NO MINT THIS YEAR

Nor Will There Be Any New Assay Offices.

SUCH BILLS TO BE SHELVED

Four Have Been Introduced for Oregon—Secretaries Root and Hitchcock Are Independent—Stories of the Late Tom Reed.

OREGONIAN NEWS BUREAU, Washington, Dec. 21.—There will be no mint or assay office legislation in Congress this session, although there are several bills of this character now on the House calendar. The Secretary of the Treasury and the Director of the Mint are opposed to new mints and assay offices, and Congress is well aware of their attitude. More than this, Chairman Cannon, of the House committee on appropriations, is going to fight all "unnecessary" appropriations, which means that he is going to fight all items outside of those absolutely necessary for carrying on the Government. In the crush the Tongue bill for an assay office at Portland, and the Moody bill for a similar office at Baker City, will go down to defeat, and the Cushman bill for a mint at Tacoma will join them. Representative Moody has had his bill favorably reported, but the Portland measure is still in the House committee, with little or no chance of even a report this session. Senator Mitchell last session passed through the Senate his bill for an assay office at Portland, but it is now keeping company with the Tongue bill in the House committee. The Simon bill establishing a mint at Portland has never been reported.

Division of Opinion.

Representative Moody is the only member of the Oregon delegation who believes an assay office should be located in Eastern Oregon. All along he has contended that such an office should be tributary to the quartz mines of the Blue Mountains, where the bulk of Oregon gold is produced. He supports his claim by statistics, and has gone so far as to secure a half-way approval from Treasury officials. The other members of the Oregon delegation believe Portland is the proper place for an assay office or mint, as they assert it is not only in close connection with the several gold fields of Eastern and Southern Oregon, but by reason of its location near the mouth of the Columbia would draw much gold from Idaho and Eastern Washington as well as British Columbia. The House committee sympathizes with Mr. Moody, as shown by the fact that they reported his bill in preference to that for Portland, but the Senate committee takes the opposite view. It is the hope of Mr. Tongue that the House may pass the Moody bill at this session, so that it may be amended in the Senate to establish an assay office at Portland instead of Baker City. As a matter of fact, however, no such legislation is scheduled to pass before March 4.

Delay in Rural Free Delivery.

Oregon, along with many other states, is suffering to some extent at this time because of the exhaustion of the funds for establishing rural free delivery routes. This new service has spread so rapidly that the department has used up available funds long before the expiration of the fiscal year. This is the more emphasized because the people have come to realize the importance of the new service, and have been pressing their Senators and Representatives to have new routes established. While there is not as much of this service in Oregon as in many other states, the spread has been very rapid in the past two years, and if an emergency appropriation is put through shortly after the holiday recess, quite a number of new routes will be put in immediate operation. The majority of the routes established and awaiting action by the department are in the First Congressional District, as this service flourishes only in the thickly settled rural communities.

Not Subject to Political Influence.

Secretary Root is not running his department on a political basis, and he is not bowing to the wishes of politicians, no matter whether they be big or small, Representatives or Senators. He made this fact very plain during the recent controversy over the Army transport service, when the California and Washington delegations were very active in behalf of their respective ports. The Secretary is independent. He told every Senator and Representative who called on him that he would adjust the question purely on a business basis. While he would listen to what they had to say, and would be glad to have any new suggestions, he would not be influenced by political arguments. The Secretary of War is the one member of the Cabinet more than all others, unless it be Secretary Hitchcock, who cares not a rap for political influence in matters where business interests are involved and where common sense directs which course should be followed. Before the delegations ceased their calls at the War Department the Secretary began to show signs of uneasiness, and rather broadly hinted that he was getting tired of political interference. His hint was taken, too, for the members knew that they would not help their cause by persisting against the will of Secretary Root.

Stories of Reed.

"Private" John Allen, late a member of the House, and now a most active St. Louis Fair Commissioner, says that Thomas B. Reed, when Speaker of the House, had lots of fun with the members on either side of the party aisle. "One time," said Allen, "when the silver-tongued Breckinridge, of Kentucky, was declaiming in his most funereal manner about something or other, Reed took a handkerchief from his pocket and wiped his eyes. Breckinridge's mournful cadence echoed through the hall. Reed spoke out, loud enough for every one to hear, apparently addressing Cannon:

"'Joe, were you acquainted with the deceased?'"

"When Crisp was Speaker," continued Mr. Allen, "he used to go through the detail every day of arresting members who would not vote. He lambasted us from daylight to dark. One day after the arrested members had been brought in Reed said:

"'If this farce of bringing in arrested members continues much longer, I shall try to get the order of business changed so that there will be a parade before the bar of the criminal classes each morning just after prayer.'"

Billy Lorimer once got a taste of Reed's wit that he will never forget. A aye and no vote had been taken, and the names of members who had failed to answer had been read a second time. Lorimer jumped up and said:

"Mr. Speaker, it appears that I am not recorded, although I distinctly voted 'no' twice."

"The gentleman from Illinois is entitled to only one vote," flashed Reed. And they were laughing at Lorimer for a week.

Another time Springer addressed the Speaker, saying:

"This bill now before the House passed the Senate without a dissenting vote."

Reed, who did not fancy the legislation, merely retorted:

"That's a good reason why we should examine it carefully."

Speaker Henderson recalls one of the more recent stories of Reed. Before Ambassador Choate went to England he and Reed and two or three other gentlemen were talking together one night. Choate spoke up, "I think I can say," he declared, "that I have led a clean and decent life. I have none of the vices and a good many of the virtues, and I think I average up pretty well."

"I wish I could say that," said another of the party.

"Well," drawled Reed, "why don't you say it? Choate did."

Jerry Simpson never received a harder knock than one dealt him by Reed when he was in Jerry's district.

"For the last four years this district has been represented in Congress by chaos," was what Reed said to the Kansan's constituents. And it was enough.

"One of the best things Reed ever wrote," says Representative Hepburn, "was his telegram to Major Lacey, who was delayed in getting to Washington on some important occasion. He telegraphed to Reed:

"'Can't get there tomorrow. Washout on the line.'

"Reed sent this reply:

"'Buy a new shirt and come anyway.'"

HOSPITAL IN FLAMES.

Helpless Patients Carried Out Just in Time to Save Them.

ALBUQUERQUE, N. M., Dec. 23.—At 11 o'clock tonight the big hospital of the Santa Fe Pacific here is a mass of flames and there is no hope of saving it. Twenty-five patients, some of them very ill, were in the institution. Superintendent Cutter believes all were saved, but he cannot be sure, as the fire cut off access to the wards in a brief time.

The firemen are taking great risks in a hopeless effort to save the handsome addition. There have been several hairbreadth escapes.

The fire caught in a roof, which was all in flames before discovered. The loss will be well covered by insurance.

BEATRICE HAS A SCORCHING.

Incendiary Fire Causes Destruction of Masonic Temple.

LINCOLN, Neb., Dec. 23.—A special to the Star from Beatrice, Neb., says: Fire broke out at 2 o'clock this morning in the basement of Day's drug store, situated in the Masonic Temple block. It was of incendiary origin. The entire Masonic Temple, a three-story business block, was destroyed. The fire was under control at 8 o'clock. The roofs of adjoining buildings caught fire several times, but the flames were put out without serious loss. A defective boiler at the city pumping station added difficulty to the fight. The loss from the fire will aggregate $150,000, partly insured. This is the third large fire in the city within the last 18 months. The total loss from the three is more than $800,000.

The principal losers are: Beatrice National Bank, $40,000; Masonic Temple, $35,000; Day's drug store, $7000, and a number of minor losses ranging from $1500 to $3000, the latter among tenants of the Masonic Temple.

The fire is believed to have started from spontaneous combustion in a coal bin in the basement.

EIGHT IN THE HOSPITAL.

Terrible Effect of Explosion in Cincinnati Tenement.

CINCINNATI, Dec. 23.—Fire in a three-story flat in a block on Erie avenue, Mount Auburn, at 4 o'clock this morning imperiled the lives of three families in the building and sent eight persons to the hospital, one or two of whom may not recover. The fire started in the cellar among some rubbish under the gas meter, causing a gas explosion which tore up a portion of the first floor. The fire then caught the stairway, and the frightened inmates running down the stairway were painfully burned.

Mrs. Thomas and her son and daughter, in the third floor, were rescued by fire ladders. Theodore Aylward and wife and three children, on the second floor, were all seriously burned. Millard, aged 9, inhaled flames and is in a serious condition. Garland Thomas, aged 17, is likewise in a critical condition. Edward Worder and family, on the first floor, escaped by jumping out of the window. The damage by fire was small.

GIRLS JUMP TO DEATH.

Fatal Results From Burning of a Candy Factory.

ST. JOSEPH, Mo., Dec. 23.—Fire broke out at 6:45 o'clock this morning in Chase & Sons' candy manufacturing plant and destroyed it. Sophia Mintus, aged 15, and Mattie Lessile, aged 20, girl employes, jumped from a third-story window and were fatally hurt. There were 50 girls employed in the factory, and many others jumped from second and third-story windows, some sustaining slight injuries.

The origin of the fire is unknown. The factory had been running night and day to fill holiday orders, and the night and day forces were changing at the time the fire broke out. The loss on the factory is $100,000.

LUMBER MILL BURNING.

John R. Cooper Company Loses Valuable Plant at Norfolk.

NORFOLK, Va., Dec. 23.—A fire tonight in the large lumber mills of the John L. Rooper Lumber Company, at Gilmorton, six miles from Norfolk, on the Southern branch of the Elizabeth River, had up to 11:30 o'clock destroyed eight immense dry kilns and over 2,000,000 feet of lumber. At midnight it was considered that there was little chance of saving any of the kilns and lumber, as the fire was beyond the control of the fire-fighting apparatus. President J. L. Rooper stated that he was unable to estimate the loss.

Fireman Killed in Bradford Blaze.

BRADFORD, Pa., Dec. 23.—The fire which broke out early this morning destroyed the Odd Fellows block, entailing a loss of $150,000. Among the losers are the Star Publishing Company, postoffice, Bauer's insurance agency and the Armory of Company C, National Guard. While removing the occupants a ladder broke, precipitating four firemen to the ground. Thaddeus Green was killed and Thomas Angel, W. A. McCafferty and John Bigler were seriously hurt.

St. Louis Has $50,000 Fire.

ST. LOUIS, Dec. 23.—Fire, believed to have been started from an electric wire, caused $50,000 damages last night in the building occupied by the Strauss & Stumber Mercantile Company, and the Gaier & Strok Millinery Company. The fire started at 11 o'clock and was thought to have been extinguished with small loss. Two hours later it again broke out and a general alarm followed. The loss is covered by insurance.

Several Buildings Burn.

BELLAIRE, O., Dec. 23.—Fire this morning destroyed the wholesale produce house of Boyd & Co., the new plant of the Enamel Brick & Tile Company, the warehouses of Stewart & Good, a flouring mill and four dwelling-houses. The loss is estimated at $100,000.

Says Disease Is Stamped Out.

ITHACA, N. Y., Dec. 23.—Professor James Law, director of the Cornell Veterinary College, who has spent some time in conjunction with the Federal authorities in investigating the hoof and mouth disease in the Eastern sections of the country, stated today that in his opinion the disease was now practically stamped out.

Doukhobor Back From Siberia.

WINNIPEG, Manitoba, Dec. 23.—Veregin, the Doukhobor leader, who was recently released from exile in Siberia, arrived today on his way to Yorkton to join the Doukhobor colony. The government expects he will exert a beneficent influence over his

WORK ON NORTH SHORE

N. P. ENGINEERS DRIVE TEST PILES BELOW KALAMA.

No Doubt of Activity on That Line—Preparing for Large Ships on the Columbia.

Reports from the Lower Columbia say that Northern Pacific engineers are engaged in locating a line down the north bank of the river, and have gone so far as to drive test piles in several places to ascertain the nature of the soil below the surface of the ground where piling will be needed. An official of the Astoria & Columbia River Railroad, who was in Portland yesterday, said the work on the other bank of the river looked as if the Northern Pacific meant business.

At the same time it is recognized as an expensive job to build a railroad down the north bank of the Columbia. The route is not more inviting than the south side, and that has proved expensive enough. Then the north side is exposed to all rough weather, while the south bank is under the lee. All the information about the north side that is now available is general and indefinite, however, and it is possible that close examination of the route, such as the Northern Pacific is making, will put a different phase on the matter.

All these arrangements are admittedly in view of the improvements to be made at the mouth and in the channel of the Columbia. With 40 feet clear on the bar and 30 feet in the river, the Columbia will be the best harbor on the Pacific Coast, because of its fresh water, and arrangements for attaining those depths are so well under way that the railroad companies deem themselves justified in preparing for the new conditions. The wheat of the Columbia Valley will not be sent out of the Columbia River, because there are no other ports, but because this is the least expensive and most convenient port for the business.

NEW COMPANY INCORPORATED.

To Build Northeastward From Spokane to Canada.

SPOKANE, Wash., Dec. 23.—(Special.)—Articles of incorporation of the Spokane & Kootenai Railway Company, to connect Spokane with the Canadian Pacific system, were filed today in the office of County Auditor Hubbard. The incorporators are: D. C. Corbin and Senator George Turner, of Spokane; Jacob Furth, president of the Puget Sound National Bank, of Seattle; ex-Governor John H. McGraw, of Seattle, and Charles S. Bihler, of Tacoma, ex-assistant chief engineer of the Northern Pacific Railroad. The capital stock is placed at $3,000,000, divided into shares of $1000 each. The articles of incorporation declare the purpose of the company to be to locate, construct, own, use, maintain, operate and enjoy a standard-gauge railway with single or double tracks as the corporation may determine, beginning at a point in or near the City of Spokane, State of Washington, and extend in a general northeast and northerly direction via Pend Oreille River and Lake, the Kootenai River and tributaries, to a point in Kootenai County, Idaho, on the international boundary, between the United States of America and the Dominion of Canada, a distance of 200 miles, more or less, all in Spokane County, State of Washington, and Kootenai County, State of Idaho, for the transportation of passengers, freight, etc.

Senator Turner said: "We intend to build the road and will commence work early in the Spring. A reconnoissance of the route has already been made, and just as quick as the weather will permit we will start surveying parties in the field and will follow that by securing our right of way, either through negotiations or condemnation."

"Is this road backed by the Canadian Pacific, and does it mean terminal rates for Spokane?" was asked.

The Senator did not make a direct reply. "You can say that the company now has the money on hand to build the road. Its construction will cost probably over $4,000,000."

Senator Turner admitted that he would be general consul for the new road. It is stated on high authority that Senator Turner is now chief legal adviser for the Canadian Pacific Railroad in this section of the United States.

SMALLER SURPLUS FOR N. Y. C.

Said to Be Due to Dividends on Larger Capital.

NEW YORK, Dec. 23.—The directors of the New York Central and allied lines met here today and declared the regular dividends, except that the Canada Southern dividend was fixed at 1 per cent for the six months. Last year it was 1½ per cent.

The New York Central statement for the quarter ending December 31, 1902, partly estimated, showed net earnings of $5,825,400, as compared with $6,359,947 for the corresponding quarter last year. The net earnings for the last six months of this year, partly estimated, are $13,019,900, a decrease of $567,700. The surplus after payment of the last quarter's dividends was reported as $361,700, a decrease of $683,044. The surplus for the six months showed a decrease of $942,500. According to semiofficial explanations these differences arise from the increase in the capital stock, demanding larger dividend payments.

BIG TUBE UNDER CHICAGO.

Colossal Traction Venture to Cost Nearly $55,000,000.

CHICAGO, Dec. 23.—New York and Chicago capitalists are said to have joined forces to launch in Chicago one of the most colossal traction ventures, according to the Daily News, the city has known. The scheme is for an underground railroad combined with a new elevated, the cost of the entire project to be $51,000,000 to $55,000,000.

Briefly stated, the plan comprehends the construction of a tunnel under the down-town streets, making a complete loop of the business section, to connect with a new elevated road, which it is proposed to construct parallel with the South Side line, to be reached by means of an incline. The scheme is designed largely to benefit the stockyards district. The Inter-Borough Rapid Transit Company, of New York, which built the big underground railroad in that city, is said to be really at the head of the scheme. Eight New Yorkers have been directly interested, it is said.

SAME AS THIS YEAR.

No Exchange Passes to Go East of Buffalo.

CHICAGO, Dec. 23.—At a meeting here today the executive officers of the Western railroads agreed to exchange annual passes with the railroads in Central Association territory and Southern lines, but not to issue any free transportation to officers or agents of the roads east of Pittsburg and Buffalo, or to representatives of fast freight lines of which trunk lines are members. A proposal that the Western directors refuse to exchange passes with all lines east of Chicago and St. Louis received only a few votes.

Changes on Central of New Jersey.

NEW YORK, Dec. 23.—The directors of the Central Railroad of New Jersey today elected M. F. Bosler vice-president of the company. Mr. Bosler then appointed T. B. Coonz, who has been general freight agent, to the freight traffic manager. Mr. Bosler has been general manager and will continue to hold that position.

New Railroad in New York.

KINGSTON, N. Y., Dec. 23.—The new Ellenville & Kingston Railroad, owned by the New York, Ontario & Western Company, has been opened to the public. The new road will be used as a feeder for the main line, and with the old Port Jervis, Monticello & New York Railroad recently purchased by the Ontario & Western will form the Port Jervis and Kingston division. The new line opens up territory heretofore considered inaccessible.

Philadelphia Car Line Sold.

PHILADELPHIA, Dec. 23.—Announcement was made today that control of the United Power & Transportation Company has been sold to the Inter-State Railway at $75 a share, payable in 40-year collateral trust gold coupon bonds bearing interest at the rate of 3 per cent for the third year and thereafter.

A FINE SPEECH.

Justice Holmes Recalls the Past and Looks to the Future.

Chief Justices Holmes, of the Massachusetts Supreme Court, at a dinner in Boston, given in his honor by the bar of Middlesex County, made the following beautiful speech of farewell to his old associates, whom he had left for the Supreme Bench of the United States:

"Goethe said that two wise men could tell each other all that they knew in a couple of days. I have been telling you what I think for 20 years, and it would be hopeless to try to surprise you now. I can only say a few words of provisional good-bye.

"This month sees the end of the 20 happiest years of my life, and the happiest of those happy years have been the last. I am associated on the bench with men, every one of whom is my personal friend, with men whose varied abilities, single-heartedness and devotion to their task I admire, and we meet on terms of unrestrained mutual criticism in a common effort to develop the law in a worthy way—in a way worthy of the great traditions of the state. In the consultation-room all is affectionate and free. It is not different with the other half of the law-builders. I have before me a bar that has improved ever since I have known it. I confidently believe that your arguments surpass in brevity, point and style those which I used to hear from the leaders of an earlier day. And I do not stop there. I hope that I may add without self-delusion that the bar and the bench are not merely fellow-workers—they are friends.

"Well, gentlemen, it is a good deal of a wrench to leave old friends, to leave the memorials of the dead, to leave all the associations of a whole life for an unknown new world. I had one glimpse of the Supreme Court when I went on to argue a case before it, which is already ancient history. I remember thinking that it needed only a black boy with gold bangles, holding a leash of greyhounds at one end of the bench, to be a living picture by Paul Veronese. The capital, with its asphalt pavements, is not quite unknown to me. But my notion of Washington still is the notion of the Washington of war times, where mule teams sank to their knees in mud, where at every door one saw signs bearing the words, 'Embalming the Dead,' with an occasional alleviation in the form of 'Sample-room in the rear.'

"At this moment, too, the work of 20 years comes up for judgment, and that also is not without its sadness. You are the judges, and even you are more likely to take your views from the accident of your professional needs than from a consideration of any general aspect of a man's work. I have tried to see the law as an organic whole. I also have tried to see it as a reaction between tradition on the one side and the changing desires and needs of a community on the other. I have studied tradition in order that I might understand how it came to be what it is, and to estimate its worth with regard to our present needs, and my reference to the year books often have had a skeptical end. I have considered the present tendencies and desires of society and have tried to realize that its different portions want different things, and that my business was to express not my personal wish, but the resultant, as nearly as I could guess, of the pressure of the past and the conflicting wills of the present. I have considered the social and economic postulates on which we frame the conception of our needs, and I have tried to see them in a dry light. It has seemed to me that certainty is an illusion, that we have few scientific data on which to affirm that one rule rather than another has the sanction of the universe, that we rarely could be sure that one tends more distinctly than its opposite to the survival and welfare of the society where it is practiced, and that the wisest are but blind guides.

But we have a great body of law which has at least this sanction that it exists. If one does not affirm that it is intrinsically better than a different body of principles which one could imagine, one can see an advantage which, if not the greatest, at least, is very great—that we know what it is. For this reason I am slow to assent to overruling a decision. Precisely my skepticism, my doubt as to the absolute worth of a large part of the system we administer, or of any other system, makes we very unwilling to increase the doubt as to what the court will do. I have noticed the opposite tendency in minds that regarded our corpus juris as an image, however faint, of the eternal law. Well, gentlemen, I will avoid the long-windedness which I have deplored in others, and will leave my case in your hands, not trying to state it, but knowing that when one's work is done, generally there is some one, sooner or later, who sees the aim and judges the success.

As I have said, I have felt very sad at the thought of all that I leave, and sad with the wonder whether the work of 20 years, on which I have spent the passion of my heart, will be adjudged to have been nobly done. I have felt sad, too, with a different sadness in thinking of the future. It is an adventure into the unknown. No man can go far who never sets down his foot until he knows that the sidewalk is under it. But, gentlemen, is is a great adventure, and that thought brings with it a mighty joy. To have the chance to do one's share in shaping the laws of the whole country spreads over one the hush that one used to feel when one was awaiting the beginning of a battle. One does not forget the danger, but if victory should come! Victory shall come—with that thought the personal apprehension grows dim. The forces of one's soul rally and gather to a point. One looks down the line and catches the eye of friends—he waves his sword—it may be the last time for him or them—but the advance is about to begin. The troops are deployed. They will follow their leader. We will not falter, we will not fail. We will reach the earthworks if we live, and if we fail we will leave our spirit in those who follow, and they will not turn back. All is ready. Bugler, blow the charge!

City Treasurer Is Innocent.

COLORADO SPRINGS, Colo., Dec. 23.—The committee appointed by Mayor Robinson to investigate the affairs of City Treasurer John A. Voorhees made its official report this morning. The report completely exonerates Mr. Voorhees from the charges that were made against him. The report is also indorsed by Guy Leroy Stevick, of Denver, attorney for the Fidelity Deposit Company, of Maryland, which bonded Mr. Voorhees. City Auditor I. S. Harris, who yesterday submitted a sworn statement to the Mayor charging the City Treasurer with irregularities, was not a member of the investigating committee.

Marconi Tells of His Success.

ST. JOHN'S, N. F., Dec. 23.—Marconi has sent a telegram to Premier Bond announcing his complete success in the transmission of wireless messages between Cape Breton and England, and referring with gratitude to the encouragement he received from Newfoundland a year ago. In his reply, Premier Bond expressed the hope that, when the charter of the Anglo-American Company expired in April, 1904, Marconi will establish a wireless station here.

LOW RATES EAST AND RETURN

Tickets on sale January 8 and 9, 1903.
Call at office or write for full particulars.

Burlington Route

TICKET OFFICE: Cor. Third and Stark Sts
R. W. Foster, Ticket Agent.

THEY GO FOR HEALTH

ARIZONA IS THE RESORT OF THOUSANDS OF INVALIDS.

The Territory Has Many Interesting Features—Agriculturally Inferior to Oregon—City of Phoenix.

PHOENIX, Ariz., Dec. 20.—(Special correspondence.)—To realize fully that "health is wealth," one has but to visit Phoenix. Here the invalid is to be seen on every hand. There are now between 2000 and 3000 people in this vicinity in quest of health. About two-thirds are victims of tuberculosis, with nearly every known disease represented among the remainder. The major number figure on remaining no longer than this Winter and then returning home, but it is evident that many a hearth will never welcome back the one who left it so full of hope that health was awaiting him in this section.

This is not said disparagingly of the curative qualities of Arizona's climate, as regards consumption and other lung troubles, for there is no question that it can and does work wonders. The trouble lies with the patient, in that he waits until disease has a firm grip upon him.

"Lungers" is the harsh term the residents of Phoenix apply to the man who comes here seeking health. They mean nothing by it, however, for a more hospitable people are not to be found. They have provided a number of comforts to make the lot of the visitor who is ill more pleasant. The two most appreciated are the public library and the benches in the park about the City Hall. The latter have come to be termed "Lungers' Row," for on any pleasant day—and there are practically no other kind—you will find the seats occupied by consumptives. Some are in the first stages of the disease, others walking hand-in-hand with death, but all are hopeful. Walk by, and they will give you a cordial welcome, especially if you are a little pale. Sit down, and you will find the topic of conversation to be tuberculosis and how it is affecting those who make up the "row." This is the program day after day, and it is enough to make a well man sick to hear the afflicted ones recount their stories, to say nothing of bringing tears to his eyes. For, be it known, many can not lay claim to a goodly bank account, and are existing largely on hope.

Weather Like Summer in Oregon.

The weather here now is Summer in Portland for the world over. The nights, perhaps, are a little cooler, but, in general, the comparison holds good. The air, however, is much drier and more bracing. The roads are dusty, and several street-sprinklers are doing service in the city. Many people here live in the tents all the year, and not a few are sleeping out of doors, with no protection whatever. And this is Winter in Arizona, with no rain in sight and little expected.

But, judging from the slow, easy-going way of the people who make this section their home, the climate is too even. You see no such energetic farmers here as in Oregon. The same is true of the business men. With nearly all of the tillers of the soil, time drags heavily, and aside from "water day" they have few cares. Everything here depends on irrigation. The water supply is controlled by Eastern corporations, and once every eight days each patron is served. Often the water is turned on in the night or on Sundays or holidays, which makes it anything but pleasant for the man taking it. But water is water and must be taken when it can be secured.

The Principal Crop.

Alfalfa is the principal crop. It yields well when there is plenty of water, and brings a fair price, especially at this season of the year. The home market is an excellent one, and little or none is as yet exported. The mining district about here is the mainstay of Phoenix, although it is regarded as a great farming country. Still, diversified agriculture, as common in Oregon, is unknown here. Dairying is followed to some extent, but pasturage and feed are too costly in the Winter to allow of a due profit, and a Summer business—when the tourists are not here—is not an asset on which much can be realized, according to old-timers.

Caring for the healthseekers and tourists is fast developing into one of the principal industries of this section. The farmers—the townspeople have known it for some time—are becoming imbued with the idea that boarders pay, and many have arranged to accommodate two to 12. Rates are $7 to $15 a week, with the room, in nearly every instance, a large tent. The climate, however, makes this accommodation preferable to quarters indoors. The rates appear high for country board, but then living is high. Flour is $1.75 per sack, and Irish potatoes 2½ to 3 cents per pound, with other things in proportion.

Fruit District in Name Only.

They talk of this being an excellent fruit-raising district, but dead orchards, or ones that soon will be, are common. Make inquiry and you are told that fruit would be a success with plenty of water, but there is more money in alfalfa when water is scarce. One firm here in town has Hood River apples, but there must be some mistake. The fruit is in the cull class in Oregon, and if it ever saw Hood River, the error in allowing it to leave there is to be deplored.

The farms here are much smaller than in Oregon, and 10, 20 and 40-acre patches are the rule. The writer met a man who owns 320 acres in the Willamette Valley, but is now residing here. He has accomplished the purpose for which he came, recovered his health largely, but is still homesick for Oregon. He is farming an alfalfa ranch near Phoenix, and remarked:

"A man can make a living four times as easily in Oregon as here. He can raise more crops—ten times as many—and there is more for him to take pride in. Here we have none of the fine fruit, vegetables and a number of other things I might mention that are common to Oregon. How many barns have you seen? They are scarce as hen's teeth. They think nothing of shelter for stock here, and to put farming implements or a buggy or wagon under shed is regarded as foolish. A man has not got as much ambition here as in Oregon, no doubt due to the even temperature, and if it were not for the wet weather nothing could keep me away."

And this will be the song of him who has ever passed many days in Oregon. This, the famous Salt River Valley, is not to be compared with the Willamette. Enthusiasts ask you to "wait until the Government gives us an irrigation project, and this will be a paradise." So will all arid Eastern Oregon. The land to be reclaimed here is not in the same class as that in the Deschutes and other sections, and is no more, if as well, situated as regards sites for reservoirs.

Phoenix a Second Salem.

Phoenix has about 7000 inhabitants, and resembles Salem in more ways than one. It is located on such ground as the capital city of Oregon, and covers nearly as much territory. Again, it is the capital and a county seat as well. Three miles north is the Indian School, which corresponds to the Chemawa institution, but must be credited with nicer surroundings. And last, but not least, Phoenix has a street-car service very similar to the one that has brought renown to Salem.

B. F. L.

A New Use for an Automobile.

San Francisco Chronicle.

In Santa Rosa a new use has been found for an automobile. Alex Schelling, proprietor of a foundry and machine shop on Wilson street, was compelled to use his lathe all day on Friday, and his gas engine was dismembered and undergoing repairs. The work was in great haste, and the engine could not be repaired for several days, so Schelling brought in his automobile, choked the wheels with blocks of wood, detached the endless chain which propels the wheels and started the machinery to going. A belt was run from the automobile to an overhead shaft. The automobile was kept running constantly during the day, and was an object of considerable interest to those who witnessed it. The automobile has a six-horsepower engine in it, which is capable of pulling all the machinery in a first-class machine shop.

Miss Gould Brought Home a Spade.

New York American.

Miss Helen M. Gould has just returned from a trip in the South, which she took with the express purpose of participating in the beginnings of two enterprises connected with the Young Men's Christian Association's work for the men of the Army and the Navy.

The party, consisting of Mrs. Barker, wife of the Admiral, and a group of Miss Gould's friends, made their first stop at Fort Monroe, Va., where Miss Gould turned the first spadeful of earth for the new Army association building at Fort Monroe, which she is erecting for the soldiers stationed there.

The soldiers presented to Miss Gould a miniature spade made from live oak and the metal of a historic cannon, suitably engraved and bearing the emblem of the association.

Advance for Steamer Captains.

CLEVELAND, Dec. 23.—By order of A. B. Wolvin, general manager of the Pittsburg Steamship Company, the captains of all the boats of that company will receive an advance in wages of 10 per cent for the season of 1903.

TRAVELERS' GUIDE.

Astoria & Columbia River Railroad Co.

LEAVES	Depot Fifth and I Streets.	ARRIVES
8:00 A. M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside, Astoria and Seashore... Express Daily.	11:10 A. M.
1:00 P. M.	Astoria Express, Daily.	9:40 P. M.

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

For South-Eastern Alaska

Leave Seattle 9 A. M.

Steamships Cottage City or City of Seattle, Dec. 7, 13, 19, 25, 31, Jan. 6.

Steamers connect at San Francisco with company's steamers for ports in California, Mexico and Humboldt Bay. For further information obtain folder.

Right is reserved to change steamers or sailing dates.

AGENTS—N. POSTON, 246 Washington st., Portland; F. W. CARLETON, 907 Pacific ave., Tacoma; Ticket Office, 113 James st., Seattle. GEO. W. ANDREWS, North Western Passenger Agent, San Francisco. Ticket Office, 4 New Montgomery st. C. D. DUNANN, Gen. Pass. Agt., San Francisco.

WHITE COLLAR LINE

PORTLAND-ASTORIA ROUTE.
STEAMER BAILEY GATZERT
Leaves Portland daily 7 A. M., except Sunday. Leaves Astoria daily 7 P. M., except Sunday.
THE DALLES-PORTLAND ROUTE.
STEAMERS TAHOMA AND METLAKO
Leave Portland daily 7 A. M., except Sunday. Leave The Dalles daily 7 A. M., except Sunday. Landing foot Alder st., Portland, Or. Both phones, Main 351.
E. W. CRICHTON, Agent, Portland.

Willamette River Boats

Steamer POMONA, for Salem, Independence, Albany and Corvallis, leaves 6:45 A. M. Tuesdays, Thursdays and Saturdays.
Steamer ALTONA, for Dayton, McMinnville and way, leaves 7 A. M. Mondays, Wednesdays and Fridays.
OREGON CITY TRANSPORTATION CO. Office and dock, foot Taylor street.

TRAVELERS' GUIDE.

O. R. & N.
OREGON SHORT LINE
AND UNION PACIFIC
THREE TRAINS DAILY FOR ALL POINTS EAST

UNION DEPOT.	Leave.	Arrive.
CHICAGO-PORTLAND SPECIAL. For the East via Huntington.	9:20 A. M. Daily.	4:30 P. M. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Gt. Northern points	6:00 P. M. Daily.	7:35 A. M. Daily.
ATLANTIC EXPRESS For the East via Huntington.	8:15 P. M. Daily.	10:30 A. M. Daily.

OCEAN AND RIVER SCHEDULE.
FOR SAN FRANCISCO.

S. S. Columbia—Dec. 8, 18, 28. S. S. Geo. W. Elder—Dec. 13, 23.	From Ainsworth Dock, 8:00 P. M.	5:00 P. M.
FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach, steamer T. J. Potter, Ash-street Dock.	8:00 P. M. Daily ex. Sunday. Saturday, 10 P. M.	5:00 P. M. Daily except Sunday.
For Salem, Corvallis and way points, steamer Ruth, Ash-street Dock.	6:45 A. M Mondays, Wednesday Fridays.	About 6:00 P. M. Tuesdays, Thursdays, Saturdays.
FOR DAYTON, Oregon City and Yamhill River points, str. Elmore, Ash-st. dock. (Water permitting.)	7:00 A. M. Tues., Thurs., Sat.	3:00 P. M. Mon., Wed., Fri.
For Lewiston, Idaho, and way points, from Riparia, Wash., steamers Spokane or Lewiston.	4:05 A. M. daily except Saturday.	About 5:00 P. M. daily ex. Friday.

TICKET OFFICE, Third and Washington. Telephone Main 712.

PORTLAND & ASIATIC STEAMSHIP CO.

For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manila, Port Arthur and Vladivostok.
INDRAPURA SAILS ABOUT DECEMBER 28.
For rates and full information call on or address officials or agents of O. R. & N. Co.

EAST VIA SOUTH
SOUTHERN PACIFIC COMPANY
SUNSET OGDEN & SHASTA ROUTES

Leave	Union Depot	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.	Morning train connects at Woodburn (daily except Sunday) with train for Mount Angel, Silverton, Brownsville, Springfield, Wendling and Natron.	*7:00 P. M.
*4:00 P. M.	Albany passenger ... Connects at Woodburn with Mt. Angel and Silverton local.	10:10 A. M.
*7:30 A. M.	Corvallis passenger	3:50 P. M.
‖4:50 P. M.	Sheridan passenger	8:25 A. M.

*Daily. ‖Daily except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Leave Portland daily for Oswego at 7:30 A. M., 12:50, 2:05, 3:25, 5:20, 6:25, 8:30, 10:10 P. M. Daily except Sunday, 5:30, 6:30, 8:30, 10:25 A. M., 4:00, 11:30 P. M. Sunday only, 9:00 A. M.

Returning from Oswego arrive Portland daily 8:00 A. M., 1:35, 3:05, 4:35, 6:15, 7:35, 9:55, 11:10 P. M. Daily except Sunday, 6:25, 7:25, 9:30, 10:20, 11:45 A. M. Except Monday, 12:25 A. M. Sunday only, 10:00 A. M.

Leave from same depot for Dallas and intermediate points daily except Sunday 4:00 P. M. Arrive Portland 10:20 A. M.

The Independence-Monmouth motor line operates daily to Monmouth and Airlie, connecting with S. P. Co.'s trains at Dallas and Independence.

First-class rebate tickets on sale from Portland to Sacramento and San Francisco; net rate, $17.50; berth, $5. Second-class fare, $15, without rebate or berth; second-class berth, $2.50.

Tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia.

CITY TICKET OFFICE, corner Third and Washington streets. Phone Main 712.

NORTHERN PACIFIC

TIME CARD OF TRAINS

PORTLAND

	Departs.	Arrives.
Puget Sound Limited for Tacoma, Seattle, Olympia, South Bend and Grays Harbor points	7:25 am	4:15 pm
North Coast Limited for Tacoma, Seattle, Spokane, Butte, St. Paul, Minneapolis, Chicago, New York, Boston and all points East and Southeast	2:00 pm	7:00 am
Twin City Express for Tacoma, Seattle, Spokane, Helena, St. Paul, Minneapolis, Chicago, New York, Boston and all points East and Southeast	11:45 pm	7:00 pm
North Coast-Kansas City-St. Louis Special, for Tacoma, Seattle, Spokane, Butte, Billings, Denver, Omaha, Kansas City, St. Louis and all points East and Southeast	2:00 pm	7:00 am

All trains daily except on South Bend branch

A. D. CHARLTON, Assistant General Passenger Agent, 255 Morrison st., corner Third Portland, Or.

THE GREAT NORTHERN

Ticket Office 122 Third St. Phone 68