LIGHT COMES FROM SALEM

MULTNOMAH CLUB'S ATHLETIC POLICY REVIEWED.

Suggestion Is Made That Social Organization Casts a Damper on Amateur Sport.

SALEM, Or., Jan. 12.—(To the Editor.)—In the issue of The Daily Oregonian of Monday, January 6, 1902, was an article entitled "Football Season Closes," in which the writer seems to have discovered a condition which he is unable to explain, which we think we are able to throw a little light upon.

First, that the Multnomah Amateur Athletic Club football team is not popular with the home people, which he has discovered by the presence at the games played on their grounds of an element which he has pleased to call "the soreheads," and which in reality are composed of Portland people who are interested in football, and who are lovers of clean, pure sport on the gridiron, and who have been made sore time and time again by being present and witnessing the unfair and unsportsmanlike methods used by the Multnomah football team in the defense of a championship of the Northwest, which they have not now nor have had since the close of the season of 1899.

Let us go back to the beginning of the football season of 1900. The first game of any note was played in Eugene between the University of Oregon and the Capital Amateur Athletic Club, of Salem, which resulted in a score of 5 to 0 in favor of the Capital Amateur Athletic Club. There were present at that game Judge W. M. Cake, president of M. A. A. C., and George McMillan, manager and coach of the M. A. A. C. football team, who watched the game very closely, and George McMillan, in an interview after the game, stated that Eugene had the strongest team she had ever put in the field. They were there for the purpose of sizing up the strength of their principal opponent in the state.

Immediately after the game the C. A. A. C. began negotiations with the M. A. A. C. for a game, or a series of games, to be played anywhere that the teams might agree. At the first negotiations the C. A. A. C. succeeded in closing an agreement with the M. A. A. C. for a series of three games, the first to be played in Salem about the middle of November; the second to be played in Portland, on or about the middle of December, and the last to be played on New Year's day in Portland. As the first date for the series drew near, the Multnomah Club refused to come to Salem to play, and refused to play in Portland on the date on which the first of the series was to be played, giving for their reason that they could not get their team to leave Portland, and negotiations were off, but the C. A. A. C. men did not despair in their attempts to arrange a game with Multnomah, and kept up a continuous correspondence until about the 1st of December, when Manager Durbin made a trip to Portland and succeeded in making another agreement, in which each club put up a cash bond that it would have its team upon the Multnomah ground for the purpose of playing football, on the 15th of December, and on New Year's day.

Let us quote a few lines from The Oregonian prior to the date of December 15, regarding the positions of the two clubs:

One article was as follows:

"A Stern Chase."

Since the opening of the football season, the Salem players have been clamoring for recognition by the practical management of the Multnomah Club. The C. C. A. Club was organized solely for the purpose of entering a team for the football championship. How many times its much-mooted game with the Portland club has been on, and how many times it has been off, it would take a calculating machine to compute. Time has gone on, and Multnomah's dilatory tactics have been continued successfully.

Sheriff Durbin, the Salem manager, has exercised almost as much ingenuity in trying to bring Multnomah to terms as he would in capturing a brace of escaped prisoners. Once he thought he had the Portland people fixed for a game. This was the match which was to have been played yesterday. Multnomah's ready excuse for not playing was uncertain finances and shortness of time in which to advertise.

"Is Multnomah Afraid?"

Multnomah would blow hot and blow cold alternately, while all through the negotiations Salem has acted in a commendable manner, as for Multnomah it has laid itself open to the suspicion that it is really afraid of defeat by the Capital City aggregation.

The following conclusion of the relative merits of the football teams in Oregon was published in the Sunday Oregonian of January 6, 1901, which was as follows:

To rank properly the three leading contesting football aggregations of the state is a difficult matter on account of the tie game. Salem has won first place by defeating the University of Oregon and twice outplaying Multnomah. Multnomah takes second place, it having defeated the University of Oregon in the first game played with that eleven, and although it was subsequently outplayed by Eugene in the Thansgiving game.

At the beginning of the football season for 1901, Salem asked for a game with Multnomah, and received no answer at all. The Salem manager again wrote and received no answer, and finally, from the letter of November 29, 1902, he received the following answer, which practically put the question of a game with Multnomah this season out of the way:

Multnomah Amateur Athletic Club, Portland, Or., Nov. 30, 1901.—Charles L. McNary, Esq., Salem, Or.—Dear Sir: Your letter of November 20, to Mr. Nitchy, relative to a game with the Capital Amateur Athletic Club, has been handed to me, and, in reply, I wish to say that our football committee has had this matter under consideration, and has thought it impossible to give you a game this season.

Should anything come up that would warrant a change in our views, we will communicate with you further. Yours truly,

C. H. BUCKENMEYER,
Chairman M. A. A. C. Football Committee.

Why Multnomah took this action we have no means of knowing, unless it was that she was afraid she would receive the same treatment at the hands of the C. A. A. C. that she did last year, and thought it better policy to "go away back and sit down" than to repeat her experience of last New Year's. It is plain to those who take an active interest in football that Multnomah has put in her time this year playing and defeating the different kid organizations over the state, and by absolutely refusing to meet her only worthy opponent in the state, and we believe that this attitude taken by Multnomah Club is responsible entirely for the unpopularity of her football team with the Portland people. It is whispered by the management of different football teams throughout the state that Multnomah is not only unfair and unsportsmanlike in her maneuvers on the gridiron, but that she has taken advantage of them from financial standpoints in matters of advertising, rent for field and gate receipts. It is also whispered that several of the leading teams will not play with Multnomah again on Multnomah ground.

It is a shame and disgrace that a club like Multnomah, which should be the leader and promoter of all clean, pure athletic sport in the State of Oregon and the entire Northwest, should conduct itself in a manner which it has during the past two years, and as long as such conduct continues on Multnomah's part, the club need not expect to have the sympathies of the Portland people and the other people throughout the state on her side.

Now we believe that if the gentleman who wrote the article entitled "Football Season Closes," which was published Monday morning, January 6, 1902, will carefully consider the situation from our standpoint, he can, in a great measure, account for the presence of so many people at the game this season who seemed to "have it in for Multnomah," and that he can count me as one of the "soreheads" who have organized a foootball club, and who have begged Multnomah time and time again to be permitted to meet them in a legitimate and sportsmanlike manner.

EDWARD C. JUDD.

GOSSIP OF THE RING.

Mysterious Billy Smith Trains for Match With Neill.

Al Neill, who beat Mike Donovan at Los Angeles last Friday night, will arrive in this city tomorrow morning, and will immediately go into training for his contest with "Mysterious" Billy Smith, which occurs on January 23. Neill has wired the management of the Pastime Club that he feels no ill effects of the recent contest, and is at the required weight, so that it will not be necessary for him to do much hard work in preparation for the coming match. The Los Angeles papers speak in glowing terms of Neill's ability as a boxer, all being of the opinion that he is the greatest welter-weight ever seen in that city. The "mysterious one" is pegging away at his training. He spends the morning on the road, and in the handball court, at the White House. His afternoon work consists of bag-punching, rope-skipping, dumbell exercises, and a fast six-round bout with his trainer, Martin Denny. Smith's condition is nearing perfection, and he assures all his friends that he will be the winner.

Jack Grant, Dave Campbell and Jack Fahie have been appointed as a committee of the Dempsey Memorial Association to assist in raising a fund for the purpose of erecting a suitable monument over the grave of the great "Nonpareil." The movement was started in San Francisco, and the parties having the affair in charge have made it a National movement, and should a greater amount than is necessary for the erection of the monument be raised, it is the intention of the association to devote the surplus to the maintenance and education of his two orphan daughters, who are now residents of this city.

New York Jack O'Brien writes from San Rafel, Cal., where he is training for his contest with Young Gibbs, that while his best weight is 133, he would be pleased to get a match with Tracey at 142, to weigh in at the ringside. "Cyclone" Kelly, who is training O'Brien, encloses a short note, stating that he would like to meet Foley in one of the preliminaries.

Jack Johnson, the colored heavy-weight, writes from Oakland, Cal., that he would like to box some man of his class before the Pastime Club, and mentions George Lawler as his choice.

Jack Grant was sent for to referee the Hawkins-Queenan match which was won by the former in Seattle last Friday evening, but arrived about 20 minutes too late, missing the first and second rounds of the contest. He has been requested to officiate at the return match between the men, which will take place in about four weeks. The backers of the men have put up $1500 a side, and the winner will take the entire purse.

Jack Grant has been selected referee for the Neill-Smith match of January 23.

NAVAL BATALLION WON.

Defeated Second Batallion in Indoor Baseball.

The Naval Batallion defeated the Second Batallion at indoor baseball Saturday evening, the score being 19 to 7. The score cards show the following result:

Naval Batallion.

	AB.	R.	H.	PO.	A.	E.
James, c.	6	4	3	14	0	1
Ormandy, p	6	2	2	1	2	0
Castro, l. s.	6	1	1	0	2	1
Campbell, 1b.	5	2	2	9	1	1
Chalmers, 2b.	5	1	2	2	0	0
Montague, 3b.	5	2	5	0	0	1
Neer, r. f.	4	3	0	1	0	0
A. Douglass, l. f.	5	8	2	0	0	0
Williams, r. s.	5	1	0	0	3	0
Totals	47	19	17	27	8	4

Second Batallion.

	AB.	R.	H.	PO.	A.	E.
Maxon, c.	5	1	2	10	2	2
Butler, r. s.	2	0	0	1	0	0
Regan, 3b.	3	0	1	1	0	2
Smith, 1b.	5	1	2	9	0	2
Jordan, r. f.	5	0	0	0	0	0
Jenkins, l. s. and p.	4	0	0	0	3	1
H. Douglass, 3b., r. s.	4	2	2	2	1	0
Dougherty, p. and l. s.	4	1	3	1	5	0
Gammie, 2b.	3	2	1	0	1	2
Singer, l. f.	4	0	0	0	0	1
Totals	39	7	11	24	12	10

Score by Innings.

Second Battalion	0	0	0	0	3	0	0	4	0	—7
Naval Battalion	1	2	2	2	5	5	1	1	*	—19

Summary.

Bases on Balls—Off Dougherty, 1; off Ormandy, 1.

Struck out—By Dougherty, 8; by Ormandy, 13.

Two-base hit—Smith.
Double play—Dougherty to Smith.
Time of game—One hour and five minutes.
Umpires—Mackie and Otterstedt.

Standing of the Clubs.

	Played.	Won.	Lost.	Per ct.
Light Battery A	5	5	0	1000
Naval Battalion	6	4	2	.667
First Battalion	5	1	4	.200
Second Battalion	6	1	5	.167

Saturday night the First Batallion and Battery A will play the final game of the series, after which the trophy cup will be awarded to the Battery nine, as the Artillery men have proved themselves champions of the Armory League.

IDEAL DAY FOR GOLFERS.

Players Throng the Links of Waverly Club—Coming Matches.

Yesterday was an ideal day for the golfers. A large number of them took advantage of the excellent weather, and during the entire day they were scattered all along the course of the Waverly Golf Club. No competition was held yesterday, but a number of individual matches were played.

Next Saturday a duffer competition for the Ayer-Spuhn cup will commence. The competition extends over three Saturdays, the finals to be played on February 8. All those whose records are over 110 are eligible to enter. The two best scores are to qualify for the finals. The donors are duffers themselves, and reserve the right to enter the contest.

The fourth round for Mrs. W. B. Ayer's cup was won by Miss Langyon. Those winning the other three rounds and qualifying for the finals are Mrs. Holt Wilson, Miss King and Mrs. Koehler.

Y. M. C. A. Indoor Meet.

Physical Director M. M. Ringler, of the Y. M. C. A., announces a handicap athletic tournament for next month. The programme will be divided into three parts, which will be given on the evenings of February 3, 11 and 18, respectively. There will be nine events—i. e., 100-yard dash, 440-yard dash, mile run, running high jump, pole vault, high jump from spring board, shot-put, running high dive and 18-foot rope-climbing contest. Three events will be pulled off on each of the above dates. The contest promises to be very interesting, as more than 100 men and boys have signified their intention of entering.

Indoor Baseball Notes.

The indoor baseball team of the Y. M. C. A. will play a match game with the Y. M. C. A. of Oregon City at the latter place next Friday evening. One week later, January 24, a return game will be played in this city.

The Multnomah Club has arranged for three games with the Y. M. C. A. indoor baseball nine. They will be played on January 21, January 28 and February 4. Tomorrow night the Y. M. C. A. team will play the First Regiment nine in the Y. M. C. A. gymnasium. The game will be called at 8:30 o'clock, and no admission will be charged.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

NOW FOR RIVER SPORTS

PORTLAND ROWING CLUB PREPARES FOR SPRING SEASON.

Boats, Launches and Canoes Are Groomed for Fast Races—Agitation for Change of Clubhouse.

Acquatic sports will soon be the order of the day, and the carpenters at the Portland Rowing Club are busily at work preparing the boats for the season. An air of bustle and activity seems general around the quarters. The Portland Rownig Club is the only organization of its kind north of San Francisco and west of the Rockies in the United States, although there are three in British Columbia. It seems strange that Seattle, with its splendid courses on Lakes Washington and Union, and Tacoma, with American Lake, cannot support rowing clubs or crews. Lake Union is perhaps the finest course in the West, but through inactivity, nothing is done to promote the sport. If Seattle or Tacoma would put some crews in the field, the Portland Club would guarantee to send over a crew at least once a year. The clubs from British Columbia could also be depended on to attend.

This year, the Portland Club expects to have some fast crews. The senior crew will no doubt remain the same as last year. It will be put through a rigid course of coaching by several experienced members, and glaring faults which were very much in evidence last season, will be corrected. It is expected that the speed will be increased thereby. There was too much of a swing last year, part of the stroke being lost by carrying the oar too far back.

It is expected that this Spring will see the movement for a change of location brought up. There is a great deal of argument pro and con on this question, and it will, no doubt, be left to a vote of the members at a meeting to be called in the Spring. The objective point of every boat is up stream, and those in favor of the move argue that one might as well ride up on the car as row up past bridges, docks and sawmills to reach a pretty place on the river. Those who do not favor the move are the launch owners and the racing men. They say that the present location is more convenient for them. For beauty of location and pure, fresh water, a point up the river is far ahead of the present location.

R. C. Hart, president of the club, is now getting up another club to send for canoes, as there is considerable saving in purchasing in quantities.

Patton, who has always been handicapped by a poor boat, has ordered a new single from Rogers, of San Francisco. Instructions have been given Rogers to spare no trouble or expense in making this the fastest and lightest single on the Coast. Patton expects to hold his title of champion of the Northwest through the coming Summer against all comers.

The owners of the launches are also bestirring themselves. Several launches are out on the ways and are being scraped preparatory to a new coat of paint and varnish. J. C. Ainsworth has had the batteries and motors removed from his electric launch and is giving it a thorough overhauling. He is undecided whether to use his old batteries this year or replace them with Edison's new ones, which weigh half as much to the horsepower.

Who will represent the club in the juniors is an unknown quantity at present. There is plenty of splendid material for several good crews. Harry Ormandy, George Luders, George Houghton and Charles Frazer are among those most prominent candidates for this year's junior crew, but there are many more who will show up in good shape before the season is far advanced.

All in all, a prosperous season is expected. Rowing and canoeing bid fair to be more popular than ever before.

WESTERN LEAGUE MATTERS.

Magnates in Conference at St. Louis —Minor League Meeting.

KANSAS CITY, Mo., Jan. 12.—President Whitfield, of the Western League, W. A. Rourke, of Omaha; James Manning, of Kansas City, and Thomas F. Burns, of Colorado Springs, went to St. Joseph today to consult with W. T. Vanbrunt about the Western League meeting, which will be held here next Tuesday. President Whitfield stated tonight that the cities definitely decided upon for the Western League circuit are Kansas City, Milwaukee, Omaha, St. Joseph, Denver and Colorado Springs, and that there are a half-dozen applicants for the two vacancies. C. F. Reilly, of Pueblo, is here working in the interests of that city, but he is receiving little encouragement. With two cities in Colorado already accepted, the magnates do not look with favor upon Pueblo.

In conjunction with the Western League meeting, the National Association of Minor Leagues will hold a meeting here, and all members of the Association are invited to attend. President P. L. Powers, of the Eastern League, president of the association; President Farrell, of the New York League, secretary and treasurer of the National Association; President H. M. Sexton, of the Three I's League, chairman of the National Board of Arbitration; President C. B. Powers, of the Western Association; President J. B. Niclin, of the Southern League, and President James Whitfield, of the Western League, will attend the meeting.

OREGON CITY ATHLETICS.

Indoor Work at Y. M. C. A.—Game With Portland Next Friday.

OREGON CITY, Or., Jan. 12.—Renewed interest is being manifested in the Y. M. C. A. gymnasium classes since the holidays. The baseball team has been reorganized, with R. Freytag as captain. Physical Director Wilson is arranging games for the team, and the first game will be played with the Portland Y. M. C. A. Friday evening, January 17, at Oregon City. The Oregon City junior basket-ball team will play the Young Men's League basket-ball team, of South Portland, on Saturday evening, January 18, at that place. As yet no games have been arranged with the Portland Y. M. C. A. juniors to play a return game of basket-ball on their grounds. From the ladies' class a basket-ball team has been selected, and has shown good work in practice. This team will play with the Vancouver Athletic Club's team in a short time, probably within the next two or three weeks. The Y. M. C. A. senior team will begin practice tomorrow night. The physical director has several games in view, and he expects this team to make a good showing. He will shortly announce a series of games that will be very interesting.

Handball at Mount Angel.

MOUNT ANGEL, Or., Jan. 12.—Handball is rapidly gaining prominence at Mount Angel College. The game has been played for several seasons at the institution, but has never been viewed from an athletic standpoint until the present year. A tournament, the first ever held at the college court, has begun, and promises to be one of exciting interest. The series will continue several weeks, ending about the middle of February. Six entries have been made for the doubles, and at least 10 will contest for the singles. Suitable prizes will be awarded to the winners.

Y. M. C. A. Basket-Ball.

The noon and evening classes of the Y. M. C. A. will play three more games for the interclass championship, the 5 o'clock class having withdrawn from the race. Dates for the games have not yet been determined. The team from the Vancouver Athletic Club will play a return game with the Portland team next Saturday evening. The first match between these teams was played on January 4, Portland winning by a score of 22 to 9. The coming game is one of a series of five which have been arranged by the two teams.

Annual Meeting of Kennel Club.

The annual meeting of the Portland Kennel Club will be held in the parlors of the Mining Exchange, Chamber of Commerce building, on Tuesday, January 14, at 8 P. M.

Election of officers for the ensuing year and other matters of interest will be in order. A committee will most likely be selected to arrange for this year's kennel show.

FAMOUS PARIS CORRESPONDENT RETIRES

M. DE BLOWITZ, OF LONDON TIMES STAFF.

M. de Blowitz has resigned the Paris correspondence of the London Times and retired to private life, and he has been succeeded by Arthur Fullerton, an American. M. de Blowitz, who is credited with having invented the interview in journalism, began his work for the Times in 1871, a few months after he had earned gratitude and confidence of M. Thiers by notifying the government of the doings of the Commune in Marseilles, where he was a teacher of languages. His intimate relations with the statesmen of Europe have enabled him to give the world news which no other correspondent could get, and his dispatches to the Times, being repeated from London to other countries, have made him known wherever newspapers are read.

MRS. DENNIS' STORY.

Washington Dressmaker Can Throw No Light on the Affair.

WASHINGTON, Jan. 12.—Mrs. Ada Gilbert Dennis, the fashionable modiste who was murderously assaulted December 8, was able, for the first time today, to make a statement. The police have been hopeful that what she would say would throw some light on the motive for the crime, or lead to the discovery of the perpetrator, but Mrs. Dennis' statement contained nothing that would give any clew in either direction. She said she remembers nothing about the attack upon her, and said the blow was struck while she was sleeping; nor had she the remotest idea who committed the assault, or the motive for it. Mrs. Dennis said she had not been out of the house during the evening of the night of the assault, and before retiring she had locked the doors in the front and back part of the house. The latter she occupied as a bedroom. One feature of Mrs. Dennis' statement that puzzles the police is that she said her revolver and her money were under her pillow when she retired. When the crime was discovered the next morning the revolver was in a drawer of a secretary near by and the money was in a pocketbook in a box on a table near the bed. The police are more mystified than ever over the affair.

How Some Will Feast.

Olympia Standard.

Every third-rate politician is bracing up at the pie-counter, while the Governor is turning over the turkey preparatory to carving. There is not enough "breast" to go round, and it is doubtful if the dark meat holds out. Some will have to content themselves with mock-turtle soup, as the first course, while others must be satisfied with wind pudding for dessert.

German Cruiser Goes to Venezuela.

KIEL, Jan. 12.—The German cruiser Gazelle has left here for Venezuelan waters.

BUSY PORT OF GALVESTON

HEAVY EXPORTS OF COTTON FROM THE GULF CITY.

Grizzly Tells How the Santa Fe Is Building Up Southern Business—Deep Water at the Port.

GALVESTON, Jan. 7.—I have been here now 17 days and have seen enough of the place to lead up to the belief that it is the busiest city of its size in the United States. Its exports of cottop by sea go above 60,000 bales nearly every week, in addition to the cottonseed oil, corn and other products of every description. Last Friday I saw two North German Lloyd steamships, respectively 4965 and 4857 tons, go to sea within an hour of each other, one with a full cargo and the other half full, intending to finish out her load at Savannah. One of these ships had 14,600 bales of cotton and the other 9544. Then there were at least 15 sea tramps in port, also loading for foreign ports, in addition to the Southern Pacific and Mallory liners. The latter line has six ships, four of which can carry 3500 and two about 3850 tons of general cargo. The Mallory dock is much nearer the center of the city than the Southern Pacific, but has not as much warehouse room nor anything like as much sidetrack. It is fitted with electric conveyors and can load about 425 tons per hour and discharge close to 500. The Southern Pacific dock has not yet gotten its conveyors into working order, but will be able to load or discharge four ships at once when it does. The Denver is the newest ship of the Mallory Line and is as well equipped as any steamer of her size that I have ever seen. You must understand that the shallow water of the Florida coast precludes the use of any steamers such as are running into New York at present, from 10,000 to 20,000 tons, like the Oceanic and Celtic.

The Mallory ships have finer passenger accommodations than any steamers plying out of San Francisco, except the three new vessels on the Spreckels line to Australia. The Southern Pacific ships, commonly called the Morgan line, make no bid for passenger traffic, being fitted up exclusively for freight boats—at least, all their new ones. I made a thorough examination of their two newest vessels, El Dia and El Valle, and can confidently say that I never saw better business boats in my life. The Mallory line carries more cotton than the Southern Pacific liners, but it must be recollected that the latter carries to market all the fruit products of California, of which the Mallory ships get none at all.

I look for a material change in the affairs of coastwise steamers out of this port in the next three years, if not sooner. There was a piece of land sold here last week, and nobody can find out what the purchaser intends to do with it, as nobody has any personal knowledge of him. He told somebody that the people of Galveston were mere children in the building of elevators, and that next year he would show these folks what an elevator should be. Most people here believe that he is a mere figurehead, and that the real purchasing party is the Santa Fe Railway Corporation. Just at the present writing the Santa Fe is not a very big toad in the Galveston puddle. It has no depot nor shelter for its trains. Its cars lie out in the Winter rains and the scorching heat of July alike, defying the weather and getting along as best it can for the present. Just now, whatever it has to send to the Atlantic it reships by the Mallory line, and it is not any great item of trade, but the Santa Fe is one of those corporations, that is always on the lookout for traffic, and eternally sticking its teaspoon into some other corporation's sugar-bowl.

The Santa Fe is a company that has always to be reckoned with. People sneer at it and say it is just barely out of the hands of a receiver, but even then, see what it has done in spite of the official rascalities that stole it poor in the years that have flown. It has—

First—Given the traveling public the only decent system of eating-houses on any one of the six transcontinental railways.

Second—Given transcontinental passengers as good sleeping-cars as any other on its Eastern end, and a good deal better than any other in California.

Third—Built the San Pablo, the finest and fastest ferry-boat afloat in American waters, which means in the whole world.

In addition to all this, it must be remembered that the Santa Fe was the first transcontinental road to introduce reclining chairs into its day coaches, and that it was using them two years before the Northern Pacific and three years before the Southern Pacific introduced them on their systems. And for a road that is barely out of the hands of a receiver, that is doing pretty well. There has never arisen any emergency in the matter of overland traffic that the Santa Fe has not met promptly and gotten away with it in good shape.

My belief is, therefore, that the Santa Fe is already reaching out, quietly but surely, for terminal facilities at Galveston, and that it will be building wharves and depot grounds before many more months have elapsed. It is a restless corporation and a disturbing element. It afflicted Stanford and Huntington with insomnia on more than one occasion, and it may yet cause Bre'r Harriman to buy several bottles of valerian before it gets through with him. It may purchase the Mallory line, and may not, for the coastwise trade of Galveston is growing so surely and rapidly that the presence of a third steamship line to New York would hardly be felt a year hence; and by building a new line of its own it would get the advantage of all the latest improvements in shipbuilding, in the way of labor-saving and fuel-saving devices. Looking back 50 years, as I do, I can see some wonderful progress in this direction. In 1851 the Pacific Mail Company built the steamship Golden Gate, of 3000 tons burden. She was a sidewheel ship, with double oscillating engines, and consumed from 100 to 140 tons of coal per day, according to stress of weather. She averaged about 12 knots per hour, and her bulky engines and the immense space that her fuel demanded prohibited her from carrying over 750 tons of cargo. Now, take the steamship Alameda, built in 1882. She is equipped with triple-expansion engines, which work the steam three times, and, while she is of just the same tonnage as the Golden Gate, her economy of space and low consumption of fuel enable her to carry 2350 tons of cargo on an average consumption of 52 tons daily, and at a rate that is never less than 14 knots hourly, or 336 miles daily. Hence my own belief is that whenever the Santa Fe gets ready to go into the steamship business (as it will have to do whenever it establishes terminal facilities of its own), it will build a line of steamships as up-to-date as the new ferry-boat on San Francisco Bay, which I deem the finest in the world; and my own word for it, their ships won't be passenger ships, either.

What is making all this commotion, did you say? Nothing in the wide world but deep water at Galveston, my dear boy. Twenty-eight feet of water at dead low tide will make any port and keep it up, no matter how the cyclones may blow. I stood on the deck of the pilot tug the other day when El Dia pulled out for New York. She had on about 4100 tons all told, and was drawing 23½ feet at the stern. It was at the full of the moon and the plummet at the bow said 21½ feet, but she backed around the corner of the pier, and then the little tug swung her head around and away she went down the bay, "sucking" at every turn of her engines. When she got opposite the Mallory dock, she ran into a little hump that had formed there in the previous five days and reduced the depth of water over 30 inches, but she plowed through it and went on her way rejoicing. The Mallory steamer Cornal lay at the dock and, as El Dia went by the suction was so strong that the Cornal parted three of her lines, although El Dia was moving along under a slow bell at the time.

At the Galveston docks may be seen almost every nationality in the world. A saucy-looking Frenchman elbows the mild-eyed Swede, and the yellow-haired German jostles against the long, gaunt Yankee from the classic precincts of Cape Cod. The dreamy-faced Italian, the tawny Lascar with his pale blue coat and sorry turban, the pig-eyed Chinaman, the lazy-looking Kanaka and the side-whiskered Spaniard, all these fly before you at every hour of the day, to attest how cosmopolitan a port Galveston is, and how widely diversified her maratime trade.

Some of the skippers in the Galveston trade are old Pacific Coasters. This is especially true of the Southern Pacific line, or the "Morgan" as it is generally called here. Captain Boyd, of "El Paso," went out there in 1867 as first officer on the "Little California," since rechristened the "Eureka;" and Captain Grant of "El Valle," sailed between San Francisco and Puget Sound for several years, making two voyages from Port Madison to Sydney with cargoes of lumber. Both of them say that California is the garden of the universe, and I invariably second the motion. I start home tomorrow night and will lay over two days at El Paso and the city of preambles known as Juarez and pronounced "whereas." I have had a great holiday of six months and have seen a good deal, and I am getting awfully tired of living in trunks.

I cannot close this series of letters without pausing to pay a brief but heartfelt tribute to the hospitable and whole-souled people of Galveston. They are an easy-mannered, off-hand sort of people, like the Californians were before the overland railroads were completed. They are liberal, but not wasteful, economical without being stingy, sociable without undue familiarity, and dignified without pomposity. In a word, all that I have met have been of one and the same type—good, plain people, with no end of hospitality and lots of plain, common sense. Above all, they are truly American in character, and worthy nephews and nieces of that good old gentleman whom we call "Uncle Sam." Galveston has risen from the greatest storm of the last century prouder and grander than ever; and in bidding adieu to her stalwart men and beautiful women, I can only repeat the homely blessing of Rip Van Winkle, "May you live long and prosper." GRIZZLY.

MARINE NEWS.

Sailor Lost Overboard.

SAN FRANCISCO, Jan. 12.—The British bark Forthbank, one of the overdue fleet, and out from Newcastle, Australia, 93 days, arrived in port today, having encountered light, baffling winds all the way across the Pacific. Reinsurance on the Forthbank was quoted at 10 per cent. Norman Shadwick, a seaman, fell into the sea December 4. It was seen in a moment that Shadwick was unable to swim. Chief Officer Paul jumped overboard and soon had the drowning sailor by the collar. The ship was hove to and a boat lowered. Just before the boat reached the men an enormous wave swept the sailor out of Paul's grasp. He sank, and Paul was rescued with difficulty.

Domestic and Foreign Ports.

ASTORIA, Jan. 12.—Left up at 10 A. M.—Schooner Roy Somers. Arrived down at 1 P. M.—British bark Formosa. Arrived at 8 P. M., January 11—French bark Duquesne, from Nantes. Condition of the bar at 5 P. M., rough; wind southeast; weather foggy.

Hoquiam, Jan. 12.—Sailed—Schooner Sailor Boy, from Aberdeen, for San Francisco; schooner Lizzie Vance, from Aberdeen, for San Francisco; steamer Coronado, from Aberdeen for San Francisco. Arrived—Steamer Santa Barbara, from San Francisco, for Aberdeen; steamer Chehalis, from San Francisco, for Aberdeen.

Hoquiam.—Sailed January 10—Schooner Esther Buhane, from Aberdeen for San Francisco; schooner Maweema, from Aberdeen for San Pedro; schooner Henry Wilson, from Aberdeen for San Francisco. Arrived—Schooner Alice, from San Francisco for Aberdeen; brig Harriet G., from San Francisco for Aberdeen; steamer Newburg, from San Francisco for Aberdeen.

San Francisco, Jan. 12.—Sailed—Steamer San ta Ana, from Seattle; steamer Arcata, from Coos Bay. Arrived—Steamer Rainier, from New Whatcom; steamer Robert Dollar, from Tacoma; steamer Coos Bay, from Newport; steamer Argo, from Coquille River; steamer Empire, from Coos Bay.

Tacoma, Jan. 12.—Arrived—Ship Robert Duncan, from Wei Hai Wei; ship Glenelvan, from Cape Town. Arrived January 11—Bark Howard D. Troop, from Shanghai.

New York, Jan. 12.—Arrived—Steamers Etruria, from Liverpool and Queenstown; La Gascogne, from Havre; Palatia, from Hamburg and Boulogne.

Dover, Jan. 12.—Passed—Darmstad, from New York for Bremen.

Havre, Jan. 11.—Arrived—La Champagne, from New York.

Gibraltar, Jan. 11.—Arrived—Fuerst Bismarck, from New York for Algiers, Genoa, Alexandria, etc., and proceeded.

London, Jan. 12.—Arrived—Hereford, from New York for Antwerp.

Liverpool, Jan. 11.—Sailed—Canadian, from New York.

Queenstown, Jan. 12.—Sailed—New England, from Liverpool, for Boston; Ivernia, from Liverpool, for New York.

New York, Jan. 12.—Arrived—Auguste Victoria, from Hamburg, Southampton and Cherbourg; Palatia, from Hamburg and Boulogne.

Suez, Jan. 12.—Arrived—Moyune, from Seattle and Tacoma, via Yokohama, via Manila, Colombo, etc., for England.

San Diego, Jan. 12.—Arrived—Steamer Courtney Ford, from Port Gamble.

LABOR AT ST. LOUIS FAIR

Effort Being Made to Have Unions Recognized.

ST. LOUIS, Jan. 12.—At a meeting today of the Central Trades and Labor Unions, which is made up of bodies known as the label trades, resolutions were adopted protesting against the hiring of non-union labor by the world's fair, and advising union men to pay no more assessments on world's fair stock. The Building Trades Council was asked by the Central Trades and Labor Union to take similar action, but refused todo so.

C. P. Sterns, managing editor of the Labor Compendium, official organ of the Trades Council, says that that body will hold its annual convention at Worcester, Mass., tomorrow, when he expects action similar to that taken at the Milwaukee meeting last year will be the result. At the Milwaukee meeting, Mr. Stearns said, resolutions were adopted requesting the Building Trades Council of St. Louis to take early action looking to an amicable agreement with the world's fair management. According to Mr. Stearns, several satisfactory conferences have been held already between a committee representing the Building Trades and the grounds and building committee of the Louisiana Purchase Exposition Company.

Justice or Oppression?

Chicago Inter Ocean.

As a result tolerance of differences is becoming more common, the people are becoming attached to American ideas, and Porto Rico promises to become one of the most prosperous islands in American waters, with a people as contented and loyal as those of Oklahoma or Arizona. If the Philippines are treated as Porto Rico has been treated in the last six months, there will be contentment and prosperity there, and a ready adoption of American methods. But if we insist on regarding the Filipinos as beyond the pale of the American system we cannot blame them if they in turn regard us as interlopers and enemies.

And It Was Done With Subsidies.

Philadelphia Ledger.

Statistics gathered by German authorities show that the United States built more vessels during the past year than any other nation, excepting only Great Britain and her colonies. And it was all done without subsidies.

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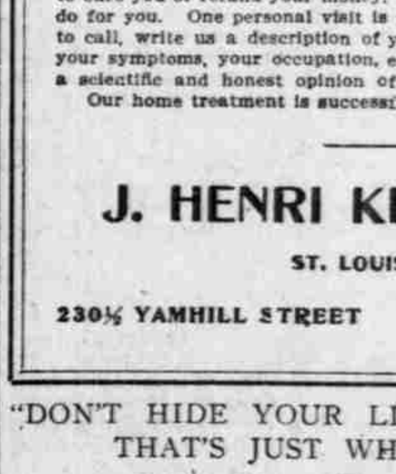

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