THE MORNING OREGONIAN, THURSDAY, DECEMBER 12, 1901.

FOR NEXT SEASON LOADING

GERMAN BARK CHILE CHARTERED FOR OCTOBER, 1902.

First Engagement Made for the 1902 Wheat Crop-Grain Fleet Leaving -August Ships Arrive Out.

The first wheat charter for the grain crop of 1902 was reported yesterday, and is believed to be the earliest move in this direction that has been made for several years. There was some pretty long range chartering indulged in last Summer, when ships for February, 1902, loading were taken, but the element of chance in those transactions was not so great as that of the charter just reported. At that time, a big crop of wheat was practically assured and it was a certainty that many ships would be needed to handle it. At this time the case is vasily different. The wheatgrowers' ancient enemy, the hot wind, may appear and wither the crop, prices may sink to a level where farmers will not sell, freights may tumble, all over the world, and make the rate paid so high that a loss of many thousands will be entailed. All these are chances that the exporters are forced to take, in order to get a fleet of ships headed in this direction several months before they are needed. The vessel, which will head the list for

season of 1962-03 charters is the German bark Chile, a craft that has loaded in this port before. She is now at Hamburg. discharging a cargo of nitrate from Iquique, and is already under charter to load coaloil at Philadelphia for Japan. She will cross the Atlantic in ballast, and is due at Philadelphia about January 15. With ordinary dispatch, she will not get away much before March 1, and should reach the Orient about the middle of July. Allowing six weeks for discharging cargo and taking in ballast and the Chile will not be ready to sail for Portland much before September 1. and it will probably be about October 15 before she is ready for cargo at Portland. After leaving Hamburg, the Child will be obliged to sail over 24,000 miles before she arrives at Portland. The rate paid was 33s 9d, and in view of the rates that have been paid for the past four years, it looks very reasonable, but as stated before, the elements of chance are so many and so great that it may lose all appearance of cheapness before the ship gets around for the cargo that is not yet grown

FELT FORCE OF THE GALES.

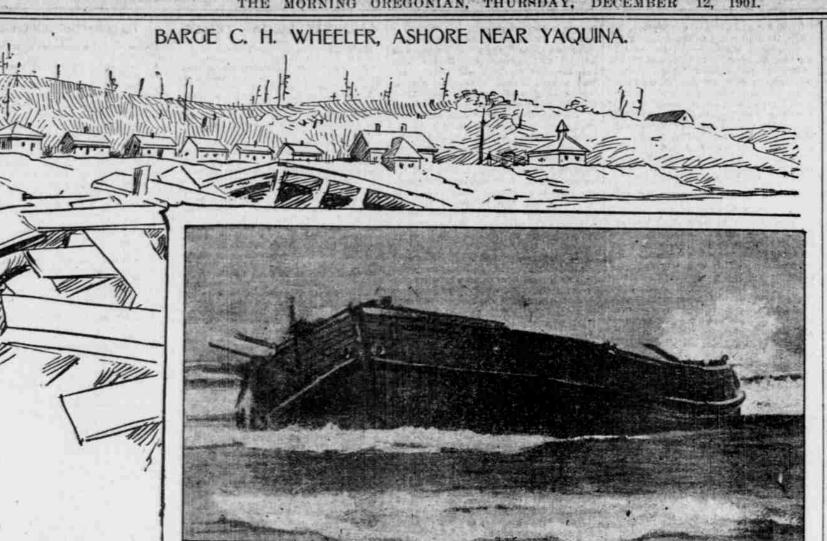
William Smith Completes Voyage From Tacoma to San Francisco.

SAN FRANCISCO, Dec. 11,-The force of the northern gales was felt by the Amer-lean ship William H. Smith, which came into port today, 57 days from Tacoma, with a cargo of coal. The Smith, one hour after clearing Cape Flattery, was set upon by a great gale and battering waves. For nearly three weeks, or until Decem-her 5 awa Cambridge Chilly, there was nothber 5, says Captain Cully, there was nothing but southeast and southerin gales. On December 2, during a terrible gale, a heavy sea boarded the vessel, staving in the bulwarks and one of the boats, smash-ing the companion-way houses and flood-ing the cabin. All the stores were wet. In the height of the storm the cargo shifted. On the morning of December 4, Captain Cully saw a ship with the head of her foremast and main topgallant mast gone. The Smith went close to the unknown ves-sel, on which Captain Cully could see the crew repairing the damage that had been inflicted. The ship made no signal to the Smith, and asked for no assistance. Het name could not be made out, but it is probable that she was the Lucille, which arrived off port last evening. Since De-cember 4 the Smith had been in moderate weather.

LONG YACHTING TRIP.

Six Young Men Will Circumnavigate

the Globe. NEW YORK, Dec. 11.-The sloop yacht Vallant, on board of which six young men expect to circumnavigate the globe, is



The lumber barge C. H. Wheeler, which was abandoned by the tug Vosburg, is still rest ing on the Yaquina beach in comparatively good order, except for the upper works and bulwarks. She is "hogged" slightly, and is imbedded in the sand to such an extent that it

Francisco; French bark General Millinet, fur Queenstown or Falmouth for orders. Sailed at 10:50-French bark Europe, for Queenstown. Safled at 11:30-Norwegian steamship. Tiger, for St. Vincent for orders. Arrived down at 1 P. M.-French bark Duguesciln. Sailed at 1 P. M.-German bark Henriette; Britiah bark Barfillan, for Queenstown. Arrived down at 4:30 P. M.-Norwegtan steamer Guernsey. Con-dition of the bar at 5 P. M., smooth; wind

northwest; weather clear. Glasgow, Dec. 11.-Arrived-Astoria, from

New York. London, Dec. 11 .- Arrived-Menominee, from

New York. Queenstown, Dec. 11 .- Arrived-Beigenland, from Philadelphia for Liverpool; Majestic, from New York for Liverpool. Southampton, Dec. 11.-Arrived-Philadelphia, from New York.

New York, Dec. 11.-Arrived-Southwark, from Antwerp: Georgic, from Liverpool. Ean Francisco, Dec. 11.-Arrived-Schooner Sallor Boy, from Gray's Harbor; ship William

H. Smith, from Tacoma; steamer Banta Ana, from Seattle; barkentine Gionner, from Wil-laps Harbor; ship Lucile, from Oyster Harbor. Salled-Steamer Asuncion, for Tacoma; steam er Signal, for Coos Bay; schooner Bender Brothers, for Siuslaw River. Tacoma, Dec. 11.—Sailed—British bark Pass of Melfort, for Queenstown. Arrived-Steamer

Umatilia, from San Francisco; British ship Milverton, from Antofogasta; British bark Elginshire, from Yokohama, New York, Dec. 11 .- Sailed-Oceanic, for Liv-

erpool; St. Paul, for Southampton; Friesland, for Antwerp. Liverpool, Dec. 11.—Sailed--Ivernia, for Bos-

Shields, Dec. 10 .- Sailed-Kaisow, for Ta-

Pernambuco, Dec. 6 .- Sailed-Capri, from New York for San Francisco.

New York for San Francesco. Antwerp, Dec. 11.—Arrived-Haverford, from New York, via Southampton and London. Sydney, Dec. 11.—Arrived previously-Moana, from Vancouver, via Brinbane; Ventura, from San Francisco, via Honolulu and Auckland.

Antwerp, Dec. 11.—Sailed, 10th—Hercynia, for San Francisco. Hogulam, Wash., Dec. 11.—Arrived, 9th— Schooner C. H. Merchant, from San Francisco for Aberdeen, Arrived, 10th-Schooner C. R.

will be impossible to move her. That portion of her cargo that still clung to her when she stranded is scattered along the beach. The craft will undoubtedly be battered to places the Winter storms.

BOOKS

Types of Naval Officers, With Some Remarks on the Development of Nrival Warfare Dur-ing the Eighteenth Century. By Capitali A. T. Mahan. Little, Brown & Co., Boston. For sale by the J. K. Gill Company, Port-land.

Although the distinguished seamen. whose lives and professional characteristics it is the object of this work to present in brief summary, belonged to a service now foreign to that of the United States, they have numerous and varied points of contact with America; most of them very close, and in some instances of marked historical interest. The older men, indeed, were during much of their careers our fellow-countrymen in the colonial period, and fought, some side by side, with our own people in this new world, others in distant scenes of the

widespread strife that characterized the middle of the 18th century, the beginnings of "world politics," when, in a quarrel purely European in its origin, "black

men," to use Macaulay's words, "fought on the coast of Coromandel, and red men scalped each other by the Great Lakes of North America." All, without exception, were actors in the prolonged conflict that began in 1720 concerning the right of the ships of Great Britain and her colonies to frequent the seas bor-dering the American dominions of Spain; a conflict which, by gradual expansion,

as yet but dimiy foreseen. Rodney also had family tles with America, though somewhat more remote. Caesar Rodney, a signer of the Declaration of Indepen-dence from Delaware, was of the same

stock: their great-grandfathers were brothers. It was from the marriage of his ancestor with the daughter of a Sir Thomas Caesar that the American Rodey derived his otherwise singular name Howe, as far as known, had no relaius on this side of the water; but his elder brother, whom he succeeded in the title, was of all British officers the one who most won from the Colonial troops with whim he was associated, a personal affection, the memory of which has been transmitted to us; while the Admiral's own kindly attitude toward the colonists, and his intimacy with Franklin, no less than his professional ability, led to his being selected for the North American command at the time when the home ountry had not yet lost all hope of a eaceable solution of difficulties. To this the Howe tradition was doubtless expected to contribute

Jervis, a man considerably younger than the other three, by the accidents of his career, came little into touch with either the colonics or the colonists, whether be-fore or during the Revolutionary epoch; yet even he, by his intimate friendship with Wolfe and intercourse with his last days, is brought into close relation with an event and a name indelibly associated with one of the great landmarks-crises-in the history of the American Continent. drew in the continent of Europe, from Russia to France, spread thence to the French possessions in India and North Although the issue of the strife depended. French possessions in india Havana in America, involved Spanish Havana in Western Hemisphere and Manila in doubtless, upon deeper and more far-reaching considerations, it is not too the Western Hemisphere and Manila in the Eastern, and finally entailed the exmuch to say that in the heights of Que-bec, and in the name of Wolfe, is sig-nalized the downfall of the French power pulsion of France from this continent. Thence by inevitable sequence, issued the independence of the United States. The in America. There was prefigured the ul-timate predominance of the traditions of contest, thus completed, covered 45 years, The four seniors of Captain Mahan's the English-speaking races throughout this continent, which in our own mo-mentous period, stands mediator between series, Hawke, Rodney, Howe and Jervis, witnessed the whole of this momentous period and served conspicuously, some the two ancient and contrasted civilizations of Europe and Asia, that so long moved apart, but are now brought into more, some less, according to their age and rank, during its various stages. Hawke, indeed, was at the time of the lose, if not threatening, contact, Interesting, however, as are the his-torical and social environments in which their personalities played their part, it is as individual men, and as conspicucas exemplate-types-of the varied characteristics which go to the completeness of an adequate naval organization, that they are here brought forward. Like other professions-and especialy like its sister service, the Army, the Navy sends to, and for efficiency requires specialization. Specialization, in turn, results most satis-factorily from the free play of natural aptitudes; for aptitudes, when strongly developed, find expression in inclination, readily seek their proper function in the body organic to which they belong. Each of these distinguished officers, from this point of view, does not stand for himself alone, but is an eminent exponent of a class; while the class liself forms a member of a body which has many organs, not one of which is independent the other, but all contributive to the oody's welfare. Hence, while the effort anecdote and illustrative incident, as far as avilable, both as a matter of general interest and for accurate portrayal, speoccurrences and actions which convey the impression of first natural character which led the man to take the place he did in the naval body, to develop the pro-fessional function with which he is more a class. particularly identified; for personality un-

of which the healthful development of the profession depends. With these two, and with them not so much contemporaneously as in close historical sequence is associated the distinctive evolution of naval warfare in the 18th century; in their combined names is summed up the im-provement of system to which Nelson, under the peculiar and exceptional circum-stances which made his opportunity, gave an extension that immortalized him, Of Hawke and Rodney, therefore, it may be said that they are in their profession types of the element of change, in virtue of which the profession grows; where-as the other four, eminent as they were, exemplify rather the conservative forces the permanent features, in the strength of which it exists, and in the absence of any one of which it droops or succumbs. It does not, however, follow that the one of these great men is the simple continuator of the other's work; rather it is true that each contributed, in due succession of orderly development, the fac-

tor of progress which his day demanded, and his personality embodied, It was not in the forecast of the writer, but in the process of treatment he came to recognize that, like Hawke and Rodney, the four others also by natural char-acteristics range themselves in pairs presenting points of contrast, in deficiencies and in excellencies, which group them together, not by similarity chiefly, but as complimentary. Howe and Jervis were both admirable general officers; but the strength of the one lay in his tactical acquirements, that of the other in strategic insight and breadth of outlook. one was easy-going, indulgent as a supe

rior: the other conspicuous for severity, and for the searchingness with which he carried the exactions of discipline into the minute details of daily naval life. Saumarez and Pellew, less fortunate, did not reach high command until the great days of naval warfare in their period had yielded to the comparatively uneventful oc-cupation of girdling the enemy's coast with a system of blockade, aimed primar-



Hunter **Baltimore** Rye

is unexcelled for the Cheer and Hospitality OF THIS HAPPY SEASON

ROTHCHILD BROS.,

celsus," the history of a soul struggling umns in making my then expressed opinions still clearer.

for triumph over environment, that so often mars it? It is true, Carlyle sneerfor triumph over environment, that so often mars it? It is true, Carlyle sneer-ingly said that his wife had read "Sordel-lo" without being able to make out wheth-er Sordello was a man or a city or a book, but Carlyle had no more respect for men of science and of philosophy than for such poets as Browning. "Pinne Preser" is a beautiful drama. or such poets as Browning. "Pippo Passes" is a beautiful drama. Of course, "The Ring and the Book" is

We shall not meet in this world, nor the next, But where will God be absent? In his face is light, but in his shadow healing, too; Let Guido: touch the shadow and be healed!

UNITE

If Browning had written no more than these lines-All service ranks the same with God; There is no last nor first would take off my hat and give him

three ringing cheers. B. J. HOADLEY.

FAVORS STEEL DRYDOCK.

Captain Pope Explains Why It Is Preferable.

PORTLAND, Dec. 11 .- (To the Editor.)-On the 6th inst. Mr. W. H. Corbett addressed a communication to you relative to the subject of material for the forthcoming drydoek construction by the Port of Portland. There are some points

equivalent, and for the following reasons: The ordinary life of a wooden dock the greatest poem Browning wrote. In one of the books, "Pompilia," we have and 80, or longer, according to the care taken of it. In our fresh water the inst-mamed structural material would, in fact, be indestructible. To make this plain 1 will cite an analogous case. Less than 15 years ago the steamer Victorian was built of wood at Portland. The Olympian, now in our harbor, built of steel in 1881, was built at Wilmington. The built of was built at Wilmington. The hull of the Victorian has had to be renewed; the Olymptan's hull is as good as ever. This will convince any reasonable man of the difference; but this is not all. A drydock, although to all intents and purposes it may be considered as the hull of a vessel, is subjected to entirely different usage. The hold of a vessel is constantly kept dry and air circulates freely in it. Not so with a wooden drydock. This struc-ture would be dry and wet alternately very frequently, and the strong Summer heat beating with almost tropical fierceness on the deck, would create such conditions under deck, in comparison with

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expected to leave Seagate today on her long voyage. The sextet who are to sail more than 20,000 miles, if disaster does not overtake them, are Harry Langdon, H. J. McGehan, Russell Millard, C. R. Middle-by, of Boston; H. C. Dana and W. C. McMichael. All are under 25 years of

Three of the young men, Langdon, Mc-Gehan and Millard, called on J. P. Morgan and told him their plans. They said the Azores would be the first stop. They will reach the Indian Ocean by way of the Mediterranean. Mr. Morgan questhe tioned them very closely as to their own knowledge of seamanship and navigation, and ended by wishing them Godspeed and a safe return.

Grain Fleet Moving.

The delayed grain fleet at Astoria made a move seaward yesterday and the tugs succeeded in getting out four sailing vessels and one steamer on the morning tide Among the sallers was the mammoth Henriette, which has been lying at Astoria over two weeks. The Norwegian steamship Tiger also crossed out. The steamship Tiger also crossed out. The delays of these vessels have not been without their compensation, for it has had the effect of silencing the persistent misrepresentation of the Astoria papers as to the exact point in the Columbia River where ships were delayed.

August Ships Arrive Out.

The British bark Dumfriesshire and the British ship Argus both reported out at Queenstown yesterday, after very good ssages from this port. The Dumfries-ire made the run in 115 days, while the Argus did a little better than the average with a passage of 127 days. These were the only two sallings in August, although four vessels cleared in that month The record of the fleet that has already arrived out is a fine one, the average time being faster than that of any fleet that has left Portland for several years.

Mitchell Off the Columbia.

ASTORIA, Or., Dec. 11.-The British ship William Mitchell, from Table Bay for this port, which has been on the overdulist and reinsured, is now positively known to be off the mouth of the river. Captain M. D. Staples boarded her on Monday last, and it was reported that everything was all right on board of her.

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Overdue Prince Albert Spoken.

VICTORIA, B. C., Dec. 11.-Local ship oing men today received dispatches stat. ng that the bark Prince Albert, 211 days from Vancouver for Queenstown, with lumber, and on which reinsurance was oted at 75 per cent, had been spoken a short distance from her destination.

The Overdue Mattenwan.

SAN FRANCISCO, Dec. 11 .- The collier Matteawan, now out 10 days from Nanaimo for this port, has been added to the list of overdue vessels, and reinsurance has been quoted at 29 per cent. If noth-ing is heard of the vessel within the next 24 hours a tug will be sent out to search for her.

Wreckage From Matteawan.

SEATTLE, Dec. 11 .- It is reported from Neah Bay that wreckage with the name Mattenwan on pleces of it has washed ashore 14 mile south of Cape Fintery. The find was made about a week ago by natives.

Broke Her Shaft.\

HALIFAX, N. S., Dec. 11.-The steamer Elia was towed into North Sydney today, with her shaft broken

Domestic and Foreign Ports.

ASTORIA, Dec. 11.-Salled at 8 A. M.-teamer W. H. Harrison, for Tillamook. Salled at 8:40 A. M.-Tug Vosburg, for Nehalem, Eatled at 10:30-Steamer Columbia, for San reached in the city.

Steamer Santa Barbara, from Aberdeen for Sat Francisco Seattle, Dec. 11 .- Arrived-Steamer Czarina

from San Francisco; bark Eigenshire, from Yo kohama; British ship Pass of Melfort, from Taoma: steamer Hyndes, from San Francisco. altar, Dec. 11 -- Passed-Steamer Hyson from Tacoma, via Hong Kong and Man London.

A DANGER SIGNAL.

Log-Rolling Should Be Prevented in Next Legislature.

American Revolution too old to go to sea, but he did not die until October 16, 1781, three days before the surrender of Corn-SALEM, Dec. 11 .- (To the Editor.)-Ore gon next June will be called upon to elect members of the twenty-second assembly of the Oregon State Legislature. That wallis at Yorktown, which is commonly accepted as the closing incident of our body will be called upon to pass an appro-priation bill, donating money to aid in carrying out the details of the Lewis and struggle for independence. On the other the two younger men, Saumarez and Pellew, though they had entered the Clark Centennial. Would it not be well British Navy before the American Revo-lution, saw in it the beginnings of an at this time for the people at large to carefully test the metal to be used by our active service which lasted to the end of various county conventions in molding candidates for the Legislature? I have the Napoleonic wars, the most continu-ous and gigantic strife of modern times. heard it suggested already that, as the It was, as the enemies of the American Multhomah delegation will be bound to la-bor for a large donation by the state to cause, that they first saw gunpowder burned in anger.

aid this Exposition, that we in Marion County must see that Marion gets her share of state appropriations, in return Now was it only amid the com places of naval warfare that they then gained their earlier experiences in Amerfor our aid in securing Portland her apica. Pellew, in 1776, on Lake Champlain, bore a brilliant part in one of the most propriation from the state, to aid her in carrying out her much-cherished plan. decisive-though among the least noted-Now it seems to me that this sugges campaigns of the Revolutionary contest, and a year later, as leader of a small contingent of scamen, he shared the fate tion in itself is a danger signal, both to the Exposition and also to the state. Suppose that the legislative delegations from of Burgoyne's army at Saratoga. In 1776, also, Saumarez had his part in an all the various counties should come to Salem "loaded for bear," is it not possible ngagement which ranks among the that the twenty-second session of the Orebloadlest recorded between ships and forts, being on board the British flag-ship Bristel at the attack upon Fort Moultrie, the naval analogue of Bunker Hill; for, in the one of these actions as gon State Legislature might be one not easily forgotten, having a United States Senator to elect, in addition to the other very important business? It seems to my that it is very important that we consider well the timber to be used in the con-struction of the next Legislature and that the merits of all proposed candidates be carefully considered. J am not a mass-back, nor a real estate boomer, but I am friendly to the Lewis and Clark Centen-nial if if one he careful out a confidin the other, the great military lesson was the resistant power against frontal attack of resolute marksmen, though untrained to war, when fighting behind entrenchments-a teaching renewed at New Orleans, and emphasized in the recent South African war. The well-earned nial, if it can be carried out on sensible and economical lines. It should be made honors of the compaartively raw Colo-nials received generous recognition at the a source of great benefit to the whole Patime from their opponents, even in the midst of the bitterness proverbially at-tendant upon family quarrels; but it is cific Northwest. We cannot expect pe se from New York, Chicago and other large cities to see the intest designs in found its counterpart in the resolute and persistent valor of the assaliants. "In these two battles," says Captain Mahan, "with which the War of Independence may be said fairly to have begun, by land on by water in the far North by architecture, nor that people will flock from Paris, Geneva and other large cities of Europe, expecting to see wonderful designs in art; but I am confident that it is possible for us to advertise to the world in a proper, impressive and appropriate land and by water, in the far North and the South, within the American Republic we of two different nations, who yet manner the wealth and development of our wonderful resources. But in bringing this about we do not wish to see the size of the state buildings at Salem doubled, the college buildings at Eugene and Corshare a common tongue and a common tradition of liberty and law, may well-for-get the wrongs of the earlier strife, and share a con vallts abnormally increased, a branch in-sane asylum built in Eastern Oregon, each look only to the common, steadfast cour-age with which each side then bore its of the several counties not already on the

share in a civil conflict." list presented with a set of normal school The professional lives of these men, therefore, touch history in many points; buildings, or any unnecessary appropria-tions for those already in operation; and not merely history generally, but Ameri-can history specifically. Nor is this con-tact professional only, devoid of personal it seems to me that when the coming Legslature convenes all these unnecessary "enterprises" should be thrust aside, cool Hawke was closely connected by tinge. isiness judgment prevail, and then a doblood with the Maryland family of Ela-den: that having been h's mother's maidnation can be made by the state to aid the Lewis and Clark Centennial in a proper en name, and Governor Bladen of the then colony being his first cousin. Very much of his early life was spent upon manner, without mortgaging the future prosperity of the state that posterity may condemn us. Not being a candidate for the American station, largely in Boston, But those were the day of Walpole's peace policy, and when the maritime war, which the Legislature, nor an overgrown spen-men of the "Salem hog," I make these suggestions, thinking them worthy of con-sideration. M. W. HUNT. the national outery at last compelled, attained large dimensions, Hawke's already demonstrated eminence as a naval leader

Mayor Morris, of Ottawa, Ont. propose naturally led to his employment in European waters where the more immediate dangers, if not the greatest interests, of to establish a municipal coal yard in or-der to checkmate a combination of local dealers, which was organized to increase the price of fuel to a figure never before

ierlies official character. In this sense of the word, types are permanent; for such are not the exclusive possession of an age or of any service, but are found and are essential in every

period and to every nation. Their func-tions are part of the bedrock of naval organization and of naval strategy. throughout all time; and the particular instances here selected owe their special cogeny mainly to the fact that they are drawn from a naval era, 1739-1515, of ex-centional activity and brilliancy. There is, however, another sense in

which an officer, or a man, may be ac-curately called a type; a sense no less significant, but of more limited and transtent application. The tendency of a pe-riod-especially when one of marked trans-Ition-Its activities and its results, not infrequently find expression in one or more historical characters. Such types may perhaps more accurately be called per-

pernaps more accurately be called per-sonifications; the man or men embody-ing, and in action realizing, ideas and processes of thought, the progress of which is af the time unnoted, but is afterwards recognized as a general character. istic of the period. Between the begin-ning and the end a great change is found to have been effected, which naturally and conveniently is associated with the names of the most conspicuous actors; although they are not the sole agents but simply the most eminent. It is in this sense more particularly that Hawke and Rodney are presented as types. It might

even be said that they compliment each other and constitute together a single type; for, while both were men of unustype; for, while both were men of unta-ually strong personality, private as well as professional, and with very marked traits of character, their great relation to naval advance is that of men who by

incidentally at the repression of his navy, which made no effort to take the sea on a large scale. Under these circumstances the functions of an Admiral were mainly administrative; and if Saumarez and Pei-lew possessed eminent capacity as gener-al officers on the battle-field, they had no opportunity to prove it. The distinction of their careers coincides with their tenure of subordinate positions in the organisms of great fleets. With this in com-mon, and differentiating them from Howe and Jervis, the points of contrast are marked. Saumarez preferred the ship-of-

the-line, Pellew the frigate. The choice of the one led to the duties of a division commander, that of the other to the comparative independence of detached service of the partisan officer. In the one, love of the military side of his calling predominated; the other was, before all, the sea-man. The union of the two perfects professional character.

The question may naturally be asked-Why among types of naval officers, is their no mention, other than casual of the name of Nelson? The answer is simple, Among general officers, land and sea, the group to which Nelson belongs defies exposition by a type, both because it is small in aggregate numbers, and because the peculiar eminence of the several mem-bers-the eminence of genius-so differen-tiates each from his fellows that no one among them can be said to represent the others. Each, in the supremacy of his achievement, stands alone-alone, not only regarded as towering above a brilliant surrounding of distinguished followers, but has been made to present each in his full alone even as contrasted with the other individuality, with copious recourse to great ones who in their own day had a like supremacy. Such do not in fact form a class, because, though a certain commuinterest and for accurate portrayal, spe- nity of ideas and principles may be traced cial care has been added to bring out in their actions, their personalities and methods bear each the stamp of originality in performance; and where originality is found, classification ceases to apply, There is a company, it may be, but not

PRAISE OF BROWNING.

Rev. Mr. Hoadley Compares Him With Shakespeare.

SALEM, Or., Dec. 11 .- (To the Editor.) -The undersigned was somewhat sur-prised at a recent utterance of the brainy Oregonian that we need not spend much time in puzzling over Robert Browning's verse. A leaf withered and dry may be taken up with scarcely any effort, but he who digs for gold is rewarded in find-ing the metal that is the standard of all honest money. Sometimes gold is not found in the earth because it is not there, but the thought full of worth is in every line Browning wrote.

Browning always asks what is the purpose and explanation of life. While the exposition he uses is distinguished for a beautiful variety, yet the principles under-lying his art never change. He is not far behind Shakespeare in the element of hu manity; in suggestiveness he is original and rich; in expression he says neither too little nor too much. If in softness of melody he is not the equal of Tennyson, he surpasses him in the vivid and vigorous portrayal of truth. In all of those ringing lines of Browning we find none of the indecencies that so often mar the art of Shakespace and Burns, none of the cynicism of Byron, no sneers; but we do find a splendid optimism and ex-

uberant vitality. Browning brought his age up to Shakes peare; in spirituality he is far above the bard of Avon. While Shakespeare is pre-eminent in knowledge of human nature, yet to find the portrayal of holiness William is not our guide such as we find in Robert. Who familiar with poetry has not re-

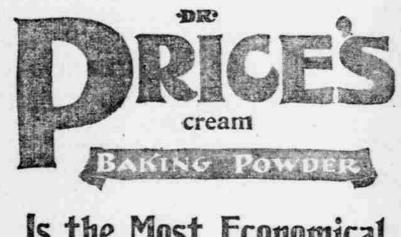
dangers, it not the greatest interests of in available in an of the second selfe upon who familiar with poetry has not re-universal character, as well as the decis-live issues of the opening struggle, were ripe, and upon the practical realisation "Pauline"? Who does not admire "Para-

in the gentleman's letter that deserve notice and commendation, especially those that refer to the great necessity of placing this port in a position of the first rank of seaports, by speedily constructing the dock, for which the Port of Portland Commission has ample powers, There are other suggestions, however, as the lawyers say, not well taken. Mr. Corbett, it appears, is strongly in favor of a wooden structure, and as wood is one of the banner products of Oregon, h advocates its use in construction, and, apart from his loyaliy to Oregon's prod-ucts, gives the gist of his investigations of similar institutions in New York State, which appear to have confirmed his idea that a wooden drydock would be the best. As the Port of Portland Commission re-quested my views some time ago, which

which a Russian bath would be a mere mist. The result can easily be imagined, and for proof that this is so, I refer to the Puget Sound drydock at Quartermaster Harbor

But there is another reason why we should build the best. The Federal Government will always give the preference for its work to be done to an institution that carries with it the best essentials of safety. A steel dock would have these ssentials. The rate of insurance would be in its favor, and the safety factor would be equally on its side. We all know that up to lately the Government has given San Francisco and Puget Sound the bulk of the work for repairs; but if we had a first-class steel dock, our delegation in Congress could fearliessly demand a fair share of the work to be done on the Pa-cific Cosai, for it beiotigs to us, once we

were published in The Oregonian, one of the interrogatories related to materiai, and I gave my conviction strongly in favor of steel. I still adhere to this con-indicate the purpose of raising the necessary tands. Would these bonds bring anything favor of steel. I still adhere to this con-viction, and therefore ask your indulgence for trespassing on the space of your col-



Is the Most Economical

Greater in leavening strength, a spoonful raises more dough, or goes further, Working uniformly and perfectly, it makes the bread and cake always light and beautiful, and there is never a waste of good flour, sugar, butter and eggs.

While it actually costs less to make a batch of biscuit with the Price Baking Powder than with the so-called cheap powders, there is the additional advantage of better and more healthful food.

PRICE BAKING POWDER CO., CHICAGO,

Note.-Alum powders should not be used, no matter how cheap they are, They induce dyspepsia, liver complaint and kidney trouble

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