12

SPOT FLEET CLEANED UP | which all the owners of vessels plying between British and American ports were

SIX VESSELS CHARTERED WITHIN THE PAST WEEK.

Fulwood the Only Vessel on the Free List-Numerous Departures From Astoria Yesterday.

Six spot ships at this port have been chartered within the past week-two for Portland loading, two to proceed to San Francisco, and two for Puget Sound. This is pretty lively business, coming at a time when the harbor is blocked with a ficet of record-breaking proportions, and Puget Sound also has a large fleet in port. The French bark Bossuet, the last of the half dozen disengaged ships which have been chartered within the past week, was chartered vesterday to load at this port at 39s. The French bark Mollere, prelously reported as taken for Puget Se loading, sailed yesterday for San Fran where she will load at 30s. The Duquesne, which sailed from the Columbia for San Francisco last Saturday, was chartered at 28s 94. The Charles Gounod, which arrived unchartered, also secure that rate from Portland. The Falkirk, which proceeded to Puget Sound, was chartered at 30s, and the French bark La Fontaine, which goes to Puget Sound, receives 30s. This shows the three ports to be on almost even terms, and it would also indicate that 30s is regarded as a reasonable figure for grain tonnage. The charter of the Bossuet leaves the

Fulwood alone in her glory on the disen-gaged list. She has been in the river since December 1 has lost over \$900 through the decline in freights, and as much more through loss of time, with the chances ch against her receiving within 5s the rate she refused, unless she re mains in port a year or two.

RECORD OF OVERDUES.

Fifty Per Cent and Over Was Paid on 25 Ships in 1901.

Interesting data concerning overdue and missing steam and sailing vessels for the year 1901 has been compiled by M. A. New-ell, the San Francisco reinsurance broker, from the records of the Liverpool Journal of Commerce, an authority on the subject. The data shows that 50 per cent reinsur ance and over was paid on 25 ships during the year. The number of iron and steel sailing vessels missing during the year was 18, the number of wooden sailing ves-sels missing was 5, and the number of steamers posted during the year as missing was 9. It is interesting to note in this connection that in England San Francisco is regarded as the most important over-due market in the world next to London. More attention is gived to overdues here than in any other port except London, and more speculation follows in vessels listed as overdue and reinsurable. In the vessels listed as missing last year a total of 800 persons were lost. This is believed to be a low estimate, and is based upon the assumption that each of the missing vessels carried S persons. The average probably ran much higher. The value of

missing sailing vessels, at a conservative estimate, aggregate \$2,400,000, and of steam versels \$2,250,000. The cargoes lost would bring the total up to a very high figure.

STEAMER LEONA STRIKES SNAG.

Run Ashore and Damage Success fully Repaired.

The steamer Leona, of the Oregon City Transportation Company, had an accident in the Willamette River, above Corvallis, several days ago. While coming down stream, heavily loaded, she struck a snag, which caused a leak under the boller of boat. The steamer was run ashore successfully, where the damage was patched up, and she is again in operation. The hoat has a contract to convey 25,000 bushels of wheat to the flour mills at Corvailts

The Government has done no snag-pulling on the upper river for two years, ow-ing to lack of funds. The river is failing now, so that navigation is getting more precarious. Several weeks ago the Ruth was sunk by an encounter with a snag. and repairs to the boat are entailing a great deal of expense. On Yamhill River navigation is impeded by trees that fall across the stream. It is frequently necessary for the Altona to tie up to the shore while all hands clear a passage with saws and axes,

between British and American ports were invited to come into a gigantic poel, says the London correspondent of the Herald This pool was to regulate freight tariff on the North Atlantic. There was even some detail given of what the pool ex-pected to accomplish. It was pointed out that the men who would have certainly taken part if such a conference had only been held are now either in New York or are expected to arrive on the Celtic.

REPAIRING THE ASIE.

Large Number of Bids Will Be Sub-

mitted for the Work. The overlooker which the owners of the French bark Aste are sending to Portland to look after the repairs to the capsized bark has not yet reached the city, and perding his arrival nothing is being done on the vessel. That there will be some spirited competition for the job is ap-parent by the number of bids that will be submitted. The Union Iron Works and Risdon Iron Works, of San Francisco, have both had experts here figuring on the work, and Victoria and Seattle firms shifted from agriculture to manufactures; have also had men here, and will prob-ably submit bids. In addition to these there will be not less than half a dozen and so stupendous and illimitable are the forces pouring into our new industries bids from local men. The other unlucky French vessel, the Henriette, will be sold at auction as she lies in Astoria Harbor next Wednesday, and her cargo will prob ably be sold at the same time.

PEMBROKESHIRE WHEAT SOLD. Eight Hundred Sacks Which Were

Damaged Auctioned Off.

ASTORIA, Jan. 23 .- Eight hundred and fifty sacks of damaged wheat from the British steamer Pembrokeshire were sold at auction here this morning. The sacks, which contained about two bushels each, were sold in lots of 10. The first lot brought 50 cents per sack, but the price increased and some sold for \$1 15 per sack. The wheat was only slightly damaged by water and steam.

Anits Again in Commission

The gasoline schooner Anita has been placed in commission again, and left out this afternoon for Nestaucca after the balance of the saimon pack of the Kiernan cannery.

Wreekage From Long-Lost_Ship. VANCOUVER, B. C., Jan. 23. - News was received today by the steamer Moana from Australia of the finding of wreckage, apparently belonging to the British ship Manchester, the vessel that sailed more than 20 months ago from New York, with a cargo of petroleum, and was never heard of. The wreckage was found among the Marshall Islands. A large number of oll cans, marked "Chester & Idewater Oil Company," of New York, were found, as well as the bodies of three white men. Letters were also found addressed to a man named Julius Schwartz, who apparently was one of the sailors. Traces of a camp, built by others than natives, were als discovered.

Fast Ocean Line's Terminal.

LONDON, Jan. 22.-Lord Strathcona and Mount Royal, the Canadian High Commissioner, has received a deputation from the Bristol Chamber of Commerce, which urges Bristol's claims to become the terminal port for the proposel Canadian fast mail service. Lord Strathcona has promised to submit this matter to the Canadian Government, but he pointed out that the new Avonmouth dock was not likely to be completed in time

Steamer Pennland Floated.

PHILADELPHIA, Jan. 23.-The steam-ship Pennland, Philadeiphia for Antwerp, which went aground vesterday on Cherry Island Fiats, got off uninjured.

Domestic and Foreign Ports.

ASTORIA, Jan. 23.—Left up at 10 A. M.— British bark Galgern Casile and schoner Com-peer. Salied at 10 A. M.—British bark For-mosa, for Queenstown, for orders; steamer Edge, for San Francisco. Salied at 12 M. German ship Soaasna, British ship Bardowie, French bark La Rochefoucauld for Queens-town, for orders, Eritish steamer Palatinia, for St. Vincent, for orders. Salied at 12 Z.30 A. M.— French bark La Rochefoucauld for Queens-town, for orders, Salied at 12 Z.30 A. M.— French bark Midlere, for San Francisco. Salied at 2 P. M.—Schomer Roy Somera for San Families. C. Arrived in at 2 P. M.—German of the bar at 4 P. M., rough; wind east; weath er hazy. San Francisco, Jan. 22.—Sailed at 9 P. M.— Steamer Charles Nelson, for Portland, Sailed at 3:15 P. M.—Steamer Alliance, for Portland, Hoqulam, Wash., Jan. 22.—Sailed—Schooner Alice, from Aberdeen, for San Francisc schooner Mary Dodge, from Aberdeen, for Hilo. Dalled Jan. 23-Steamer Homer, from Hoquiam, for San Pedro.

THE MORNING OREGONIAN, FRIDAY, JANUARY 24, 1902.

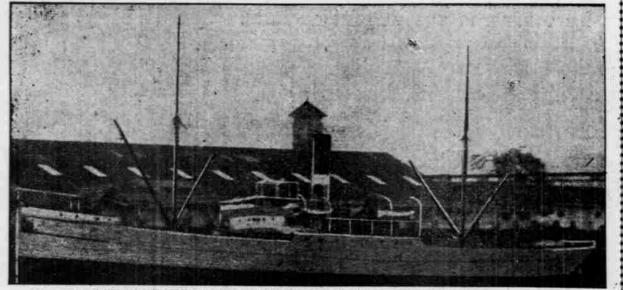
COMMERCIAL EXPANSION out the slightest gain in foreign mar-kets. Hence, if carried to its logical con-clusion, general reciprocity could only re-for 125 years. Europe's only indictment sult in general reduction of customs all INCREASED FOREIGN MARKETS A NECESSITY TO UNITED STATES. Reciprocity as a General Policy Is

would revolutionize our international re-lations. It would abolish our historic policy of equity to all nations, special privileges to none; it would abrogate the "most favored nation" treaties; finally it would lead to reprisals, trade wars and Inadequate and Not Feasible-Europe's Trade Hostility. all those international entanglements which Washington particularly against warned us. President McKinley and Reciprocity. NEW YORK, Jan. I.-At the regular

meeting of the New York Credit Men's Association, Charles A. Gardiner, of the bar of New York City, spoke on "Com-mercial Expansion of the United States," reciprocity alone, will expand our com-merce? It is based on a mistaken con-ception of President McKinley's address. aying in part: The most vital economic problem now He did not advocate reciprocity as a gen eral or permanent pollcy. He did confronting this nation is the expansion of our foreign commerce. Agriculture is no longer our dominant industry. Fol-to our "almost appailing" prosperity un-

lowing the commercial evolution of Eu-rope, within the past few years the great economic energies of this continent have But no single panacea can better our trade with all the world. Reciprocity is only one of many valuable aids, some to

that like an overwheiming tidal wave they have filled up the home markets, and rushing irresistibly onward have cated. We must analyze it, segregate in our commerce. Reciprocity alone is no



AUSTRIAN STRAMSHIP MARGHERITA NOW LOADING GOVERNMENT STURES AT ALASKA DUCK. The big Austrian steam ship Margherits, now loading at this port in the Government transport service, is receiving her cargo at a rapid rate, and by noon today nearly all of the hay will be on board. The oats will next be stowed, and after the holds are full the cargo will be topped off with a deckloud of lumber. The Margherita is a new vessel, and, like all of the

craft which have recently visited this port under the Austrian flag, is an enormous carrier for her tonnage. She will con her cargo in time to sail next week.

five years our exports have exceeded our imports by \$2,500,000,000. Foreign nations are alarmed and are following Austria's advice to "fight shoulder to shoulder against the common danger." Thoughtful Americans are solicitous for the future ture. They realize that our manufactur-ing energy is abnormal. If it grows with Its present momentum and constantly increasing markets are not provided, the result must be a hopeless glut in production, stagnation of manufactures, strikes, panles, and general prostration of indus-tries and trade. Hence the supreme question-how to enlarge our markets and expand our foreign commerce?

Reciprocity as a General Policy Not Feasible.

Reciprocity is offered as a universal panacea, but we know little about it. Protection we know. It has grown with

flooded all the markets of the world. In five years our exports have exceeded our imports by \$2,500,000,000. Foreign nations tions recuire.

> European Reciprocity Impracticable Europe, said Washington, has its own 'set of primary interests which to us have none or a very remote relation"-so remote in fact that we have ignored them in making reciprocity treatles or other compacts with the rest of the world. But reciprocity treaty with any nation in the Continental system would flagrantly violate the principles of the Farewell Ad-dress, heretofore observed as the corner stone of our international polity. The pending French treaty, for instance, would admit French goods to our market 20 per cent cheaper than similar British goods. If similar treaties were made with Germany, Italy, and other Continentai rivals of England, British trade with us would be ruined. "Free trade Eng-land," says Sphafor Lodge, "cannot make reciprocal arrangements with other na-tions, because she has nothing to give." But how long would that continue? How long would England tolerate such gross

material and political aids that must be invoked. An isthmian canal, banks of exchange, and particularly coastwise steam-ships-means for transporting and paying

for the goods-will expand our com In all Latin America more than any other material aids. It is the duty of Congress, under the Constitution, "to regulate com-merce." Under that authority we granted millions of acres of the public domain for transcontinental railways, not to ald allways per se, but to develop trade as a constitutional duty. Coastwise ship sudsidies would be the equivalent of railway and grants. Irrespective of the merit of trans-Atlantic subsidies, no one should question the wisdom of reasonable gov-ernmental aid to our coastwise merchant marine. Our commerce with Central and South America is now largely by the grad of our European trade rivals. Not a day should be lost in terminating this ridicu-lous and intolerable situation, and in es-tablishing regular mail and trade lines from the great ports of the United States to the shipping centers of Mexico, Central and South America.

Monroe Doctrine a Trade Measure. But more important than these material aids will be our future relations to the Monroe Doctrine. As first promulgated by President Monroe, it prohibited any Euro-pean power from acquiring additional territory on the Western Hemisphere-"as ty for his reasons. On the other hand, angerous to our peace and safety."

It is indeed an amendment to the Monroe mercial stock has been placed among these Doctrine, a guaranty of political inde-pendence from cis-Atlantic as well as trans-Atlantic aggression. It is dearer to the Latin-American heart than the Monroe Doctrine is to us. As we do not want their land, why not accept their dogma? Reciprocity Treaties Outlined.

I recommend the immediate negotiatic

of treatles on the following basis: (1) Inresement of the Monroe Doctrine; (2) presement of the Diaz Doctrine; and preferential customs duties, of, say, 50 per cent, between the contracting parties, either party to be at liberty to make similar treatles with any colony or sovereignty in the Western Hemisphere, bu not with any European nation. Negotia bu tions for such treaties should be initiated by the United States as the primate of the American system, and should proceed not through pan-American congresses but directly with each protected republic. When it is understood that we desire such treaties, and will accept substantially nothing else, the treaties will be made, and our commercial rights under the Mon-

roe Doctrine will thus be recognized and established by the highest form of in-ternational obligation. Mexico is contiguous to the United States, and naturally first to become Americanized. Marveilous is the transformation of the last five years. Even now American railroads are integrating its states, American capital vitalizing its industries, American banks exploiting its finances-and when these influences are propelled with the overpowering energy of this republic, under the fostering influ-ence of reciprocal trade treaties, into Central and South America, we will increasingly monopolize their commerce and bind to ourselves for all time the growing exports and imports of our sister republics

Integration of our sister republics.
Our Trade in the Orient.
(a) The expansion of our commerce westward must be on that great ocean, Seward's "commercial battle-ground of the model. Battle-ground and for the same purpose. Germany and France and trading areas. Of all the nations struggling for the trade of the Orient. Curs is the only one naturally of the follow. Battle-ground and power mathle is to power the Aleutian is and Bet. Pacific we have a power de has moan group. We own the Aleutian is and series of China.
Tracing the Pacific and Indian Oceanan are 800,000,000 people, more than half the population of the globe. Excluding North America, the foreign commerce of the areaden. Battle-ground of the spiobe. Excluding North America, the foreign commerce of the areaden. Ground areader scores for a directly shows that whatever nation controls this commerce on the state at eards the areaden. Battle, and crustle commerce of the Battle ground we are the same aready amounts to \$2,500,000,000
Mamer Battle-ground of the spiobe. Excluding North America, the foreign commerce of the Battle groutes an Ameri

drones, Samoa and Hawaii, our posses-sions reach across the Pacific; on all great

trade and cruising routes an American ship is never more than 2000 miles from an American port; the Pacific itself is ours primarily; our territory bounds it on two sides; our islands dot its surface; and with the ocean and its islands in our possession, an isthmian canal leading the Atlantic and Gulf commerce straight to India, China and Japan, American banks established in all Asiatic trade centers, a great merchant marine pouring out of every Pacific port from San Diego to Seattle, and swelling the tides of trade that roll back and forth over the Pacific-why should not the commerce of the Orient be come the commerce of America in a larger degree than of any other nation?

Pearson Wants an Investigation. CHICAGO, Jan. Z.-Professor Charles W.

Pearson is ready to resign from the faculty of Northwestern University if an investigation shows that he stepped over the limits of propriety in questioning the infallibility of the Bible. However, the

the professor will ask the privilege of defend-ing his action and will make a request of the church paper for space in which to make a statement. If it is refused he will seek other means for giving publici-

by

Waite, Scotta Mill Ciyde Watson, Glencas Bryant, Clatsknie Edgar Watson, do Hunter, Goble C H Bliyer, Molalla Bagiey, Hillaboro W H White, Scattle & Storey, Eufaula J H McCorkle, Silverin Mills, Eagle Cliff Jos Rooney, Moro Hodson, Newberg W T Grimm, Hubbard Reed, Newberg H Frewing, Hubbard Littlepage, Latrill Mrs H Doty, Hubbard Claney, Latourell G Watson, Catlin

Hotel Brunswick, Seattle.

Tacoma Hotel, Tacoma.

Donnelly Hotel, Tacoma.

Body Found in a Reservoir.

CHEYENNE, Wyo., Jan. 23 .- The body

of W. C. Johnson was found today in the

city water-works reservoir at Douglas,

Wyo. Johnson disappeared several days

suicide while temporarily insane. John-

son formerly lived in Florida, where he

owned immense phosphate beds and was at one time worth several million dollars.

Satett of Combine in England.

LONDON Jan 23.-Guest, Keen & Co.,

He came to Douglas from Idaho.

and it is believed that he committed

European plan. Rates 50c and up.

American plan. Rates, \$3 and up.

European, first-class. Rates, 50c to \$1.50, me block from depot. Restaurants near

around the world, and the circle com-pleted, the result would be universal free trade. Its general application, moreover, we do not intend to stop growing, nor curtail our commerce, nor reverse trade policies. When Europe wants our food products, she will, as heretofore, buy them or go without. When she wants our cotton she must buy it or shut down her mills. So with nearly all her American purchases. "It is folly in one nation to look for disinterested favors from another," said Washington, and Europe following the rule buys not Why is it assumed that reciprocity, and as a "disinterested favor" to us, but be cause she is today more dependent for her imports on America than on any other single nation in the world.

demeanors; our policy is as it has been for 125 years. Europe's only indictmen for 125 years. Europe's only indictment against us is that we have grown great,

America is determined to cause no avoidable commercial injury to Europe. so Europe should cause none to us. We want no trade wars anywhere; we desire peace and amity with the Continent as fervently as we do with the rest of the world. In case, however, of irreconcila-ble trade conflicts, we must follow the advice of Washington and Adams, and

still, as heretofore, "consult our rights and dutics, and not our fears." Such an anomaly as our Central and

gentlemen by James H. Eckels, who has just returned from New York. The price understood to be about \$230 per share.

At the same time Judge H. Gary, chair-man of the board of directors of the United States Steel Corporation, has en-larged his holding of Commercial stock, Judge Gary and Paul Morton, of the Samta Fe, each took a portion of the 700 shares of Rawson stock which Mr. Eckels bought

last Summer shortly before the capital of the bank was increased from \$1,000.000 to \$2,000,000. Both of these gentlemen were added to the board of directors at the recent annual meeting of the stockholders. AT THE HOTELS.

THE PORTLAND.

THE PORTLAND. G L Schultz, Chicago J A Cranston, city Y Hoadjand, S F J Plinson, France J W Hoadjand, S F J Wash, Chicago O V O Perine, N Y Pe J Skillman, N Y M Schioss, Chicago O V O Perine, S F E J Skillman, N Y M Schioss, Chicago O V O Perine, N Y M Schioss, Chicago O V O Perine, N Y M Schioss, Chicago O V O Perine, N Y M Schioss, Schicago O V Branch, Cost M Schioss, Chicago I Hainer, S ratio M Schioss, Chicago O V Brout, S C M Schioss, Chicago N Schioss, Schicago N Schioss, Chicago N Schioss, Chicago D Sching, Chicago M Schioss, Chicago N Schioss, Chicago M Schioss, Chicago I Hainer, S Schi M Schioss, Chicago N Schioss, Chicago M Schioss, Chicago J Lipit & & Chicago J Lipit & & Chicago J Lipit & & Chicago M Sching, Sc THE PERKINS.

THE IMPERIAL.

C. W. Knowles, Manager

C. W. Knowles, Manager. C. W. Knowles, Manager. M. Gard, Astoria W. Knowles, Manager. C. W. Knowles, Manager. C. W. Knowles, Manager. M. Start, M. Start, C. Start C. Mamilton, Taccoma H. T. Fuller, W. W. Mrs R. Smith, W. W. Mrs M. F. Green, W. W. G. H. Slocum, do E. J. Post, White River, F. J. Miller, Corvalits E. Clever, Prairle C. H. W. Kretzer, Cornelia W. S. Nelson, Bay City Thos Taibot, Cornelia W. Grace, Baker C. W. D. Smith, Vancouvr J. Beaton, Kan City E. B. Townsen, Aibany Mrs Hogue, do Mrs Hogue, do Mrs Morge, Astoria Jay A. Day, N. Y. P. Askes, Astoria H. M. Schees, Astoria T. M. Shreve, Cathliam H. Hamblet, Astoria T. Brown, Deaver J. Brown, Deaver THE ST. CHARLES.

THE ST. CHARLES.

THE ST. CHARLES. THE ST. CHARLES. W L. Brown, Aplary J Bryden, Centralia John Edwards, Albany R A McKay & wf, R A McKay & wf, B Goddard, Castle R W B Jennings, Or Cty Lucia Bowen, Dailes F Spass, St Paul Minn Alice Egan, The Dailes M H Stonser, Sumpter J C Miller, Cheballs C A Waite Scotts Mill Clyde Watson, Glencea

LOST HER ANCHOR.

Scottish Minstrel Meets With a Mishap in the Harbor.

The British ship Scottish Minstrel start. ed seaward yesterday morning, but before getting out of the harbor met with an accldent that delayed her departure. She had gained pretty good headway when passing the elevator dock, and the crew was lifting the anchor, which was dang-ling just above the surface of the water. Something parted, and the blg mudhook went to the bottom of the Willamette, fol-lowed by about 130 fathoms of chain. The windlass spun round like a top, and the ship had so mu ch headway that it could not be checked until every link in the chain was out and whistling through the hawse-pipe. When the vessel's headway was checked the other anchor was dropped and the voyage was over for the day. The Star Sand Company secured the contract for raising the anchor and chain. and will probably have it back aboard the ship today.

ANOTHER WHEAT CARGO.

German Bark Scienc Keeps Daily Average Good for Month to Date.

The daily grain cargo which this port has averaged since January 1 was supplied yesterday by G. W .McNear, who finished loading the German bark Selene, making a total of 19 wheat and flour cargoes aiready this month. The delayed arrival of the Hatisu and Indravelli will prevent the cargo-a-day average being kept up through the rest of the month, but there will be three or four more finished before February 1. The mammoth Rein-bek will finish early next week, and as she will carry about two ordinary cargoes she will be of material aid in bringing up the average of some of the vessels that fell short of the regulation 100,000 bushels ch is the usual cargo from this port. The 17 wheat cargoes that have cleared carried 1,790,000 bushels of wheat. The Renfield and the Blackbraes will also finish next week.

FLEET MOVING AGAIN.

Half a Dozen Grain Ships Take Their Departure for Europe.

An east wind and a smooth bar at the mouth of the river yesterday released another fleet of deep-water ships, five yescarrying over 15,000 tons of wh Bels and flour, crossing out at high water. The Formosa, with flour, was the first of the bunch to get away, and was followed at noon by the Susanne, La Rochefoucauld, Bardowie and Palatinia, all except the latter going to Queenstown or Falmouth for orders. The French bark Moliere sailed in the afternoon for San Francisco, where she will load wheat.

Another of the in-bound fleet, the Winds. braut, crossed in at 2 o'clock, after a good passage of 61 days from Valparaiso. The British bark Galgorm Castle, which arrived in Tuesday, left up yesterday, and will reach Portland today. The Cambrian Warrior arrived up yesterday morning.

RUMOR UNCONFIRMED.

Report of Alleged Steamship Consolidation Not Generally Belleved.

NEW YORK, Jan. 23 .-- Diligent inquiry in shipping circles failed to confirm any particulars of the statement in the Daily

town, Jan. 23.-Arrived-Oceanic, from Que New York: Belgenland, from Philadelphia. Hamburg, Jan. 23.-Arrived-Graf Waldersee,

from New York. Seattle, Jan. 23.—Arrived—Farallon, from Skagway: Fleiades, from San Francisco. Salled—Nicaria, for San Francisco; Progreso, for San Francisco

Tacoma, Jan. 23.-Arrived-Steamer Al-Ki, from Alaska: steamer John S. Kimball, from San Franc

New York, Jan. 23 .- Satled-La Savoie, for Havre: Koln, for Bremen. Sydney, N. S. W., Jan. 23.-Arrived previ-

univ-So ma, from San Francisco, via Honojulu and Auckland. Liverpool, Jan. 23.-Arrived-Jonian, from St. Jo.hn, N. B.; Teutonic, from New York. Suez, Jan. 23.-Arrived-Glenroy, from Ta-

coma, for London.

San Francisco, Jan. 23 .- Sailed-Steamer Coronado, for Gray's Harbor; steamer Alliance, for Astoria: schooner Lilly, for Umpqua; schooner Glen, for Coos Bay, Arrived-Steam-er Empire, from Coos Bay; ship Charmer, from

Seattle, Jan 23-Salled Jan 25-Steame City of Seattle, for Skagway. Arrived Jan. 22-Hark Diamond Head, from San Francisco. San Diego, Jan. 23.-Salled-Schooner Court-ney Ford, for Port Townsend.

Lorillard Stock Farm Sold.

NEW YORK, Jan. 23 .- It is reported that the Rancocas stock farm, situated at Eatontown, N. J., has been sold, the purchaser being Mr. Tucker. The farm com-prises \$2 acres, including a half-mile track and buildings. It will be remembered that the late Pierre Lorillard, who founded Racocas, bequeathed the property to Mrs. Lillian Barnes Allien. Soon after this was made known, it was said that nego-tiations were under way for the purchase of Rancocas from Mrs. Allien by young Pierre Lorillard and other memb family, who were desirous of retaining the the famous farm. But the negotiations fell through at that time.

Insurance Companies Merged.

NEW YORK, Jan. 23.-A provisional agreement has been signed whereby the Imperial Assurance Company and Impe-rial Life Insurance Company are to be amalgamated, cables the London corre-spondent of the Journal of Commerce. The new company will be called the Imperial Alliance and will take over the entire as-sets and business of all three institutions. The staffs of both Imperials will be retained by the Imperial Alliance as insisted upon by General Manager E. Cozens Smith, of the Imperial.

Twelve Times Married.

DUBLIN, Ind., Jan. 23 .- Philip Veidelburg, of Madison County, undoubtedly holds the record in Indiana for marriages. He is 58 years old, and has been married 12 times. He is the father of 32 children. It is said Veidelburg hopes to live long enough to marry his 13th wife. He was born in Germany, and came from a family whose ancestors settled in New York during the colonial period.

Specially Fine Champagne,

Note the remarkably fine and breedy allty and dryness of G. H. Mumm's Extra Dry now imported, resembling the faus 1589 vintage, better than the 1893, portations 120,359 cases in 1901-nearly 60,000 more than any other brand.

Lord Mayor of Dublin.

DUBLIN, Jan. 23.-Timothy C. Har-rington, member of Parliament for the Harbor division of this city, has been re-Express of a meeting of Trans-Atlantic Harbor division of this city, he steamship owners held in London at elected Lord Mayor of Dublin,

whole. Excepting England and Germany, our free imports are the largest in the world; while within our bounds 49 great and prosperor while within our continental wealths enjoy the most perfect free trade and over the greatest area ever known

history. But what is reciprocity? . "It is an easy word to say." remarked Andrew Carne-gie, "but a difficult policy to inaugurate." gle, That is the trouble, and no more cogent truth has been stated on the subject, "Reciprocity," says Senator Lodge, "is an integral part of the protective sys-No more an integral part than is free trade. The two are antagonistic sconomic principles. Reciprocity reduces free trade. economic principles. Reciprocity reduces duties, disintegrates protection, and leads straight to free trade. As a general policy, aiso, is is futile. The essence of reciprocity is the concession of special tariff rates to one country at the expense of others. If reciprocity should be ex-

concessions would multiply; and tended. should it become general and concessions be made to all, then all concessions to one would necessarily be nullified. Trade would resume its natural course. Our protective tariff would be reduced with-

PROFESSOR F. L. WASHBURN.

succeed the late Otto Lugger as state entomologist.

Harvard University, and is 41 years of age. Assistant Professor E. D. Resaler, of the department of education, whose res-

ignation takes effect October 1, received his A. B. degree from Otterbein College,

and his A. M. from the Ohio State University. From 1897 to 1901 he was Super-

intendent of the Eugene public schools, in which he built up a splendid curricu-lum. Last June he was elected as assistant professor in the department of edu-

ment. He resigns to pursue post-graduate studies in an Eastern university.

and his work in this line has been the subject of much favorable com

UNIVERSITY OF OREGON PROFESSORS RESIGN TO GO EAST.

Europe's Trade Hostility.

Austria, purchasing only one-half of

1 per cent of our exports, and even then selling us 27 per cent more than she buys, is inciting Europe to a bitter trade war. "The peoples of Europe," said her Minister of Foreign Affairs, "must fight shoulder to shoulder against the common ommon possession of all. It could not be done without encroaching upon exist-ing rights of the United States." danger (American exports), and must arm themselves for the struggle with all the Thus the doctrine, in its inception, was both commercial and political. It was means at their disposal." Italy's present Admiral and former Minister also re-cently used this language: "The peace Italy's present a protectorate voluntarily tendered by

of Europe would perhaps lead European nations to consider the possibility and neearnestly solicited and repeatedly ac cepted by the beneficiaries, never acqui-esced in by Europe, and good only so long cessity of uniting agains; America . as the future of civilization will require them to do." France is intensely agiand so far as we stood ready to enforce it. The only equivalent we ever claimed tated, and demands reciprocity; and Ger- as a right from the beneficiaries was their many, next to Austria, bitterly resents our invasion of her markets, and her ommerce; and even that right, although never surrendered, has never yet been et Parliament is even now proposing to enforced. For 78 years we have guarded this hemisphere against European aggres sion, unaided and at our own expense act the highest tariffs ever impose American exports, Why such fervid rhetoric and fil-advised action? We are Witness Mexico, Yucatan, Colombia, Ventuela and finally Cuba. It has be

thankless task, and an enormous financial burden-in the case of Cuba and the Spanish War alone, \$700,000,000 already! what return? So far, absolutely nothing

not even the gratitude of the protected peoples. Yet any administration that attempts to abandon or even curtail the doctrine will not represent the American people. Indefinite, ill-defined and vaguely understood, yet like many other inherited beliefs, the doctrine is cherished with the of heredity and accepted tenacity the blind faith of a creed. A call to arms in its defense would unify the continent. American Commerce for Americans.

Believing in the doctrine as the Ameri can people do, they owe it to themselves to reassert the claim of President Adams, that American commerce is the "com ssion" of Americans, and not of Eu ropeans or other powers-that while we do not want the land, we and all other American republics claim exclusive trade rights in all territory protected by the doctrine -a monopoly, in short, of American com. merce for Americans, as against the rest of the world. The time, too, is propitious to enforce that right. Europe, turning her eyes westward, beholds a vast continent, sparsely settled, ripe for development, and exploited by her own people. She can conceive no reason why she should not possess the waste places as she did in Africa and the Orient. She already has her settlements and vested interests scat-tered all over South America; she owns the great lines of transportation; she has nearly all the banks of exchange; her men and money are developing the continent-what right, she demands, have we to interfere with her plans of commerce or conquest? We are not exploiting Latin America ourselves, why prevent her? Not our invasion of Continental markets, so much as our dog-in-the-manger interference with her South American designs em. bitters Europe against America. She knows, and we know, that her presence is "dangerous to our peace and no longer safety," why, then, prolong a senseless interference? Never were the Latin republics in greater danger of European aggression; never was the aegis of the Monroe Doctrine more needed; never were its burdens and expenses so great as they must be in the near future; and never will our maintenance of the doctrine, our continued defiance of Europe, our thank-less and unappreciated defense of the republics themselves, be so Utopian, so utterly indefensible, unless we immediately obtain, as we can, all the commercial ad-vantages we need and demand. The Dias Doctrine.

Growing up side by side with the doctrine has been the dogma of President Diaz, "the political independence and territorial integrity of all Latin republics."

years later President Adams claimed that attempts to have the matter dropped. "I do not ask that the investigators agree with my opinions," said Profes-sor Pearson. "I simply ask that I be

> Professor Pearson says he has nothing to retract and has written the paper to stand until he is convinced that he is wrong. He is, he says, willing to listen to any argument that may be offered to him. He has not been summoned before

the investigation committee, but awaits its bidding and will answer all questions asked.

Wealth of an Aged Spinster.

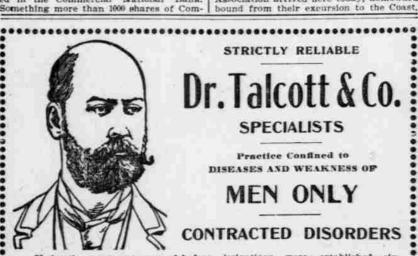
CRAWFORDSVILLE, Ind., Jan. 23. Relatives of America Stripe, an aged spinster who died this week, have since her death discovered a rich treasure in her kitchen pantry. In an old tin canis-ter, surrounded by broken dishes and battered tinware, they found gold and bank notes to the amount of nearly \$2000. There were Mexican gold coins bearing dates in the '50s, and looking as bright as the day they came from the mint. There was also a great roll of "shinplaster" money of denominations ranging from 10 to 50 cents It is believed that the money was hidden And away before the war.

Buying Chicago Bank Stock.

of Dowin Island, Cardiff, who recently CHICAGO, Jan. 23 .- Announcement is nade of large investments in the Commerabsorbed the Cyfarthfa Iron Works and cial National Bank of Chicago by promi-nent New York financiers. The gentlecolliers, have, it is announced today, completed arrangements to acquire the busi-ness of the Nettfolds, big screw wire man-

nent New York financiers. The gentle-men named are J. Pierpont Morgan, James ufacturers of Birmingham. J. Hill, Daniel S. Lamont, George F. Baker, president of the First National Bank; James T. Woodward, president of the Hanover National. It is also said several other New Yorkers have become interest ed in the Commercial National Bank Bank

Canadian Editors' Excursion. SALT LAKE CITY, Jan. 23 .- Nearly 100 embers of the Western Canadian Press Association arrived here today, homeward



Under the treatment pursued before irrigations were established, six weeks was deemed the duration of an acute contracted disorder. If it proceed-ed beyond six weeks it was considered to have gone into chronic condition. From statistics compiled from our practice in the past five years, covering over 6500 days or less. It is, therefore, equally proper to hold that a case not entirely cured within two weeks snust be considered a chronic one, and some compli-cution has arisen for which the patient should see a specialist? We invite free consultation on this subject, and offer an experience of over 20 years; in fact, we can positively assert that we have never failed to cure in a single instance.

Home I reatment

Most cases can be successfully treated at home. One personal visit is preferred; but if it is impossible or inconvenient for you to call at our office, write us a full and unreserved history of your case, plainly stating your symptoms.

COLORED CHARTS

Our colored chart of the organs, which we send free on application to any one interested in the subject, will be found a great advantage in "Home Di-agnosis," as well as a study for all interested in their anatomy.

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