ASK FOR NEW BUREAU

Congress May Create One of Public Roads.

A BILL HAS BEEN INTRODUCED

James W. Abbott Speaks of Probable Legislation for the Advancement of Movement for Better Public Highways.

"It is quite possible that Congress will create a new bureau in the Department of Agriculture," said James W. Abbott, the good roads official, who has for some time been advancing the movement for better highways throughout the Pacific Northwest. "The new bureau, should it be created, will be known as the Bureau of Public Roads, and will have charge of the work of obtaining the co-operation of state and local authorities in the permanent improvement of the public thoroughfares. A bill to this effect has been introduced already.

"In Oregon, also, it is probable that the state Legislature will be asked to pass some laws on this subject at its next session. The officers of the Good Roads Association of this state are deeply impressed with the necessity for a radical change in this regard, and I am told that several bills are in course of preparation which will be presented to the Legislature later on.

"Our public roads are as much commercial highways as our railroads. Seventy-five per cent of the commerce of the world starts upon the public roads of the country, and if there is a steep hill, a mudhole or a bridge, these of necessity regulate the loads that are to be hauled. It seems useless to build railroads covering different parts of the state unless proper public roads can be built to the stations so that products can be hauled at a reasonable expense from points in the interior. There is no reason why roads should continue to remain in poor condition. I do not believe in legislation for any but Governmental purposes, but, from time immemorial, governments have undertaken to provide the highways.

Bad Roads Mean Immense Loss.

"The general contention is that the cost of bad roads to the farmers of this country annually amounts to $500,000,000. Bad roads cost more than good ones do, not only the farmer is concerned about good roads, but the city man—the banker, the clerks, and all have to contribute to the loss of the farmer. Another statement is that it costs three times as much to haul a ton on a bad road as on a good one. These are the conclusions reached by men who have studied the question in all of its details.

"The following are interesting comparisons of the draft on perfectly level roads of different kinds: If it requires 40 horses to draw a certain load on a sandy road it will require 20 on a dirt road, 13 on a cobblestone, three and a half on the best Belgian block, one and a half on the best asphalt, and one horse to draw the same load on iron rails. On a sand road to haul two tons at a speed of three to 12 feet per second requires an expenditure of about 896 pounds of tractive force, whereas on asphalt it would require 34 pounds, or in general the same power would haul nearly 27 times as much, or would take 27 horses to haul on a sand road what one horse could haul on asphalt or what six horses could haul on the best macadam. The tractive effort on a good dirt road is less than on a poor macadam road.

Basis of All Transportation.

"Now, the question of good roads is primarily an industrial question. It is at the very basis of the transportation question. Its solution means larger, broader, and better commercial and social conditions, and the people of this district can do nothing wiser than to improve the highways over which are transported all their commodities before they reach the great railroads. It is necessary for the people of each locality to work out these problems, according to the conditions involved. Communities should join together in the construction of the common highways. It will not do much good to build a short stub of a road if you plunge into the mud at the end of it on reaching county line.

"The New Jersey system requires the state to pay a third of the cost of building, the county a third, and the community through which the road runs, a third. This seems to be a good method. In California convicts break up the rock and it is sold to the farmers who want the roads.

Might Use the Convicts.

"Every county should enter upon the road building as a business. It should use every available convict sentenced by the Mayor of the city or by the County Magistrates or County Judges, or by the Circuit Judges in that county, where the term of sentence does not exceed ten years. It should prepare portable stockades, so that these prisoners can eat and sleep on the road as near as possible to the point where they cease working each day. They should be supplied with suitable tools and implements, so that they can labor to the best possible advantage.

"Where the number of prisoners available for road work in any county is less than ten, an arrangement of mutual exchange can be made with another county whereby the combined large force can work in each county alternately, or else the short-term prisoners—and hence the easily guarded ones—may be thus employed, these being supplemented by hired labor, and the superintendent acting as guard."

CONSTITUTION A GONER.

After a Christmas Dinner, Mr. Hussey of Washington Sees Things.

HILLSBORO, Or., Dec. 29.—(To the Editor.)—I have read with much interest the editorial of yesterday on the Oregon constitution, and I heartily indorse the words of commendation of that instrument and of the men who made it; but it appears to me that you had not taken into account the recent amendment to the constitution. For instance, you say: "We see in the failure of many attempts to modify this constitution a positive assertion of the respect people entertained for the work of the pioneer constitution makers." Again: "The people of Oregon evidently are satisfied with their constitution, preferring to suffer such trifling annoyances as are inseparable from its limitations than to risk the dangers of a new fundamental law."

I certainly overlook the fact that the people of Oregon have changed that constitution most radically. In fact, the Oregon constitution has undergone the greatest change that any constitution ever did. Now have an instrument called a constitution which limits the power of the Legislature, and that is about all there is of it. We are no longer living under a constitutional government, but under a government by majority.

The prime object of a constitution is to protect the rights of those who may happen to be at the time in the minority. This constitution no longer does. The only protection which the minority has lies in the forbearance of the majority. If the Legislature shall pass a law to disfranchise every man who has asserted belief in free silver, or who has voted the populist ticket, or any other qualification which it might see fit to make, and the majority of the people under the operation of the referendum shall indorse that law, the Populist or the free silverite has no redress under the constitution. Similar laws may be enacted to confiscate the property of Jews, Catholics and freethinkers, to deprive them of the right of suffrage, to deprive them of the right to give evidence in court, or to deprive them of any other rights or privileges. If the people of the state by a majority of opinion will so vote, the privileges guaranteed by the bill of rights have been swept away.

Section 2 of the bill of rights now reads in effect: "All men shall be secured in their natural right to worship Almighty God according to the dictates of their own conscience"—unless the majority of the voters of the state shall otherwise decided.

Section 3: "No law shall, in any case whatever, control the free exercise and enjoyment of religious opinions, or interfere with the rights of conscience"—unless a majority shall decide otherwise.

Section 4: "No religious test shall be required as a qualification for any office of trust or profit"—unless the majority shall decide otherwise.

Section 31: "In all criminal prosecutions the accused shall have the right to public trial by an impartial jury, etc."—unless the majority shall decide otherwise.

If it be said that the people can be trusted not to destroy these safeguards handed down to us by our forefathers, then it is the good judgment of the people that protects us, and not the constitution. Whether or not it was the part of wisdom to adopt this amendment it is now too late to discuss, but let us hear no more of the great protection afforded by the constitution. It has been destroyed.

S. B. HUSTON.

FOREIGNERS CUT PRICES

British and German Pigiron Men Try to Hold Market.

CLEVELAND, O., Jan. 1.—The Iron Trade Review this week says: The new year opens upon strong conditions in the iron trade, and sentiment generally optimistic. The prospect that producing capacity will expand as the new year advances is an important factor in the attitude of buyers toward future commitments. At the same time there is no theory, but an actual condition, behind the pigiron buying that comes up every week for early needs, and the continued scantiness of stock in the hands of molters of iron.

The future of the import trade in pigiron is something with which furnace men have to reckon. English and German sellers have come to look upon the American demand as a thing to be cultivated, and as famine prices on this side are disappearing, leading to the belief that foreign iron can soon be dispensed with, there is a disposition on the part of the makers abroad to shade prices to hold their American trade. In the Central West less is heard of foreign iron, though in Pittsburg sales are still made, No. 3 Middlesboro being obtainable at $29 50 in carload lots, while $19 25 is a possibility on a full cargo. In the East foreign iron is likely to hold a place for months, being considerably cheaper than domestic brands, and furnacemen are not so sure that the prices will not have much to do with fixing domestic prices throughout the country in the next six months.

While pigiron markets have not been really active in the past, there is inquiry and buying enough to indicate a better tone than in early December. In finished material business has been active enough to affect sentiment all along the line, and Central and Western pigiron prices are rather firmer. The recently reported sale of 5000 tons of Southern gray forge at $14 Birmingham seems to have had a manipulative purpose, and producers generally are unwilling to sell within $1 50 of that level. Freight rates from Virginia furnaces North and West advance 50 cents on January 1, and from Alabama and Tennessee furnaces to Northern points 1 to 20 cents.

The steel market shows considerable active inquiry at Pittsburg, and 200,000 tons are reported under negotiation. Prompt Bessemer billets are quoted at $29 to $30, with the range for contracts over the next six months about $1 less. A sale of 10,000 tons of open-hearth billets is reported at $31 65, Pittsburg. Independent sheet and tinplate manufacturers conferred at Pittsburg this week on the situation as affecting their interests. No action was taken in view of the slight representation present, and a further conference is expected. In both sheets and tinplates, particularly the latter, there is an improved outlook, and several idle mills are being started up.

No inroad has been made as yet by domestic mills into the drawbar trade under the recent arrangement with the Amalgamated Association.

NO NEPOTISM ALLOWED.

Missouri Pacific Officials Must Not Employ Their Relatives.

FORT SCOTT, Kan., Jan. 1.—An order to the effect that no relative of an official shall be employed in a position subordinate to that official on the Missouri Pacific and Iron Mountain system went into operation today. The order has resulted in a number of changes at every division point on the lines in Southeast Kansas, many men holding subordinate positions having been transferred to superintendents to whom they are not related. The motive of the order is to place all employes on an equal basis in the matter of advancement.

Shipping Deal at Norfolk.

NORFOLK, Va., Jan. 1.—It was announced today by an official of the Vogeman Steamship Company that arrangements had been perfected between his company and the Seaboard Air Line for the direct shipment of foreign freight from the port of Norfolk on bills of lading issued from point of shipment, and that a regular schedule of weekly sailings would be maintained hereafter. Up to this time the railways have not been issuing to any steamship lines through bills of lading, and most of the export trade of Norfolk has been barged to Newport News and cleared from that port.

End of Rio Grande Western.

SALT LAKE CITY, Jan. 1.—At 12 o'clock last night the Rio Grande Western Railroad ceased to exist. Beginning today, the Gould property between Denver and Salt Lake, of which the Rio Grande Western formed a part, will be known as the Denver & Rio Grande Railroad. The lines were practically consolidated over a year ago, when the headquarters of the Rio Grande were removed to Denver, but with the death of the old year even the name faded out of existence, and the road now forms the western division of the Denver & Rio Grande system.

From Railroad to Stockyard.

DALLAS, Tex., Jan. 1.—The resignation of H. W. Weeks as general passenger agent of the Cotton Belt road was confirmed last night, when Mr. Weeks announced that he had accepted the position of general agent of the Kansas City Stockyards Company. J. F. Lehane, at present general freight agent of the Cotton Belt road, will assume the duties of general passenger agent, also effective January 7.

Rushing Work on the Orient.

KANSAS CITY, Jan. 1.—Construction is in progress on the Orient road in Kansas, Oklahoma, Texas and Mexico, and the road is to be completed as rapidly as possible, President Stillwell says. The track contractors in Woods County, Oklahoma, are laying more than a mile of rails per day.

New Illinois Central Official.

CARBONDALE, Ill., Jan. 1.—Beginning today, W. H. Shaw, of Chicago, assumes the duties of superintendent of motive power of the St. Louis division of the Illinois Central, with headquarters in Carbondale. He replaces W. C. Mitchell, resigned.

FUNSTON'S CHIEF AID

MAN WHO CAUGHT AGUINALDO A LIFE-PRISONER.

Filipino Scout Who Took Leading Part in Capture Is Now a Convicted Murderer.

DENVER, Jan. 1.—Manila dispatches received at the headquarters of the Army of the Colorado, in this city, state that Hilario Placido, a Filipino, who aided General Funston in the capture of Aguinaldo, has been sentenced to life imprisonment for murder. Details of the crime are lacking, but General Funston and other Army officers here, who know the scout, believe that the crime was committed since they left the island, as it does not seem probable that Placido could have been called to account for something done during the time that he was engaged as an active participant in the revolution. In speaking of Placido, General Funston said:

"He was never my spy, and the only money he ever received from the United States was for the part he took in the capture of Aguinaldo. He fought against the Spaniards, and then took up arms against the United States. In 1899 he was severely wounded, being shot through the lung. He recovered and again took an active part in the war. The following year he surrendered at the same time that General Garca did. He was a prisoner for about three months, and then I released him. He took the oath of allegiance, and often times of his own volition gave me information regarding the enemy. He was not a spy in the sense of the word that he was in the Government's employ, nor did he ever go into the enemy's line for information for our use.

"When I arranged the plan for the capture of Aguinaldo, I took him along. He did not know the object of the expedition until we were well under way. I then explained my plan to him, and he agreed to help me. In order to carry out the scheme, he became the nominal commander of the expedition, as it was necessary to make the natives believe that we were prisoners. When we reached the camp of Aguinaldo Placido rushed in and threw his former chief on the floor of the hut and held him there until we made him a prisoner. For his part in this work he was paid by the Government."

OREGON PIONEER OF 1845.

Claiborne C. Walker, of Polk County.

SALEM, Or., Jan. 1.—(Special.)—Claiborne C. Walker, who was today buried at Zena, Polk County, was a pioneer of 1845. He was born in Virginia, March 1, 1819. When 7 years of age his family removed to Missouri, and there he grew to manhood on the farm of his father. In 1845, in company with his brother, W. B. Walker, he crossed the plains to Oregon, leaving the old home April 20, and reaching Vancouver on November 1 of that year. Shortly after reaching the West he settled on a donation land claim in Spring Valley, Polk County, where, with the exception of a few years, he resided until his death, December 30, 1902. July 4, 1850, he was united in marriage with Miss Louisa Purvine, who still survives him. Mr. and Mrs. Walker were the parents of two children, both of whom are now deceased. C. M. Purvine, a nephew, has resided with them since early infancy.

RAVAGES OF CHOLERA.

Returned Business Man Says 30 Die Daily in Manila.

SEATTLE, Wash., Jan. 1.—When R. G. Case, a stationery dealer in the City of Manila, left that city for Seattle, the average number of deaths from cholera was 30 a day. Cholera is raging in the Philippines in a more aggravated form than at any other time since American occupation occurred. Mr. Case says of the epidemic:

"There has not been such an epidemic of the disease in the islands, the natives say, in many years. In 1887 they had their worst siege, and then, they tell you, the death rate reached 10 a day. However, for a week or 10 days it did reach 40 a day in Manila, and what it was in the other parts of the island they are unable to say."

SAWMILL SELLS FOR $200,000

McCormick Company at Chehalis Sells to Chicago Firm.

CHEHALIS, Wash., Jan. 1.—(Special.)—The McCormick Lumber Company has sold the Rock Creek mill to Walworth & Neville, of Chicago. A hundred and fifty million feet of timber is included in the transaction. The price paid was $200,000. The sawmill has a cutting capacity of about 90,000 feet daily and has crossarms manufacturing plant in connection. Walworth & Neville have another sawmill at Port Blakeley, where they make crossarms.

ROBBERY IN A PULLMAN.

Passenger Loses $50, His Tickets and $500 in Diamonds.

SALT LAKE, Utah, Jan 1.—J. Luther Glasgow, a business man of St. Louis, who, with his wife, is en route to Seattle, reported to the police today that he had been robbed of $50 in currency, two round-trip tickets from St. Louis to Seattle and diamonds valued at $500. The theft occurred in a Pullman car at some point between Grand Junction and Provo. Absolutely no clew has been obtained leading to the identity of the thief.

Notes From McMinnville.

M'MINNVILLE, Jan. 1.—(Special.)—The section gang of the railroad at this place had a very close call yesterday. The work train ran down the hand-car, throwing it off the track and smashing it up badly. The section hands barely got off the car in time to save themselves. The work train came up behind them, and the wind was unfavorable for hearing.

The business houses are generally closed today, observing the new year. The New Year's Oregonian went like hot cakes.

Professor Charles Redmond, of the Ashland Normal School, who came here to spend the holidays, today underwent a surgical operation in a Portland hospital. Charles, as he is known, is a graduate of the class of 1902 of the University of Oregon, and was one of the most popular men of his college. He was very prominent in athletics, holding at one time several Northwest records. He was also prominent in the literary societies of his college. His hosts of friends will regret to learn of his serious illness.

Vancouver Barracks Notes.

VANCOUVER BARRACKS, Jan. 1.—(Special.)—Miss Pauline Eastman, eldest daughter of Major and Mrs. Frank E. Eastman, was married December 24 at the home of her mother, in Vancouver, to Lieutenant Harry E. Mitchell, artillery. The wedding was a quiet one, only the immediate relatives being present.

Miss McBride and Miss Nannie Rice were the guests of Colonel and Mrs. Goodale for the dance on December 26.

Mrs. Eastman left December 28 for San Francisco, where she will spend a day with her son, Clyde, before taking the transport for Manila to join Major F. E. Eastmant, who has just spent his fifth Christmas in Manila.

James Hayes, of Walla Walla.

WALLA WALLA, Wash., Jan. 1.—(Special.)—James Hayes, one of this county's most prosperous farmers, died suddenly last night at his home, eight miles southwest of Walla Walla, of heart disease. The deceased was 61 years of age, and left a wife and four daughters, and a son, all residents of this city. A grandchild of the deceased died three days ago, and Mrs. Hayes is an inmate of a local hospital, suffering with a fractured ankle. The deceased was born in Ireland and came to the Northwest a quarter of a century ago.

Colonel Phil Shenon.

BUTTE, Mont., Jan. 1.—A special to the Miner from Salmon, Idaho, says that Colonel Phil Shenon, a pioneer of Montana, and one of the best known mining men of Montana, was thrown from his wagon yesterday and killed. Mr. Shenon was identified with Millionaire H. L. Frank, of Butte, in a number of mining ventures.

Pioneer of Whitman County.

COLFAX, Wash., Jan. 1.—(Special.)—Edward M. Burch, one of the pioneers of Whitman County, died at his home in South Colfax today, aged 75 years, after an illness of several weeks. Mr. Burch had been a resident of Colfax since territorial days and was prominently known throughout the country. He was an expert decorator and preserver of fruits for exhibition and had charge of the Washington exhibit at the World's Fair in Chicago and the St. Paul Exposition.

Child Swallows Carbolic Acid.

INDEPENDENCE, Or., Jan. 1.—The 2-year-old child of Mr. and Mrs. Frank Bennett in some manner gained possession of a vial of carbolic acid, swallowing the contents, and fearfully burning itself. Recovery is possible.

Dean Ferrin Returns.

FOREST GROVE, Jan. 1.—(Special.)—Dean W. N. Ferrin, of Pacific University, returned last night from a two weeks' trip to Chicago, to see Dr. D. K. Pearsons in the interest of the college here.

Eleanora Duse's Gracious Message.

New York Press.

Eleanor Robson has reason never to forget her first meeting with Eleanora Duse. The great Italian had heard of her clever namesake in America. At the request of a mutual friend she sent to Miss Robson her portrait. In New York this season they met for the first time and had a chat in French. "She took both of my hands in hers," said Miss Robson, "and looked into my soul with those wonderful eyes. Her presence was magic. I was lifted to the clouds, and did not come to earth until long after I had left her. She was much interested in my debut in 'Audrey.' On the opening night in Richmond, fancy my delight at receiving a telegram in Italian, 'Congratulations of Eleanora Duse to Eleanor Robson.'"

GREAT LAKE LIFE-SAVERS

THEIR DUTIES ARDUOUS AS THOSE OF CREWS ON THE COAST.

A Typical Lake Life-Saving Station Is That of Milwaukee on Jones Island—The Sudden Changes.

On Jones Island, in Lake Michigan—no comely place—with its rank vegetation, its yellow clay, sand and dingy fishermen's huts—the heart of the wandering stranger long accustomed to the salt sea and the sights and sounds thereof leaps for joy when he suddenly encounters a very familiar kind of a structure, over the door of which is painted in bold letters "U. S. Life Saving Station." It brings the Easterner to with a jump, assuming that he is impressionable, and that the great mysterious inland sea has had the proper effect on him. Smiling, yet ominous, kindly yet implacable, with the saffron mist arising from the washed-out blue of the waters, you feel that this body of water, so different from anything in the world, save its four gigantic sister lakes, is the gateway, the entrance to some abode of fantastic horrors, and you rather tremble for that snub-nosed, preposterously uncomely steamship, veiled in its own black smoke, heading out toward a horizon filled with swift-moving, ungainly, Brobdignagian shapes which the unromantic might call clouds, says the New York Evening Sun.

Breasting the shores in baby ripples, you think little of the material harm this sea can bring to the vessels that fare thereon, because, as has been suggested, the first emotions it produces are metaphysical ones. You might at the first moment be less surprised to see yonder vessel disappear into the maw of some great, shapeless, intangible leviathan of the imagination than to be pounded by the winds and waves of a sudden gale, until her back was broken. In place of the boom of the Atlantic or the moan it makes at the turn of the tide, you get a sort of a hiss on the lake shore, a hiss that sometimes rises with a snarl or a scheeching wail. Of course, the Western environment does not help the Easterner's state of mind to any great extent, and, as a consequence, he discovers the life-saving station with a feeling of joyful recognition. Nor do the life-savers differ in any respect from those of the Coast, save that perhaps they are younger, not so angular and raw-boned—more full-blooded—lusty, curly-haired young fishermen, with hearts as brave and fearless and spirit as superb as are to be found in any station in the world. All the appliances used in the Coast station are here, and it is an exception, even in the Summer months, when some one, if not all of them, is not put into practical use for the salvation of life and property. Sometimes when storms sweep the lake in all their fury the waves break completely over that portion of Jones Island upon which is the life-saving station, and then the men have to worry about saving themselves; but that is another story, and it does not occur very often, anyway.

In a storm on the lake the surf breaks on the beach like a storm of hail, not six feet separating the breakers, and consequently it is more difficult to launch a lifeboat from the beach than it is on the ocean, where the surf, if heavier, is longer, giving a boat more of a chance to find itself after a smashing wave gives the savers a chance to hustle into the water on the backflow. They find it much better at the Milwaukee station to lower their surf boat down the back way, under the lee of the island, into the Milwaukee River, where a tug is ever ready to draw it down the ship canal leading from the lake to the river, and thus out beyond the breakers. The ship canal, by the way, is nothing more than two huge breakwaters extending in parallel lines about 30 feet apart far out into the lake, through which all vessels bound for Milwaukee enter. Then they steam right up through the center of the city, while draw bridges open and traffic awaits, with all the patience of long-suffering. But this, also, is another story.

You will find the lifesavers playing cards, and if the signs are threatening you must look for Captain Olsen up in the observatory platform, along with the lookout. Captain Olsen was a Norwegian once, and before coming to the lakes he sailed every quarter of the seven seas; but he has none the less respect for Lake Michigan prowess in time of storm for that. A gale on this lake, smiling so pleasantly, so sweetly, will spring up in the time it takes to snap your fingers, and in a few minutes the smile has given way to the contortions of anger; and the baby wavelets to snarling, rippling cross seas. And then, just as quickly, the anger will vanish, the sun will appear and the lake will smile again—this time over the harm that it has wrought. The smile of the Great Lakes is as deceitful as even the smile of Judas was. And so windjammers on the lakes are ever ready to get their canvas, and when necessity for such action arises, the dirty sails disappear from the masts with such expedition as would make the salt-water sailor rub his eyes. In the vernacular of Captain Olsen, the fresh-water jackies have their brethren of the salt spindrift "skinned to death in this particular."

"We are chiefly occupied in rescuing yachts and yachtsmen here," said Captain Olsen, striving to hide the contempt which he felt for the question as to whether they ever had any bad wrecks hereabouts; "but frequently we have to go out after bigger game than that. A steamship ashore, or leaking, or plunging about with broken steering gear, or a schooner going to pieces in a gale. Oh, yes, there is plenty for us to do here; but the yachts keep us more busy than anything else. After they venture outside the breakwater there is never any telling just what will happen to them. It takes a gale about a minute to spring up here; then they get into trouble and we have to go out and bring them in. Yachting is indeed quite strenuous up on the lakes. At one time we had 13 vessels showing distress signals off here. That was the day we all came near getting wiped out. I guess you heard about that—the storm of May, '95." No, the Easterner had not heard about it, but it is well remembered by the thousands who gathered along the Milwaukee bluffs that day in May and witnessed one of those tragedies which the lakes produce with such terrible frequency.

It was a warm, bright May morning, and the lake never smiled more sweetly. There was barely a cloud in the sky, and several schooners in the offing were drifting along lazily with all canvas set. Even the lookouts at the lifesaving station saw nothing that gave hint of what was to follow. Warm and bright, May, who could guess how quickly the change was to come? The lake never heeds a gale itself, but it is ever ready to become the fiercest and most screeching part of one. And so, when the dark cloud of wind and snow booming northeast from Michigan hit the lake, it translated May into December and peace into fury in the twinkling of an eye. Down the lake it swept with a great roar. The sailors saw it and made for the lee of the great Government breakwater. Some reached it; others did not. Among those that did not was the schooner Cummings, from Cleveland. With all canvas doused save a staysail, she tried to claw offshore, toward which she was hurtling like a projectile from a gun. The air grew bitter cold, and the spindrift flying over the doomed vessel froze to the masts and covered the hull with a sheath of crystal. The captain, his wife and the crew took to the masts and lashed themselves thereto, but ere it was accomplished she struck, not 100 yards from shore, lying over on her port side. From shore the frozen, writhing figures could be seen in the rigging, and tug after tug put out in the teeth of the gale, only to be driven back.

Finally, after successive efforts, Captain Olsen and his crew of hardy lifeboat men reached the wreck, but before they could move a finger to assist the dying sailors a succession of trip-hammer waves crushed the lifeboat against the schooner's side, smashing it and throwing the crew into the lake. They all managed to cling to what remained of the boat, and clinging thus for half an hour, they were hurled up on the beach, still grasping the wreck of their boat. Undaunted, the lifesavers made another effort to reach the boat. But it was not to be. The elements were not to be defied. And thus perished, in the eyes of thousands, eight human beings, but a handful of the many whom the Great Lakes claimed in that storm.

But it is the exception when Captain Olsen and his men do not succeed in the arduous task which the Government imposes upon them to save lives and property in times of stress, which are only too frequent thereabouts.

SCHURMAN ON PHILIPPINES

Believes in Ultimate Independence and Criticises Government.

LINCOLN, Neb., Jan. 1.—Jacob G. Schurman, president of Cornell, spoke tonight to 1200 members of the Nebraska Teachers' Association on the subject of "Our Philippine Policy." His address in part was a reiteration of his views heretofore expressed, but he was probably more outspoken in his declaration for the ultimate independence of the islands. At his request the teachers by a rising vote expressed their opinions, a majority indorsing his views.

He said the problem in the discussion was a manifold one of a military, political, economic and ecclesiastic nature. On the political side he indorsed the recommendations of the Civil Commission and declared the Filipinos in three years would be enjoying as much political liberty as Americans, as the rights of the Constitution have been extended, except trial by jury and the bearing of arms. The first they did not want and the latter would be forthcoming.

In regard to the economic aspect, he thought the United States had grievously sinned by neglect. He criticised Congress for not providing for a stable currency, declaring the Philippine nation has lost $1,000,000 and individuals as much more through the lack of it.

"It will be a burning shame," he said, "if the present Congress adjourns without enacting a currency law for the islands."

Other noteworthy shortcomings of this Government, he said, were in keeping up trade barriers and sending so many teachers from this country at an expense to the Filipinos, and in the face of the protest of many.

Desirability of Cremation.

Louis Windmueller in Municipal Affairs.

Cremation merely reaches in a shorter period the same final results as burial. Fleshy parts of the corpse decompose in the earth in five or 10 years; during the whole period of decomposition they constitute nothing but a putrid mass of carrion. Bones which take centuries to crumble are unceremoniously carted from one cemetery to another when necessity compels their removal, and increase the horror of death after they have ceased to be identified and claimed. If they are converted, with the flesh, into ashes in one hour they are insured against desecration. The volume and weight of bodies are reduced by the process of cremation some 95 per cent. If ashes were placed in the grave of an urn cemetery, as occasionally is done, the dead would leave more room for the living than their intact bodies demand. Two hundred city lots are now required to bury in the old-fashioned way the 70,000 persons that annually die in Greater New York. We probably could save more than 150 of these precious lots if ashes of the 70,000 were placed in urn cemeteries, preserved in niches of a columbarium or strewn on the waves of a river. As cemeteries are exempt from taxation, the municipality would derive an income from the lots which the living then would use, and from the improvements they would make upon them.