ELBA SAILS TOMORROW

BIG GERMAN STEAMSHIP FOR SOUTH AFRICA.

Laden With Wheat, Flour, Lumber and Canned Goods, Valued at $150,000.

The German ship Elba will finish loading a cargo of wheat, flour, lumber and canned goods today for Natal and East London, South Africa. The vessel will be dispatched by T. M. Stevens & Co.

The cargo will consist of about 6000 tons. It is itemized as follows:

Flour—26,000 barrels.
Wheat—900 tons.
Lumber—11,000,000 feet.
Canned goods—6180 cases.
Total value—$150,000.

The canned goods include canned fruits and canned salmon.

The vessel will clear at Portland, and will sail for Astoria tomorrow morning to complete cargo. She is a big carrier, and will draw, when fully laden, about 23 feet 9 inches. All the cargo has been supplied by local merchants, and the value of the trade which it represents reaches a big figure among the single shipments from Portland. The cessation of the Boer War and the smallness of the Australian crop of grain have enabled a large amount of Oregon and Washington products to get into South Africa.

The Elba is the vessel whose crew of 14 men deserted on her arrival in Portland nearly two weeks ago. The big steamship has been given quick dispatch.

MR. LAIDLAW REJOINS.

Did All He Could, He Says, to Convict Boarding-House Runners.

Ernest Laidlaw, President of James Laidlaw & Co., ship brokers and agents, denies the assertion of District Attorney Chamberlain that he has failed to cooperate with the civil authorities for conviction of sailor boarding-house runners or their hirelings. He says, on the contrary, that he has always worked to aid the prosecuting authorities. In the case of the Oceano crimping case, nine months ago, the one to which Mr. Chamberlain referred in Saturday's Oregonian, Mr. Laidlaw declares he used his best endeavors to get a conviction of Carl Colfelt, the accused, but that the man was acquitted. Colfelt then sued for malicious prosecution for $5000 damages and was awarded $1.

"Two men were arrested for alleged crimping on board the Oceano," said Mr. Laidlaw yesterday. "They were Fred Hendricks and Carl Colfelt. I knew there was not evidence enough to convict Hendricks, and I did go to Mr. Chamberlain to have his case dismissed. The other man I did not ask to be let off.

"Mr. Chamberlain asks:

"'Who was to blame for this but the British Consul, his son and officers of the ship?'

"In the first place the British Consul, my father, had nothing at all to do with the case of the Oceano. It was attended to by the master of the vessel and myself, in my private capacity as agent of the steamship.

"In the second place I was not to blame for failure to get conviction, any more than was the District Attorney or his deputy. Mr. Spencer, who conducted the case admirably.

"Mr. Chamberlain is under a wrong impression as to my connection with the Oceano affair. He is likewise under a misapprehension as to the British Consul's published interview. The Consul did not accuse Mr. Chamberlain of laxity in performance of official duty. His sole desire was to insist that the Harbor Master, or any other police officer, should make the complaints and secure witnesses and evidence to prosecute.

"How then can masters and agents escape the danger of damage suits if they fail to convict?" was asked of Mr. Laidlaw.

"That's just it. It is dangerous for any private individual to lay charges against such men as Colfelt, for they are like eels. But if a regular police officer, like the Harbor Master, had made the complaint just the same as he would have done if the mill where the ship was lying had been robbed and he had detected the culprit, claim for damages would not have been filed.

"Here is the contention of shipping men and owners of vessels:

"The onus of convicting runners of crimping, should not be borne by masters or their agents. Ships in port are entitled to the protection which the laws guarantee against crime."

ANOTHER APRIL SHIP.

Dovenby Hall Arrives at Falmouth, 124 Days From Portland.

The British ship Dovenby Hall reached Falmouth yesterday in the quick time of 124 days from Portland. She is the fourth April ship from this city that has put into port on the other side thus far, and not a single sailer from Puget Sound has yet put in an appearance. All four vessels have made fast passages, the Lota in 119 days, the Inchcape Rock in 120 days, the Torridale in 124 days and the Dovenby Hall in 124 days. The Earl Cadogan is out 144 days, the General Faidherbe 144 days, the Rockhurst 142 days, the Marion Lightbody 133 days, the Ernest Legouve 132 days, the Barmbek 124 days, and the Agnes Oswald 122 days. All these are April ships. Of the March fleet for the United Kingdom there are still out the Versailles, 149 days; the Queen Elizabeth, 157 days, and the Bossuet, 157 days.

The Dovenby Hall's cargo was 75,433 bushels of wheat, valued at $76,378, consigned by Balfour, Guthrie & Co.

The French bark General Faidherbe was spoken July 31 in Lat. 17 N., Long. 30 W.

WATER GETTING LOW AT SALEM.

Steamboating Is Now Carried on Under Difficulty.

SALEM, Or., Aug. 25.—(Special.)—The Willamette River is very low at Salem, registering but .7 of a foot above low-water mark. This makes steamboat navigation extremely difficult. The Oregon City Transportation Company's steamer Leona was grounded on a bar just below Wheatland Saturday night. The crew worked until 2 o'clock Sunday afternoon in attempting to get up the river. They failed and returned with the craft to Portland, after having conveyed the passengers to Gervais, from which point their railroad fare was paid to this city. The company is operating the Pomona and Gray Eagle on the Portland-Salem run now, and expects to maintain a daily schedule between Salem and the metropolis throughout the Summer.

CHARGED WITH DRUNKENNESS.

Brambletye's Crew Lodges Complaints Against Officers.

Members of the crew of the Brambletye have lodged complaints against the officers of the ship with British Consul Laidlaw, alleging drunkenness on the high seas. The men say that liquor was taken aboard at Newcastle, N. S. W., whence the vessel sailed with coal, and that throughout the voyage the captain, two officers, sailmaker, boatswain and carpenter imbibed too freely. The crew does not complain that it was cruelly treated. Consul Laidlaw will investigate the complaints, but it is not thought they will result seriously. A four-gallon keg of rum was shipped at Newcastle, but six men could not maintain hilarity on such an amount for the length of the voyage, 60 days.

NO MORE PILOTS TO BE NAMED.

Commissioners Will Not Grant Petition of Portland.

ASTORIA, Or., Aug. 25.—(Special.)—A meeting of the Oregon Board of Pilot Commissioners was held this afternoon, and the principal business transacted was the formulating of the annual report, which will be filed with the Secretary of State. Six applications for bar branches were read, as were several letters from Portland urging that more bar pilots be created. After considerable discussion the board decided that the needs of the shipping at the present time did not require any additional pilots, and no branches were issued. The board will consider the matter further at its next meeting.

The steam schooner Arctic, which arrived in yesterday from Eureka, brought a cargo of 235,000 feet of redwood lumber. It is being discharged at Flavel, and will be shipped by rail to Missoula, Mont.

IRALDA USES OIL FUEL.

Maintains High Head of Steam at Full Speed—Better Than Wood.

The new oil-burning equipment on the steamer Iralda was successfully tested yesterday. The Iralda 1 s the first boat in the entire Northwest to adopt the oil-burner and her trial was seen by an interested crowd of steamboatmen. She made the trip from Rainier to this city under a full head of steam, the gauge showing 160, all the safety valve would carry. Captain E. W. Spencer, Captain Shaver and Captain F. B. Jones made the trip and decided that the new arrangement was an unqualified success.

The test was unusually severe for the Iralda, for, owing to the fact that her boilers are a little small for her triple expansion engines, she has never been able, even with selected wood, to maintain her full pressure of steam for more than a few moments. Yesterday, on the 50-mile run up the river Chief Robert Young kept the safety valve blowing off all the time and that with a consumption of but two and one-half barrels of oil. Her usual consumption of wood is one and one-half cords per 55 miles and with low steam.

The oil is stored in the forepeak and pumped into the fire-box with steam mixed in with it by the same process as is used in the manufacture of water gas. The crude oil is absolutely non-explosive and will not burn until superheated with steam. This, it is said, renders the use of oil as fuel very safe.

As to saving, the oil sufficient to run the Iralda 350 miles does not take up the space occupied by two cords of wood; the decks are not marred; no time is lost in loading; it takes but little attention and makes more steam per foot of heating surface.

The crude oil after having all sand and water taken from it will not burn until it is converted into a gas. The oil is carried in an iron tank of about 12 barrels capacity, located under the decking of the bow of the boat. From this a supply pipe connects with a pump, which forces the oil into a super-heater, where the oil is mixed with the steam from the pump exhaust and then forced into the burner, a machine with two valves, one for steam and the other for oil. From these two valves the heated oil and steam pass into an inch pipe and thence to a burner not unlike the burner in a common lamp, except that it is made of iron and no wick is required. The gas from the burner is thrown in a spray into the firebox, which is lined with fire brick. The heater is a cylindrical shaped device about 10 inches in diameter and four feet in length. It is filled with tubes through which the oil is forced while the steam from the pump heats the oil. The whole oil plant is not much more complicated than an ordinary lamp and far less dangerous.

PORTLAND HOLDS RECORD.

Puget Sound Claims It for Biggest Lumber Shipment on the Coast.

Puget Sound ports are making a big noise about the size of the cargo of the large freighter Shawmut. The vessel has a register of over 6000 net tons, and is so big that all the leading Puget Sound ports—Tacoma, Seattle, Ballard and Victoria—had to take a hand in loading her. The vessel loaded at Tacoma and Ballard 3,250,000 feet of lumber. The newspapers have jumped into print to say this is the biggest cargo of lumber ever shipped on the Pacific Coast.

Portland has shipped half a dozen cargoes of lumber as large and larger than that of the Shawmut, and hasn't made very much noise about it, either.

In September, 1891, the Pacific Export Lumber Company, of this city, dispatched the steamship Oceano to China with 3,888,005 feet of lumber. This is the record lumber cargo of the Pacific Coast, and is 638,005 feet larger than the much-boasted Shawmut's. In July, 1901, the Thyra took 3,554,000 feet from Portland for the Orient. She sailed from the Columbia River August 5 with lumber. She is returning for the same kind of cargo.

British ship John Cooke, Liverpool for Portland, was spoken June 1 in latitude 17 south, longitude 37 west.

British ships Forrest Hall and Khyber, ballast-laden from Hong Kong, entered the custom-house yesterday.

Barkentine Amaranth has finished almost half her cargo of lumber and piles at the North Pacific mills for China.

British ship Euphrosyne has discharged about 300 tons of coal out of her 2828-ton cargo, at the foot of Ankeny street, for the O. R. & N.

British ship Eskasoni left down yesterday morning in tow of the Harvest Queen. The vessel has a wheat and flour cargo for South Africa.

Schooner Forest Hall, lumber-laden for China, sailed from Astoria yesterday morning. She is dispatched by the Pacific Export Lumber Company.

Government Inspectors Edwards and Fuller inspected the White Collar Line's steamer Tahoma Sunday. Saturday they inspected the Samson and Clara at Astoria.

Captain J. A. Brown, of the stevedoring firm of Brown & McCabe, has returned from a three weeks' trip to California. At San Rafael he placed his son in a military academy.

British steamship Polamhall arrived in Portland harbor Sunday, and is at Greenwich dock. She will load grain for the United Kingdom. She entered the custom-house yesterday with a ballast manifest.

Vessel in Electric Storms.

SAN DIEGO, Cal., Aug. 25.—The Kosmos Line steamer Kambyses, which has arrived here from Hamburg via the west coast of South and Central America, reports that while running through the tropics she was in many electric storms, which lighted up the heavens in a wonderful manner. When she approached Champerico, on the west coast of Guatemala, the lights of active volcanoes were seen for many miles at sea. Upon reaching port it was found that the inhabitants of the town had all fled on account of the earthquakes, and the steamer had to discharge and take on freight with her own crew, as no longshoremen could be found.

Makes Record Passage.

HONOLULU, Aug. 19, via San Francisco, Aug. 25.—The American ship Erskine M. Phelps arrived here today from Norfolk, Va., in the fastest time ever made for the trip by a sailing vessel. She covered the distance in 97 days from Hampton Roads to Diamond Head, Honolulu. The best previous record was established about 30 years ago by a German ship, which came here from Liverpool in 101 days.

Cod Schooners Arrive.

SAN FRANCISCO, Aug. 25.—Two of the best known of the cod fishing fleet reached port today. The schooner Stanley, 12 days from Pirate's Cove, brought a cargo of 170,000 cod fish, and the schooner Czarina, 13 days from Unga, had a cargo of 200,000. The barkentine Fremont, which arrived a few days ago, was the first to reach port this season.

Large Shipment of Cattle.

PORTLAND, Me., Aug. 25.—The largest shipment of cattle ever taken across the Atlantic left on the steamer Nordsen, of the Dominion Line. In all there were 1179 head of cattle and 1338 sheep. This breaks all records for cattle shipments from the New World to the Old.

Combination of Fruit Importers.

KINGSTON, Jamaica, Aug. 23.—Special advices received here from London say there is every probability that the United Fruit Company of New Orleans and Boston; Elder-Demester & Co., of Liverpool, and the Fyfes, of Aberdeen, will combine their fruit interests.

Atlantic Liner Disabled.

NEW YORK, Aug. 26.—The German tank steamer Diament, from Shields for this port, while passing Fire Island signaled: "Passed disabled steamer Fuerst Bismarck with her shaft broken."

Marine Notes.

French bark Cambronne is discharging cargo at Mersey dock.

Steamship Columbia sailed for San Francisco last night.

British bark Rountenburn moved further down the stream yesterday.

Steamers Despatch and Alliance arrived at San Francisco yesterday from Portland.

British ship Brambletye has discharged about 300 tons of coal at the gas company's dock.

Schooner J. M. Weatherwax, lumber-laden for San Francisco, is in the stream in South Portland.

German ship Peter Rickmers started up the river yesterday morning from Astoria in tow of the Ocklahama.

Schooner Oliver P. Olsen sailed from San Francisco yesterday for Portland.

Domestic and Foreign Ports.

ASTORIA, Aug. 25.—Left up at 7 A. M.—German ship Peter Rickmers. Sailed at 3:40 P. M.—Schooner Forest Home, for China. Condition of the bar at 5 P. M., moderate; wind, northwest; weather, clear.

Falmouth, Aug. 25.—Arrived 24th—British ship Dovenby Hall, from Portland.

San Francisco, Aug. 25.—Arrived 24th—Steamers Despatch and Alliance, from Portland.

Lizard, Aug. 25.—Passed—Nederland, from Philadelphia for Antwerp.

Plymouth, Aug. 25.—Sailed—Waldersee, from Hamburg for New York.

Prawle Point, Aug. 25.—Passed—Rhyndam, from New York for Boulogne and Rotterdam.

Browhead, Aug. 24.—Passed—Tauric, from New York for Liverpool.

Glasgow, Aug. 25.—Arrived—Steamer Sardinian, from New York.

London, Aug. 25.—Arrived—Minneapolis, from New York.

Antwerp, Aug. 25.—Arrived—Vaderland, from New York.

New York, Aug. 25.—Arrived—Blucher, from Hamburg, Boulogne and Southampton.

San Francisco, Aug. 25.—Sailed—Steamer Chas. Nelson, for Seattle. Arrived—Schooner C. F. Hill, from Unalaska; steamer Queen, from Victoria.

Seattle, Aug. 25.—Sailed—Steamer Dirigo, for Skagway; steamer Excelsior, for Valdez. Sailed Aug. 23—Steamer Valencia, for San Francisco. Arrived Aug. 24—Steamer City of Seattle, from Skagway; steamers Nome City and Ohio, from Nome.

London, Aug. 25.—Sailed—Menominee, for New York.

SCOOPED UP SILVER COIN

Daring Midnight Robbery at H. E. Edwards' Store.

Robbers broke into H. E. Edwards' store, 191 First street, some time between 11:45 o'clock last night and 12:30 o'clock this morning, and got away with about $30 in a very bold and barefaced manner. Watchman C. E. Cookerly, of the Pinkerton agency, tried all the doors at 11:45 o'clock last night and found everything secure, and went to his lunch. The robbers were no doubt watching him, for no sooner had he departed than they walked to Edwards' door, forced it with a cold steel chisel and screwdriver, and threw the lock on the floor. In some unexplained manner they wantonly and needlessly broke all the panel of glass in the other portion of the door. Then they crept through the store, which was not lighted, and two of the gang evidently made a break for the souvenir silver coins which were placed for exhibition purposes in one of the windows, scooped up all the money they could get, and ran, leaving the chisel and screwdriver behind them. The window is partially filled with crockery, and the sign read, "Take a set," but the robbers evidently preferred the silver. A quantity of silverware was within their reach, but they did not touch it. At 12:30 o'clock this morning Cookerly was trying the doors again, when he came across the broken panel and realized that the place had been robbed during his temporary absence. The police are working on the case, with small chance of catching the robbers.

Lynching in North Carolina.

RALEIGH, N. C., Aug. 25.—Lew Jones, the negro charged with criminally assaulting Mrs. William Smith near Seven Springs last Friday, inflicting injuries from which Mrs. Smith died today, was lynched near the scene of his crime this afternoon by 10 men. The negro was captured early today, and, after being positively identified as Mrs. Smith's assailant, was placed in a barn to await the Sheriff's arrival. The men, disguised as negroes, surrounded the barn and demanded Jones' surrender. Upon being refused the men battered down the doors, and, placing Jones on a handcar, carried him into the woods, bound him to a tree and fired two volleys into his body.

Manila Newspapermen Convicted.

MANILA, Aug. 25.—Frederick Dorr, proprietor, and Edward O'Brien, editor of Freedom, have each been sentenced to six months in Bilibid prison and fined $1000 each for libelling Benito Legarda, a native member of the civil commission, by publishing a certain article in Freedom. Both Dorr and O'Brien have also been convicted of sedition, but have not yet been sentenced on this count. The cases have been appealed to the Supreme Court of the island.

An Appeal to Morgan.

NEW YORK, Aug. 26.—A committee of three young men called at the office of J. P. Morgan & Co., but Mr. Morgan had not arrived at the office, and the committee left without seeing any member of the firm. Neither of the young men would speak of himself or of the purpose of his visit, but it is understood they constitute the committee of the People's Alliance, of Hazelton, Pa., which is said to have a plan for the settlement of the strike. There was no appreciable change in the coal situation here today.

The Rest Cure.

Chicago Tribune.

"Gone over to the Seventh Day Adventists, have you? What is your reason for that?"

"Well, it gives me two Sabbaths in the week, and you can't have too much of a good thing."

Those Millinery Marvels.

Cleveland Plain Dealer.

"Everybody who sees it tells me this hat is very unbecoming, and I've brought it back."

"That hat! Why, excuse me, madam, you've got it upside down."

Runs Over Five Hundred Plows.

W. B. Peebles, of Vienna, Ala., is one of the largest planters and most prominent men in the South. He runs over 500 plows on his plantations. "About five years ago," he says, "my infant daughter began cutting teeth, and as is often the case, her bowels became deranged and it run into chronic dysentery. I had her treated by three of the best physicians in Pickens County, but her case baffled the skill of all of them, and my baby became so weak and emaciated that she had to be nursed on a pillow. The nurse would sometimes have to change her napkin as often as twenty-five times a day. At last we got hold of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and by using one bottle of it she was entirely cured of her trouble. I consider it the most valuable remedy on the market for all bowel troubles." For sale by all druggists.

MEANING OF TOWNS' NAMES

GOVERNMENT OFFICIAL WRITES OF THEIR DERIVATIONS.

He Reopens Question as to Whether Clark Is Spelled With or Without an "e."

OREGONIAN NEWS BUREAU, Washington, Aug. 23.—"Place Names in the United States" is the title of an interesting volume that is being prepared for circulation by the Geological Survey, and from a cursory examination of its contents, one is led to believe that it will provoke what its author solicits, "criticism and additions." The work has been compiled by Henry Gannett, geographer of the Survey, and well known in Oregon, who is also a member of the Board of Geographic Names. In it he has attempted to show, in brief form, the derivation of the names of cities, counties, states, rivers, mountains, etc., in various parts of the United States, and as a distributer of much of local historical importance the work will be valuable.

But, unfortunately, in a way, Mr. Gannett has again opened up the dispute as to the manner in which Captain William Clark, he of Lewis and Clark fame, spelled his name. To the people of Oregon and the entire Northwest this is an old and generally settled question. Mr. Gannett, however, regards it as one by no means settled, and his treatment of names hinging upon this one source clearly indicates that he is entirely at sea. In a word, Mr. Gannett is not consistent in his treatment of Clark derivations, as will be seen from the following extracts:

One paragraph in question reads as follows:

"Lewis and Clarke—River in Clatsop Co., Or., and county in Montana, named for Captain Meriwether Lewis and Captain William Clarke, of the Lewis and Clarke expedition." The name of the county in Montana is spelled as given in the foregoing, but Government maps of Oregon designate the river in Clatsop County as "Lewis and Clark." There is no final "e" on the Government maps. This is the first inconsistency.

Turning back to the name Clark as it first appears, we find: "Clark, county in Arkansas, named for Governor William Clark." Governor Clark is identical with the explorer, making inconsistency No. 2.

The next entry is "Clarke, county in Washington and river in Montana; named for Captain William Clarke, etc." In this instance, Mr. Gannett is supported by Government maps, as to the spelling of the name of both river and county.

But more interesting still, we find "Clarksburg, town in West Virginia. Some authorities assert it was named for Captain William Clark, of the Lewis and Clarke expedition, while others maintain that it was named for a pioneer." Then follows "Clarksville, city in Missouri, named for Captain William Clarke, of the Lewis and Clarke expedition;" and Clarksville, town in Indiana, named for George Rogers Clark, who captured Vincennes."

It will be seen that the name of George Rogers Clark is admitted to be sans the final "e" and in some instances the fatal letter is left off of the name of the explorer, while at other times it is added. But, furthermore, it must be noted that in the two names "Clarksville," and in "Clarksburg," as well, there is no "e" between the "k" and the "s," which would seem to indicate that the persons naming those cities were familiar with the manner in which the Clarks spelled their name. It is regrettable that the report in question could not have been entirely consistent with itself, and stood on one side or the other of the question. However, it is being put forth to draw criticism, and this particular item will furnish as much interesting reading for the survey as any name designated between the covers of the large volume.

There is much of local interest in the work aside from its mistreatment of Captain Clark, however. The derivation of many familiar names in Oregon and Washington is given, how correctly remains to be seen. Nevertheless, the matter is worthy of brief consideration. The following extracts are made verbatim:

Alaska—Indian word, meaning "great country," "continent" or "great land."

Albina—Village, now part of Portland, named for the wife of Judge Page, of Portland.

Amity—Town in Yamhill County, Oregon, named as the result of settlement of neighborhood contention regarding location of schoolhouse in 1849. The school was named first, and the town took its name therefrom.

Astoria—City, Clatsop County, Oregon, named for John Jacob Astor, who established a fur-trading station there in the early days.

Baker City—City and county in Eastern Oregon, named for Edward Dickinson Baker, officer of the Union Army and Senator from Oregon.

Baker—Mountain in Washington, named by Explorer Vancouver for a Lieutenant of his party.

Blanco—Cape on the Oregon Coast, discovered by Martin de Aguilar, the Spanish explorer, who named it, the word meaning "white."

Bucoda—Village in Thurston County, Washington, named by taking the first part of the names of three men—Buckley, Collier and Davis.

Chehalis—River and county, Washington, named from Indian tribe, Tsihalis, the word meaning "sand."

Chemawa—In Marion County, Oregon, Indian word meaning "our old home."

Cheney—Town in Spokane County, Washington, named for Benjamin P. Cheney, of Boston, one of the originators of the Northern Pacific Railroad.

Clackamas, Clallam, Clatskanie, Colville and numerous others derive their names from bands of Indians who frequented and many of them still frequent the Pacific Northwest.

Coos Bay—Indian word meaning "lake" or "place of pines."

Coquille—River and town in Oregon, from French word meaning "shell."

Corvallis—City in Oregon, name derived from two Spanish words meaning "heart of valley"; so named from its situation in the Willamette Valley.

Deschutes—River and village in Oregon, name derived from early French, meaning "river of falls."

Disappointment—Cape at mouth of Columbia River, Washington, named by John Mears, the English explorer, who thought that no river existed in the region.

Flattery—Promontory in Washington named by Captain Cook "in token of an improvement in our prospects."

Hoquiam River and City of Washington—From Indian meaning "hungry for wood," so called because of the great amount of driftwood at its mouth.

Idaho—Name derived from Indian, meaning "gem of the mountains."

Malheur—French word meaning "misfortune."

Multnomah—County in Oregon, derived from Indian meaning "down river."

Oregon—Name said to have been derived from Origanum, Spanish for wild sage found along the coast of the state, but others contend it is derived from the Spanish Oregones, which name was given to the Indian tribes inhabiting that region by a Jesuit priest, the word meaning "big ear men."

Pend Oreille—Named from a tribe of Indians who were given the name by the French because of their habit of wearing pendants in their ears, the word meaning "hanging ear."

Portland—Named for the town in England.

Puget Sound—Named for Peter Puget, its discoverer.

Seattle—From the name of the chief of the Duwamish tribe of Indians, See-at-le.

Siskiyou—Mountains in Oregon, from Indian word meaning "bobtailed horse," having been so named because a famous bobtailed racing horse was lost on the trail.

Spokane—Indian word meaning "children of the sun."

Tacoma—From the Indian Tahoma, meaning "highest," or "nearest heaven."

Walla Walla—Indian word meaning a small, rapid river.

Whatcom—Indian name meaning "noisy water."

Yakima—Indian name of tribe, name meaning "black bear," and "coward."

There are others in more or less abundance, but those selected give a fair idea of the character of the work, and of its reliability. Doubtless many of these derivations have been lost sight of by the general public, except of course such names as are derived from well-known tribes of Indians. The work takes in the entire United States, and will doubtless be in great demand. As stated before, it is only a preliminary, put forth to elicit criticism and correction, as well as to draw voluntary contributions of new matter, with the ultimate intention of issuing a second edition more thorough and more reliable.

CONSPIRACY TO PLUNDER.

Fraudulent Character of Venezuela's German Obligations.

Minneapolis Tribune.

It seems to be expected that Germany will take advantage of the present distracted condition of Venezuela to compel a settlement of the claims she has been pressing for so long. It was understood some time ago that Germany had represented to the United States that she contemplated no permanent territorial aggression in Venezuela, and received in return the assurance that this country would make no resistance to her forcible collection of the money due to her subjects. This assurance may have been given with the more good will from the fact that the President of Venezuela for the moment has been distinctly unfriendly to the United States. Should the present revolution drive Castro out of the country, it is possible that his successor might obtain from our Government a hearing for the Venezuelan side of the case.

There is something to be said for Venezuela in this matter of the German debt, though nothing for the rascal president who conspired with German promoters to put the debt upon her. It was a good deal like some railroad bondings in the United States. Guzman Blanco, a pernicious scoundrel who is living luxuriously in Paris on $20,000,000 stolen from Venezuela when he was President, sold the concession for a railroad 75 miles long to a German company, and pocketed the money. In addition he put the republic under obligations to pay 7 per cent per year in perpetuity to the company on the cost of the road. Naturally it was not built cheaply. It cost $200,000 a mile and the interest due the German company is over $1,000,000 per year.

After Blanco skipped out to Paris, the republic defaulted on the interest, and trouble began. Germany threatened warships, and a Commission went to Berlin and negotiated a new loan through the agency of the Krupps. The interest on this was defaulted by the new revolutionary government, and the republic is more thrall to Germany than ever, with the imperial gunmaker for a creditor. But the Nation does not consider itself morally bound by the debt, any more than a county whose Commissioners are in Mexico with the proceeds of a deal with a railroad. They argue that Blanco conspired with the German promoters to plunder the republic. He is out of their way, but they will not pay his accomplices. As for the innocent purchasers of the bonds, if there are any such, the Venezuelan doctrine is "caveat emptor." The Krupps are not innocent. They bought with their eyes open, as agents of the Government, if not to play its game of annexation.

The Singing Servant Girl.

New York Times.

In proceedings for legal separation of a man and wife, now pending in one of the local courts, one of the allegations of the aggrieved husband, and altogether the strongest of those embodied in his affidavit, is that the wife insisted upon retaining a singing servant girl in the house and that her singing established conditions which were intolerable. Assuming the facts to be as stated, the sympathies of the average citizen will go out to the man who seeks to erect a legal barrier between his tortured ears and the musical domestic who insists on singing when hired for other and more useful services. Spontaneous melody indicates a contented and even joyous disposition, but its effect upon one compelled to listen to it at unseasonable times and under unfavorable conditions is usually that which lately prompted a Western editor to insert in his columns a personal to the following effect:

If the young man who plays the flute evenings somewhere in the neighborhood of our office will sit within reach of our fire hose when we have steam up he will hear of something to his advantage.

The singing servant girl is something the normal man cannot tolerate. Her repertoire is usually restricted to mournful ballads of Hibernian origin, rendered with an enrichment of arbitrary grace notes which to the sensitive ear are cumulatively exasperating. That way madness lies. To expect a man with a normal complement of nerves in good working order to submit to it, for no better reason than that the singer is a capable servant in other respects, would be to congest our insane asylums with the victims of acute homicidal mania. The courts should not be a party to such a crime against male humanity as would be involved in refusing to recognize the singing servant girl who cannot be displaced as a sufficient cause for the breaking up of a home that might otherwise have been happy.

Eczema, Psoriasis, Salt Rheum, Tetter and Acne

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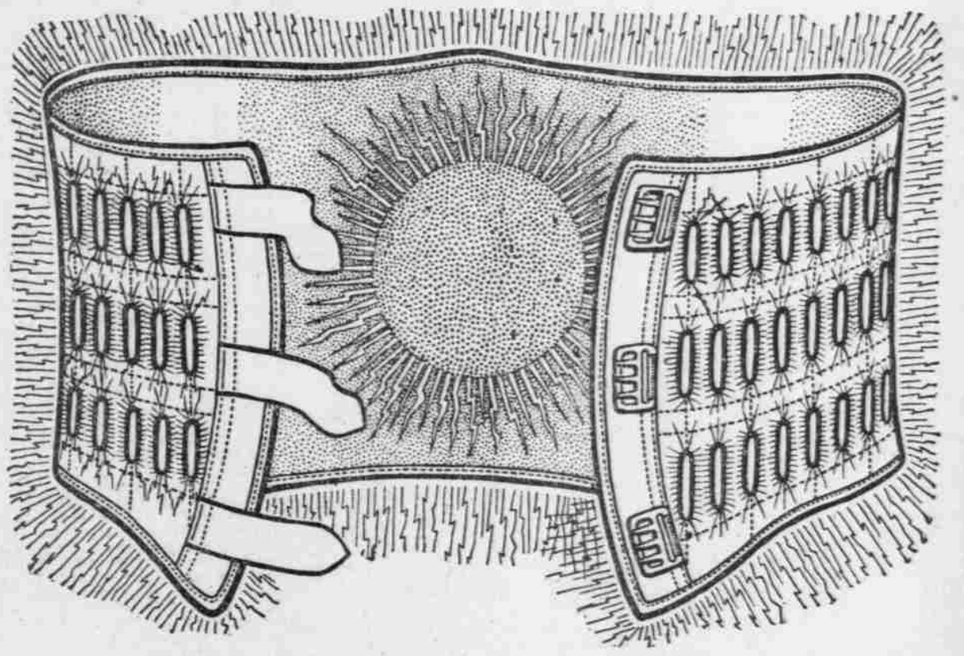

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