LEASING PUBLIC RANGES

BILLS BEFORE THE LAND COMMITTEE OF THE HOUSE.

Features of the Bowersock Measure Approved by the National Livestock Association.

WASHINGTON, Jan. 22.—It is expected that the public lands committee of the House will soon take up for consideration the several bills providing for leasing the public ranges of the several Western States. The two most prominent bills now before the committee are the Stephens bill, conveying the Texas idea of what a leasing law should be, and the Bowersock bill, which is said to have been drawn and approved by the National Livestock Association, inasmuch as the committee declined, during the last Congress, to consider the former measure, it is expected that interest will center around the second proposition.

Briefly stated, the Bowersock bill provides that all vacant public lands west of the 100th meridian shall be leased for stockgrazing purposes, subject to the right of homestead and mineral entry. Leases shall be made at the rate of two cents per acre per annum, payable in advance, and preference for such leases shall be given to owners of cultivated agricultural land for leasable lands abutting upon their freeholds, in prbportion of 10 acres of leasehold to one of freehold. A like proportion of 10 to 1 shall be given to stockgrowers who are also freeholders, but this preference shall apply only to lands within the counties in which their stock habitually range. If in the case of either of these preferences there shall not be sufficient leasable lands in the county to give each person the maximum proportion of 10 to 1, then the lands shall be prorated between the persons entitled to such preference. The bill grants a further preference to lands not leased under the above conditions to stockgrowers who were in actual use and occupancy of the lands during the past calendar year, to be leased by them in proportion to respective interests in and use thereof. Holders of state lands, under lease, shall be beneficiaries of the preference given to stockgrowers who are also freeholders, provided their leaseholds do not cover more than 640 acres in one body. Freehold rights are not to apply to townsite property, nor to any lands deriving title from Spanish or Mexican grants.

Leases under the Bowersock bill are to run for 10 years, with the privilege of renewal. The revenue derived from these leases, after deducting the expense of administering the law, shall be used as a reclamation fund in providing such water storage and irrigation works in the arid and semi-arid regions as are necessary for preparing the public arid and semi-arid lands for settlement under the homestead act. The Secretary of the Interior is empowered to cancel leases when holders become ineligible.

There are indications that there will be a prolonged fight on this bill, and the chances are decidedly against any action in its favor. While the departments are more or less in favor of a leasing system, there is a general sentiment among Western settlers and small stock-owners against the system, and, in the face of this opposition, members are not anxious to legislate, even though they believe such legislation is for the best interests of all concerned. The small owners fear that under a leasing system the large stock companies will be able to gain control of the ranges, and thus crowd them out. Those members who favor a leasing system assert very positively that any bill to meet their approval must properly safeguard the small owners and settlers, and undoubtedly any bill they vote for would contain such a provision. Nevertheless, the land laws have been circumvented so many times in the past that there is some ground for the fear on the part of the settlers.

ROOSEVELT THE MAN.

Our New President Painted for the Britons by the Thunderer.

The London Times is determined that, so far as it can do it, President Roosevelt shall be set out clearly in as lifelike a manner as is possible, so that all Britons shall know, and knowing, understand him. The Times has done this by means of elaborate studies of the President, the last article of the series appearing on Christmas day and covering nearly three columns of space in the paper.

This article is devoted to Roosevelt the man, for, as the writer observes at the beginning of his article, "if there be anybody in the United States alive, entirely and thoroughly alive, entirely a man, it is this same Theodore Roosevelt. And when you ask what kind of a President he is, or will be, the answer does really depend on the answer to this other question: What manner of man is he? A complete answer, even if it could be made complete, would carry us too far, but it may be possible to give a glimpse or two of this interesting personality. He is interesting from many points of view. Probably I shall not be going too far if I say that he is the most popular personage in the United States, and is regarded by a majority of the Americans as the most representative of Americans. Some details of his career on which I touched in a former letter may account for that partly, but the very incidents which attracted this kind of admiration are only so many expressions of the character of the man. So essentially is he a man of action that, instead of attempting a character sketch, I will offer you other incidents, from which the reader may draw his own inferences and conclusions.

"The President has a vivid conception of that simplicity of life in a republic which prevailed far more generally in the early days of the Republic than it does now. It is part of his democracy. Yet, if there be such a thing as an aristocracy of birth here in the United States, the President belongs to it. The Roosevelts are an ancient family and of high position, socially and otherwise. Their most distinguished son is not unaware of it, but it has never affected his views of his relations to the community and to public life. He is a little impatient, perhaps, of ceremony, and even of the conventional. While he was Governor of the State of New York he showed himself little regardful of such matters, except at moments when ceremonial was obligatory."

The correspondent points out that the methods of the Governor are the methods of the President of today. With, as he puts it, "a little more, necessarily, of state and ceremony and punctilio. The President cannot be quite so easily accessible to 75,000,000 people as was the Governor to 7,000,000. But now, as then, his idea is that public office is a public trust. What else could it be, do you ask? Don't ask me; ask the politicians and bosses; they won't hesitate to tell you what they think it. He is the servant of the people, which does not prevent him from being master of his business and a masterful President altogether. But he has said of himself, quite truly, that he is a born democrat. Whatever he may be by birth or in private life, he is in public life one of the people, and his mind runs on a level with theirs. His knowledge of what all these millions want and need is a sympathetic knowledge. 'I am a natural democrat'—there is a profession of political faith in few words, pregnant with meaning.

"I spoke of the President as a man of action, and he is that; but there is no defying that he is also a man of words, and sometimes of a good many words. Some of his acts have been books. He has always been writing, and a London review published this month an article from his pen, though it was, in fact, written by him before he became President. Of late years he has written much in American magazines. Essentially modern in thought and in his way of looking at life, he has never parted company with the past nor lost his interest in history, of which, in his own way, he is a student. An English writer of distinction who was here not long ago will not have forgotten the discourse he heard from the Vice-President after dinner the night before the inauguration on episodes of early Macedonia, and events with which the names of Antipater and Anaxagoras are connected. In his written, as in his spoken sentences, the lifeblood of the man runs and flows. Into them, as into his gestures, he puts a world of nervous energy, of which he perhaps expends more than he need. I thought as I listened on Sunday he had learned to husband his resources a little. The Presidency makes enormous demands, and soon leaves its mark on its holder. There are new lines in his face, as there are new ideas in his mind. If the force of conviction be not less, as it certainly is not, he takes for granted a more receptive mood in his auditor.

"Three times in his career he has found the work of office a tax even upon his strength, as Police Commissioner of New York City, as Governor of the State of New York, and now as President. Perhaps the early months, when he has so much to learn, are the hardest, but he never spares himself. It is not in him to half do a thing. Sometimes you almost wish he could. There is a danger in this exuberant use of a personal force. There have been times when it threw doubt on his capacity for moderation and middle courses. As Governor of the State of New York he was the one man among her 7,000,000 of citizens who was under the most stringent civic obligations not to write the letter he wrote and published against the first Hay-Pauncefote treaty. All that class of questions was withdrawn from his jurisdiction or competence as Governor. They belong to the Federal Government and to that only. Any other citizen might freely express his views. For him silence was a duty. But when the missionary spirit is upon him silence becomes impossible to him. A friend whose position entitled him to speak wrote: 'Is there no question, Theodore, upon which we may be allowed to decide without your intervention?'

"If at times his Americanism seemed to pass by imperceptible shades into jingoism, there was, I am sure, a physical reason for it. The energy of the hour was excessive, and this may be taken in either a muscular or spiritual sense at the will of the reader. The school to which he then belonged has had an immense influence on the fortunes of the Republic. It has transformed what was, down to three years ago, an established political system. It may be for the better. It may be for the worse. That is for the hereafter. Among the influences which brought on this revolution—for it is nothing less—Mr. Roosevelt's must be ranked high. His friend Senator Lodge has been supposed to influence him. I once supposed so, now I doubt. Between them they have set up a new Monroe Doctrine, but it is not clear which is the chief architect. It was supposed also that Senator Lodge might become, in the new Administration, a power behind the throne—something between a Warwick and a Hunna. That also seems unlikely. Mr. Lodge is scarce suited to the role; his great abilities and industries are for other uses. And this is a case where the real power seems likely to be, not behind, but on the throne. An intimate friend of the President said to me that, while he took counsel with many and listened to all, there was but one person to whose judgment he really deferred, and that one person is Mrs. Roosevelt. That also is a trait of pure Americanism; perhaps nowhere else does the husband's loyalty to the wife include so much.

"A many-sided, much-enduring, much-enjoying kind of a man. Like Ulysses, he has known men and cities. The country he has now to govern he knows as few know it. Few Americans have seen so much of so many of the five-and-forty states of the great Republic. Eastern by birth and training, he is Western by instinct and by much experience of Western life. . . .

"Believing himself, as I said, a democrat of democrats, he has the intuitive habit of command, and what does that rest on, if not on a just sense of superiority to the commanded. Ask the police of New York whether they were ever disciplined by a firmer hand than Roosevelt's. Ask the Navy whether any civilian Secretary ever was more evidently born to the quarterdeck. Ask the Legislature of New York State what Governor ever imposed his will more relentlessly on the elected representatives of the people. Ask his regiment of Rough Riders—and they were rough—what kind of discipline ruled that unruly regiment, and by what stern methods it was enforced. Ask his friends and political associates whether they have found him a man easily turned from his purpose or ever reluctant to assert his own will. Search the records of the Civil Service, of which he was commissioner for six years, for evidence of any feebleness of purpose in carrying out the measures of reform which the politicians of both parties most fervently detested.

"Chief servant of the Republic, yes; but Chief Magistrate also, and penetrated to the core with the conviction that the business of a Government is to govern. In these days, when so many flabby conceptions of authority prevail, we may be thankful for a ruler who has a backbone. It were better to be governed badly than weakly, and the worst government is surely better than none. But now comes a man who will rule strongly, and we all now think wisely. If it be true, as de Tocqueville long since warned us, that there is no tyranny like the tyranny of a democracy, it is surely better that this spirit of dominance be concentrated and incarnated in the individual we have chosen to bear sway over us. He has to do the thinking of 75,000,000 of people, too much absorbed in the vast enterprises of a revolutionary civilization to think for themselves in matters of detail. Now there never has been a time in Roosevelt's life when he had not the true apostolic impulse to preach the Gospel to all mankind. His books, his speeches, all his writings and sayings are full of it. He has thought himself into his beliefs, and he announces them in the tone which goes far to make them the beliefs of other people. The Presidency gives him an unequaled opportunity of stereotyping them into law."

Something the Matter With Phone.

Louisville Courier-Journal.

She tripped into the corner drug store with the grace that is distinctly Kentuckian. The north winds that swept out Fourth avenue from the chill surface of the Ohio left their impress on her cheeks, a rich red that told full well she was not on a rouge errand. The ragian she wore was not ultra enough to disguise a form as bewitching as her face.

She approached the clerk at the fountain, and in a voice that made even the grum proprietor look up in admiration, sweetly said:

"May I use your phone?"

"Certainly," was the reply.

The man who serves hot chocolates spoke as if charmed. He would have given her the store for the asking.

With a pretty nod of the head that made the dark-brown pompadour fall lower on the left of her fair brow, she shot a glance from a pair of lustrous eyes that could mean whatever the clerk might wish, and, stepping over to the showcase, picked up the receiver.

There was a flash of light as the instrument went to her dainty ear, and a wealth of brown hair was barely saved an uncomfortable singeing. She had tried to use the new nicked-plated cigar-lighter before the enchanted fellow at the fountain could tell her the telephone was at the rear of the store.

A blush that drove away every vestige of color made by the wind spread quickly over the girl's face, but she was game, and walked back to the real phone. She didn't tell the person she called, however, of her narrow escape from reducing her tresses to ashes.

TELEPHONES ON TRAINS

DEVICE HAS ALREADY BEEN PUT INTO SUCCESSFUL OPERATION.

One of the Latest Innovations in the Equipping of Trains With Telephonic Apparatus.

Even a railway trip will not separate the Twentieth century business man from his office. At ease in his flying Pullman, he will be able to direct his subordinates as effectually as if he sat at his desk, says the Philadelphia North American.

A new development of that marvel of modern marvels—the telephone—will make this possible. It is now being adapted to the use of railway cars, so that whether moving or standing, the train will at all times be within call of the rest of the world.

This welcome innovation is due to the Duke of Cornwall and York, who recently passed through Canada. Anxious to provide the royal train with every convenience, the officials of the Canadian Pacific Railroad installed a telephone service from car to car, so that the Duke or Duchess could speak to any member of the suite while the train was moving, without the necessity of calling the retainer from another car.

The same idea was utilized with success during the recent tour of the officials of the Pennsylvania Railroad over the system of that company; telephone wires were run from the directors' car to that occupied by the president, Mr. Cassatt, enabling the members of the party to communicate with each other as easily as though in their offices at the central station.

Improving still further on this idea, the enterprising officials of the Chicago & Northwestern Railroad have placed telephones on their best trains, so arranging them that when the train arrived at a large station it would be possible to connect the train with any telephone in that particular city, or for that matter with the entire continent.

Such a vast improvement in oral long-distance communication opens a field of possibilities almost as large as that which came into view when the telephone was first introduced. A traveler forced to leave home or office at a critical stage of some occurrence or deal may proceed to the railroad station with his mind at ease. The simple insertion of a plug in the switchboard of the telephone company at the first station reached will place him in instant telephonic communication with his family or office force.

The train equipped with the telephone system, that is to be the feature of all up-to-date train services in the near future, will become the business man's office while en route for distant points. Appointments can be made by telephone from the train, or information of the arrival of the visitor conveyed by the same means, so that, during the half hour or so that the trains wait at important centers, a mass of business may be transacted over the 'phone and the traveler be enabled to continue his trip without leaving the train.

To the man who has reached a city from which there are few trains, and alighted, only to find that the man upon whom he calls is out of town, the advantages of the improvement in telephonic communication will appeal with great force.

The instrument that will be used on the train telephone service differs from the familiar one. The difficulty to be overcome in telephoning from car to car, on a moving train, is that the greatness of the vibration drowns the speaker's voice. This difficulty has been obviated by the construction of a combined transmitter and receiver, which can be hung on the wall of the car when not in use, and taken down bodily when required for purposes of conversation.

It is found that when the telephone is held in the hand there is little if any more noise from vibration than in a building. The engineer in his cab can call up the conductor in the coach, the brakeman in the rear of the train is brought within talking distance of the engineer, and the system of signals by the pulling of a rope is entirely done away with.

The officials of a trans-Atlantic line of steamers in New York were the first to recognize the great convenience it would be to passengers to be connected by telephone with the shore. On this line, when a passenger goes aboard on the night before the ship sails, he is able to converse with those whom he leaves behind up to the actual minute of leaving the dock.

TORRENS LAND LAW.

The Australian Land Law in Great Britain and Here.

MARSHLAND, Or., Jan. 23.—(To the Editor.)—As public attention is being called again to this Australian land law, we desire to present a few facts in relation thereto, that the people may see whether or not it is the legal panacea for the many ills being justly complained of.

It is claimed that the Torrens law will reform, simplify, shorten and, in various ways, materially improve the present system of records, so as to be of greater benefit to those interested in landed estates.

When this law was proposed in Great Britain, the House of Commons considered it of so great importance, in view of the radical changes proposed thereby, that they appointed a select committee to examine into the workings of this law in the several British colonies, and to report the testimony taken by them and what, if any, steps should be taken to inaugurate this change.

In the discharge of this duty said committee reported the testimony taken, thus giving the House of Commons the opinions of prominent men, thoroughly informed and familiar with the law and its workings in the several British colonies.

Being anxious to gather information, we sent to London and obtained the laws of all the British colonies, and the report of the said select committees to the House of Commons, and were thus prepared to judge of the merits or demerits, as well as the reformatory features and possibilities of this law and its workings and we will only say that it was not adopted in Great Britain.

The law is not compulsory anywhere, and cannot be made compulsory here; and the evidence reported reveals the fact that but a very small proportion of the lands were brought under the act, when one of the witnesses says that "the anticipations which were formed when the act was passed, as to the benefits likely to accrue from its general adoption, has in no sense been realized; that running through a period of 13 months, that out of 1500 transfers only seven had been registered under the act, and that the act, therefore, might be considered to have become, for all practical purposes, a dead letter."

Those who so desire can bring their land under the act, through application to the Registrar-General, who, as an official abstractor, examines the records, and as he finds the title, thus he issues his certificate therefor.

It is generally believed that this certificate is final, and cannot be disturbed or removed, but this is not the case, for it can and has been often gone behind, and set aside by the courts.

It is also claimed and believed that, after you have received a certificate of title, that the government will defend the same; but this is not the case. There is an assurance fund, which is for this purpose, but if there is a blot upon your title, that blot is registered and certified to, but is not defended. The law says "that the assurance fund shall not be liable under any circumstances for loss by breach of trust, expressed, implied or constructive, or from the improper exercise of power of sale, or for loss in consequence of lands being included in the same certificate of title with other lands, through misdescription of boundaries, and finally for such amount only as the party fails to recover from the person liable therefor."

Here you have a portion of the assurance provision that is strongly urged as a recommendation for the passage of the act, but we know that no law can be so construed as to set aside courts.

The certificate of title is made transferable, the same as certificates of stock of any kind, and herein the advocates of the law claim they will simplify transfers and thereby reduce the volume of records. Transfers go on the record, the same as before the passage of the act, if the land has not been brought under the system, and we ask, wherein does it provide for a positive reduction of the volume of records? How will the system materially lessen, improve or simplify the records? How does it provide for the security of purchasers of realty?

Sir Henry Thring, in reply to these questions, that "if this committee of the House of Commons propose to solve the problem of how to make this proposed act work, they have a very difficult problem to solve; that the only way in which it could be made to work would be by endeavoring to popularize it and make it cheaper."

This is the opinion of a man who was familiar with the law and its workings, as he had discharged the duties of Registrar in the British colonies.

We were before the Land Transfer Reform Association in New York City some time since, with reference to taking steps to reform the system of transfers, and I learned then that they had made strenuous efforts to pass this act, in order that they might handle real estate in the same manner as they handled railroad and other stocks in Wall street.

We visited Ontario district, in Canada, to examine the Torrens system, supposing that, as they had the law on their statutes, that they had it in successful and general use, but we were told that not a single county in the entire district had or could adopt it. We interviewed the committee sent from Welland County to Toronto, to examine the books there, with the view of introducing them in Welland County, and were informed by them that the books at Toronto were in a deplorable condition, and the county officers told me that it was utterly impossible to adapt them to old records, and that only in Manitoba district, where they had adopted the United States system of surveys, had the system gone into operation, but the settlements were small and the transfers few, and that there the Registrar-General used a tract book to examine and to certify titles. There the law is not compulsory, and but very few titles are brought under the Torrens system.

We think we have said enough to show the fallacy of attempting to adopt the system here, notwithstanding we have it upon our statutes. We have the donation claims, covering parts of sections, and in other states they have the Spanish and French grants, surveyed in like manner, but the Government has provided for all of these, so they are as easily handled as the sectionized land, or lots and blocks.

When this law is put in practical operation, as a reformatory measure, it will be found a very difficult task. They will have the distribution of estates, the partition of co-partnership, and other mixed property; the issuing of certificates of purchase to small tracts out of larger ones, held by the original certificate issued therefor, and very many other matters which will arise in landed estates; and it will then be seen that it is not the pillar of light that we should blindly follow.

Some think the first thing wanted is a set of large maps, but we would ask them what they propose to put on these maps, before they have a set of tract indices, or something equivalent thereto, for a reference to the records, all written up to date.

There are others who think a set of tract indices for Multnomah County would cost nearly $50,000, if made from records; and here we would say that they should never be made in any other manner. With all due deference to those who pretend to know about such matters, I will say that I would like the contract for furnishing the books and maps, and do all the work up to the time I turned them over to the County Commissioners, at $20,000.

I have made hundreds of abstract books and know what it will cost to do all parts of the work.

Theoretical ideas without some practical methods to carry them into execution will avail nothing. Abstract companies will continue to be established until the public records will be practically the property of corporations, and the public is keeping them up for them. There could be much done in the volume of records by having short forms prescribed, and cease preserving those insults to common sense by repetition, tautology and circumlocution, and stating things in the past and present tense, and many more useless things.

One page of records would then hold two or more conveyances, where one conveyance now covers from one to three or more pages.

There will be no reform in the public records until there is less stupidity and parsimoniousness in our county officials.

JAMES THORNE.

QUAINT HEBREW RITE.

The Burial of Fragments of Old Copies of the Law.

Jewish Comment.

In April the Jewish population of Roustchouk celebrated a most picturesque religious ceremony, repeated every 10 years, the burial of Genizah—that is to say, of the fragments of old copies of the law. A large tent is erected in the cemetery, and several rows of chairs are placed in front of it. A holy ark is built, on which will be placed the remains of the sacred writings. Near this spot, in a sort of mortuary chamber, are placed about 200 bags holding the above-named papers. The public comes in crowds. In the front row are seated the religious functionaries.

The chief rabbi delivered an address, in which he recalled the aim, the origin of the ceremony. The moment a book, he explained, is out of use, we ought to pay it the last respects. The Shuluchan Aruch commands this. Do we not owe to these divine texts the honors that we pay to our dead parents? Is not the sacred literature a mother who has rocked us, raised us as her children These texts are the word of God pronounced on Mount Sinai, for the performance of which so many illustrious men in ancient times gladly sacrificed their lives. Buried in the cemetery, these venerable remains will watch over the dead, will come to life again with them. The burial of the Genizah has another more important aim—to draw the Jews to the graveyard, there to suggest to them salutary reflections on the vanity of human things.

The discourse done, the bags are carried into the ark by those called upon to do so. A chazan rises and puts up at auction the opening of the Perocheth. Then comes the sale of the bags. Their price varies from 10 to 20 francs. Twenty, 30 or 50 of them may be sold at once; it depends on who procures this "mitzavh." At last they leave the ark. All those carrying sacks march to a pit previously hollowed out for the purpose. Then the pit is filled up. Some weeks afterward a stone will be placed there with the words, "Genizah of the Year 1901. Roustchouk." The ceremony is completed by a banquet given to the rabbi and all the religious officers. Will these sacred leaves, inscribed with the divine name, come to life with the dead? The problem is too full of mystery for me to attempt a solution.

Fallen From High Estate.

Washington Star.

There is a magazine story of a man who was a poor newspaper worker two years ago, but who is now the executive head of a $3,000,000 oil company. Poor newspaper men are usually driven out of the business into something of this sort.

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THE FRIGATES OF 1794

SHIPS THAT MARKED BIRTH OF AMERICAN NAVY.

Victories in 1812 Led to Increase in Fighting Vessels—Beauty of Old-Style Craft.

The American Navy dates from the year 1794, when six frigates were built, writes John M. Deponal, in the Baltimore American. Three of them—the United States, the Constitution and the President—had 44 guns, and the others—the Congress, the Chesapeake and the Constellation—had 38 guns. Other frigates and smaller vessels were built down to the year 1801, when a streak of economy crossed the Government, and all but 13 frigates were sold. Among the 13 were the six named above. A few smaller vessels were built, but the United States had a naval force of only 20 in all when the War of 1812 broke out.

The most famous of the old frigates was the Constitution, familiarly known as "Old Ironsides." Her capture of the Guerriere, one of the best frigates in the British Navy, on August 19, 1812, was the first surrender of an English vessel to the Americans since the Revolutionary War. None of the fresh-water vessels used on the Great Lakes and Lake Champlain survived more than 10 years after the war.

In 1799 the frigate Constellation, after capturing several French vessels, disappeared and was never heard of again. But the navy of a generation later had a frigate Constellation in place of the original one. The Saratoga, 16 guns, was lost in the same manner in 1867, but there has been at least one other Saratoga since that date. In 1814 the sloop-of-war Wasp left Portsmouth, N. H., captured several British vessels, and also disappeared. The most remarkable instance of loss since the War of 1812 was that of the Hornet, a well-known factor in that war, which is supposed to have foundered in the Gulf of Mexico about the year 1830. It is no uncommon thing for vessels in all navies to disappear, leaving no trace or sign of their fate, and when they had attractive or appropriate names the practice is to give their names to newly built vessels.

A Navy to Be Proud Of.

The victories of the American Navy in the War of 1812 led to a great increase in its number of sail, so that for many years the United States had a Navy to be proud of. This development in our naval resources may be classed under three heads: First, the building of larger sailing vessels; second, the building of small steam gunboats, and, third, the building of steam frigates, which last brings us down to the opening of the Civil War in 1861.

Of the original six frigates built in 1794, the fate of the Constitution and the Constellation has already been noted. The President was captured and destroyed by the British in the War of 1812. The United States, the Chesapeake and the Congress lasted for a time, but afterward were laid up in ordinary at one of the navy-yards. In calling the roll of the Navy, however, they were mentioned out of courtesy for what they had done. All of these frigates were two-deckers—that is, they had a row of guns upon the upper or spar deck, and another row upon the lower or berth deck. Not many three-deckers were built, but the chief of them were the Pennsylvania, the North Carolina, the Delaware, the Hancock and the Vermont.

Just after the Mexican War, from 1848 to 1855, a small fleet of little armed gunboats came in for a share of the public attention. Some of these were the Columbia, the Michigan, the Mississippi, the Susquehanna and the Powhattan. A full roll of all the United States Navy at that time included 51 vessels. The third step in the development of the Navy before the war commenced was the building of six steam frigates in the several navy-yards of the United States. The first to be launched was the Merrimac, from the Charlestown Navy-Yard, in June, 1855. The line-of-battle ships Ohio and Vermont were present. The latter was a sailing monster of 4000 tons that had been launched only a few years before.

Advantage Over Other Nations.

The Merrimac was built under the superintendence of Commodore Gregory. In June, 1856, the old three-decker Pennsylvania was present at the Gosport Navy-Yard, Norfolk, Va., to welcome the launch of the new frigate Colorado, also one of the six new steam frigates. The first five steam frigates did not differ much in their lines from the old three-deck frigates, except that they were a trifle narrower in the beam. Like all vessels in the Navy, they depended upon their sails for nearly all of their progress. The frigate Niagara was built in 1857 at the Brooklyn Navy-Yard, and her designer was George Steers. The Niagara was a full-rigged ship, and was provided also with steam. The main feature of the vessel was the beauty of her lines, it being said that during her time she was the handsomest vessel afloat, and was also very fast.

The completion of these six steam frigates put the United States Navy well up to the front among the navies of the world. When the English ships, known as the Baltic fleet, left Spithead in April, 1855, there were 17 large vessels, mounting about 1000 guns. Within two years of that time the United States could have named 17 vessels with an equal number of guns. In 1855 the London Illustrated News described and illustrated the launch of three iron-screw ships at Jarrow, of 400, 600 and 1000 tons, respectively. The largest of these was only 210 feet in the keel, and all of them were to be used for transport service. At the same time the United States Navy contained a number of transports and small gunboats which had a larger tonnage than these; so that, at the breaking out of the Civil War in the United States, the American Navy, wholly constructed of wood, like the navies of all the rest of the world, was in fair shape to give a good account of itself. The total number of guns was nearly 3000, and all were smooth bores, like those in use everywhere else. The United States had an advantage over other nations in building material. Live oak was the wood used, while the staple wood of England was white oak; that of Russia yellow pine. Every visitor who stepped on board one of the frigates or line-of-battle ships in those days could not fail to be struck with the beauty of the craft, and the neatness, system and quiet that prevailed on board.

The Civil War.

No other nation except the British could show any comparison with this Nation in guns or equipment. For two or three years before the breaking out of the Civil War the Navy of the United States had been allowed to run down. In April, 1861, the serviceable Navy consisted of two sailing frigates, two sailing sloops, one screw frigate, five screw sloops of the first class, eight screw sloops of the second class, five screw sloops of the third class and three sidewheel steamers. There were also available, with some repairs, 18 sailing vessels, five screw frigates, one screw sloop and four sidewheel steamers. A few days after Fort Sumter was fired upon the Federal Government became uneasy as to the fate of the navy-yard at Norfolk, Va., which was really within the Confederate lines. Although there had been several chances to move away the ships or protect the yard, yet it was destroyed, with all the ships-of-war gathered there, except the sloop-of-war Cumberland, which was taken out of the yard to a place of safety. It was a great calamity to the United States, this destruction of old historical vessels.

When the navy-yard was destroyed, the Confederates rushed in and saved what they could. Among the salvage were 1000 cannon, which the Confederates used with great destruction against the United States for more than a year afterward. This tided them over their then present need, and gave them a chance to send to foreign countries for further armament. But the most important salvage was the Merrimac itself, which had been launched so proudly at Charlestown only six years before. The hull was found to be in such good shape that the vessel was raised and a year was spent in reconstructing her and arming her with four inches of iron plating. The appearance of the Merrimac when completed was a surprise to the frigate Congress and the sloop-of-war Cumberland in Hampton Roads, off Fortress Monroe, March 8, 1862.

Advent of Ironclads.

If the Monitor had not appeared upon the following day, every vessel in the United States Navy might have been destroyed in turn; Washington and the great cities of the North laid under tribute to the Confederate cause, and the story of the war would have been quite different from what it is. Thus the glories of the old wooden Navy, that was in its prime between the years 1850 and 1858, was closed by the destruction of the Norfolk Navy-Yard in April, 1861, and by the crash of the Merrimac into the Cumberland and the blowing up of the frigate Congress in March, 1862. Since that day there has not been, and there never will be, an opportunity for such deeds of individual heroism as took place on the decks of the old line-of-battle ships. The opportunity for heroism of that sort has passed forever, and from the time of the Merrimac and the Monitor dates the contest between the different nations of the world to see which would come out ahead in the more scientific contest of the ironclads.

ROYALTY'S CHRISTMAS GIFTS

What King Edward Gives to the Poor and His Tenants.

London Express.

His Majesty, King Edward VII gives every Christmas some useful present to the poor and needy on his various estates, and to those who have been at one time connected with his estates. Several weeks before Christmas the King has sent to him at Sandringham a huge parcel, in which are scores of useful articles, such as woolen vests, mufflers, socks, gloves, etc. These articles have been purchased by His Majesty from a well-known North of England firm, and are of the best quality. The gifts are judiciously distributed about a week before Christmas day.

Where Statesmen Are Grown.

Baltimore American.

Bill Jones has gone to Congress—he's packed his carpet sack;
His plug hat's at an angle, his coat lapels turned back,
His shoes is shined jest scrumptious—I tell you, Bill looks grand,
And he will shorely tell them the way to run this land.
The whole endurin' Summer he's argied o'er and o'er
The way to save the country, down here in Griggs' store.

Bill Jones has gone to Congress—he'll build that there canal,
If we must buy the water at 50 cents per gal.
We've talked on Nicaragua, and sized up Panama,
Till Bill is filled with reasons—he'll give it to 'em raw!
Because he's got the learnin', and he's got somethin' more—
He's loafed the whole blamed Summer down here in Griggs' store.

Bill Jones has gone to Congress—I'll bet when Bill begins
To orate on the matter he'll show them trusts their sins!
I'll bet that Bill will shortly stir up an awful muss
When oncet he starts his talker on this here octypus!
Of course, he'll get the credit, but, as I said before,
He loafed all this whole Summer down here in Griggs' store.

Bill Jones has gone to Congress—jest watch the papers now,
For Bill is primed and ready to tell the Gov'ment how
To wrastle with each question from Maine to Philippines,
From tariff down to taxes, from weather up to mines;
He'll settle all the squabble about the open door—
But, then, he's had all Summer down here in Griggs' store.

There appears to be nothing objectionable in the method of raising a check adopted by a Washington lady, who, upon receiving a check for $10 from President Roosevelt for the bazaar of the Newsboys' and Children's Aid Society, framed the document and sold it for $50.

WINE OF CARDUI

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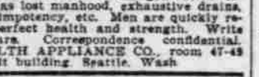

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For South-Eastern Alaska

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

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O. R. & N.

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THREE TRAINS DAILY FOR ALL POINTS EAST

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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.	5:00 P. M.
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*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.

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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, 8:25, 9:30, 10:50 A. M.; except Monday, 12:40 A. M.; Sunday only, 10:05 A. M.

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