KEEP CLOSE SEASON

J. H. Taffe Says Movement to Abolish Is Absurd.

PROTECTION

Fish Warden Van Dusen's Recom mendation, He Says, Is Inspired by Selfish Desires of Astoria Fishermen to Monopolize Industry.

"It's preposterous; its perfectly absurd to talk about abolishing the close sea-

These words came yesterday from I. H. Taffe, of Cellio, "And I am surprised that Pish Warden Van Dusen should advocate it. But I suppose the dispute will con-tinue just so long as Russian Finns at Astoria think they own every fish that enters the river. What do those men care for the future of the industry? All they want is to get what they can out of the business today. The Fish Warden maintains his office down there among them, and as they manage to get what they want, it's quite clear how and why the upper river is left out in the cold."

Mr. Taffe owns a cannery and four fish-wheels, and has been dubbed the "Duke of Celilo." He talked pleasantly without show of temper, but as a man who has the courage of his convictions. the present fishing laws worked severe injustice upon the upper river interests, and that residents of the lower river wished to increase this injustice in their own selfish interest.

Astoria Demands Unjust.

Down at Astoria they wish to do away with all gear except gillnets, and to prohibit fishing above tide water. This is so rankly unjust that I don't see how they have the nerve to say it out loud. From time immemorial salmon-fishing has been carried on as far as the sources of the Columbia. When Lewis and Clark great divide to the Pacific Slope the first evidence they found of the fact was salmon. Along Salmon River they saw Indians catching great quantities of the fish. As they passed down the Columbia they found salmon one of the leading articles of trade among the tribes. Stop fishing above tidewater? But why not let more fish up to tidewater? Why not give a fish a chance to enter the river? It takes a real smart salmon, one thoroughly on to his job, to get past Astoria these times.

"And still the Finns are not satisfied. They wish not only to keep upper river people from participating in a privilege that belongs to all parts of the river in common, but they wish to abolish the close season, so that they may be entirewithout restraint,"

Close Senson Needed.

Mr. Taffe insists that preservation of the salmon industry requires a close sea-son. He favors a conference between committees of the Oregon and Washington Legislatures in the interest of uniform

said he, "because of the want of har-mony between the laws of the two states. This is but one example of how the pur ses of other laws could be defeated the

Mr. Taffe declares that a better adjustment of the close and open seasons could be made than the present one. The seasons are now open from September 10 to March 1; closed to April 15; open to August 15, and closed to September 10. lows: Closed from September 30 to May 1; open to July 31; closed to August 25; open to September 30.

Down at Astoria they say that after August 15 the fish are not good enough for canning. That may be true down there, but it is not so up with us. Our best season is in the latter part of August and in September. Why? Because the fish we catch at that time enter the Co-lumbia River in July and early in August. It takes them about six weeks to reach the Cascades. The salmon which enter the Columbia after August 15 do not reach us until the latter part of September. We don't wish to catch them any more than do the lower river people, but we contend that we should have our share of the early in August. Our fishing season is about six weeks shorter than the season at the mouth of the river. This is because the fish take usually six weeks to reach us. Is it fair to shut us out after good fish have left Astoria and before they have reached us? I ask, does this accord with the American spirit of fair play?"

not be two open seasons, one for the lower river, say below the Willamette, the other for the upper Columbia; whether the first meason could not open easiler and close sooner than the other.

Mr. Taffe admitted that this might be

done, but he doubted the expediency of proposing it. He did not think lower river interests could be brought to agree

Seining Should Be Prohibited.

"Seining should be prohibited absolutely in the Fall season. It destroys more sal-mon in the spawn than all of our hatcheries can make good. Besides, it fills up the channels of navigation and thereby costs the Port of Portland and the National Government thousands of dollars. Scining stirs up the sands on the shoals. In this way it destroys untold quantities of snawn. This wholesale destruction of salmon eggs costs the industry dearly.

Last September two of my men visited a not, rather rejoice, efning ground below Cellio, on the Wash-Will you believe me when l ington side. Will you believe me when I his true, unequaled voice, tell you that my men saw the seines stir Like a silver trumpet sounding the note of hutons? It doesn't sound reasonable, does it? But it's true just the same. And how many selnes are there on the stand low weak one's fight: many seines are there on the river? Not less than 500 or 600. Just think what a big waste the industry suffers. Why, the n that the fish wheels catch don't begin to approach the number that these seines destroy. Understand that I am not speaking against seining in the Spring of

"Think of the people at the mouth of the Columbia wishing to monopolize the salmon! Isn't it just perfectly absurd? Think of those people wishing to shut out the people of Idaho! Isn't it ridiculous? "Mr. Van Dusen I like personally, but it's his misfortune that he doesn't know enough about salmon, H. D. McGuire knew more about salmon than anybody, in this country. As an authority next to him I pince F. C. Reed. It's very unfortu-nate that Mr. Reed was deprived of his

the river should share in the fish under fair restraint than that one class of incopolize the fish without any restraint? Is it not better to conserve the fish by let-ting all interests share them for a part of the year rather than to let one class of erests have all the fish at all times of the year?

Immortality in the Love of Life.

Oh, how I hate the thought of dying. I would Oh, how I hate the thought of dying, I would like to live forever. Not because I fear anything the beroafter has in store for me, but because I love this life. I love the sky, the drifting clouds, the sunshine, the storm. I love mature. I love my friends. The world has been good and kind to me. I hate to leave it.—Judge John W. Henry.

Case it is the change that is distressful. What has become the habit of the soul is not easily put off. It is the young who look on death with the least averted eyes. A long life and a beautiful one has endeared litself to its surroundings and taken its inmost qualities from them. Perhaps few would live their live over again, but unless the bitterness of neglect has come in later years all would linger in the atmosphere that a well-spent life has created.

The who is death forestfulness a reserved.

AMEND TIMBER LAND LAW

For who, to dumb forgetfulness a prey, This pleasing, anxious being e'er resigned. Left the warm precincts of the cheertul day Nor cast one longing, lingering look behind.

The negative dislike of death-because life is pleasing-reveals nothing incom-patible with the Christian's resignation to patible with the Christian's resignation to the will of God. The companionship of earthly things has been dear to the good man or woman. Religion, philosophy, the untranslatable teachings of the soul can only, in rare momente, lift the heart above the longings of mortality. "For love and beauty and delight there is no death nor change"—and yet alike he who dies and he who is left behind sorrows for the silent voice and the vanished hand.

silent voice and the vanished hand.

Eternity is imprenetrably velled from the moment that stands next to it. That part of immortality bounded in the more of moment that stands next to it. That part of immortality bounded in the span of earthly life lies in the associations of memory. Friends, sunshine, etorm, the things that have been loved—will they retain the substance and the form that personality has given them "when this corruptible has put on incorruption and this mortal has put on immortality?" Will not the incorable law of mutability work most in all things for him who dies?

all things for him who dies?

It is a beneficence of Providence that one who has loved the world has left his impress upon the world—its living and its inanimate things. His earthly existence has ended only for himself. If in the perhas ended only for himself. If in the perfection of Nirvana or the consciousness
of heaven the things of the world are to
him little or of no avail they still have
power to charm those vested with decay.
The friends he has loved, the children
whose life was colored by his influence
still feel his presence in al the manifestations of Nature. After the first sense of
irreparable loss has softened, every incldent of daily life, each change of season dent of daily life, each change of season and recurring year, will bear to them some restful memory of the living dead. The solace of things that have been remains with them where ceaseless repetition is pervaded with the sense of the departed. The indomitable man who loves the world where he has fought the good fight, the mother whose thought of death is regret at the separation from loving children, have left an inheritance of peace and com-fort that may reach beyond the grave and bind them to the scenes they brightened.

A RECORD IN TRACK-LAYING Philadelphia the Scene of the Fastest Work in That Line.

Philadelphia Ledger. Philadeiphia, termed slow by the joke-writer, is breaking another record. This time it is the street railway track-laying record, and the honor goes to the Phila-delphia Rapid Transit Company. The work done Sunday is thought by

traction officials to be without parallel. A complete new track, from Fifteenth to Twelfth streets, was laid, and traffic on Broad street went on as usual. New as-phalt was laid and the paving between the tracks was completed. All this was done in 24 hours,

To make a record, the company has in troduced some new and novel appliances This has aided materially in the rapid progress of the work. Four city squares—a little more than a third of a mile—are torn up at one time. First, one contingent of the construction force takes up the cobble stones between the tracks and prepares a ditch. This is done in the daytime, but it is at night that the real work begins.

First a pliedriver breaks the joints of the old rails, which five years ago were cast welded. Sometimes the rail is broken instead of the joint. Horses drag the old rails out and the new ties are put in. Then the new groove rails, 60 feet long and weighing 2700 pounds, are placed in posi-tion. First the sand blast, a piece of elec-trical mechanism which compresses air and forces dry lake sand through a pipe at terrific velocity, is played on the joints of the new rails to remove the scale. Then the ends are fixed in a "chair" and the electrical reamer smoothes the rivet holes. The two final operations prevent a "high

joint" and electrolysis.

With the ends of the two sand-blasted rails in the "chair" the electro-pneumatic riveter and zinc smelter is called into play. Rivets are beated, and in less time than it takes to tell it the riveter has completed its task. Then the space between the rails and the "chair" is filled with molten zinc and the joint is solid and a complete band

is made.

While this is being done hundreds of men are at work ballasting the track, filling it in, placing the granite blocks in position and filling the crevices with cement. Back of them come the pavers, who lay entirely new asphalt on both sides of the street. In the new rail the transit company has a toint which steam railroads envy and it is practically impossible to separate the ends. The connection is perfect, and there is not the slightest jar. The life of the new ralls is estimated at 10 or more years.

Phillips and O'Reilly.

Our Dumb Animale. It was our privilege during many years to count Wendell Phillips and John Boyle

O'Reilly among our best friends.
We well remember the evening when both, at our request, took part in one of our annual meetings at the Tremont Tem-ple. It was at the time when we were fighting at the State House for our law to prohibit the shooting of pigeons from trape. We were opposed by some hundreds of Boston gentlemen, who employed three prominent lawyers, and we needed help. We need not say that our application to Wendeli Phillips and John Boyle O'Reilly Wendell Phillips and John Boyle O'Relly brought the help we wanted and assisted us in causing that law to be enacted. From O'Reilly's poem on the death of Phillips, in the Boston Pilot of November

15, we take the two last verses:

not, rather rejoice, his fearless life and his fearless death; for

weak one's fight; For his soul unmoved by the mob's wild shout or the souli sneer's disgrace; For his freeborn spirit that drew no line between class or creed or race.

lesson he taught was good; There are no classes or races, but one human brotherhood;

There are no creeds to be outlawed, no colors of skin debarred; kind is one in its rights and wrongs—one

right, one hope, one guard. his life he taught, by his death we learn right to be tree, and the hope to be just, and the guard against selfah greed.

and the guard against seman greed.

And riches of all are the unseen wreaths on
his coffin-lid laid down

By the toil-stained hands of workmen—their
sob, their kiss, and their crown.

The New Color for Street Gowns.

New York Evening Sun.
Oriental red is the name given to a new street shade of that fashionable color. which appears in cloth, vigognes, bourettes, boucles and zibelines. It is a hand-some dye, between that of a deep crimson rose and a rich dahlia color. It is re-markably becoming to both fair and dark women, and one of the best shades that the neutral-toned type of women could possibly select. The color is so subdued that, among the array of brilliant reds now worn, it is not at all conspicuous.
Braid work, black passementerie, appliques and squirrel, mink, otter, lynx and chinchilla furs are used to trim skirt and jacket costumes made of Oriental red

Lord Bacon said that it was doubtless as painful for a little child to be born into the world as for a man to die. In either ly please you. Don't forget this.

He Proposes Provisions to Prevent Prevailing Fraud.

WASHINGTON, Dec. 16.-While Secretary Hitchcock thoroughly approves of the proposition to repeal the timber and stone act, he goes further than the advocates of the measures recently introduced for this purpose, and proposes a substitute law which meets the demands of those who are opposed to an out-and-out repeal of the law under which such flagrant fraud has been perpetrated. The Secretary urges Congress to take up and pass a measure that has been reported to the House, which is in the form of a substitute for the timber and stone set. The bill itself is rather long, but is com-prehensive, and is believed to thoroughly guard against fraudulent entry on all classes of timber land. The bill reads as follows:

A bill to authorize and regulate the sale and use of timber on the unappropriated and unreserved public lands, and to pre-

went depredations thereon.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That after the passage of this act the timber or timber products on the public lands of the United States, surveyed or unsurveyed, mineral or nonmineral, not reserved or appropriated in the public land states, territories, and the district of Alaska, shall be gold or appropriated, exclusively as herein provided, to supply in a legitimate manner the necessities of those dependent upon public timber in set. tling the country, in developing and main-taining its industries, in making and maintaining public improvements, and in

providing means of transportation.

Sec. 2.—That the Secretary of the Interior is hereby authorized, in the exercise of his discretion, to dispose of by sale from time to time, upon proper plication therefor, to citizens of the United States, or to those who have declared their intention to become such citizens being bona fide residents of the state, ter-ritory, or district within which is situated the land from which the timber is to be procured, including companies lawfully doing business therein, and any county, township, city, town, or other municipal subdivision therein, so much of the tim-ber or its products growing or being upon said public lands as may be, in his judg-ment, demanded to supply as necessities of those dependent upon public timber for the purposes specified in the first section hereof; provided, that the removal of such timber will not injuriously affect the water supply of the country or other in-

terests, Sec. 3-That before any timber, cord wood, or other timber product shall be sold, the Secretary of the Interior shall cause the same to be appraised and advertised for sale for not less than 30 days in a newspaper or newspapers of general circulation throughout the county or coun-ties in which the land is located. Such advertisement shall offer the timber, cord wood or other timber products for sale at not less than the appraised value, specify-ing that payment therefor shall be made to the receiver of public moneys of the local land office of the district wherein the said timber or other material is situnted, subject to conditions prescribed by the Secretary of the Interior. No timber, cordwood or other timber products sold as herein provided shall be removed until payment in full therefor has been made, and receipt for such payment has been issued by the receiver of public moneys; and the proceeds of a.. such sales shall be accounted for by the receiver of public moneys in a separate account, and shall be covered into Treasury of the United States as a special fund to be avic lands not embraced in forest or other reservations, under the direction of the Secretary of the Interior, or as Congress may provide; provided, however, that where the timber, cordwood or other timber product sought to be purchased does not exceed the stumpage value of 160 to recurse. United States as a special fund to be exnot exceed the stumpage value of \$160 to require, as a prerequisite to the taking the Secretary of the Interior may, in his discretion, dispense with advertisement purpose, that a permit therefor shall be and appraisement.

Sec. 4. That in selling timber, cord wood, or other timber products under 4. That in selling timber, cord the foregoing provisions the sale shall be made conditional upon the cof the timber or other material a period of 12 months from the date of purchase; and all timber, cord wood or timber products not so removed shall be retained and disposed of as the property of the United States: Provided, That the limit of 12 months herein named may be extended by the Secretary of the Inter-ior, in his discretion, upon good and sufficient reasons for such action being

Sec. 5. That miners, prospectors, agriculturalists and bona fide settlers who have not a sufficient supply of timber, cord wood or timber products on their own claims or farms for use thereon for such domestic purposes as firewood, fencing or building purposes or for necessary use in developing the mineral and other nat-ural resources of the land lawfully claimed or owned by them, may procure timber, cord wood or timber free of charge from unappropriated, unreserved public lands for the purposes enumerated in this section (but not for sale or disposal, nor for use on other lands or by other persons, nor for export from the state or territory or trict wherein procured), to an extent not exceeding, in stumpage valuation

other timber product procured under the provisions of this act may be exported out of the state, territory or wherein the timber, cord wood or othe timber product was grown: Provided, however, that where, in cases of exceptional difficulties, caused by the re moteness of timber or the physical fea-tures of the country, the nearest public timber in any state or territory is in-accessible to those residing near the bor-der of another state or territory, the Secretary of the Interior may, in his discretion, permit timber to be procured within a reasonable distance, subject to the same terms and limitations as other wise herein provided, from the more acterritory, to be transported to and used only in the state or territory wherein the applicant or applicants reside, as though the same was grown in the lat-ter state or territory, subject to the same terms, provisions and limitations as provided in this act and the rules and Interior. But no timber or cord wood shall be cut or removed under this pro-viso to the detriment of the residents of the state or territory where said timber

was grown.
Sec. 7. That the Secretary of the Interior is authorized to make all proper rules and regulations for carrying into effect the provisions of this act, for preventing abuses thereof, for protecting the timber from fire and depredation, and for promoting the younger growth of timber; and he may designate the tract or tracts of land where the timber or its product may be obtained hereunder, and it shall, not be lawful to cut or remove any timber, cord wood or timber product, except as prescribed in this act and said rules and regulations. Sec. 8. That the sales of timber, cord

wood and other timber products here-tofore made as authorized by the circular of the General Land Office, which was

receives, or otherwise appropriates, in-jures, wastes, destroys by fire or other-wise, timber growing or being on any of the public lands, other than those em-braced within public forest or other res-ervations, or who girdles, boxes, chips, cuts, or bores such timber for turpentine purposes, or who removes, receives, or otherwise appropriates the resin, gum, turpentine, or other product therefrom, or who as contractor, subcontractor, agent, employee, or otherwise aids or asagent, employee, or otherwise aids or as-sists in any of the matters herein prosists in any of the matters herein pro-hibited shall, upon conviction for every such offense, be fined in a sum not less than one hundred dollars nor more than than one hundred dollars nor more than than one hundred dollars nor more than five thousand dollars, or shall be imprisoned, in the discretion of the court; and the provisions of section fifty-three hundred and 'ninety-two of the Revised Statutes of the United States shall be applicable to proceedings under this act and the regulations prescribed hereunder. That in addition to the criminal proceedings herein provided the United proceedings herein provided the United States shall be entitled to recover in civil suit the value of all timber so unlawsuit the value of all timber so unlaw-fully cut, removed, received, or other-wise appropriated, injured, wasted, de-stroyed, girdled, boxed, chipped, or bored, and the value of all resin, gum, turpentine, or other timber product so unlawfully removed, received, or other-wise appropriated, and shall also be en-titled to recover in such cases exemplary damages. Proof of any one of the prodamages. Proof of any one of the pro-hibited acts described in this section shall be deemed and held sufficient proof of

the criminal intent. Sec. 10. That sections twenty-four

hundred and sixty-one, twenty-four hun dred and sixty-two, twenty-four hundred and sixty-three, forty-two hundred and

five, and forty-seven hundred and fifty-one of the Revised Statutes of the United States; the first proviso of the second section of the act of April thirtieth, eighteen hundred and seventy-eight, chapter seventy-six (Twentieth United States Statutes, page forty-six); the Act of June third, eighteen hundred and sevof June third, eighteen hundred and fifty enty-eight, chapter one hundred and fifty (Twentieth United States Statutes, page eighty-eight); the act of June third, eighteen hundred and seventy-eight, chapter one hundred and fifty-one (Twentieth United States Statutes, page eighty-nine); section two of the act of August fourth, eighteen hundred and ninety-two, chapter three hundred and seventy-five (Twenty-seventh United States Statutes, page three hundred and forty-eight), amending last cited act; section eight of the act of March third, eighteen hundred and ninety-one, chapter five hundred and sixty-one (Twenty-sixth United States Statutes, page one thousand and ninety-five), and the amendment thereto by the act of the same date, chapter five hundred fifty-nine (Twenty-sixth United States Statutes, page one thousand and ninety-three), so far as the same relate to the use or cutting of timber on or its removal from the public domain; the act of February thirteenth, eighteen hundred and ninety-three, chapter one hundred and three (Twenty-seventh United States Statutes, page four hundred and forty-four), further amending the last-cited act; that portion of the appropriation act of July first, eighteen hundred and ninety-eight, chapter five hundred and forty-six (Thirtieth United States Statutes, pages five hundred and ninety-seven to six hun-dred and eighteen), which authorizes the Secretary of the Interior to grant permits to cut timber on the Snake River and its tributaries; section eleven of the act of May fourteenth, eighteen hundred and ninety-eight, chapter two hundred and ninety-nine (Thirtieth United States Statutes, page four hundred and nine), and all other acts or parts of acts authorizing sales, appropriation, or free use of timber, cordwood, or other timber products on the surveyed or unsurveyed, mineral or nonmineral, unappropriated and unreserved public lands of the United States, and all other acts or parts of acts in conflict with this act are here-by repealed: Provided, That nothing in this act shall be construed as applying to or in any way affecting existing laws relating to the forest or other reservations of the United States, or existing law making provision for the use of tim-

AN ASTORIAGIFTFOR ROADS Ten Thousand Dollars if the New York-Chicago Route Be Changed.

purpose, that a permit therefor shall be obtained from him designating the lands from which and the time at which the

timber may be taken.

New York Herald. Colonel John Jacob Astor has offered to subscribe \$10,000 toward the objects of the New York-Chicago Road Association, provided that the route of the proposed highway between the two cities be

changed from the west bank to the east bank of the Hudson River. Colonel Astor has taken much interest in the project, and in a conversation with Mr. S. M. Butler, secretary of the club, authorized him to make the offer to the officials of the association. Colonel Astor's argument is that the route to Kingston to the west of the Hudson, as now proposed, passes through a comparatively sparsely settled country, while a road along the east bank would go through many large towns and a thickly popu-

In addition, Colonel Astor points out, along the east bank are clustered scores of country seats of wealthy New Yorklated district. ers, who, he thinks, like himself, would gladly contribute liberally to the highway were it built near their properties Under Colonel Astor's amendment the road would run up the east bank of the Hudson to Rhinebeck, where It would cross the river to Kingston. From that point the route would follow the original ourse through Binghamton, Elmira Corning and Jamestown to would run thence through Ashtabula Cleveland, Elpia and Toledo, O.,

Goshen, Elkhart, La Porte and Valpa-raiso, Ind., to Chicago.

Mr. A. R. Shattuck, president of the club, outlined the progress of the Good Roads movement in Massachusetts, New Jersey and this state. Mr. Shattuck spoke of promises as the best the New York City officials so far have contrib-uted to highway reform. It was sug-gested by him that the National Govern-ment appropriate \$2,000,000 a year for roads, which would give 40-mile stretches in each of five districts on the route of the proposed great National highway from the Atlantic to the Pacific.

Such a transcontinental road, he de clared, would attract automobilists from all over the world, who would bring mil-lions of dollars into this country.

Reed's Ancient Family Lineage.

New York Times. Incredulity has been excited in some quarters by the statement that ex-Speaker Reed belonged to the eighth generation of a Portland family. This statement appeared in several obituary articles, and it did seem inconsistent with general impressions as to the antiquity of American families and towns, Portland, however, was not founded yesterday or the day before, and Mr. Reed took more than usual pains to look up the records of his for-bears, making the task the amusement of an active life, of course, instead of the business of an idle one, and thereby avoiding any possible criticism on the subject of his genealogical tastes. His investiga-tions carried him back to one George Cleeve, who settled in 1632 on what was then called Falmouth Neck, first as the agent of Sir Ferdinanda Georges, who owned all the land thereabout, and reof the General Land Office, which was approved by the Secretary of the Interior March 17, 1898 (28th Land Decisions, page 289), be and the same are hereby affirmed.

Sec. 9. That every person who, either directly or indirectly, in any manner whatsoever, except as allowed by the provisions of this act and the rules and regulations prescribed thereunder by the Secretary of the Interior, cuts, removes,

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oue Indian fighter, Anthony Brackett, from whom Mr. Reed derived his middle name. The remainder of the line, as Mr. Reed himself once gave it, runs—Anthony Brackett, of Portsmouth; Thomas Brackett (killed by the Indians in Portland);
Joshua Brackett, Anthony Brackett,
Thomas Brackett Mary Brackett (married
Joseph Reed), Thomas Brackett Reed,
Sr. Thomas Brackett Reed, Jr. The fancy may be innocently, if not very profitably, exercised in crediting to one or another of these ancestors the various elements in Mr. Reed's character. Many a European nobleman cannot trace his descent so far, or with so much reason for honest pride and personal satisfaction, as the ex-Speaker could. Several times, as now, the house has depended for perpetuation upon an only daughter.

THE COLUMBIA'S SQUEEGEE Another Illustration That the Guard-ians of Language Never Sleep.

New York Sun. The Independent Order of the Sons of Syntax and Worthy Outside Guards of the English Language never sleeps. It has all seasons for its own and is as great by sea as by land, terra marique, as our solemn did friend, Dr. Thomas Kerchever Arnold's "Latin Prose Composition" used to tell us in the brave days of yore. From the Brooklyn navy-yard and the United States steamer Columbia comes this voice of flattering blame:

Your high position as a purist in English must not be menaced by your use of the word "squeegee." The word is "squilgee."

A purist in English! Bless your heart, liver and parts of speech, man, we are neither purist nor Puritan, neither Philistine nor prig. The language was made for for years we have bidden the pedants, the lexicolaters, the solemn, strutting gram-marians, go hang. And now, as to that sweet, strange word, "squilgee," and company. You prefer the form "squligee," A form more truly nautical, perhaps; at any rate, dearer to you and the Nautical dic-tionary. "Squllgee" be it, then, for your use; and the man who would take those precious letters from you is a "swab," as they say in squeegeese. But if David or Dick prefers another member of the squilgee family, and likes the looks of 'squeegee" or "squegee" or "squilgee" "squillagee." who shall say him These are all respectable family words. In the matter of melody, "souillagee" seem the most gifted. You remember Dib

din's lines? A wet, wet deck and a flowing sea, And a storm that scrapes like a squillages Another grief of the scafaring critic Marines are the ship's soldiers, not the sailors. Why do the newspapers call marines "lackies"?

Do the newspapers call the marines 'jackies''? If they do, their authority is Admiral Kipling, R. N., who says that the marine is soldier and sallor, too. Third article of complaint: "Don't say 'lit' for 'lighted.' " Thus does our Colum-bian mariner draw his squiligee and seek to scrape away an unoffending, imperfect and past participle, Hail, Columbian, hap py man. Would you mind writing on only one side of your paper the next time you squeegee the English language?

EMPIRE SPREADS WEST Center Now, Taking Into Account the Philippines, Is in Kansas.

New York World. A monument placed last Wednesday in a lonely field between Wigg's Station and Elizabethtown, seven miles southeast of Columbus, Ind., marks the center of popu-lation of the United States proper at the end of the 19th century. It also commemorates the folly of those, who, at the century's beginning, thought it impossible that seaboard civilization would ever pass beyond the Alleghanies. Our center of population, including Alaska, Porto Rico and the Philippines, is somewhere in Kansasexactly where is unknown, as we have no census of the Filipinos.

In 100 years the center traveled West-

ward 478 miles, or about three feet per hour. The line made by its progress was drawn to its southern-most point in 1830 by the deevlopment of Kentucky, Tennessee and the lower Mississippi region, wavered north until 1879, went south in 1889, and northward again in 1890. Its longest jump was SI miles between 1850 and 1360 because of the California gold fever; the shortest was from 1890 to 1900, when, because of the growth of the Eastern cities it trav-eled but 14 miles west, and when the dement of Texas, which gains as many velopment of rexas, which gains as many Congressmen in the new apportionment as New York, and of Oklahoma and the Indian Territory, deflected it three miles south. At the end of the century it is very nearly due west of where it started Where will the center be in A. D. 2000; Eastern prophets see it crawling into Illinois, and there pausing. Far ern men say that it will continue to go rapidly westward. Systematic irrigation with its small farms and compact civiliza tion, they say, is only beginning the trans ermation of the West into plains as rich and populous as Babylon's of old; and they may not be dreaming. If the center were to move westward in this century just as it did in the last, the year 2000 would find it in Missouri a little coutheast of Leavenworth, Kan., where it would still be considerably east of the geographical center. For this is indeed a very big

A Pension Widow's Record. Washington Times. Pension Commissioner Ware has just

completed an investigation that revealed a strange case of a woman's love for the Army. The charge was recently made that Mrs. Ashton, of New Albany, Ind., was drawing four pensions. A search of the records brought to light the fact that Mrs. Ashton has had four husbands, and that each one of them was either a soldier or an ex-soldier. It also shows that she drew two widow's pen-sions of \$3 a month, although she did not band died soon after the war, and in course of time she was given a pension. When she married again her pension stopped, but it was not long until she asked to be restored to the payroll owing to her second husband's death. Her claim was verified and she got the pension. Then she married again, and her third spouse went the way of the others, while she went back to the Pension Office. Before the recognition fore the necessary formalities could be gone through, however, she accompanied a fourth battle-scarred veteran to the altar, so she received no pension. The department is awaiting further develop

A Crane's Body Stopped the Cars.

A Crane's Body Stopped the Cars.

New York Times.

Something happened to the transmission lines of the Utica & Mohawk Valley Railway during the big fire in Whitesboro a few nights ago, and it was at first thought that the trouble was due to the fire. As soon as possible men were sent over the lines, and on the river flats they found the source. The body of a large crane was hanging over the wires. It is supposed that the bird flew against one of the wires and was killed by the shock. The body fell against the other wires, and this shortagainst the other wires, and this shortdraufted the power. It resulted in stalling the cars of the system, and the bird's body will be mounted for the company.





TRAVELERS' GUIDE

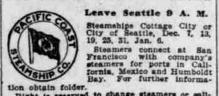
Astoria & Columbia River Railroad Co.

LEAVES | Hepot Fifth and | ARRIVES I Streets. For Maygers, Eninier,
Claiskanie, Westport,
Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens,
Gearhart Pk., Feaside,
Astoria and Senshora...
Express Daily.

Astoria Express,
Daily.

5:40 P. M.

For South-Eastern Alaska



Bay. For further information obtain folder.

Right is reserved to change steamers or saliing dates.

AGENTS-N. POSTON. 246 Washington st.,
Pertland; F. W. CARLETON, 807 Pacific ave.,
Tacoma: Ticket Office, 13 James st., Scattie.
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Steamer POMONA, for Salem, Independence, Albany and Corvailis, 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.



SHORT LINE AND UNION PACIFIC THREE TRAINS DAILY

FOR ALL POINTS EAST		
UNION DEPOT.	Leave.	Arrive.
CHICAGO-PORTLAND SPECIAL For the East via Hunt- ington.	9:20 A. M. Daily.	4:30 P. M. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Cocur d'Alene and Gt. Northern points		7:35 A. M. Daily.
ATLANTIC EXPRESS For the East via Hunt- ington.	8:15 P. M. Dally.	10:30 A. M. Daily.

OCEAN AND RIVER SCHEDULE. S. S. Columbia— Dec. 8, 18, 28. S. S. Geo. W. Elder— Dec. 13, 23. From Alnsworth Dock, 8:00 P. M.

POR ASTORIA and 5:00 P. M.

FOR ASTORIA and 5:00 P. M.
way points, connecting Daily exwith steamer for liwaco and North Beach,
steamer T. J. Potter,
Ash-street Dock. For Salem. Corvallts Mondaya, 6.00 P. M. and way points, steam-Wednesday Tuesdays. Tuesdays. Dock.

FOR DAYTON, Oregon 7:00 A. M. 3:00 P. M. Mon., Doints, str. Elmore, Thurs., Sat. Sat. (Water permitting.) For Lewiston, Idaho, 4:05 A. M. About and way points, from delily Riparia, Wash., steam-except 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 Viadivostok.

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For rates and full information call on or and the said of the



Union Deput | Arrive

OVERLAND EXPRESS TRAINS,
for Salem, Roseburg, Asmland, Sanramento, Ogden,
san Francisco, Mojave Los Angales,
El Paso, New Orjeans and the East,
Morning train connects at Woodbarn
(daily except Sunday) with train for
Mount Angel, Silverion, Brewgsville, Springfield,
Wendling and Natron. *4:00 P. M.

Albany passenger .. '10:10 A. M. tocal. Corvallis passenger. *5:50 P. M. *7:30 A. M. [4:50 P. M. | Sheridan passenger. | 18:25 A. M.

*Daily. ||Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE YAMRILL DIVISION.

TAMPHLL DIVISION.

Leave Portland daily for uswege at 7:30 A.

M. 12:50, 2:00, 3:25, 5:20, 6:25, 8:30, 19:19

P. M. Daily except Sunuay, 5:30, 6:30, 8:35, 10:25 A. M., 4:00, 11:30 P. M. Sunday only, 8:00 A. M.

Raturning from Oswege, arriva Portland 10:25 A. M., 4:00, 11:30 P. M. Sunday only.

8:00 A. M.

Returning from Oswego. arrive Portland
daily 8:30 A. M., 1:35, 5:05, 4:35, 6:15, 7:35,
8:35, 11:10 P. M. Daily except Sunday, 6:25,
7:25, 8:30, 10:20, 11:45 A. M. Except Monday,
12:25 A. M. Sunday only. 10:00 S. M.

Leave from same sepot for exhina and intermediate points daily except Sunday 4:00 P. M.

Arrive Portland 10:20 A. M.

The Independence-Monamouth motor line operates daily to Monamouth and Arrive, connecting with S. P. Co.'s trains at Dailas and Independence.

First-class rebate tickets on sale from Portland to Sacramento and San Francisco; not rate, \$15.50; berth, \$5. Second-class fare, \$15, without rebate or berth; second-class berth, \$2.50.

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

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Butte. St. Paul. Minneapolis. Chicago. New York.
Beston and all points East
and Southeast
Twin City Express for Tacoma. Seattle. Spokane.
Heisna. E. Paul. Minneapolis. Chicago. New
York. Boston and all points
East and Southeast. 11:45 pm 7:00 pm
North Coast-Kansas CitySt. Louis Special. for Tacoma. Seattle. Spokane.
Butte. Hillings Denver.
Omahs. 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 Pa-

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STEAMERS TAHOMA AND METLKO
Leave Portland daily 7 A. M., excel Sun
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