, valued at $1,192,321, and Cowlitz, Lewis, Skagit and Whatcom combined produced 20,114 tons, valued at $56,890.

By far the greater part of Washington's coal, like that of Oregon, is shipped to some other state, the local consumption being very small. There has been a gradual and steady rise in the coal product of Washington since 1889, the first year recorded in the report, when the total output of the state was 1,030,578 short tons, valued at $2,393,238. There has, at the same time, been a corresponding decrease in the average price per ton of coal mined in this state, due probably to the improved methods of mining, and the fact that as the mines became more and more developed, the cost of production grew gradually less. In 1889 Washington coal brought $2 32 per ton; last year it brought but $1 90 per ton.

The receipts of coal at Seattle for 1900 show an increase of 89,957 tons, compared with the previous year, and an increase of 34,134 tons in export. There was no foreign coal imported during 1900. The Leary mine, which was expected to be an important producer, has been practically idle, due to strikes pending litigation among the stockholders for control of management. The recent completion of one of the largest and most modern electrical coal conveyors, with a capacity of 10,000 tons per day, has added materially to the facilities of this, the leading coal market of the State of Washington. The marked increase in population and manufacturing is making greater demands for home coal consumption, while the situation in California is such that this section has advantage there over British Columbian coals. The outlook is for greater state mine production this year, as well as local consumption and export.

Spasmodic attempts have been made to mine coal in Idaho, but they have not met with success. A small amount, 10 tons, valued at $50, produced at Horseshoe Bend, Boise County, was mined in 1900 and sold to local trade.

FELL IN SEATTLE DITCH.

Common End of Several Washington State Politicians.

WASHINGTON, Aug. 7.—"The 'Seattle ditch' has swallowed every man who has gone near it." That statement was made by John L. Wilson when a Representative in Congress, and looking after the interests of the Eastern part of his state while he passed by the demands of Puget Sound. Probably Wilson particularized at that time. He must have had in mind the fact that every public man who had attempted to make the "ditch" a success had fallen by the wayside. Several men who were candidates for office from King County failed before state conventions because they had earnestly championed the "ditch." The Hon. John B. Allen, a man who was a very good Senator, and who might have been United States District Judge, was forced into supporting the "ditch" against his will, and was subsequently defeated.

The "ditch" was fathered in Congress by Watson C. Squire. There may be men in the Pacific Northwest who will ask who Watson C. Squire was, and it may be necessary to say that he was once Territorial Governor of Washington and was twice elected Senator. Here in the capital it is almost forgotten that there was such a man as Watson C. Squire, United States Senator. He drew a two-year term and was re-elected. It was after his re-election that he championed the "Seattle ditch."

No man worked harder for any scheme than Squire for that once; but before he was half through his second term he was defeated, as every one knew, because of his championship of the "ditch." It would have made no difference what his politics were or how often he changed them, the "ditch" had laid him out. He forced Allen into the "ditch" and that was the last of Allen. In all probability Wilson's defeat could be traced indirectly to the "Seattle ditch." It is to be remembered that an Eastern Washington man and a Tacoma man combined and defeated Wilson while Wilson was currying favor with King County and the "Seattle ditch."

No one believed in the "ditch"; no one had any use for it. A complaisant board of engineers did make a favorable report and Squire got it into a river and harbor bill. It was accepted in order to get certain votes that were necessary to pass the bill in the Senate. Or, rather, it was Senatorial courtesy, and the House, in those surrendering days under the Reed rules, accepted whatever the Senate gave it, and the "Seattle ditch" became a part of National legislation. It has proved a deep ditch for a great many Washington State politicians.

Turner of Spokane has been forced to support it when he must know that it is absurd, and it will not be very long before he is another victim of the "Seattle ditch."

This brings us to a peculiar phase of the action of the Washington Congressional delegation on the river and harbor appropriations. This delegation, with few exceptions, seems to have been always dominated by certain Puget Sound interests, and particularly "Seattle ditch" interests, and for that reason has steadily opposed improvements of the Columbia River, a stream which drains more territory in Washington than it does in Oregon. Improvements of the Columbia are given either a half-hearted support or opposed entirely, because of the benefit they may be to Oregon. Yet the Columbia River is the dividing line between the two states, save for the longest part, which flows entirely through Washington. The improvement of the Lower Columbia must therefore be of as much importance to Washington as it is to Oregon, save that the Willamette, flowing from the south, reaches portions of Oregon not touched by the Columbia. But if the obstructions at The Dalles should be overcome and a proper improvement of the Upper Columbia made, Washington would have 10 miles of navigable river to every one that Oregon has, except for that portion of the Columbia which separates the two states.

Every dollar that is put into the Columbia River is charged by the Washington delegation, or most of them, as in favor of Oregon. In estimating the small amount which was given to Washington and the large amount which was given to Oregon, the entire Columbia River is placed to the credit of Oregon and to the discredit of Washington. It would seem that the people of Southern and Eastern Washington would at some time awake to the importance of the improvement of the Columbia for their benefit, as against the alleged improvements along Puget Sound.

Possibly the people of these sections of Washington are alive to the importance of the Columbia River. The fact that Allen, Squire and Wilson, in National politics, and a number of others in state politics, were dumped into the "Seattle ditch" may explain the resentment which the people of Southern Washington and Eastern Washington feel towards those who would expend millions on local improvements for the benefit of property-owners at Seattle when the same amount, added to what Congress is willing to give for the dalles would open the Columbia to the sea, and give water transportation to a vast area in Eastern Washington. Perhaps the politicians of Washington state will heed the warnings of the past and will hark back to the prophecy of John L. Wilson, who pointed out first that the "Seattle ditch" was swallowing up everybody who came near it, and would continue to swallow those who were forced into it.

War and the English Grocers.

National Review.

If war breaks out with France and Russia it is certain that history will repeat itself and that the battle for empire will be fought out in or near the Mediterranean by the British Mediterranean fleet. For there we are weak and they are strong. That fleet is today the visible effective force on which rest all our National institutions, from our ancient monarchy to our modern poor law. On that fleet depend the contents of the windows of our grocers' shops. Corn flour from New York; tinned salmon from Victoria, B. C.; wheat from Adelaide, jams from the Cape, tea from Ceylon, bacon from Montreal, are displayed in the myriad shops of the kingdom only because Admiral Fisher's fleet—anchored at Tetuan as I write—is undefeated. The grocers of England and their customers never looked upon those all-too-few far distant ships raised by the forceful will of their commander to a pitch of efficiency never reached before. At Ascot, the gay throng enjoying their strawberries and listening to the Hungarian band between the races, depend for their enjoyment not only on the efficiency but the sufficiency of the Mediterranean fleet. Soon after the first whisper of disaster to the Mediterranean fleet the gay throngs at Ascot or Goodwood would be confronted with a revolutionary crowd crying for bread and an inglorious peace. Famine prices would prevail within a fortnight of defeat. And yet contentedly we court, almost invite, defeat. We present to the French and Russians a temptation almost irresistible in the weakness and deficiencies of our main fighting fleet—and this while we waste £30,000,000 on six army corps that cannot leave England unless the navy is supreme, and need not if it is. Every million spent on the army above £24,000,000 is a million taken from the navy.

COKE DANDRUFF CURE

Continues to Cure Those Afflicted With Dandruff and Falling Hair.

There was a time when people troubled with Dandruff thought it could not be cured and let the bothersome disease grow upon them until it caused the loss of their hair. How different today are their feelings, now that a handy, safe and pleasant toilet specific is obtainable at their nearest drug store. No man can be so totally blind to facts as to doubt that Coke Dandruff Cure will not cure him after the public test that has been made of this great cure in Portland in the past 30 days, which was started by the successful distribution of free samples at Woodard, Clarke & Co.'s drug store, Fourth and Washington.

We might publish hundreds of testimonials, but feel that we have advanced sufficient proof to convince the skeptical as to the great merit in Coke Dandruff Cure.

Take a bottle home now and save your hair, for when once gone, you can never get your hair back again.

All first-class barbers use it.

Admiral George Dewey writes: "I have used Coke Dandruff Cure for the past year and found it an excellent preparation."

Coke Shampoo and Toilet Soap wonderfully good for the hair and scalp. Cures shiny skin.

SYMPATHETIC STRIKES.

Merely as Sympathetic They Only Make a Bad Matter Worse.

PORTLAND, Aug. 11.—(To the Editor.)—The writer has noticed that an undue amount of so-called "sympathy" is exhibited in behalf of strikers against employers. "Sympathetic strikes," though considered perfectly justified by the laboring side, are equally offensive to employers. Sympathy is an ambiguous word and can be used to denote a variety of temperaments in various moods. My suggestion finds its intuition in the following definition of the word: Sympathy is an inward feeling of compassion for a fellow-being in distress. But, although it ennobles one to show it, a man cannot be considered rational for amputating his leg, because some one else, unfortunately, was injured similarly. This is no way to demonstrate his feelings for the sufferer.

Moral sympathy may be admissable and reasonable, but merely to appeal to the coarser instinct of revenge is only to aggravate its final cause.

When people will only make up their minds to cease stubbornness and try to understand one another, the days of strikes and unions and associations of employers will vanish.

As the matter now stands, both sides are seeking the public sympathy, and each side seemingly is the injured one.

J. HARVEY HARRISON.

Unknown Canada.

National Geographic Magazine.

One-third of the area of Canada is practically unknown, states the Director of the Geological Survey of the Dominion in his last report.

There are more than 1,250,000 square miles of unexplored lands in Canada. The entire area of the Dominion is computed at 3,450,257 square miles; consequently one-third of this country has yet been untraveled by the explorer. Exclusive of the inhospitable detached Arctic portions, 364,000 square miles are for all practical purposes entirely unknown.

Most of this unknown area is distributed in the western half of the Dominion in impenetrated blocks of from 25,000 to 100,000 square miles—that is, areas as large as the states of Ohio, Kansas or New England are yet a secret to white man.

Those who wish to practice economy should buy Carter's Little Liver Pills. Forty Pills in a vial; only one pill a dose.

A True Health Food

Malt Breakfast Food

Gives Health to the Body and Clearness to the Brain.

Malt Breakfast Food is a wonderful revelation of food purity and food value to food experts. It is a combination of the virtues of malt and the full strength of the choicest wheat, partially cooked and predigested. No other cereal breakfast food has ever attained such popularity.

The proper use of malt in its pure, simple and natural state in Malt Breakfast Food, gives to this king of foods its many health virtues and advantages as an article of diet for the weak and strong, for the young and old.

HERPICIDE

The Latest Scientific Discovery

is based on the principle, "Destroy the cause, you remove the effect."

Herpicide kills the germs that cause dandruff by digging up the scalp as they burrow their pestiferous way to the hair root, where they finally destroy the hair. Without dandruff your hair will grow luxuriantly.

Newbro's Herpicide

stops dandruff and falling hair, and starts hair growing within ten days. One bottle will convince you of this.

For Sale at all First-Class Drug Stores.

Constipation

Does your head ache? Pain back of your eyes? Bad taste in your mouth? It's your liver! Ayer's Pills cure all liver troubles. 25c. All druggists.

Want your moustache or beard a beautiful brown or rich black? Then use
BUCKINGHAM'S DYE for the Whiskers
50 CTS. OF DRUGGISTS, OR R. P. HALL & CO., NASHUA, N. H.