KINDERGARTEN APPEAL

SEEKING CONNECTION WITH PUBLIC SCHOOL SYSTEM.

Members of the Free Kindergarten Association Present a Statement to the Public.

PORTLAND, Jan. 18.—(To the Editor.)—The past work of the association in supporting kindergartens in this city for some 17 years is already well known. About a year ago the association decided that the time had come when the kindergarten ought to be adopted as part of the public school system of this city, supported by public funds. This decision was brought about by the plea of previous subscribers that kindergartens ought and should be made part of the public school system of this city, and the question which was met on every side, "Why do we not have public school kindergartens in Portland?" To further this movement much active work was done by the association in gathering together and publishing information and statistics regarding the adoption of kindergartens in other cities as part of the public school system. One thousand pamphlets were published by the association, and some 400 or 500 personal requests were written and sent out to prominent taxpayers, requesting them to be present at the annual meeting of taxpayers, at which the question of the adoption of kindergartens as part of the public school system was to be considered.

At this meeting a report was presented by the School Board, stating the amount of money that would be needed for the year's work if kindergartens were adopted. It was voted by a large majority of the taxpayers present to adopt kindergartens as part of the public school system and to increase the tax levy one-fifth of a mill, thereby increasing the school fund to the extent of $5000, which sum was to be used for the support of public kindergartens. The section of the statute which authorized this action is as follows:

"The District Board of any School District of the state of the first or second class may, when authorized thereunto by the qualified electors of such district, provide for the establishment and maintenance therein, as a part of the common school system thereof, of schools commonly known as kindergartens, and such schools shall be free to children over 4 years of age." This statute was passed by the State Legislature some years ago; It was prepared by Joseph Teal, of this city, and by him presented to that body, through the earnest efforts of Mrs. Rosa Burrell and Mrs. Pratt. It is the opinion of prominent lawyers and judges who have been consulted that the action of the taxpayers' meeting last January was in direct compliance with this statute.

The association, feeling that now they were to be relieved of the work which they had carried on for so many years, and that at last kindergartens had obtained their rightful place in the public school system, offered to turn over to the School Board the entire work, with all its equipments. But as it was the opinion of some members of the School Board that an association which had carried on the work for so long knew better the needs of the work, and how to meet them, the board requested the association to continue the control of the work for a year, in trust for them, while they would supply the money for its support.

Furthermore, the School Board, in regular session on April 8, passed a resolution agreeing to pay over to the Kindergarten Association the $5000 proportionately as it was received from the Tax Collector, provided that the teachers of the Kindergarten Association obtained such certificates as the board should require. Acting upon this promise, the association agreed to continue the control of the work and to carry out the request of the School Board, though there was not one member of that association, composed of busy men and women, who would not have been much relieved had the School Board taken complete control of the work themselves.

In good faith that the promise made to the association by their resolution of April 8 would be kept, the money for the immediate use of the work was advanced by friends, and the work progressed.

At the suggestion of Superintendent Rigler a supervisor was elected, whose duty it should be to give direct personal supervision to the work, and to see to it that the work was placed on the best possible basis as a preparation for future primary work. In this the supervisor has throughout the year received the hearty co-operation and advice of Superintendent Rigler.

The kindergartens already in operation were better equipped, two new kindergartens were opened, and another already started by a mothers' club in the south part of the city was adopted, making in all six under the direction of the association and representing nearly 400 children.

In compliance with the law which regulates such matters, each kindergartner in the department took steps to obtain the necessary certificates which should entitle her to teach in the public schools and to draw public money; and to each kindergartner was granted such certificate by the regular Board of Examiners.

Thus in every instance the association endeavored to comply with the law and to carry out the requests of the School Board. At the end of the school year they had six well-equipped kindergartens, each in charge of a director and an assistant, and all doing good work. A full record of all business transacted, and of every dollar of money expended, has been kept by the secretary, and at the meeting of the School Board September 9 a complete detailed report of all work accomplished was presented to them, accompanied by a file of the bills incurred, and a request made that the bills be paid.

At that meeting the following resolution was adopted by the School Board: "Resolved, that it is the sense of the board that it is the duty of the School Clerk, H. H. Allen, to turn over to the Portland Free Kindergarten Association 4 4-9 per centum of whatever portion of district tax for the current year has been collected, and is now in his possession."

But as there seemed to be a doubt in the minds of some members of the School Board as to whether they had the right to do what the taxpayers had instructed them to do, and what they had already resolved and agreed to do, the money was not turned over, and the kindergartens were not opened at the beginning of the present school year. The question was taken into court and was there pending for three months, during which time the six kindergartens remained closed.

On December 13, 1901, a decision was rendered by Judge George, of the Circuit Court, which implicitly stated that a special fund, which was raised by tax for the maintenance of kindergartens, must be used for that purpose and that purpose alone. After this decision the $5000 was at once paid over to the Kindergarten Association by the School Clerk, H. S. Allen.

On December 16 four of the kindergartens were opened in time to give the children a week's work upon the Christmas thought and a Christmas celebration. On January 6 the six schools re-opened and all are now in operation and well attended.

Many changes among the teachers were necessary, due to the three months' enforced discontinuance of the schools. As a portion of the $5000 was used to maintain the schools from January to July, the remainder will barely suffice to continue them to the end of the present school year, and another $5000 will be needed for the work of next year.

The association regrets that it is obliged to come before the people and ask them to repeat the action of last January. On every hand is met the assertion from taxpayers, "We thought we settled this matter for you a year ago and made the kindergartens a part of the public school system at that time." The taxpayers voted that the kindergartens should be made a part of the public school system; but the School Board has not so acknowledged them, and the association is again compelled to ask the people to give expression to their desire in so emphatic a manner that there can remain no doubt in the mind of any one as to what the public wish is regarding this matter.

What the Kindergarten Association ask of this city is not a unique request, but it is the history of the development of kindergarten work in this country that in city after city they have first been maintained by an association of interested persons, who were working for the best good of their city, and then later have been adopted by the School Board as a regular part of the school system.

There seems to be a lamentable lack of knowledge regarding the extent to which this work has spread, and the association wishes at this time to state a few facts. Four years ago the United States Bureau of Education gave the following statistics regarding the cities which had adopted kindergartens as a regular part of their public school system.

The number of public school kindergartens in

Los Angeles, Cal.	38
Manchester, Conn.	13
Denver, Colo.	19
Chicago, Ill	63
South Bend, Ind.	16
Des Moines, Ia.	15
New Orleans, La.	12
Boston, Mass.	69
Newton, Mass.	12
Grand Rapids, Mich.	7
Duluth, Minn	14
St. Paul, Minn.	28
St. Louis, Mo.	102
Omaha, Neb	26
Albany, N. Y.	19
Newark, N. J.	14
New York City	61
Rochester, N. Y.	17
Utica, N. Y.	11
Cleveland, O.	12
Philadelphia, Pa.	138
Providence, R. I.	15
Milwaukee, Wis.	42

These are only a few of the 200 cities and towns then reported, and reliable statistics now give nearly double that number, making some 400 cities and towns which have anywhere from 100 to 150, the number now existing in St. Louis. And some 40 states have state law regulating public school kindergartens.

Many foreign countries have adopted them, either partially or wholly, into their public school system; including Ontario, Brazil, Argentine Republic, Austria, Italy, France, Germany, England, Switzerland, Belgium, Hungary, Spain and Mexico.

James L. Hughes, Inspector of Public Schools, Toronto, Canada, says: "I do not know any educator of standing, either in Europe or America, who does not now recognize the absolute need of the kindergarten as a true basis for an educational system."

William H. Maxwell, Superintendent of Schools, New York City: "The kindergarten has long since passed the experimental stage. It has demonstrated its usefulness."

Dr. William T. Harris, United States Commissioner of Education: "In my opinion the kindergarten should be a part of the public school system of every city in the United States."

Henry Sabin, ex-Superintendent of Schools, of Iowa: "There is no longer any question as to the advisability of introducing the kindergarten as a part of the public school system." And expressions of the same kind could be quoted from School Superintendents and educators all over the country.

The cost is not great. The cost of equipment is about the same as in the first grade of the primary school for the same number of pupils. In St. Louis the average cost per pupil per year, is $13 60; New York City, $13 00; Cleveland, O., $14.

An editorial in The Oregonian this week commented upon the great expense of the penitentiary of this state, and another referred to the epidemic of crime among the young boys and youths of this city. What the Kindergarten Association seeks to do for this city is to establish a means of prevention, not reform. Kindergartens, not prisons.

This is true philanthropy, and commonsense: "If the child is saved to a good life there will be no grown man to punish." Every case of vagabondage has its root in some neglected child. Is it not cheaper to establish kindergartens than to maintain courts, and build jails, workhouses, and prisons? If we could get hold of the children early enough the need for these latter institutions would disappear. "The prevention of crime is the duty of society." But has society the right to punish crime at one end, if it does nothing to prevent it at the other end?

If the people of this city had even a faint conception of the depth of poverty, degradation and crime which exists in the North Third street district, and the Albina district, where are located two of the present kindergartens, they would have a better realization of the need of these schools for little children and what they stand for; and we have no fear but that these schools would be so firmly established throughout this city that nothing would ever be allowed to interfere with their existence again.

We again ask the people of this city to interest themselves in this cause at this time and to say whether we shall have public kindergartens in this city or not.

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GUSSIE A. SICHEL.
Officers and Board of Managers of the Portland Free Kindergarten Association.

Recognition of Captain Clark.

Chicago Chronicle.

The President's selection of Captain Charles Edgar Clark to represent the United States Navy at the coronation of King Edward VII is but the first step in the tardy bestowal of honors to which the brave commander of the Oregon is entitled. Will Mr. Roosevelt complete the work by according this officer the rank and emoluments that have long been due him, and to which others who served in the same episode of 1898 have since succeeded? That is, all save Captain Clark and his brother officer, Captain Cook, who commanded the foremost ship of the Santiago conflict.

Social distinction and the pageantry of royal functions do not compensate men like Clark for the heroic, unselfish service rendered to his country in the hour of need. The Nation has other rewards which more befit the recipient and for which he labors with zeal and untiring devotion. To be chosen as one of the select few to manifest the country's respect for a foreign ruler is an empty honor compared with the substantial reward of advanced rank and pay, to which every such hero of the Nation is entitled.

Mr. Roosevelt has taken one step in the right direction by conceding the right of this officer to represent the American people in an historic event, but before that date he should complete the honor by the bestowal of the rank of Rear-Admiral upon Captain Clark, and in justice also, the same rank upon Captain Cook, the two men of the fleet which Commodore Schley led who fought Cervera to the finish on that memorable July 3.

Without this substantial recognition of the services of these two officers—already too long delayed—the President's latest sop to Captain Clark is without the slightest element of justice or reward for honors bravely won.

Is Mr. Roosevelt big enough to accord these men this justice?

SUBSIDIES INEFFECTIVE

WORKINGS OF THE POLICY IN EUROPEAN COUNTRIES.

Growth of the Merchant Marine in Europe Is Due to Other Causes.

Any candid man must admit that many causes tended to the commercial supremacy of England in the middle of the last century, and that this commercial supremacy involved the supremacy of her merchant marine. When steam first came in to draw the ends of the earth nearer together, England at once took advantage of the quickened mode of transit. She made mail contracts with the Cunard line to Halifax and Boston; with the Peninsular & Oriental Company, first to Gibraltar, and later to Egypt, India, China and Australia; and with the Royal Mail Packet Company to Spain, the Madeiras, the West Indies and Colon, connecting at the latter place (via Panama) with the Pacific Steam Navigation Company to Valparaiso. But England did not acquire ships for the mere purpose of having them, nor, indeed, for the primary purpose of fostering shipbuilding. With England it was, in those early days, a case of paying for steam communication and mail service or going without it. Ocean steam navigation was then an experiment, and Great Britain's colonial relations made it a political necessity for her to try the experiment first. Her statesmen were forced to take the burden of risks which no private individual could prudently bear. Her supplies of coal and iron, her growing manufacturing interests, her imports of food and raw materials and export of finished products, all contributed to the development of her merchant marine. The interests of the merchants of India, the manufacturers of Manchester, the colonists of Canada, as well as of the bankers of London, required that the British merchant marine should continue with the new motive power, steam, to be as powerful as it had been with sail.

What England's policy was earlier in the century, that has been the policy of Germany during the last 20 years. Germany has been every bit as envious as America of England's supremacy, and, like America, Germany has succeeded in obtaining a large share of the world's commerce. She has steadily followed in England's footsteps, has acquired colonies, built up her commerce, and developed her industries. But, in the matter of shipping, Germany has been wiser than America. Her motto has been that half a loaf is better than no bread; and if, at first, she could not build her own ships, she was willing to let England build them and hoist her own flag over them. Thus, the Normannia, which not so long ago held the record for speed across the Atlantic, and made the German flag known all over the United States, was built on the Clyde. Many other German ships have been and still are built in British yards. By pursuing this liberal policy Germany has, after all, attained the very object for which America is striving—that is, the building up of her own yards: for the last two ocean greyhounds, the Kaiser Wilhelm der Grosse and the Deutschland, were both built on the Baltic, in the yards of the Vulcan Shipbuilding Company, at Stettin. The result of all this is that German's steam merchant marine today is second only to that of England.

The flourishing condition of the merchant marines of England and Germany is attributed by many people to the payments made by those countries for the transportation of mails, or as direct subsidies. These payments, in the case of England, amount to about $5,000,000 yearly, and are, with the exception of about $325,000 admiralty subventions, for actual service rendered by the steamship companies as mail-carriers. The amounts paid, for instance, to the Cunard and White Star lines for the British fiscal year 1901, according to official figures, were: For British mails to New York, $556,553; for admiralty subventions, $142,403—i. e., for a semiweekly service, a total of $698,956, and an average for 104 voyages of $6720 73 per voyage. The actual operating expenses of one of the large first-class steamers of these companies, for the round trip, are about $75,000. This leaves a balance of more than $68,000 to be earned in passage money (for the large trans-Atlantic liners, it must be remembered, carry very little freight). Moreover, the traveling season, when the companies can count on every berth being sold out, is very short, and even them a steamer has a full passenger list only in one direction, for the tide of travel in the Spring and Summer is mostly eastward, and in the Autumn westward. But the liner under mail contract must, nevertheless, maintain dates throughout the year, even in the dullest Winter season, when passengers are few and rates are low. Thus these enforced Winter trips consume a good deal of the profits of the Summer, which would otherwise go to the credit of the steamer's account. On the other hand, a line not under a mail contract is free to cancel a date which does not promise to be lucrative, and take advantage of the dullness of trade to give steamers the necessary annual overhauling, or put them on a more lucrative route. A mail contract, then, is not an unmitigated blessing.

Success of Unsubsidized Lines.

If subsidies were as beneficial as many assert they are, it would seem that subsidized lines should be more successful than unsubsidized ones; but in England the progress of the latter compares favorably with the progress of the former. The Bibby line, unsubsidized, to Farther India, has successfully competed with the Peninsular & Oriental Company. In Germany, too, the Hamburg-American line successfully competed with the North German Lloyd for the first 50 years of its existence, without a cent of subsidy, and only recently entered into a mail contract jointly with the North German Lloyd to East Asia. The Hamburg-American line's share of this contract, for the last business year, amounted to only $65,000. This amount, according to the published statement of the director-general of the line, Mr. Albert Ballin, left no profit, owing to the numerous requirements of the contract as to the high class of vessels, speed, itinerary, etc. Among other successful unsubsidized lines may be mentioned the Atlantic Transport line (controlled by American capital, sailed under the British flag), the Leyland line, lately acquired by American capital represented by Mr. J. Pierpont Morgan, and the Holland-America line. The last of these, according to the report of the Commissioner of Navigation, paid a dividend of 10 per cent in the fiscal year 1899-1900.

The countries mentioned, England and Germany, are those usually cited by the American advocates of subsidies. But the country in which subsidies have been paid most freely is France. Mr. Bates, in his "American Marine," says: "The shipping protection given by the Republic of France, being general, is the very best foreign example, if we need one." What is the example of France? Commencing in 1861 with subsidies of 9,300,000 francs, or $1,860,000, she has increased these payments from time to time until the total, according to the French budget for 1901, is $9,000,000, for the current year (including bounties on construction and navigation and mail payments). For this vast sum of money France has now a steam merchant marine of only 1,068,026 tons—not as large as that of America.

Experience of France.

By the law of 1881, which lasted for 10 years, France initiated a policy of bounties upon shipbuilding, and also upon navigation in native and in foreign bottoms, in addition to the regular subventions for postal services. The immediate effect of this law was an increase in the number of ships sailing under the French flag, and a corresponding increase in the construction and navigation bounties paid out by the Government. In 1889 the total had reached $7,000,000 annually, and has remained at that figure, or higher, ever since. This increase in tonnage, however, did not mean a corresponding increase in French shipbuilding, for the French shipowners seem to have been able to buy foreign ships to better advantage, despite the bounty the native shipbuilder received, and despite the fact that the navigation bounty for native-built ships was twice as much as that for foreign ones. Another noteworthy point is that, as the term of expiration of this law approached, the shipowners, uncertain whether the bounty would be continued, ceased increasing their fleet. They seemed, then, to regard the continued payment of the bounty as a sine qua non of the life of the French merchant marine. The most ardent advocates of subsidies in America always avowed that the payments proposed were only a temporary measure.

By the law of 1893 France abolished the bounty on boats of foreign build, but at the same time increased the payments for construction and navigation of native bottoms, and also renewed the liberal postal contracts. Her steam tonnage then was 855,798; in 1901 it was 1,068,026. During these nine years the payments made under the law mentioned averaged $7,500,000 yearly. Almost coincident with the passage of this law was the American act of 1892 establishing the American line. The subjoined table of figures since that date may be interesting. It is compiled from the annual report of the United States Commissioner of Navigation, 1901, and Lloyd's Register. The tonnage given is gross, and includes steamers exceeding 100 tons. The tonnage for the United States includes lake and ocean steamers of the same capacity. The mail payments for the United States are for the carriage of mail by United States steamers to foreign countries only. (The steam tonnage of the United States registered for the foreign trade on June 30, 1901, was 429,722 tons.)

In the table below, the most interesting column is that referring to Sweden and Norway. This monarchy has a marine greater than that of France, but it pays only about $175,000 per annum for subsidies and mail contracts, and part of this amount goes to foreign vessels not included in the tonnage given. Sweden and Norway have neither the colonies of England, France or Germany, nor the outlying territory of the United States; their commerce, compared with that of those countries is small, but of the ships which entered Swedish and Norwegian ports in 1900 in the foreign trade, two-thirds were native bottoms.

To sum up, in the two examples, most frequently cited by the advocates of subsidies—England and Germany—other causes, more effective than subsidies, were at work to build up the marines of those countries, viz., great natural advantages, native industry, foreign commerce and liberal navigation laws. Moreover, the lines subsidized by those countries have not prospered to any greater extent, for reasons shown, than lines which were unsubsidized. In France, where heavy subsidies have been paid for 40 years past, the merchant marine has for a long time practically stood still. The monarchy of Sweden and Norway, which grants subsidies and mail contracts of only a trifling amount, owns a steam tonnage greater than that of France. In view of these facts, it does not seem that the examples of European countries may be taken as arguments in favor of a general subsidized merchant marine.

YEAR.	United States. Steam tonnage.	United States. Mail payments, subsidies, etc.	France. Steam tonnage.	France. Mail payments, subsidies, etc.	Germany. Steam tonnage.	Germany. Mail payments, subsidies, etc.	Great Britain and colonies. Steam tonnage.	Great Britain and colonies. Mail payments, subsidies, etc.	Sweden and Norway. Steam tonnage.	Sweden and Norway. Mail payments, subsidies, etc.
1893	630,646	$ 646,031	855,798		1,125,952	Average $1,500,000 for postal services; also special tariff and railroad rates on building materials for ships, not computable	9,544,254	Average $7,000,000 annually.	592,996	Average $175,000 annually, including some payments to foreign vessels for postal services,
1894	887,766	711,442	891,720		1,214,830		9,828,353		630,582	
1895	920,672	632,032	905,105		1,343,251		10,238,001		679,929	
1896	1,036,459	1,027,735	930,755		1,436,539		10,508,443		772,667	
1897	1,105,422	1,280,063	964,916		1,549,961		10,726,446		857,193	
1898	1,175,762	1,034,141	972,617		1,644,237		11,168,189		947,172	
1899	1,226,508	998,111	997,236		1,946,732		11,719,247		1,117,394	
1900	1,454,966	1,269,960	1,052,193		2,159,919		12,149,090		1,183,233	
1901	1,704,156	1,250,000	1,068,026		2,417,410		12,739,180		1,261,355	

OREGON TOT WINS A $100 BABY PRIZE

NENI DE LASERVE IMHAUS, OF BAKER CITY.

BAKER CITY, Jan. 16.—A Baker City baby, Neni de Laserve Imhaus, is the winner of the $100 prize offered by a New York paper last week. She is aged 4 years, and is the daughter of Mr. and Mrs. Edward Imhaus, of this city. The little tot was born in Baker City. With blue eyes, golden hair, rosy cheeks and a sunny disposition, she is certainly a beautiful child. On receipt of the notice that his baby had won the prize, Mr. Imhaus sent a telegram to the New York paper saying his daughter desired that half of the prize money be distributed among the poor children of New York City.

Downing, Hopkins & Co.

ESTABLISHED 1893.

WHEAT AND STOCK BROKERS

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"UNITED STATES IS, NOT ARE."

House Committee on Revision of Law So Decides.

WASHINGTON, Jan. 14.—(Chicago Inter Ocean.)—The House committee on the revision of the laws, in the course of some tinkering with the statutes today, ran up against the time-worn proposition whether a singular or plural verb goes with the United States. There was much discussion among the members of the committee.

The worshipers of the Constitution quoting from that instrument, had much the better of the argument, when it was suggested that the committee consult any authority on the subject that could be found. Accordingly the librarian of Congress, the Supreme Court officials, and others were asked to throw light on the matter.

The result showed that, while the Constitution and nearly all the laws, documents and messages in the early days of the republic used the plural verb, the tendency had been steadily toward the singular form, while the last 15 or 20 years the latter had obtained almost exclusively. The question was practically settled, however, as far as the committee was concerned, by the discovery of a pamphlet written by ex-Secretary of State John W. Foster, with the title "Are or Is?" In this pamphlet Mr. Foster traces the course of changing use of the words, and quotes from Hamilton, Webster, Benton, Motley, C. F. Adams, Jefferson, Marcy, Seward, Fish, Evarts, Blaine, Frelinghuysen, Bayard, Gresham and Olney, who used it in the singular.

Among the earlier Presidents only Jackson used the singular form, but in later years Lincoln—and since the Civil War particularly—Grant, Cleveland, Harrison and McKinley had used it exclusively. Mr. Foster also quotes from decisions of the Supreme Court, those of recent years invariably using the singular verb in connection with the United States.

In no class of documents is greater attention paid to the language employed than in drafting treaties, and up to 1850 the plural form was used. Since then, however, the singular had been adopted, and Mr. Foster points to the fur-seal treaty of 1892, the arbitration of 1897, and the Hay-Pauncefote canal treaty as conspicuous examples of the usage.

After reading the arguments and authorities of Mr. Foster, the committee decided that, legally at least, the United States "is."

Babcock Following McKinley.

Kansas City Star.

The significance of the Babcock iron and steel bill is not affected by the fact that there is little chance for it becoming a law at this session of Congress. The bill, coming as it does from a protectionist, is the entering wedge of free trade. It marks the beginning of the end of the high tariff system. When Mr. Babcock at the last session proposed a measure to put some trust-made steel products on the free list and to reduce duties on others he encountered bitter opposition from all the protected interests. Their whole house of cards was jeopardized and threatened to come tumbling about their ears. In spite of this enormous pressure Mr. Babcock has now introduced a new bill similar to the old one. It is carefully planned to give the smallest possible offense to the protected interests. Nevertheless, it is a Republican recognition of the fact that the people are tiring of taxing themselves to put money into the pockets of Mr. Carnegie and Mr. J. P. Morgan. Mr. McKinley recognized the drift of public opinion in his last speech in Buffalo the day before his assassination. The Babcock bill is in line with the policy suggested in that address. Protection is stabbed in the house of its friend.

SCHWAB'S IMPORTED GEMS

Duty Not Paid and He Had to Settle Bill.

New York Times.

Charles M. Schwab, president of the United States Steel Corporation, had at breakfast several months ago a guest who cost him $1250. The guest was H. C. Stuart, the secretary of Collector of Customs Bidwell, who had called on Mr. Schwab to ask him about a little matter of $12,500 worth of diamonds that Mr. Schwab had purchased from a Pittsburg importing house.

It was learned through a special Treasury Agent in Paris that the stones, which were three in number, had been purchased for Mr. Schwab, and as no record of their arrival in this country was noticed, the matter was looked up. It was learned from reliable sources that the stones had been brought in and delivered to Mr. Schwab. The matter was put in the hands of Mr. Stuart, who had some difficulty in finding Mr. Schwab at home, and after several days' search located him while he was eating breakfast. Mr. Stuart was invited in and made a guest. Mr. Schwab admitted he had the gems, but said that he had not imported them himself, and had no idea that they had been smuggled in.

The gems were taken before Collector Bidwell, who made a report on the incident, and returned the diamonds to Mr. Schwab on the payment of the 10 per cent ad valorem duty. The Treasury Department filed the report, and every one thought the matter closed until some one told about it recently. Mr. Schwab could not be found to give his version of the incident.

Reflections of a Bachelor.

Life is a joke as long as you are the joker.

The Lord made good women to show us how different men are.

Most men can stand success better than success can stand them.

The way a man parts his hair has a great deal to do with whether a woman thinks he is a gentleman or not.

Most women's idea of an interesting man is one who will flatter them into insensibility or that they wouldn't like to have their daughters know.—New York Press.

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Steamships COTTAGE CITY, CITY OF SEATTLE or AL KI, 9 P. M., Jan. 5, 11, 15, 20, 23, 30; Feb. 4, 14, 16, 19, 28.

For San Francisco

Steamers leave Seattle at 9 A. M. every fifth day. For further information obtain folder. Right is reserved to change steamers or sailing dates.

AGENTS—N. POSTON, 249 Washington st., Portland; F. W. CARLETON, N. P. Dock, Tacoma; Ticket Office, 618 First ave., Seattle, M. TALBOT, Comm'l Agt.; C. W. MILLER, Asst. Gen'l Agt., Ocean Dock, Seattle; GOODALL, PERKINS & CO., Gen'l Agts., San Francisco.

Salem, Independence, Albany Corvallis and McMinnville.

Steamer POMONA, for Corvallis, leaves 6:45 A. M. Tuesday, Thursday and Saturday.

Steamer ALTONA, for McMinnville, leaves 7 A. M. Monday, Wednesday and Friday.

OREGON CITY TRANSPORTATION CO., Office and dock, foot Taylor st. Phone 40.

TRAVELERS' GUIDE.

O. R. & N.

UNION PACIFIC

OREGON SHORT LINE

AND UNION PACIFIC

THREE TRAINS DAILY FOR ALL POINTS EAST

UNION DEPOT.	Leave.	Arrive.
CHICAGO-PORTLAND SPECIAL. For the East via Huntington.	9:00 A. M. Daily.	4:30 P. M. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Gt. Northern Points.	6:15 P. M. Daily.	7:00 A. M. Daily.
ATLANTIC EXPRESS. For the East via Huntington.	8:00 P. M. Daily.	8:10 A. M. Daily.

OCEAN AND RIVER SCHEDULE.

FOR SAN FRANCISCO. SS. Columbia—Jan. 7, 17, 27. SS. Geo. W. Elder—Jan. 2, 12, 22.	From Ainsworth Dock. 8:00 P. M.	8:00 P. M.
FOR ASTORIA and way points, connecting with str. for Ilwaco and North Beach, str. Hassalo. Ash-street Dock.	8:00 P. M. Daily ex. Sunday. Sat. 10 P. M.	8:00 P. M. Daily. ex. Sun.
FOR CORVALLIS and way points, str. RUTH, Ash-street Dock. (Water permitting.)	6:45 A. M. Mon., Wed., Fri.	6:00 P. M. Tues., Thurs., Sat.
FOR DAYTON, Oregon City and Yamhill River points, str. Elmore, Ash-street Dock. (Water permitting.)	7:00 A. M. Tues., Thurs., Sat.	3:00 P. M. Mon., Wed., Fri.

TICKET OFFICE, Third and Washington. Telephone, Main 712.

PORTLAND & ASIATIC STEAMSHIP CO.

For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manila, Port Arthur and Vladivostock.

INDRAVELLI SAILS JAN. 28.

For rates and full information call on or address officials or agents of O. R. & N. Co.

EAST VIA SOUTH

SOUTHERN PACIFIC COMPANY. SUNSET, OGDEN & SHASTA ROUTES

Leave	Depot Fifth and I Streets.	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East. At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and Albany Local for Mt. Angel and Silverton.	*7:45 A. M.
*8:30 A. M		*7:00 P. M.
*4:00 P. M.	Albany passenger ...	*10:10 A. M.
*7:30 A. M.	Corvallis passenger.	*5:50 P. M.
‖4:50 P. M.	Sheridan passenger.	‖8:25 A. M.

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17.50 first class and $14 second class. Second class includes sleeper; first class does not.

Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained at Ticket Office, No. 254, cor. Washington and Third.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street. Leave Portland daily 7:20 A. M., 12:30, 1:55, 3:25, 4:40, 6:25, 5:30 P. M. Daily except Sunday, 5:30, 9:40 A. M., 5:05, 11:30 P. M. Sunday only, 9 A. M.

Arrive Portland daily, 8:30, 10:50 A. M., 1:35, 3:10, 4:30, 6:15, 7:40, 10 P. M. Daily except Sunday, 6:35, 9:30, 10:50 A. M.; except Monday, 12:40 A. M.; Sunday only, 10:05 A. M.

Leave for Dallas daily except Sunday, 5:00 P. M. Arrive Portland 9:30 A. M. Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 3:50 P. M. Returns Tuesdays and Saturdays.

*Except Sunday.

V. A. SCHILLING, City Tkt. Agt. R. B. MILLER, Gen. Frt. & Pass. Agt.

NORTHERN PACIFIC

TIME CARD OF TRAINS

PORTLAND

	Leaves.	Arrives.
Overland Express	2:00 P. M.	7:00 A. M.
Twin City, St. Louis & Kan. City Special.....	11:30 P. M.	7:45 P. M.
Puget Sound Limited, for South Bend, Gray's Harbor, Olympia, Tacoma and Seattle.....	8:35 A. M.	5:20 P. M.

Two trains daily to Spokane, Butte, Helena, Minneapolis, St. Paul and the East.

A. D. CHARLTON, Asst. General Pass. Agt.
255 Morrison street. Portland, Or.

THE GREAT NORTHERN

Ticket Office 122 Third St. Phone 630

LEAVE		ARRIVE
No. 4 6:00 P. M.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	No. 3 7:00 A. M.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE

STEAMSHIP RIOJUN MARU

For Japan, China and all Asiatic points will leave Seattle

About January 28th.

Astoria & Columbia River Railroad Co.

LEAVES	Depot Fifth and I Streets.	ARRIVES
8:00 A. M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside, Astoria and Seashore Express, Daily.	11:10 A. M.
7:00 P. M.	Astoria Express, Daily.	9:40 P. M.

Ticket office 255 Morrison st. and Union Depot. J. C. MAYO, Gen. Pass. Agt., Astoria, Or.

WHITE COLLAR LINE

STR. TAHOMA, DALLES ROUTE.

Winter schedule—Leaves foot Alder street every Monday, Wednesday and Friday morning, 7 A. M. Leaves The Dalles every Tuesday, Thursday and Saturday morning, 7 A. M.

Stops at all way landings for both freight and passengers.

ASTORIA ROUTE.

STR. BAILEY GATZERT (Alder-st. Dock.) Leaves Portland daily every morning at 7 o'clock, except Sunday. Returning, leaves Astoria every night at 7 o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351.