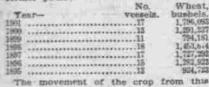
RECORD-BREAKING MONTH

OCTOBER WHEAT AND FLOUR SHIP-MENTS WERE ENORMOUS.

Nearly 2,300,000 Bushels - Grain Standard Adopted-Grain Handlers Ask for Higher Wages.

Wheat and flour exports from Portland for the month ending yesterday were the largest on record for a corresponding month, and the amount of grain cleared is seldom equaled in the heaviest months, which come later in the season. The for-eign fleet consisted of 15 full and one part cargoes of wheat and three cargoes of bar. ley for Europe, and four flour steamships for the Orient. This fleet carried a total of 1,786,683 bushels of wheat, 221,220 bushals of barley, and 85,200 barrels of flour. This amount, with the wheat and flour shipments to San Francisco, brought the total for the month (flour included) up to 2.272,778 bushels, valued at \$1,007,334, and the bariey was valued at \$136,195. Exclusive of the two barley ships, the fleet of II vessels and their cargoes compare as follows with the corresponding month in former years:



The movement of the crop from this port, as well as from Tacoma and Seattle, s unusually heavy, the shipments from all of the Northwestern ports for October exceeding those of the three preceding months of the season. The combined shipnents of Scattle and Tacoma for the north were 1,956,656 bushels of wheat, 131,-Its barrels of flour, and part of a cargo of barley. Reducing the flour to a wheat basis and it is apparent that the three orts combined have shipped pretty close to 5,000,000 bushels of wheat in a single month. Portland will beat her October record next month, but it will be December or January before the Puget Sound cities again make such a showing, ai-though they will start off today with the steamship Wyeffeld, which will clear with 66.501 barrels of flour for Vladivostock.

The total shipments of wheat and flour from the Pacific Northwest for the sea-son to date have reached a total of 8.081, 000 bushels, the largest on record for a corresponding date, and about one-fourth of the exportable surplus from the Northwest if the carry-over at the end of the is as large as it has been for the

PERILS OF PUGET SOUND. Another Vessel Nearly Pounded to

Pieces on Smith's Island. Marine underwriters are still suffering more losses at Fuget Sound than at any other locality in the West. A Port Townsond apecial to the Sentile Post-intelligencer has the following regarding the latest serious disaster, which has followed fast on the heels of the Mackinaw's

256.000 nocident: "The schooner E. K. Wood, which went ashore on Smith's Island at 7:30 o'clock Tuesday morning, was yesterday after-noon pulled off the beach and brought to this city. The tugs Sea Lion, Holyoke, Doiphin and Magle hooked on to the schooner yesterday foreaoon and started her, but the water feil too fast and they were forced to abandon the attempt until the afternoon tide. At 4 o'clock in the afternoon they made another try and suc-

ceeded in getting the schoner off,
"Captain Hansen, of the schooner, was
trying to make Fatrhaven when he hit
the beach on Smith's Island. When passing the island a heavy squall struck the ressel and, with the amount of sail she was carrying, she became unmanageable. The captain attempted to fibe, but the schooner would not answer her helm and brought up on the land. The place she struck was on a sandsplt on the northeast side of the Island. The heavy seas which were running all day Tuesday had a fair sweep at the vessel and she pounded hard. Her rudder and part of her keel were torn off and, had the wind not sub-sided, the damage would have been much for repairs before she again gets to sea."

ASK FOR HIGHER WAGES, Bock Grain Handlers Send a Peti-

tion to Their Employers. The Grain Handlers' Union, of this city, out for higher wages. The members have presented each of the dock proprie tors with a petition asking that their re-muneration be advanced to 40 cents per nour straight, and 50 cents per hour over ne. The petitions state that the de-and for more money is based on the fact that food, clothing and the other necessi ties of life have advanced in price and they need the money. Several hundred men are employed on the docks at this esson of the year, and there is a large informal meeting of the dock proprietors was held yesterday, but no definite under-standing was reached as to the treatment of the petition. The men are now paid 29 cents per hour and 40 cents overtime. In the event of a strike the heaviest losers would be the shipowners and the farm ern. All of the ships under charter tor Portland loading have the strike clause, and there would be no demurrage to be paid if the strike lasted all Winter. Th market for their grain, although a consid

GRAIN STANDARD ADOPTED. Grades Established for Handling the

portion of it might be diverted to

Sound if the situation became seri

1901 Crop of Northwest. he grain committee of the Portian Chamber of Commerce met in this city yesterday and adopted a standard for the coming season, establishing a grade on which all of the wheat exported from Ore gon, Washington and Idaho will be not in the foreign markets. There is so much similarity in the quality of the two crops 1900 and 1901, that the standard remains practically the same. Tacoma, Seattle and Portland exporters met last week and showed up samples from all over the wheat territory, and at that meeting has practically agreed on the grade, but left the matter open until yesterday, when it was settled. No. 1 Walla Walla must weigh 50 pounds, and bluestem 5914. I must weigh 57 pounds. The standard for barley was placed at 46 pounds per bushel was not finally decided on but will probably remain the same as last year,

GEDNEY AND THE SEALERS. Yesterday's Arrivals at the Port of Victoria.

VICTORIA, Oct. 31.-The United States steamship Gedney is here from Alaska. She has been engaged during the Summer in survey work in Icy Straits and Crows Chaunel. Her officers report that there will be no radical changes in the chart as a result of the season's work. The sealing schooners Otto, Penelope and Arietes arrived from Behring Sen-today. The Otto had \$22 skins and is today. The Otto had 22 agins beling the high-line schooner of the Hehring the high-line schooner two had 120 and Sea fleet. The other two had 120 and 546 skins, respectively.

GRAIN PLEET MOVEMENTS. Bourbaki and Marechal Davont

Were Last October Ships. The last two ships of the October fleet to clear were the French barks Bourbaki and Marechal Davout. The Bourbaki was dispatched by Girvin & Eyre with 112,142 ushels of wheat, valued at \$67,000, and he Marcchal Davout by Balfour, Guthrie & Co. with 111,220 bushels of wheat, valued at \$4,5%s Both go to Queenstown or Fal-

ship will be the Lady Isabelia, which is loading a mixed cargo of wheat and flour for the Chape of Good Hope. The big German bark Henriette, just in from the Orient, left up from Asteria yesterday and will reach port today. The County of Kinross and the Carlo P. arrived down yesterday. They had no delay in reaching Asteria, and it is to be hoped will be no longer in going from Astoria to the sea than they were between Portland and Astoria. ship will be the Lady Isabella, which is

LAST NOME LINER. Ronnoke Arrives With a Big Crowd

From the North. PORT TOWNSEND, Wash, Oct. 31.— The steamship Roanoke arrived this morning from Cape Nome, bringing 600 passengers, 60 of whom landed here and will sail for San Francisco on the Uma-

The Roanoke is the last of the Nome passenger fleet. She reports all shipping in the North practically at an end, and at Nome, St. Michael and Dutch Harbor all of the small fleet of vessels has been hauled out of the water and placed in Winter quarters. The Bonnoke was the last steamer to leave St. Michael, and as she steamed out of the harbor in the sing steamed out of the harbor in the night time, she was sainted by hundreds of sky rockets. The Newport was at Dutch Harbor on the 2th and was to sall that day for Puget Sound, via Ju-neau. The schooner Nellie Thurston left there October 14 for Port Townsend. The revenue outer Thouse will be the last revenue cutter Thesis will be the last boat to sail from Dutch Harbor and after her departure the North will be closed until Spring. The Roanoke experienced good weather during the entire voyage.

Notice to Mariners.

Notice is hereby given of the following changes in the aids to navigation in this district, which affect the List of Beacons and Buoys, Pacific Coast, 1901:
Oregon—Columbia River, ship channel across the bar, page 48. Inner buoy, a black and white perpendicularly-striped, first-class can, reported September 22, 1901, as having gone adrift, has been replaced in position inside the bar.

Turning buoy, page 49. A black and white perpendicularly-striped, first-class can, is reported as having dragged from its position. It will be replaced as early as practicable to mark the turn in the channel to Fort Stevens wharf. cons and Buoys, Pacific Coast, 1901;

channel to Fort Stevens wharf.
Washington-Williama Bay, main channel across the bar, page 64. Inner buoy,

nei across the bar, page 64. Inner buoy, a black and white, perpendicularly-striped, first-class nun, is reported Octo-ber 24, 1901, as having gone adrift from its position inside the bar. It will be replaced as early as practicable. Entrance to Gray's Harbor, page 69. Trustee Spit buoy No. 0, a red, first-cinas nun, reported adrift September 28, 1901, was replaced in position off the northerly edge of the spit October 23, 1901. Point Brown Spit buoy No. 1, a black, first-cinas

first-class can, reported September 26

1901, as having gone adrift, was found to be in position October 25, 1901.

By order of the Lighthouse Board. Commander U. S. N., Lighthouse In-Office of Inspector Thirteenth Lighthouse district, Portland, Or., Oct. 31, 1961.

Aid to Night Navigntion.

NEW YORK, Oct. 31.-An important patent connected with the St. Lawrence navigation has been issued and sub-mitted to Mr. Tate. Minister of Public Works, by whom it will be laid before the Cabinet, says an Ottawa special to the Times. The patent is designed to de away with the lighthouses, buoys and in fact the entire paraphernalia for night navigation between Montreal and Quebec and substituting a submerged electrical

The main idea is to sink an electric cable in the center of the navigable chan-nels, with power transmitted from a

Gray's Harbor Marine Notes.

ABERDEEN, Wash., Oct. 31.—There are from 10 to 12 schooners in the harbor here which will take away from 7,000,000 to 8,000,000 feet of lumber. At the West & Slade mill there are five ships being the state of the loaded for Philippine, Mexican and Hawallan ports.

tug Fleetwood, which will cost \$9000, was launched Wednesday. She will be used for towing and passenger A. J. West, who went East to purchase

machinery for a new \$100,000 mill, is ex-pected home next week.

The Nelson Bros. have placed a new run of bollers in their mill here.

Parser Charged With Embezzlement. SEATTLE, Oct. 21.-W. B. Fielding, ourser of the steamer Valencia, who ar rived in this city yesterday, a prisoner aboard that vessel, was arrested today on t warrant sworn out by J. M. Lane, my ter of the steamer, charged with embez. Fielding is fil, and will be sent to the hospital ward of the County Jail if he cannot furnish ball. The vessel came own carrying an excessive number of mposed upon her by the customs inspec-

Kosmos Line Favored. SAN FRANCISCO, Oct. 31.—The Kosmos steamship line, of Hamburg, has contracted with the Mexican Government to establish regular connection between its Pacific Coast service and that covernment to the Mexican position of the Mexican position.

ing Mediterranean ports. Under the contract with the Mexican Government the company will handle mail free and 10 tons of government freight on each of its vessels. In con-sideration of this service the company will be exempted from 65 per cent of the tonnage dues.

Schooners Driven Seaward.

ST. JOHN'S, N. F., Oct. M. - Three thooners were driven ashore on the Lat ador coas; last week during a gale, but ill on board were rescued. ressels, one carrying a Catholic priest, who had been making a sacerdotal visiwho had been making a sacerdotal visi-tation, were criven seaward, and have been missing for 10 days. The steamen Glencoe went in search of them, but with-out result. Twelve lives are involved, and it is feared that all have perished.

Montreal Tonnage Increasing. MONTREAL, Quebec, Oct. 31 .- In spite of the scarcity of freights and the high naurance rates, the tonnage of the port of Montreal is on the increase. The total tonnage to the first of the present month was 1.144.000 compared with 1.069,284 for the same regard last year. The steamship busin tas been sustained by a remarkab d passenger traffic, which has, in a sure, compensated for the has, in a sure, composite of freight.

Survey Vessels Return. SEATTLE Oct. 31.-The United States Coast and Geodetic Survey vessels Pat-erson, Calcain Pratt, and McArthur, Captain Dickston, arrived today from ley Strait, Salam Island and Cross Sound, in the waters of which they operated the past season. The Gedney, another of the past season. The Gedney, and fleet, put in at Port Townsend.

Domestic and Foreign Ports. ASTORIA, Oct. II.-Arrived down at ross. Left up at 1 P. M., German bark Henriette. Arrived down at 3:30 P. M., Italian ship Carlo P. Condition of the bar at 4 P. M., rough; wind, southeast; 11:20 A. M., British ship County of Kin-

weather, cloudy. San Francisco, Oct. 31.—Arrived—Bark San Francisco, Oct. 31.—Arrived Bark Kate Davenport, from Portland; steamer Jeanie, from Seattle; schooner Western Home, from Coos Bay; schooner Llly, from Umpqua. Salled—Steamer Ram-

from Umpqua. esis, for Seattle. esis, for Sesttle. Honolulu-Sailed Oct. 23-Schooner Spo-

kane, for Port Gamble; achooner Robert Hind, for Port Townsend; steamer Moana, for Victoria; to sail Oct. 29, ship Sirene, for Portland.

San Pedro-Arrived Oct. 30-Schooner Lillebonne, from Gray's Harbor. San Francisco, Oct. 31.—Sailed—Steamer Pielades, for Seattle: brig Binkeley, for Shanghal-Sailed Oct. 30-Yangise, for

Seattle, via Hiogo. Singapore-Sailed Oct. 30-Copack, from Liverpool, for Seattle. Cherbourg-Salled Oct. 20-Columbia, from Hamburg and Southampton, for New York. Queenstown, Oct. 21.-Sailed-Oceanic,

for New York; Rhynland, for Philadel-phia, both from Liverpool. New York, Oct. 31.—Sailed—Deutsch-land, for Hamburg, via Plymouth; Bre-men, for Bremen; Laurentian, for Glasmen, for Bremen: Laurentian, for Glasgow; La Champagne, for Havre.
Coronel, Oct. 21.—Arived—Flintshire, from San Francisco, for Antwerp.
Genoa, Oct. 21.—Arived—Lahn, from New York, via Naples.
Gibraltar, Oct. 21.—Arrived—Puerst Bismark, from New York, for Algiers, Naples and Genea,
Alden—Salled Oct. 23.—Gaiso, from Tacoma, Hiogo, etc. for England.

coma, Hiogo, etc., for England. Tacoma, Oct. 31.—Salled—Schooner Lu-

FREE DELIVERY OF MAIL

SYSTEM IN OPERATION IN THE RURAL DISTRICTS.

Growth of the Service Since Its Introduction in 1896-Subject of Report.

The wide discussion now being had on the subject of rural free delivery makes of especial interest at this time a report made on the subject by Mr. Charles H. Greathouse of the Agricultural Department to Secretary Wilson. The report is very exhaustive, and a part follows:
The system of free delivery of mail at the farm homestead is developing in the United States by great strides. The first coutes bearing the name "cural free deroutes bearing the name "rural free de-livery" were established on October 1, 1896, at Halltown, Uvilla and Charlestown, W. At Halltown, Uvilla and Charles and by the Va. Others followed at once, and by the close of the fiscal year the experiment showed satisfactory results. There were 44 routes in the Fall of 1897; this number inson, for Honolulu.

Seattle, Oct. 31.—Salled—Steamer Sens- 1899, had jumped to 634. These radiated

1901-2 GRAIN FLEET FROM PORTLAND.

	JULY.
22-Pak Ling, Br.	Wheat, burkers, rig, tons, master, destination, shipper—bushels. Br. bark, 1285, U. K., f. o., P. F. M. Co
6-Argus, Br. sh 18-Dumfriesshire	ip, 1543, Hunter, U. K., f. o., Balfour*
8-Brabioch, Br. 16-Galgate, Br. 1 17-Hilston, Br. s 23-Ecuador, Ger 25-Suesex (A), B 30-Glamorganshi	bark, 2120, Young, U. K., f. o., P. F. M. Co. 140,806 ship, 2000, Hawkina, U. K., f. o., Girvin 119,375 ship, 222; Griffith, U. K., f. o., McNear 131,633 hlp, 1988, Richards, U. K., f. o., Balfour 115,567 bark, 228; Dicckmann, U. K., f. o., Kerr 134,546 tr, bark, 1212, Guthrie, U. K. f. o., Kerr 7,249 re (B), Br. str., 2830, Davies, St. Vincent, f. o., Bal-
four	OCTOBER. 95,376
11—Mabel Rickme 13—Falls of Hall	ark, 2023, Ricordel, U. K., f. c., P. F. M. Co
17—East Indian, 17—Glenturret, B 17—St. Donatien, 26—Renee Rickme Rickmer Rick Favorita (D), Mavfield, Br. Cario P. (E), Arista, Au.	Bhip, 1889, Boyce, U. K., f. o., Kerr
Werra, Ger. b Bourbaki, Fr. Marechai Day	ark, 857, Brunings, U. K., f. o., Kerr
A—Also 78,472 B—Also 131,516 C—Also 116,708 D—35,325 bush	bushels of barley, valued at \$12,950 bushels of barley, valued at \$55,278. bushels of barley, valued at \$51,000, barley, valued at \$81,000, barley, valued at \$87,119.

1	SUMMARY FOR OCTOI		1900		-1899	
Wheat— Bush. To Europe and Africa 1,796,693 To San Francisco 2,560	Value.	Bush,	Value,	Bush.	Value	
	\$1,016,992	1,291,237	\$759,989	794,181	\$482,986	
	1,994	13,550	7,317	7,656	4,44	
Total wheat	\$1,018,986	1,304,787	\$767,306	801,837	\$487,43	
	Value.	Bbls.	Value.	Bbls.	Value	
To Europe and Africa 89.310 To Orient and Siberia 89.310 To San Francisco 15,829	\$ 247,193 41,355	52,909 29,695	\$146,000 53,807	59,751 24,791 21,927	\$160,28 \$ 73,48 63,58	
Total flour	\$ 288,348	72,655	\$199,807	106,469	\$297,36	
	Value,	Bush,	Value,	Bush.	Value	
	\$ 288,348	327,127	\$199,807	479,110	\$297,36	
	1,618,586	1,304,787	767,306	801,827	487,48	
Grand total, wheat and flour2,272,778 Burley.— Bush. To Europe	\$1,307,334	1,681,914	\$957,113	1,280,947	\$784,798	
	Value,	Bush,	Value.	Bush.	Value	
	\$ 136,195	105,620	\$ 35,210	219,741	\$107,34	

Finance Romance of Egypt.

North American Review, An element of romance attaches in most countries to the annals of national debts in respect of the struggles and vicissitudes to which they relate, but in Egypt, a land he public debt is pre-eminently romantic Recklessly and prodigally contracted that debt has for years pressed with crushing severity upon the doclie Egyptian peasantry; but the astonishing feature of its history is that, in the end, out of evil came good. The public debt, with its asociations of grinding taxation and of the koorbash, was destined itself to become the salvation of the feliaheen. Foreign inervention in the interest of the creditors brought with it the foreign control which has secured the Egyptian peasantry bet-ter conditions of life than they have enjoyed for centuries, possibly better condi-tions for the mass of people than have ever been known on the Nile. Reform in Egypt grew out of the necessity of pro-tecting the labor of the fellaheen and of securing them such immunity from extorion and maltreatment that the fruit of their toll would suffice to meet the obliga-tions imposed upon them without their knowledge and without their assent, And this proposition stands, although it is true that foreign intervention has bound the burden of debt tightly upon Egypt, where as other countries, it is argued, if placed in similar circumstances, would have repudiated their obligations and proceeded after long years of haggling to some il-lusory compromise with an exhausted creditor. This was not possible in Egypt; the cause of the foreign creditors was es-poused by the most powerful governments of the Old World, and the irresistible voice of Europe insisted on full measure being

How She Helped Herself.

Academy. The woman sat with her back to the wall in the little French restaurant near Picadilly, and the man faced her on the opposite side of the table. They were French; they were obviously man and wife; and they had the appearance of being moderately prosperous. Yet there must have been some need of small economies, for, with the meal that was just ended. they had divided between them a half bottle of ordinaire at 6d. The woman's glass was empty, the man's half full; and so they sat, not ready to go, yet having no apparent reason for staying. They did not talk; they seemed to be considerably bored. The waiting at the little restau-rant is as bad as the food is good; two men cannot do the work of five, however willing they may be. I was patiently ex-pecting the arrival of my fish, and, for lack of a better occupation, I watched these two who interested one another so little. Chained to the leg of the table on the right of the man was a singularly naked black-and-tan toy terrier. It had been quiet to begin with, but at last it be-came querulous and attracted my attention. Looking at the woman again, I observed a curious change in her expression; it appeared that she had somehov recovered her interest in life. She said mething to the man, who promptly bent She instantly took his glass, emptied the contents into her own, and drank the wine at a gulp. When the man looked up again she was leaning back against the wall, listless, absent-minded, utterly bored.

Jumped on a Ten-Penny Natl. Jamped on a Ten-Penny Nail.

The little daughter of Mr. J. N. Powell jumped on an inverted rake made of tenpenny nails, and thrust one nail entirely through her foot, and a second one half way through. Chamberlain's Pain Balm was promptly applied, and five minutes inter the pain had disappeared and no more susceing was experienced. In three days the child was wearing her shoe as usual, and with absolutely no direcumfort. Mr. Powell is a well-known merchant of Forkland, Va. Pain Balm is an aniseptic, and heals such injuries without maturation, and in one-third the time required by the usual treatment. For sale by all directals.

nels, with power transmitted from a power-house at Montreal, and lines of colored lights at or above the water level each side of the channel, the lights on oke, from Nome; steamer City of Puebla, one side being of different color from those on the other side. The lights will be near the color from those on the other side. The lights will be near.

The lights are the number of routes had grown to 1214 for a population of 829,127, and in the next four months the system again more than near. four months the system again more than doubled its proportions, showing on No-vember 1, 1900, 2551 routes for 1,801,524 perons; and there were also at that date 2158 applications for the establishment of new routes. The whole of the United States is now laid out in four divisions for the inauguration and maintenance of this service, and the work is going forward with

adlly increasing volume. Important Advance. April 12, 1900, an important advance took lace. Rural carriers were authorized to eceive and deliver registered mail. As the law requires such matter to be ivered personally, the carriers are obliged to go to the houses instead of dropping letters or packages in the farm Rural carriers are also authorized to re-celpt for applications for money orders, and while they cannot yet issue the or-ders, they can save the farmer the trip to the office by acting as his agent. Another most satisfactory change was made on July 26, 1990, when an order was nade under which postage on drop letters on rural free-delivery routes was fixed at 2 cents per ounce and carriers were required to cancel stamps on all letters

collected by them. This order carried with it authority to deliver drop letters ithout passing them through the hands of a postmaster. Rural free delivery of mails is scientific On purely theoretical grounds the post office ought always to deliver the matter intrusted to it at the door of the addres-The distance to be traveled from sender to receiver of mail is precisely ame whether the whole trip be made by the postal employe or he be met part way

by the person for whom it is intended. Furthermore, the cost of making the trip is always paid out of the sum total of the nation's capacity to do work. It makes little difference ultimately whether the labor is paid for from government funds collected by the sale of stamps or funds collected by the sale of stamps or otherwise, or is done by each man directly without intervention of the United States Treasury at all; it all comes from the people, anyhow,

Only Question Considered. The only question that need be asked is whether there will be more waste of time a larger number of empty trips by the farmer, who never knows when there is mail for him, or by the postman, who always knows whether there is something to deliver; and to this there seems to be but one answer. The number of times the farmer would be going to the post town other reasons and the times when several families would send for mail by the same messenger enter into the calcu-lation, of course, but in general this would not change the answer. And whether the adressee may be a farmer or a townsman really is of no consequence; if free delivery involves only a short trip for the post-man in the city, it also involves only a short trip for the citizen, and the corresponding relation between length of trips exists for the farm delivery.

The opinions of special agents engaged in introducing free rural delivery in all parts of the United States, as shown in their reports in 1899 and 1900, are invariably favorable to the success of the sys-tem. All agree that the opposition comes em. All agree that the opposition comes service who think they are likely to lose by the change, and from small storekeepers and saloon-keepers at fourth-class postoffices. Some of them mention also as difficulties to be overcome the fact that the work had been generally spoken of as experimental, and the impossibility of serving all persons precisely alike.

Rules Governing Rural Delivery. In order to introduce rural free delivery on a new route, a petition must be circu-lated and signed showing the desire of the persons along the line for the new service This paper is then forwarded to the Rep resentative in Congress from the district in which the route will be located, or to one of the Senators from the state, for his recommendation. If it is deemed practicable to start the service as desired, a special agent of the Postoffice Department is sent to lay out a route and make a map of it. His report and map must let differs from Shakespeare's other tragic show that at least 100 families can be heroes both in his supernatural experience

nium, such as often reigns among the brigands of the Slavic provinces, some Turks may become involved, but the Turkish people as such have certainly nothing to do with these slaughters and disorders. But even if we should, for the sake of argument, concede that at some time some massacres were deliberately planned and executed by the Turkish peo-ple—these sink into insignificance when compared with the religious massacres of which Christendom is guilty, and which, according to Buckle's estimate, amounts to about 140,000,000 people, or one-tenth of the population of the globe, to say nothing of the dragonades, minor conflicts, secret

72,500

94,391

murders, etc., etc. "
In a note to the 74th stanza, Canto II, of Childe Harold, written some 30 years ago, Byron, the King of English poets, thus speaks of the Turks: "There does not exist a more honorable, friendly and high-epirited character than the Turkish provincial Aga, or Moslem country gentleman. . . . The lower orders are in as tolerable discipline as the rabble in countries with greater pre-

made accessible to the delivery. It also shows the character of the roads, and the agent impresses upon the persons interested that the roads must be made passable Summer and Winter.

A full route is considered 25 miles, but according to the country traversed may vary from II to 25 miles. It does not take the carrier over the same ground twice in the same day.

in the same day.

Carriers were paid at first only \$150 a year. They now receive \$500 for an ordinary route and for special short routes \$100 a year for each five miles traveled. They are bonded, and cach carrier has a bonded aphetitute, so that the mails may

bonded substitute, so that the mails may never lack a responsible carrier. The civil service regulations have never been

applied to this service, but good character

and temperate habits are required. Womer are acceptable, and a few are in the ranks

some of them considered very efficient. Reports to the Postoffice Department of descliction of duty on the part of rural

DEFENSE OF THE TURKS.

Mistake of Charging Them With

Miss Stone's Abduction.

PORTLAND, Oct. 29 .- (To the Editor.)

The Oregonian of October 14 contained a synopsis of what is supposed to have been a lecture, delivered at the First Chris-

tian Church, by a convert from Moham-medanism, on the subject of the abduc-tion of Miss Stone. This regenerated, justified and sanctified lecturer not only charged the Turkish Government with the crime which all the world knows to be absolutely false, but in his most holy

absolutely false, but, in his most holy simplicity, proceeded to tell his audi-ence how "the Turks hate Christians with

implacable hatred", that "Turkey should be disciplined for her harbarous and mur-derous treatment of Christians," finally

supplementing his lecture with detailed accounts and "incidents of massacres in Turkey as he saw them." That an apostate from the religion of Islam should be

liftle inclined to speak well of those to which he formerly belonged is but in ac-

cord with Neander's observation on apos tates in general, but that one should so deliberately slander the whole Turkish

people is certainly something that should

not be allowed to pass unchallenged.

As a matter of fact, the abduction of

Miss Stone is the work of Bulgarian bri-gands, who, in religion, are of the Greek orthodox persuasion, and who, in con-

formity with the usages of that holy church, have undoubtedly crossed them-selves three times before embarking in that enterprise, in order that the good Lord may bless and prosper their under-

Much has been said about the massa

cres in Turkish dominions, especially in the Slavic provinces, and, strange as it

may seem, even in this age people be-lieve that the Turks are doing it all. To those, however, who have seen something

of this world and who understand human

actions it is well enough known that these periodical disorders and butcheries are

manipulated and brought about by the roguery of statesman and cunning of priests of their own persuasion in order to furnish the power that is behind them,

its constant plotting against Turkey with motives for interference-war-and the mob in its folly believes anything and, on hand to engage in looting, is as ready to fight anybody. In a general pandemo-

carriers are very few.

tensions. . . . If it is difficult to pro-nounce what they are, we can at least say what they are not; they are not treacherous, they are not cowardly, they do not burn heretics, they are not assassins, nor has an enemy advanced to their capital. They are faithful to their Sultan till he becomes unfit to govern, and devout to God without an Inquisition. Were they driven from St. Sophia tomorow and the French or the Russians enthroned in their stead, it would become a question whether Europe would gain by the exchange. With regard to their ignor-ance . . . It may be doubted, always ance . . . It may be doubted, always excepting France and England, in what useful points of knowledge they are el celled by other nations. . . In a money transactions with the Moslems In all est disinterestedness. In transacting busiess with them, there are none of those dirty peculations, under the name of in terest, difference of exchange, commis sion, etc., etc., uniformly found in applying to a Greek Consul to cash bills, even on the first houses in Pera."

No more need be quoted. Those last 90 years since Byron wrote these lines, represent possibly the highest progress made by the civilized world, and yet, with the exception of the Anglo-Suxon race, who can this day furnish as good a certificate of character and from as excellent source? Who can?

As to the theology of the Turks-for all that I know-it would seem no better and no worse than any of our systematic the ologies. But suppose it is a cruel one and their polygamy, let us assume, is something so foreign to us who are known not to violate any of the commendments, Yet it would be well, before finding fault with the beliefs or unbeliefs of other people, to look nearer home and see what is t that we have in our own systems of logies and practices.

Oft has my wondering mind been perplexed with the problem of intollerance, slander and hatred so generally and per-sistently practiced by the civilized subdivisions of the human race against each other. I naked myself time and again, whence, by Allah, these cruelties which, like a blight, smite all that harmony, joy and peace every honest heart hungers for. The only conclusion I have reached is that these puppets in the world's pup-pet show, by constantly slandering others, evidently believe that, by so doing, they successfully establish their own superior

Hence to Omar for consolation: Oh Thou, who man of baser Earth didet make And ev'n with Paradise devise the Snake: For all the Sin wherewith the Pace of Man Is blacken'd-Man's forgiveness give

The Hamlet of Edwin Booth. Atlantic Monthly.

Through his Hamlet Edwin Booth made

upon the whole, his deepest and surest impression. In his performance of the part there was retained to the last, consciously and deliberately, more of the oldfashioned formslity and precision of style than he permitted himself in other impersonations, and the effect was sometimes that of artifice. But Mr. Booth elected to represent Hamlet in a style far less familiar and far more remote from ordinary life than he used for any other character in his large repertory. It was not that his Hamlet was all in one key; that its moods were many and diverse; that the actor did not finely discriminate between the son, the Prince, the courtier, the friend, the lover, the artist and the wit. The contrary was true. It was as full of delicate and just differences as one could wish. But, through its prevailing quality, made constantly prominent by the tragedian's methods, certain definite and necessary results were reached. Ham-let differs from Shakespeare's other tragic



HOW TO ECONOMIZE.

OME men economize so closely on the number of words in a telegram that the receiver can not understand its sensible sensible economy. Neither is it sensible with cheap economy to ruin garments of value with cheap soap or powerful chemicals that eat into the fabric. True economy uses Ivory Soap in the laundry. It is the most of pure soap that can be sold for the money. Chemically it is as innocent as water. Yet it does everything you can ask of a soap. Try it!

and in his unique spiritual constitution.

. . . To Hamlet, by the conditions of his life and his soul, is given the largest opportunity for choice and the smallest power of choosing.

After all, there is a fine fitness in that closeness of association between Edwin Booth and Hamlet the Dane, which is to abide as long as the man and his art and his life are remembered. In his largeness and sweetness, his rare delicacy and sensiabide as jong as the man and his art and his life are remembered. In his largeness and sweetness, his rare delicacy and sensibility, he was nobly human to the core, after the pattern of the most human of all the creations of the poet. Like the melancholy Prince, he was required to drink the bitter water af affliction, and to hold his peace when his heart was almost breaking; and, in its extraordinary depth and reserve, even as Hamlet's and as

Was like a star and dwelt apart.

The Paris Bourse.

Forum. Except, perhaps, around the Casino at Monte Carlo, there is no army of mone. tary rates as large as that which prowls around the Paris Bourse. Few spectacles are more affecting than that of such men once, doubtless, prosperous in legitimate pursuits, with a healthful view of the world and possessing in full that inestimable gift in life, le bonheur d'etre-so shattered in character and degraded in morals; always mental and often physi-cal wrecks; men with broken volition, with lost purpose, with professions they can no longer exercise; with strenuously acquired commercial experience which has been hopelessly vitinted by the terrible dissipation of thwarted speculation; men whose sole idea and possession is a "system" of playing the market which they themselves can never play-like the Vieux professor at Monaco, who, movement une faible retribution, will cast you a beauti-ful horoscope with his infallible diagrams and apparatus. Men-but they are not men. They are ghosts-pitiable, miserable apparitions who haunt the purlieus of the relentless, inexorable monster that de-stroyed them.

These, with a few old women, are the dregs and lees of the Paris Bourse, and they are known as the pieds humideswet feet. The old women carry old handbags, and in the old handbags are curities." The insecurities are as and as degraded as the dealers in themthe engravings issued by insolvent cor-porations, by corrupt companies, by counterfelt concerns that were never intended to develop beyond their charter, and by South American mining companies that never yielded an ounce of ore. Yet this worthless mass of paper finds a market occasionally. Sometimes a bank or cognate institution fails. Among its assets are found the contents of the old hand-hage. Usually these were bought not long before the failure. The failure is not ex-plained by the contents; the contents are explained by the failure. Probing deeper, we discover that the officers have speculated, not in handbag rubbish, but in the officially listed securities, and, when bankruptcy was inevitable, purchased the refuse to "give themselves a count nance.

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Sidney, Wash
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W McMullen, Boston
W F Dawson, Seattle
J Lawrence, San Fr
Chas T Kreling, Dawsen
W McMullen, Boston
W F Dawson, Seattle
J C Macdonald, Denver
Caivin Whitney, Ohlo
Geo P Taylor, Nome
R L Eaton, do
Mrs G P Taylor, Nome
R L Eaton, do
Mrs G P Taylor, do
Miss W Smith, do
Mrs R L Eaton, Nome
R I, Eaton, do
Mrs G P Taylor, Nome
R T Bretz, Seattle
J A Velten, Milwaukee
J A Velten, Milwa

THE PERKINS.

F W Jakeson

THE PERKINS.

F A Roney. Nome

J I Kimball. Hubbard
L M McDaniels, N Y
Frenk Sayer, Moro. Or J R Inglis, Saeminto
Frenk Sayer, Moro. Or J R Inglis, Saeminto
Frenk Sayer, Moro. Or J R Inglis, Saeminto
Frenk Sayer, Moro. Or J R Upson, St Paul
Geo R Wassar, do
L M Vassar, Pomeroy
J T Inglis, Saeminto
Geo T Markison, Chgo
P Glimore, Astoria
S A Geo T Markison, Chgo
P Glimore, Astoria
S A S Brighen, Major, U
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S M Carter, San Fran
Casi
J P Wilcox, Grass Vy
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M G Flyan, Philomathy
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M S M Carter, San Fran
Casi
J H Beckley, Eugene
M M Edwards, Seattle
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