FIR WOOD WINS OUT

Test Proves It All Right for Use in Battle-Ships.

EQUALS SOUTH'S YELLOW PINE

Navy Depariment Heretofore Has Used This Lumber Almost Exclusively—Northwest Timber Superior in Many Ways.

WASHINGTON, Feb. 11. — The Government tests of Washington fir, which were called for over a year ago by Senator Foster, have resulted in a victory for the leading lumber product of the Pacific Northwest. In all essential qualities the Navy Department finds, after a most thorough investigation and scientific tests, that fir equals the Southern yellow pine, which has heretofore been used almost exclusively in the construction of battle-ships and naval vessels. The conclusions summarized are as follows:

First—Strength: Douglas fir is generally equal to yellow pine, and superior to it in some essential points.

Second—Elasticity: Douglas fir is decidedly more elastic than yellow pine.

Third—Toughness: Douglas fir is far superior to yellow pine as regards toughness.

Fourth—Wearing qualities: Yellow pine is superior to Douglas fir, especially when moisture is present.

Fifth—Lasting qualities: Yellow pine is superior to Douglas fir on account of the greater amount of pitch it contains.

Sixth—Douglas fir is lighter than yellow pine in the ratio of 28 to 33.

Seventh—Douglas fir contains less pitch and resin than yellow pine in the ratio of 28 to 35.

Eighth—Fire-proofing either yellow pine or Douglas fir has no deleterious effect, as regards strength. This is contrary to the general belief, but in particular cases where the contrary has been noted, the wood probably has not been properly treated. The samples used in these tests were treated by the electric fire-proofing process, and presumably were subjected to the full treatment required by these specifications.

Ninth—Douglas fir is a satisfactory wood for use on naval vessels for all purposes where yellow pine would be suitable. It can be satisfactorily substituted for white pine for most purposes on board ship; and it can be used even in lieu of hard wood, if suitably sawed and selected.

Tenth—Although somewhat inferior to yellow pine in wearing qualities, if properly treated, it is suitable to use on ship's decks; and the difference between it and yellow pine is not sufficient to account for the difference in wear that has been had in certain cases on war vessels decked with "Oregon pine," nor to counterbalance th ecost of yellow pine on this coast.

Eleventh—For all purposes, it is essential that it be thoroughly air-seasoned to secure the best results.

Credit for Having Tests Made.

When the question of building a battleship on Puget Sound was taken up Senator Foster, who is extensively engaged in the lumber business, made detailed inquiry at the Navy Department with reference to the quality of the lumber used. He found that Southern yellow pine practically held a monopoly, and as a result of his original inquiries he was informed that the Navy Department considered fir too soft and spongy. In view of the Senator's intimate knowledge of the strength and durability of fir, this statement was ridiculous, and a further examination and investigation was demanded. The results of Senator Foster's investigations were communicated to lumbermen of the Northwest and Victor H. Beckman, secretary of the Puget Sound Lumber Manufacturers' Association, and also Frank R. Cole, editor of the West Coast and Puget Sound Lumberman. The Pacific Lumber Trade Journal also joined in advocating that the tests be made, and about this time Senator Foster made an extensive report on a bill providing an appropriation of $40,000 to carry on Government tests of merchantable woods of the United States in general. If the tests made at the Puget Sound Navy-yard are considered satisfactory, no further appropriation will be asked for for an authoritative Government test and report thereon. The strength and durability of fir have been known to the lumber trade for many years, and in the construction of cars and bridge building purposes fir has come to the front in preference to all other classes of lumber. In this connection it will be noted that the tests conducted by the Navy Department show that fir is more suitable than what is known as "hard wood." This carries out the decision of carbuilders of the country who have been substituting fir for oak, finding it lighter and much stronger and more durable.

Made at Puget Sound Navy-Yard.

Naval Constructor Frank B. Hibbs, of the Puget Sound Navy-yard at Bremerton, under whose direction the tests were conducted, reports that he finds the various woods referred to as yellow fir, Douglas fir, Oregon yellow pine, Oregon pine, etc., refer to the same species of timber, known throughout the Pacific Northwest and among lumbermen as fir. He also reports finding timber on highlands of finer grain and containing more pitch than on lowlands. No samples of fir from Oregon, or what is known as Oregon pine, were submitted in the competitive tests. He then adds:

"The grain of Washington fir is most pronounced. The pitch fiber is exceedingly hard, dense and tough. Its structure is remarkably uniform and symmetrical. The woody material between the fibers is comparatively soft, consequently there is a great deal of shrinkage. In fact, unless this material is thoroughly dried it is not fit for any finished work. Kiln-drying, although generally not advisable if it can be avoided, is particularly objectionable in this wood, as a large percentage is liable to be lost, due to shrinkage, warping and splitting, to say nothing of the destruction of the life of the wood, due to the loss of its pitch. Air-seasoned fir, however, is hard and tough, and when properly seasoned it can be used for the finest work under almost any conditions, never splitting or warping and taking a high finish. This wood is being used for sash and doors with excellent success, the only condition being that it should be thoroughly air-seasoned."

Transverse Bending Tests.

A detailed summary of the tests is as follows:

(a) The Douglas fir air-dried and yellow pine air-dried show very close results, with a slightly higher average for the latter.

(b) The characteristic curves show the yellow pine to be the stiffer; that is, it did not deflect so much as the fir.

(c) The yellow pine broke very short compared with the fir, which generally gave a long, fibrous fracture.

(d) The fire-proofed yellow pine stood more strain than either the air-dried yellow pine or the fir.

(e) Fire-proofed fir stood less strain than the natural wood.

(f) Samples with horizontal grain stood, on the whole, better than those with vertical or diagonal grain, although those with vertical grain were stiffer.

(g) The air-dried Douglas fir stood better than the kiln-dried, and the latter better than the "green."

Tensile Tests.

(a) Although, as previously described, the shape of the test piece adopted was found satisfactory for practically all the tensile tests, there were a few instances in which a soft, fine-grained piece of Douglas fir would absolutely refuse to break in the test part; it is probable that if these pieces could have been broken the average would have shown higher.

(b) The fir generally showed a break of shattered fibers over the entire length of the parallel test portion, while the yellow pine broke shorter in every way.

(c) The characteristic curves of this test show what might be taken for deflection; but this is almost altogether due to the tightening up of the clamps on the cone and the compression of the wood within them.

(d) The results of this test are much in favor of Douglas fir, as compared with yellow pine.

(e) The kiln-dried Douglas fir stood this test better than the "green," and the latter better than the air-dried.

(f) In both cases, the fire-proofed wood stood better than the natural wood.

(g) In the tensile tests across the grain, test pieces were cut in pairs from the same stick in order to find the difference, if any, between the strength when pulled apart with the grain parallel to the line of pull, and when at right angles to it. The results show but little difference in this respect, and the general results show slightly in favor of yellow pine.

Compression Tests.

(a) In the compression tests, the wood was compressed to destruction, and the average results are remarkably uniform in both the Douglas fir and the yellow pine, with the exception that the fire-proofed fir was below the average.

(b) Vertical grain pieces gave the best results in this test, although not to so great an extent as might be supposed.

(c) From the characteristic curves, it will be seen that the ultimate stress is about double that at which the wood began to fail.

(d) The results of the end-compression tests show the Douglas fir to be superior to yellow pine.

(e) The principal difference in the fractures was that, while the fir crushed from end to end fairly square across the piece or bulged symmetrically at the sides and split, the yellow pine invariably gave way in a diagonal line from top to bottom, and in two cases in a double diagonal, showing as four triangles laid together.

Column Tests.

(a) The ends of the samples were somewhat flattened under the pressure, and the apparent deflection before failure on the characteristic curve is inaccurate to this extent.

(b) Practically all test pieces broke in the middle of their length diagonally through; the exception being two pieces that split from end to end, two that broke in two places three or four inches apart, and one that crushed at the lower end.

(c) The results of these tests show the Douglas fir to be superior to the yellow pine for both the fire-proofed and the natural wood.

(d) The fir showed a fibrous break, while the yellow pine broke short; in two cases the specimens of yellow pine flew out of the machine when the fracture occurred.

Torsional Tests.

(a) In these tests, the yellow pine specimens or the average carried slightly more stress than the Douglas fir; but, as will be seen from the characteristic curves, they invariably gave way with less twist than the fir.

(b) The yellow pine generally split into large spalls, while the fir disintegrated into a bundle of fibers and twisted much farther before parting. This is shown in the photograph.

Shearing Tests.

(a) In these tests, the Douglas fir stood the better compared with the yellow pine, and showed more tenacious fractures; a large number of fine fibers holding between the edges of the breaks, while the yellow pine showed a clean break.

(b) The fire-proofed and natural wood were very close together in these tests, but the fire-proofed yellow pine stood more than the natural.

Abrasive Tests.

(a) These tests were carried on for 15 hours in the drill press, as previously described, each sample being fixed on the table for one-half the time.

(b) When the speed was slow, the Douglas fir stood better and wore less than the yellow pine.

(c) Upon increasing the speed and keeping the temperature down with water, the yellow pine stood the better.

(d) The sand-blast test shows a slight advantage of yellow pine over Douglas fir, although the fire-proofed fir stood better than the fire-proofed fir or the natural fir.

(e) The specimens both showed an advantage of horizontal grain over the vertical grain in this test, which was to be expected.

(f) The action of the sand blast on the two woods is interesting. In the case of the yellow pine, the surface was worn away evenly, breaking into fine chips. In the Douglas fir, the pitch rings would stand out half an inch and over, wearing but very slowly, while the woody matter between them was cut away rapidly; so that the percentage of loss does not indicate the actual wearing of entire surfaces.

(g) This indicates the extreme hardness and toughness of these pitch fibers.

THIRTY-SIX UNDER FIRE.

Applicants for Teachers' Certificates Answer Questions.

The examination of applicants for state and county teachers' certificates commenced yesterday at the Park School, before the County Board, consisting of County Superintendent Robinson, Principal D. A. Grout, of the Park School, and F. Glafke, Jr., ex-principal of the Harrison-street School.

There are 36 applicants for county certificates, 33 women and three men, and 14 applicants for state certificates, all women but one. The great majority of them belong to Multnomah County. Some are teachers whose present certificates will expire before the next examination, but the greater number are taking their first examination, among these being several pupil teachers from the public schools of this city. The greater number of the applicants are in the early 20s, a few in their teens, and one or two are upward of 30 years of age. They were all getting through with their work yesterday in good season, and apparently without much difficulty.

The subjects on which applicants for county certificates were examined were writing, history, spelling and reading. Subjects for state applicants were penmanship, history, spelling, algebra, reading and school law.

Under the present law applicants for state certificates may take a portion of their examination at each of the three successive examinations. They have to pass examination in 22 branches, and must get through with them in three examinations.

The branches in which applicants for county certificates are to be examined today are arithmetic, theory of teaching, grammar and school law. The branches in which applicants for county certificates are to be examined are written arithmetic, theory of teaching, grammar, bookkeeping, physics and civil government.

Will Be a Strong Club.

The new Republican Club, H. H. Newhall president, has secured comfortable and ample quarters in a room in the Burkhard building, facing Grand avenue. The committee will have the hall fitted up and provided with furniture at once. A member said yesterday that frequent meetings will be held. The indications are that it will have a large membership. It already has a considerable number of representative citizens on its roll.

Nothing can exceed the care with which Cook's Imperial Extra Dry Champagne is made.

DULL FREIGHT MARKET

LOWEST PACIFIC COAST GRAIN CHARTEH SINCE 1897.

End of a Long Period of Prosperity for Shipowners—Snake River Navigation Resumed.

The British bark Chiltonford was chartered Monday to load wheat at San Francisco by G. W. McNear at 27s 6d, the lowest rate paid for a grain ship at a Pacific Coast port in over four years. These have been years of great prosperity for the shipowners and in that time rates ran up to 52s 6d, Kerr Gifford & Co., of this city paying that figure for the British ship Cromartyshire for barley loading at Portland. The next to the highest rate was paid for the Pax, now in this city. She was taken by the Portland Flouring Mills Co., at 50 shillings. Quite a number of charters were made at 47s 6d, and the most of the charters last season, were in excess of 40 shillings, anything around 37s 6d to 38s 9d being considered a cheap ship. The difference between the high rate paid the Cromartyshire less than 14 months ago, and the Chiltonford's 27s 6d, represents about 16 cents per bushel saving made by the grain growers, and an attendant reduction in the profits of the shipowners. The latter contend that freight cannot be carried around the Horn at a profit at much less than 30 shillings, and that unless there is a reaction, the vessels will gradually go into retirement. Before they go into retirement and a reaction takes place however, there is a strong probability that charters will be made for less than 27s 6d.

Disengaged tonnage is piling up in all Pacific Coast ports, and more is coming to hand. With no business for the ships here, owners will accept low rates in order to get them into other parts of the world where there is a prospect for something. Similar conditions prevailed here early in 1897, and as the wheat season drew to a close, new records for low freights were established. The British bark Heathfield loaded at Portland at 17s 6d, Matrihanish at 18s 9d, the Midas and Duchalbur at 20 shillings, and the Glenelvan and Auldgirth at 21s 3d. These rates lingered in force until July, 1897, and on the strength of this depression, shipowners were willing to charter to arrive, for new season loading, at 22s 6d, 23s 9d and 24 shillings. Quite a number of ships were taken at these figures, and then the pendulum swung back, and along in December, 1897, and January, 1898, some of these cheap ships lined up in Portland harbor alongside of 40 shilling ships, and for the next four years the rates hovered between 33s 9d and 52s 6d, the average for the entire period being around 40 shillings.

There are now 17 disengaged ships in San Francisco, three at this port and two on Puget Sound. Under such circumstances, exporters are not making any effort to charter for either new or old crop loading, and there is less new crop chartering reported at this date than in any previous year since 1897.

NAVIGATION RESUMED.

Snake River Steamboats Are Again in Service on Regular Schedule.

Snake River navigation, which has been suspended for the past three weeks an account of the cold snap, was resumed yesterday, the O. R. & N. steamers Spokane and Lewiston going back on their regular schedules between Riparia and Lewiston. There is considerable freight along the river and a crew will be sent up from Portland today to take the steamer Norma from her Winter quarters at Log Cabin, and place her in service as a freight boat. The building of a couple of new tramways from the hilltops along Snake River during the past season diverted to the river a large quantity of wheat which in former years came out by rail, and it will require several weeks for the Norma to clean up all of the wheat from the warehouses along the river between Riparia and Lewiston.

The remarkable growth of Lewiston and the country lying between the Clearwater and Riparia is reflected in the heavy traffic by steamboat. In spite of the fact that the Northern Pacific railroad takes out a large share of the Lewiston business which in former years was very lucrative for the steamers, the latter are now handling more business than ever before, and the three steamers, which are the largest that have ever been operated on the route, carry full cargoes for the greater part of the year. In former years the wheat traffic was about all that the boats had to depend on, but recently the fult business has grown to enormous proportions, and as it comes at a season of the year when there is but little wheat moving, the boats are no longer laid up in the Summer and early Fall for lack of business.

PINMORE READY FOR SEA.

Her Owner Makes Vigorous Protest Against the Amount of Libel.

The British bark Pinmore, which had such an exciting experience off the Washington coast a few weeks ago, has completed her wheat cargo on Puget Sound and is again ready for sea. Bonds have been supplied for her libel suit and the question of salvage will be fought out in the courts. J. W. Clink, the owner of the vessel, uses some vigorous language in his answer to the libel. In his answer which is now in the hands of the United States Federal Court at Seattle he claims that the vessel was never abandoned at any time, and that the demand of the libelant for salvage in the amount of $75,000 is "extortionate and oppressive," and should be so condisered by the court in making its decision. The respondent places the value of the Pinmore at $60,000, and states that the amount asked as salvage by the libelant is $15,000 in excess of her value.

It is admitted that the libelant is entitled to reasonable renumeration for towing the bark to port. The demand for $75,000 salvage is termed "wholly disproportionate to the value of the services rendered." By reason of the libelant demanding so large an amount, said to be $15,000 in excess of the value of the bark, the respondent claims that he has been forced to put up enormous bonds in order to obtain possession of her, and has otherwise been put to great cost and expense.

The court is asked to award as salvage only a reasonable and just amount, "taking into consideration the extortionate and oppressive conduct of the libelant in making its demand for salvage herein."

BERTHA MAY BE SAVED.

Stranded Vessel Resting Easy on a Soft Beach.

PORT TOWNSEND, Feb. 12.—The steamer Al-Ki, arriving this morning from Skagway, reports having a stormy passage during the entire voyage. Wind and snow storms were encountered, causing the Al-Ki on several occasions to seek shelter. Her officers report that the weather in Alaska has been unusually stormy this season, and the fall of snow has been phenomenal. On the mountains snow has attained the greatest depth known for years, while along the shore line the fall has been greater; but after each snow storm rain would follow. The Al-Ki's officers report the stranded steamer eBrtha as being in an easy position on a soft beach, near where she piled up on the rocks. She is well protected from the elements, and with proper appliances can be floated at comparatively little expense.

Astoria Marine Notes.

ASTORIA, Feb. 12.—The gasoline launch which Wilson Bros. are building for the Muir Glacier Packing Company is nearly completed, and will be launched during the coming week. She will be taken to Portland and loaded with supplies, and about March 1 will leave for the company's plant at Wrangel, Alaska. N. J. Svensent, of the company, will leave tomorrow for Fort Wrangel to make preparations for the coming season. The company will operate its plant during the whole year in the future, and will not only handle salmon, but will also ship herring and halibut.

The French bark Versailles, which has been here since January 29 without a charter, is reported today to have been chartered to load wheat for Europe.

The Indravelli Fire.

The condition of the steamship Indravelli yesterday was much the same as the day before. The fire has apparently made no further headway, but no attempt was made to remove the hatches, and the work of boring holes in her deck had not been completed so that water could be injected. This method will be tried this morning, and good results are expected to follow. The decks are cool and the chemical is preventing the spread of the fire even though it has not extinguished it.

Shipwrecked Crew in Port.

BOSTON, Feb. 12.—The Bucknell Line steamer Bucentaur, of London, which arrived here today from Calcutta, via Colombo, brought the crew of nine men of the British bark Manx Queen, bound from La Gunyra, Mexico, for Falmouth, England. The Manx Queen was abandoned in a sinking condition February 4, in latitude 36:36 north and longitude 46:55 west.

River Traffic Is Brisk.

The water is at a fine stage for steamboating on the Williamette River, and boats are running on the upper river as far as Harrisburg, and carrying wheat from there and intermediate points to the mills at Corvallis. At Albany yesterday the water was 16 feet above zero, but falling slowly. The next storm will bring it up again.

Domestic and Foreign Ports.

ASTORIA, Feb. 12.—Sailed at 3 P. M.—Steamer Geo. W. Elder, for San Francisco. Condition of the bar at 5 P. M., rough; wind southeast, squally; weather cloudy.

New York, Feb. 12.—Arrived—Liguria, from Genoa and Naples.

Seattle, Feb. 12.—Arrived—Steamship Algoa, from Tacoma; steamship Cottage City, from Skagway; schooner Ottilie Fjord, from Hilo; steamer Kinshiu Maru, from Japan and China; steamer Al-Ki, from Skagway; steamer Elihu Thomson, from Valdes. Sailed—Steamer Chico, for Ladysmith; steamer R. P. Elmore, for Coquille.

Liverpool, Feb. 12.—Arrived—Lapcastrian, from Boston.

Hong Kong, Feb. 12.—Arrived previously—City of Pekin, from San Francisco, via Honolulu and Yokohama.

Hamburg, Feb. 8.—Sailed—Palatia, for New York.

Queenstown, Feb. 12.—Sailed—Ultonia, from Liverpool for Boston.

Portland, Me., Feb. 12.—Arrived—Norwegian, from Glasgow.

New York, Feb. 12.—Arrived—Haverford, for Antwerp. Sailed—Tauric, for Liverpool; Philadelphia, for Southampton; Zeeland, for Antwerp; Cymric, for Liverpool.

Hoquiam, Wash., Feb. 10.—Arrived—Steamer Coronado, from San Francisco for Aberdeen. Arrived Feb. 11—Steamer Grace Dollar, from San Francisco for Hoquiam.

San Francisco, Feb. 12.—Sailed—Steamer Columbia, for Astoria; steamer Alliance, for Astoria; steamer Robert Dollar, for Seattle.

Moville, Feb. 12.—Arrived—Parisian, from St. John and Halifax for Liverpool, and proceeded.

Browhead, Feb. 12.—Passed—Steamer Westernland, from Philadelphia for Queenstown and Liverpool.

Seattle, Feb. 12.—Sailed 11th—Eureka, for Honolulu. Feb. 12—British bark Falkirk, for Tacoma; steamer Al-Ki, for Tacoma. Arrived Feb. 12—German ship Dudhope, from Hong Kong; steamer Al-Ki, from Skagway.

On Behalf of Improvements.

PORTLAND, Feb. 11.—(To the Editor.)—Mr. Montague and Mr. Hogue seem to agree with us (abstractly) that the whole cost of street improvement ought not to be put upon the abutting property-owner. But they say that the burden of street improvement is so grievous that the general public will not endure it. Therefore they say that since the burden is so heavy that all the taxpayers will not stand it, it must be imposed upon some of the taxpayers.

That does not strike me as very good logic. I should rather say that the greater the burden, the more reason that it ought to be distributed. Of course the Commission can put this burden on the minority. The majority can vote it on them. The Legislature can enact it, and the court can keep it on them. It is so decided. "The court awards it, and the law doth give it." But it is not right, and that is the question we are discussing. No law flagrantly unjust can ever be effective. Witness the streets of Portland today. MARTIN L. PIPES.

Don't wait until you are sick before trying Carter's Little Liver Pills, but get a vial at once. You can't take them without benefit.

MR. BUSHEY WANTS LIGHT

PROPOUNDS A NUMBER OF QUESTIONS TO GOVERNOR GEER.

Management of the State School Lands by Commissioners the Point at Issue.

SALEM, Or., Feb. 11.—(To the Editor.)—Apropos to the discussion of the dealings of the State Board of School Land Commissioners with the school funds and school lands of the state, and the self-evident intention on the part of the Governor to shield himself by saying that the other members of the board "helped to do it," permit me to make the following statements and inquiries:

The Governor, in a recent letter to The Oregonian, quotes the East Oregonian as saying that "charges are made by persons worthy of credence that what amounts to $2 an acre is exacted from all who are given the privilege of buying these (indemnity) lands, and that it is virtually robbery."

The Governor also quotes The Dalles Chronicle as saying that "it can at any time furnish Governor Geer with the names of gentlemen in Wasco and Sherman Counties who have been compelled to pay $4 and $4 25 for the same lands that the state is authorized to sell at $1 25, the difference going to middlemen, the chief of whom, presumably, as in Pennoyer's time, are men in the employ of the state at Salem."

The Governor attempts to answer these assertions in his three-column letter to The Oregonian, but myself and some of my friends are at a loss to see how the letter explains away the charges made against him, except as to the one statement of The Dalles Chronicle, wherein it is mistaken when it asserts that the land is for sale at $1 25 per acre, the fact being that "lieu lands" are sold at $2 50 per acre. The Governor says that "when men have applied to the State Land Board for the purchase of indemnity lands, they have been told that the state has no base, and that they will have to furnish it themselves"; that the "state has not engaged latterly in hunting base lands."

These assertions seem to be an admission from the Governor that he and the State Land Agent have failed and neglected to carry out the law as laid down at pages 94 and 95 of the 1899 session laws, wherein the Governor is authorized to appoint a State Land Agent, "to select all lands donated to the state by the United States, and to ascertain all losses sustained by the state by reason of the occupancy of sections 16 and 36 by or through the United States Government, and when such losses have been ascertained, to select from the best timber or other lands owned by the United States Government, lands in lieu of said sections 16 and 36, occupied by the Government; said Agent shall receive as compensation for such services a sum not exceeding $1800 a year in quarterly payments, and reasonable traveling expenses under the supervision of the Governor." This section also provides that "a list of such lands so selected be kept in a book accessible to every one, in the Clerk's office of the School Land Board, accurately describing the land for sale and the land for which it was taken in lieu."

It appears that the Governor only observed this law to the extent of appointing his cousin, L. B. Geer, State Land Agent, in 1899, who has ever since been drawing his salary of $1800 a year, with his "reasonable traveling expenses, under the supervision of the Governor," without doing the work provided for in said section above quoted. In other words, L. B. Geer draws a salary of $1800 a year and traveling expenses, while any person wishing to purchase lieu lands must buy the base through "middlemen," paying $1 to $1 75 an acre spot cash, before approaching the State Land Board's office.

The Governor says: "The remaining school sections, which could not be sold outright for school land, and which for any reason might revert to the General Government, and which, therefore, could be used for 'base' upon which to select 'lieu lands,' were so few, and scattered over the state in such remote parts, that Hon. T. W. Davenport, the retiring State Land Agent, recommended that his office be abolished." And, "for the reasons here given, the state has not engaged latterly in hunting 'base lands.'"

From this, with a comparison of the law above cited, it will be seen the Governor has been attempting to follow the recommendations of T. W. Davenport, rather than the plain law of Oregon as passed by the Legislature in February, 1899, after Mr. Davenport's term of office had expired.

The Governor in his letter then quotes from his message to a subsequent Legislature, which shows that it has not followed the law in selecting and keeping records of base and lieu lands.

Many stinging criticisms might be made against a Governor who would quote his own message to support his own violation of a plain statute, but instead of following the tactics of the Governor in his reply to the East Oregonian and The Dalles Chronicle, and heaping vituperation and abuse upon him, when he may be acting ignorantly, I will refrain from comment and allow the readers of your valuable paper to draw their own conclusions. In the meantime, however, I should like for the Governor to answer the following list of questions:

First—Is it not a fact that General W. H. Odell, the ex-Clerk of the Board of School Land Commissioners, is in the business of furnishing information as to "base lands" for a compensation charged by him?

Second—Is it not a fact that Odell, ex-Clerk of the board, prepared for himself records showing the base lands, and selections of lieu lands by the state?

Third—Is it not also a fact that this same Odell has his office in the Statehouse at Salem, and has a desk in, and occupies as an office, the same room with L. B. Geer, State Land Agent, who was appointed by the Governor, without the intervention of the other members of the board?

Fourth—Is it not also a fact that Mr. Odell pays no rent for his desk room in the Statehouse, in the office of L. B. Geer, State Land Agent?

Fifth—Is it not a fact that this W. H. Odell has been receiving $1 to $1 75 per acre, spot cash, for information as to "base lands," and that lands purchased through this method cost the purchaser that sum over and above the $2 50 provided by law, thus making the $4 25 per acre in some instances, as stated in the item quoted from The Dalles Chronicle and the East Oregonian, while the State Land Agent, L. B. Geer, is receiving under the statute quoted $1800 a year and expenses for doing this very work, under the supervision of the Governor?

Sixth—Is it not a fact that all applications for the purchase of "lieu lands" must be made to the State Land Agent, L. B. Geer, who occupies the same office with Mr. Odell, which last-named gentleman makes a special business of selling information as to base lands?

Seventh—Is not this man Odell the same W. H. Odell who published the labored four-column defense of the State Board of School Land Commissioners in The Oregonian a few days after the Governor's facetious reply to the East Oregonian and The Dalles Chronicle?

With answers to the above questions, the people will be better able to judge of the truth or falsity of the charges made in the East Oregonian and The Dalles Chronicle, against which the Governor has entered such a vigorous kick for personal political effect.

W. M. BUSHEY.

Economy and strength are combined in Hood's Sarsaparilla, the best medicine money can buy.

PORTLAND'S HARBOR FULL OF SHIPPING. ✣ Steamship Indravelli.

Although six grain ships have departed from Portland since February 1, and the fleet in port has received no additions, the fleet in the harbor below the Albina ferry is still of pretty good proportions. The big steamship Indravelli, lying in midstream, is the center of attraction at present. Near her, in addition to the regular grain vessels, are the steamship Hatasu, loading lumber and flour for Vladivostock, and the British ship Fulwood, which commenced loading lumber yesterday for South America. These, with a number of small coasters, make a very animated river scene.

Hunter Rye and Uniformity are Synonymous

ROTHCHILD BROS., Portland, Ore.

KILL THIS GERM

THAT CLUSTERS AROUND AN UNHEALTHY HAIR ...CAUSING... DANDRUFF FALLING HAIR FINALLY BALDNESS

"Destroy the cause, you remove the effect."

HERPICIDE

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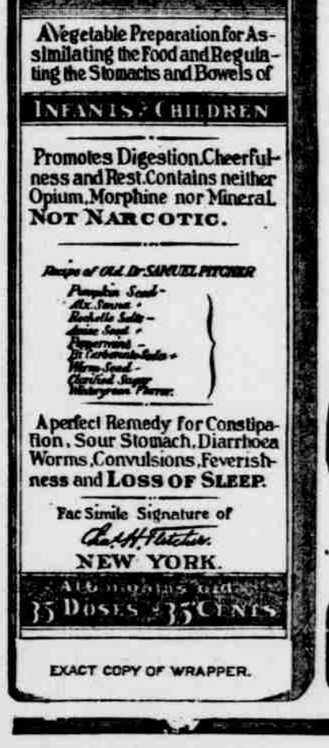

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