

**WILL LOAD PAK LING**

**Government Charters Vessel to Carry Lumber to Manila.**

**REMAINDER OF BIG PURCHASE**

**Steamer Due in March to Take 2,500,000 Feet—Sailing of China Lumber Indrasama Delayed One Day.**

M. C. Chen, representing Dodwell & Co., has taken a contract with the Government to transport 2,500,000 feet of lumber from Portland to Manila. The lumber will be carried on the big steamer Pak Ling, which will begin loading here about March 7. This cargo is the overflow from the shipments intended for the Quilo and the latter with some later purchases added. About 1,500,000 feet of the cargo will be provided by the Pacific Export Lumber Company, and the remainder probably advancing by other lumber companies of this city.

**GERMAN SHIPBUILDING.**

**Progress of Marine Construction of the Weser.**  
Within a comparatively short time great things have been accomplished in Germany in advancing the marine interests. With a spirit of enthusiasm and with extraordinary activity the builders and managers of German steamship lines set out to build up a fleet of merchantmen capable of competing with that of any other nation.

This progress has been effected largely within the last three decades. About the time that the Germans entered the field of building all those engaged in ship construction began to use steel and iron instead of wood, and they were thus able to profit by the experience of others. Their unprecedented success was maintained in the two-screw steamer Kaiser Wilhelm II, which was recently built and launched at Stettin, and will start on its maiden trip from Bremen to New York on April 14, 1908. Not less than 11,000 tons of steel and iron and other shipbuilding material were welded and riveted and hammered together at the Vulcan yards to form this latest ocean liner.

Thirty years ago there were only seven shipyards in that country; today there are about 80, large and small. Five are located on the banks of the river Weser between Bremen and Bremerhaven. While they are not equal to building the very largest types of merchantmen and war vessels, they are fully equipped for turning out a large number of vessels of every description. These five concerns have been crowded with orders during the past few years, and while many of the other industries have languished, the Weser shipyards are all doing a prosperous business, dividends ranging between 10 and 12 per cent having been declared at their last annual meetings.

On the right bank of the River Weser, near Vegesack, are the extensive yards of the Vulcan Shipbuilding Company. This plant is entirely modern, with large capital and equipment. What is not in a position to build an equip fast Atlantic ships of the largest type, as does its namesake at Stettin—the river channel at the frontage of the shipyards is not deep enough for vessels of this draft, a number of good-sized steel vessels for ocean service were quite recently constructed by the Weser Vulcan. During the first six months of this year, 20 ships were built and 100,000 tons of steel were launched at these yards; and the firm has 17 other vessels under construction, valued at about \$5,000,000.

At the end of its business year (May 8, 1907), the company's net income was \$1,200,000, or 20 per cent. This concern was the only one of its kind in the world. She has a five-masted, all-ripped steel vessel, steel-sparred throughout. Her length is 490 feet, beam, 50 feet. She has a carrying capacity of 8000 tons, while her registered tonnage is 10,000. Her machinery is on her first voyage to the west coast of South America. At the close of its business year this company had four vessels under construction, and orders were booked for one liner, one fishing steamer for the high seas, and one sailing vessel.

The Rickmers Ruederel & Schiffbau Company, at Bremerhaven, has three small steamers under construction. The entire stock of this company is held by members of the Rickmers family.

The G. Sesselack Company, at Bremerhaven, has three steamers under construction, valued at \$3,000,000. On June 20, 1907, when a dividend of 10 per cent was declared. These works have also been very busy, especially in constructing steamers for fishing on the high seas. Three of these were completed during the year, while 11, representing a value of \$5,000,000, are still under construction.

During the same period they built two steamers for the North German Lloyd Steamship Company. In the last seven years the company has built 152 ships, of which 23 steamers were for the North German Lloyd.

**ST. PAUL'S ROUGH PASSAGE.**

**Delayed Before Starting, Bad Weather Also Holds Her Back.**  
NEW YORK, Feb. 2.—The American liner St. Paul arrived today from Southampton and Cherbourg having been delayed by extremely bad weather. The steamer left Southampton at noon January 24, and soon after a crack was found in one of the cylinder casps. The defect proved so serious that Captain Jamison decided to have it repaired before proceeding. After a delay of 10 hours the necessary repairs were made and the steamer got under way again. The St. Paul arrived at Cherbourg at 1:47 A. M., January 25, too late to take on passengers. She was therefore obliged to wait for daylight, finally passengers out of the harbor at 7:32 in the morning. From the Channel the steamer ran into stormy weather, which continued without cessation throughout the night. Heavy southwest and west gales prevailed, with strong westerly swells, making a very rough passage.

**DELANEY ONE DAY.**

**Longshoremen Would Not Work at Night—So Indrasama Did Not Sail.**  
The Oriental liner Indrasama did not get away yesterday morning, as was expected. She was moved down to the O. R. & N. dock, at Albina, Sunday morning, and it was thought that all her cargo would be in her by Sunday night so that she could sail at daylight. However, after working hard with the cargo all day Sunday, the longshoremen declined to put in any overtime and knocked off work late in the afternoon. There was no strike, and no ill feeling shown, but the

men declined to overwork themselves and quit. The result was that the sailing of the steamer was delayed a day. The company officials were annoyed that the men should have taken this action without notifying them earlier in the day, so they could have had an extra crew ready, but there was nothing to do but shut down operations. Yesterday the full force of longshoremen were on hand, and they had the ship loaded before dark. Captain Craven expects to leave down at daylight this morning.

**OFF THE STRAITS.**

**Eight Sailing Vessels Waiting a Chance to Enter Puget Sound.**  
VICTORIA, B. C., Feb. 2.—The British ship Earl of Dunraven arrived today, 40 days from Acapulco. She was off Puget for five days, having been blown off shore by a heavy southeast gale. Eight sailers are off the Straits, waiting for good weather to come in.  
The tug Defiance arrived from San Francisco today, and after coaling at N. Y. Natimo will leave tomorrow for San Francisco with the bark Bonanza, which put in here in distress two weeks ago.

**Alarmed at a Leak.**

PHILADELPHIA, Feb. 2.—The steamship Grecian, which arrived here today from Boston, had on board Captain Blake and the crew of 19 men of the schooner Lyman N. Law, from Norfolk for Boston. The liner was abandoned January 21, eight miles southeast of Highland. It is believed that the crew became alarmed at a leak and seized the first opportunity of rescue offered them. The law was found there just before the vessel arrived at their station, apparently in good condition.

**Astoria Marine Notes.**

ASTORIA, Or., Feb. 2.—(Special.)—Kenneth Robertson, the young apprentice of the British bark Muskeg, who broke his arm and ankle by falling from the forecast just before the vessel arrived here, is doing well, and will be able to go to sea when the vessel is ready. He already has some use of the broken arm, and can bear some weight on the injured ankle.

**The San Francisco tug Defiance**

was sighted off the mouth of the river yesterday afternoon by the bar tug Tatoonah. She was headed north, and was probably en route to the Columbia bar.

**The Government dredge W. S. Ladd,**

which has been working at Rainier for the past few weeks, is now here receiving some minor repairs and taking on coal. Tomorrow she will go to Pillar Rock and do some work near there.

**Cargo of the Redondo.**

The steamer Redondo, of the Woolsey line, arrived last night from San Francisco. She brings about 500 tons of cargo that was brought around from New York to San Francisco on the big freighter Luckenbach. As the latter vessel had been about on the voyage around the Horn, there will be a general average on this cargo. The Redondo also brings 100 tons of local freight from San Francisco.

**Out of Quarantine.**

The British ship County of Lintlithgow arrived yesterday and was berthed at Oceanic dock. This is the vessel that was detained in quarantine a month at the mouth of the river because she came from Shanghai, a cholera-infected port. The ship is under charter to Balfour, Guthrie & Co. to load wheat for the United Kingdom. She will be ready to begin taking cargo by the end of the week.

**Police Breaks Her Rudder.**

ASTORIA, Or., Feb. 2.—(Special.)—The pilot schooner Joseph Pulitzer came inside this evening from her station off the mouth of the river with her rudder badly damaged. The accident happened today, and was caused by the heavy seas encountered while beating about outside. The schooner will be laid up until a new rudder can be made and shipped.

**Jaques Breaks Down at Sea.**

SAN FRANCISCO, Feb. 2.—The steam schooner Jaques, bound from Gray's Harbor for Redondo with lumber and 15 passengers aboard, broke her crank-shaft off Point Gorda Saturday morning before daylight, and after drifting helplessly at sea for seven hours was picked up by the steamer Rival and towed to this port, arriving at midnight last night.

**Entire Crew Drowned.**

RINKJOEBING, Denmark, Feb. 2.—It became known today that all the members of the crew, numbering 24, of the Norwegian steamer Avena, from New Orleans, which went ashore yesterday at Lemvig, were drowned.

**Marine Notes.**

The Amaranth has begun loading pigs at Irving dock.  
The Marthe Roux, wheat-laden, left down yesterday morning for San Francisco.  
The Willamette Iron Works has secured the contract for repainting the tail shaft of the steamer Elm Branch.

**The schooner Mindoro, lumber-laden,**

from Portland for the Orient, was spoken January 24 in 23° 40' north, 120° 54' west. The French ship Desaix cleared for Cape Town with 109,216 bushels of wheat, valued at \$22,583. Kerr, Gifford & Co. are the shippers.

**The Euphrates, rechartered last week**

by Eppinger & Co., to load wheat for Australia, shifted from the Southern Pacific dock to Irving dock.

**Domestic and Foreign Ports.**

ASTORIA, Feb. 2.—Arrived at 10:30 and left at 11:30 A. M.—Steamer Redondo, from San Francisco via Kewaika. Sailed at 11:30 A. M.—Steamer Geo. W. Elmer, for San Francisco. Sailed at 1 P. M.—Schooner Virginia, for San Francisco. Sailed at 3 P. M.—French bark Berthel, for Queenstown or Falmouth, and French ship Sureau, for Port Elizabeth, arrived at 5 P. M.—Steamer Sue H. Elmore, from Tillamook. Condition of the bar at 4 P. M. smooth; wind east; weather clear.  
San Francisco, Feb. 2.—Sailed at 11:30 A. M.—Steamer Odessa, for Portland. Arrived—Schooner Olivier J. Olsen, from Portland. Sailed—Steamer Edith, for Seattle; schooner Spokane, for Port Gamble.  
Tacoma, Feb. 2.—Arrived—British ship Australian, from Victoria, B. C.; British bark Antiope, from Honolulu; German steamship Hamsen, from Hamburg; schooner Aloha, from Honolulu. Sailed—British bark Edmore, for Sydney, Australia; steamship Hyades, for Yokohama, Hong Kong, etc.; steamer Connaught, for San Francisco.  
New York, Feb. 2.—Arrived—St. Paul, from Southampton; Minnehaha, from London. Sailed—Lahn, for Genoa and Naples; Nord, for Christiania and Copenhagen.  
Glasgow, Jan. 31.—Sailed—Cartagena, for New York; Sardinia, for Portland.  
Plymouth, Feb. 2.—Sailed—Graf Waldersee, from Hamburg for New York.  
Lizard, Feb. 2.—Passed—Nekar, from Bremen for Tacoma, Wash.  
Seattle, Feb. 2.—Arrived—Steamer Nome City, from Valdez; steamer John B. Kimball, from San Francisco. Sailed Feb. 1.—Charles Nelson, from San Francisco; British bark Glenville, for Sydney. Arrived—Schooner William Nottingham, from Honolulu. Arrived Feb. 2.—Steamer Pasion, from Saigon.

**Wide-Open at the Capital.**

All kinds of gambling games to entertain lawmakers.  
Kansas City Star.  
Kansas City people who visit Jefferson

**WILL TAKE LUMBER TO SIBERIA.**

The turret steamship Elm Branch, which is loading lumber at Inman, Poulsen & Co.'s mill for Port Arthur, is one of the largest and finest of vessels, several of which have taken cargoes from Portland. Among the vessels of the line are the Poplar Branch, Lime Branch, Almond Branch and Laurel Branch. It was the Almond Branch that nearly wrecked the Morrison-street bridge about two years ago, while being towed down from Inman, Poulsen & Co.'s mill during a freshet.

**City and Kansas City members of the Legislature**

are at the capital tell stories of the big gambling games played there that surprise them and their friends. From these stories it would appear that there is at least one place in Missouri, where the Johnson law against gambling is not enforced, and that is the capital of the state.

For a long time Joplin was noted throughout the state as the place where faro, roulette, "craps" and chuck-a-luck flourished. But the last election brought results that closed the Joplin gambling resorts and now Jefferson City seems to be the place where games flourish.

One man, who was at the capital last week, said, in telling his friends: "As near as I can figure it out there are games for different sized pocketbooks. Some of the larger hotels have clubrooms set aside for these games and there is a great variety of games. These places are patronized mostly by the visitors. Those who are members of the Legislature or are there for the winter, have private games of their own. For example, a Senator will not often play at the clubroom games. The Senators play poker in their rooms."

Members of the legislature are known to patronize the public games and many of the clerks may be seen at the clubrooms every night. It is said that two years ago more than a dozen clerks, who came to Jefferson City thinking they would go home with their pockets lined with money, actually borrowed their railroad fare home, and what still worse, some of them came back this year without having paid it.

"To a city man it is not so very remarkable that men should want to play in these games, for Jefferson City is not a place of many attractions. Yet it is ways seemed odd to me that the biggest games in the state should be played with the Governor often in the same building, and very often with lawmakers taking part in them. Early in the session these lawmakers who do play get into games and lose money. Later in the session they are ready to vote for the most severe measures to stop gambling."

**The Jingoism and the Canal.**

Philadelphia North American.  
The German government has notified the United States in the very nick of time that it was seeking to acquire possession of the Panama canal. Some of the untamable jingoism at Washington had about determined to add another postscript to the Monroe Doctrine, and had even persuaded themselves that President Roosevelt was with them. Their railing against transpassing was to be set up not only against the Kaiser, but against all foreignness—rulers and subjects. To be sure, the unlucky steamer had been permitted to sink their millions had been purpose in the lethargy, but the precedent would not hold if perchance German capitalists wanted to take over the property. Of course there are manifestations of acute jingoism among Congressmen and it to be taken too seriously. They can be prevailed to arrive with fair regularity.

So long as the State Department lets the negotiations with Colombia drag their weary length from year to year the jingoism will be particularly subject to the nervous attacks. No doubt, if Secretary Hay were to bestir himself there would be fewer rumors of German designs against the Isthmus. But to all appearances he is still marking time in the same spot where he stood when the canal bill was passed 12 months ago.

**Let Justice Be Done First.**

New York World.  
While crowds of citizens throng about the grave of Mr. Gonzalez, the murdered South Carolina citizen, it is suggested that a monument be reared to his memory. It will be time to talk of such a memorial when South Carolina has vindicated her name and her laws by hanging the assassin.

Until then Tillman's cowardly crime stands as a warning to the journalists of the state that no writer may dare to oppose the ambitious of any political ruffian save at the risk of his own life.

**MRS. WU IS NOT COMING**

**CHANGES HER MIND ABOUT VISITING PORTLAND.**

Wife of ex-Chinese Minister is a Martyr to Anglo-Saxon Fashions.

The journey of Madame Wu Ting Fang, wife of China's well-known Ambassador to the United States, who is on her way from Washington to join her husband in Peking, will not pay a visit to Portland, as was expected. Her husband sailed for the Orient four weeks ago, and a number of the Chinese Legation, which had served with him at Washington, remained in this country to arrange a trip for Madame Wu that would take in all the cities on the Pacific Coast. The Chinese Consuls and all the Chinese colonies have been making preparations for some time to do her honor.

But Madame Wu will not come to Portland, and she sailed from San Francisco yesterday with the announcement to her disappointed countrymen that her feet hurt her too much to permit her to make the trip that had been arranged. The tiny feet which climbed the gangplank of the steamer yesterday are an inch and a half longer than they were when Madame Wu

conspirator in these achievements he so much deprecates, to the Senate as a reward for an alleged "popularity."  
It is also assumed that Mr. Geer is not the popular candidate for the Senate, but that Mr. Fulton is. In this connection it should be remembered that the way to have decided this matter was in the ballot-box. Some other people are making this same assumption, but it is noticeable that while they are in many cases those who favored and even voted for the Mayo law, the names of alleged popular candidates were withheld from the people.

Having gotten Mr. Dolph and Mr. Corbett out of the way by a system of cooperative boating, it is now proposed to denounce the despotic methods by which it was done by revamping the man who took the lead in doing it.

**MR. MARSHALL A MARVEL**

More Light on the Latest Developments of the Whitman Myth.

PORTLAND, Feb. 2.—(To the Editor.)—The reviews and criticisms from the pens of Rev. Eells and Mr. Marshall that have appeared in "The Oregonian" during the past few months have been very interesting to our readers because of the authorities they cite and quote from. Really the amateur student of history is beginning to get some of the real evidence behind this Whitman Myth controversy. In this last review by Rev. Eells (Oregonian of January 19) are several instances of actual misquotation or wrong inference that should not appear in the writings of a man of the writer's standing. Some of these are the following:

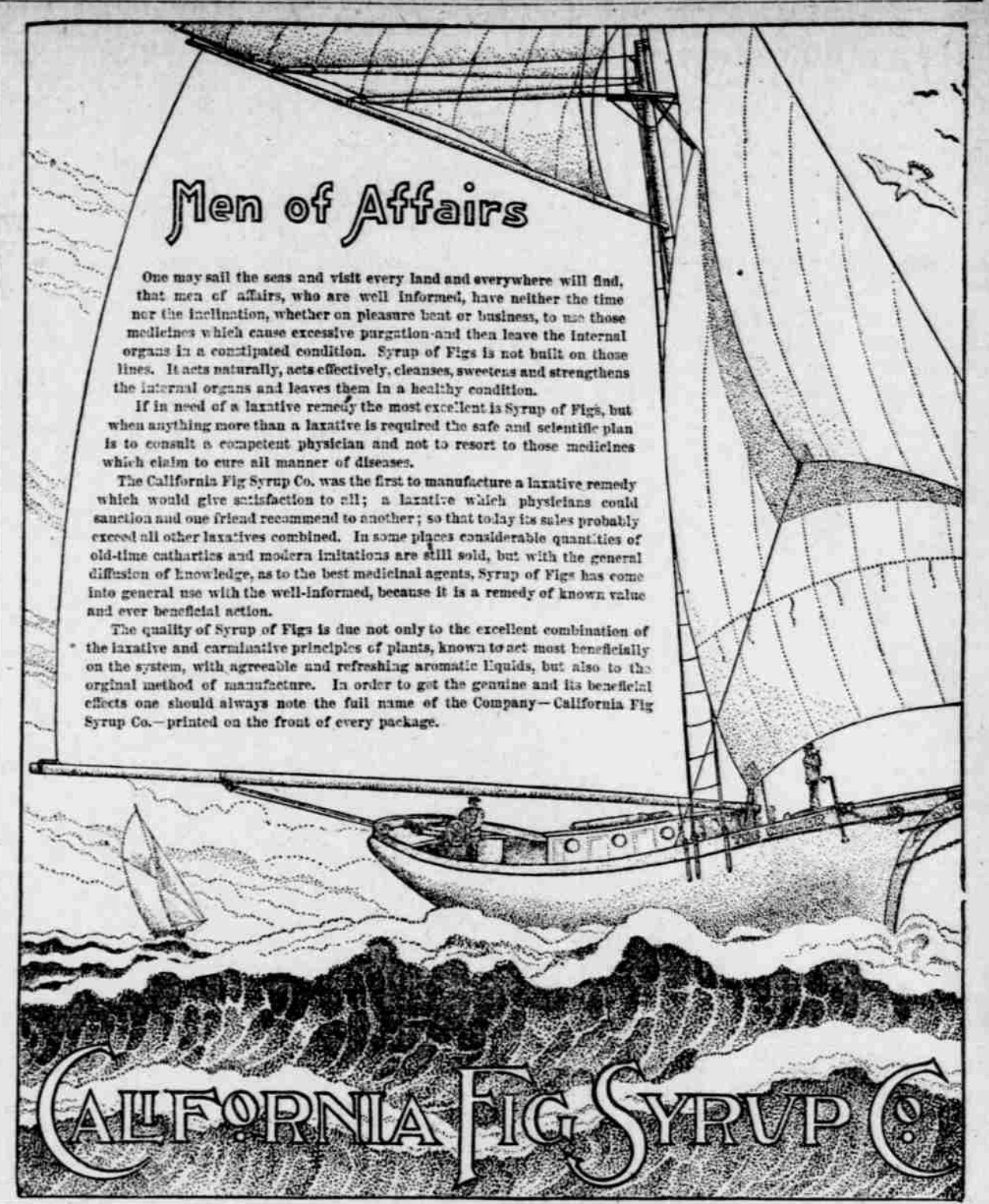
Joint Occupancy—One of the strong points raised against the claims in behalf of Dr. Whitman is that during the continuance of the treaties of "joint policy," which passed in 1818 and 1827, neither the migration of 1842 or of any other year could strengthen the legal standing of the United States in the least. Nor could the establishment of trading posts and settlements by the Hudson's Bay Company strengthen the English claim. Mr. Marshall in his interview (Oregonian, September 3, 1907), emphasized this as follows: "But the very terms of those treaties made such strengthening of her claims impossible, a position not only always held by our diplomats and Presidents who negotiated on the Oregon question, but also tacitly admitted by all the British diplomats who negotiated on it, and also explicitly asserted to by Lord Aberdeen (head of the British Foreign Office from 1841 to 1846) in two interviews with Edward Everett," etc. Rev. Mr. Eells, in his last review (Oregonian, January 15, 1908), replies to this as follows: "It may have been so, but in the same sentence he (Marshall) answers this question by saying 'It was a position not always held by our diplomats and Presidents who negotiated on the Oregon question.' Most certainly then, if they gave up, England did actually strengthen her claims in this way, notwithstanding the terms of the treaty." It will be observed that Rev. Mr. Eells omits entirely the word "only" in his quotation from Mr. Marshall, and thus twists the argument into his own favor. It may be suggested fur-

**RECENT HISTORY RECALLED**

is the Voice From Clatsop Kin to the Hand of Esau?

SALEM, Or., Feb. 1.—(To the Editor.)—"A voice from Clatsop," shouting in the interest of Mr. Fulton, somewhat vigorously denounces the methods by which Mr. Dolph was defeated for a re-election in 1882, and which Mr. Dolph has been defeated four years ago. The writer of this plea asserts that if Mr. Dolph had been re-elected, none of this shaming of the Colville river would have been possible. But it is in the abstract with her freshness and originality, but indeed she has more liberty than is good for her. Do you not think it would be better if she did not laugh and joke so much with the gentlemen; if she were always attended by an older woman?"

There are many American customs which I like and shall introduce in China. The Chinese women are eager to take their place in life along with the women of other nations, and I hope it will not be long before they will be given a reasonable amount of freedom. The Chinese girls have not enough freedom, but my observation has been that the American girls have too much. I love the American girl in the abstract, but I do not love her originality, but indeed she has more liberty than is good for her. Do you not think it would be better if she did not laugh and joke so much with the gentlemen; if she were always attended by an older woman?"



**Men of Affairs**

One may sail the seas and visit every land and everywhere will find, that men of affairs, who are well informed, have neither the time nor the inclination, whether on pleasure boat or business, to use those medicines which cause excessive purgation and thus leave the internal organs in a complicated condition. Syrup of Figs is not built on those lines. It acts naturally, acts effectively, cleanses, sweetens and strengthens the internal organs and leaves them in a healthy condition.

If in need of a laxative remedy the most excellent is Syrup of Figs, but when anything more than a laxative is required the safe and scientific plan is to consult a competent physician and not to resort to those medicines which claim to cure all manner of diseases.

The quality of Syrup of Figs is due not only to the excellent combination of the laxative and carminative principles of plants, known to act most beneficially on the system, with agreeable and refreshing aromatic liquids, but also to the original method of manufacture. In order to get the genuine and its beneficial effects one should always note the full name of the Company—California Fig Syrup Co.—printed on the front of every package.

that Rev. Mr. Eells should not say, "It may have been so," he is continually referred to by the president of Whitman College as being the highest first authority upon Oregon history, and as such he should know and admit that the treaties did contain such terms.

Dr. Elijah White, another strong point made against the Whitman story is that Dr. Elijah White, in 1842, did at Washington and in the Middle and Western States just what Dr. Whitman is said to have done the year following, and that various members of the '43 migration, who, after 40 years or more have elapsed, thought they remembered seeing Whitman or reading something written by him, were probably merely confused the two doctors.

Dr. Whitman, in his review, devoted about one-fourth of a column to Dr. White, and Rev. Mr. Eells repeats as follows (Oregonian, January 18, 1908): "It is possible that a few people in the East, who deemed Oregon a foreign country, may have confounded the two persons, but to say that Messrs. Geiger, Hinman, Gray, Walker, C. Eells, Lovejoy, Barrows and others did so, who were well acquainted with one or both personally or by reputation, is simply preposterous." The writer has looked through the above names in this connection in the review by Mr. Marshall in the Oregonian of September 2, 1902, or for any suggestion of them. Messrs. Geiger, Gray, Walker and C. Eells were already in Oregon; Mr. Lovejoy came out with Dr. White in 1842, and returned immediately with Dr. Whitman, and Mr. Hinman came in 1844 and says he was indeed in company with some man by the name of Ford, and never knew Dr. Whitman until he reached Oregon; and it is not possible for any of them to have been influenced by either of the two doctors.

However, Dr. Elias Reese and Judge Otis, who have been freely quoted by Rev. Mr. Eells as having seen Dr. Whitman, have admitted that they saw Dr. White instead of Dr. Whitman. Mr. Tyler now says that he thinks his brother, John J. Tyler, Jr., must have referred to Dr. White instead of to Dr. Whitman.

Migration of 1842.—In his review, Rev. Mr. Eells says: "Remember now that the immigrants of 1842 numbered only about 12." Professor Young estimates the number as between 100 and 150, and Mr. Marshall has it at 112.

Reveries.—The reviews by Rev. Mr. Eells at this time, and also his reply to Bourne that was published and distributed by Whitman College last Summer, have been very sarcastic as to the rejection by Bourne and Marshall of evidence that is based upon memory, and made it appear that these gentlemen reject everything that is not in writing at the time.

A reader of Bourne and Marshall can easily see that this criticism is extreme; they both admit much evidence of that character, but claim to accept as more true or probable that which is supported by written evidence against that which is not so supported. They say the missionary purpose of Whitman's journey is supported by written evidence of the strongest kind, and also explicitly asserted to by Lord Aberdeen (head of the British Foreign Office from 1841 to 1846) in two interviews with Edward Everett," etc. Rev. Mr. Eells, in his last review (Oregonian, January 15, 1908), replies to this as follows: "It may have been so, but in the same sentence he (Marshall) answers this question by saying 'It was a position not always held by our diplomats and Presidents who negotiated on the Oregon question.' Most certainly then, if they gave up, England did actually strengthen her claims in this way, notwithstanding the terms of the treaty." It will be observed that Rev. Mr. Eells omits entirely the word "only" in his quotation from Mr. Marshall, and thus twists the argument into his own favor. It may be suggested fur-

Eells, and spend two days there in examining it and such other matter as may have been shown to him. Holding as they do the two extreme views of the Whitman question, it is easy to understand that these two gentlemen (who had never met before) may have indulged in some strong discussions during their two days, but as the guest at his table (uninvited though he probably was), Mr. Marshall's private remarks should have been accorded better treatment than Mr. Eells has given them, according to the Mark Twain code at least. Mr. Marshall's high standing in Chicago is well recognized among historical students, and as a searcher after evidence he is simply a marvel.

**A ROOSEVELT HOBBY.**

It is the Charm of Having His Picture Taken.

Brooklyn Eagle.  
The visit to this country of John S. Sargent, the famous portrait painter, for the purpose of making a likeness in oil of the President, calls attention to the fact that Mr. Roosevelt's opinions in regard to posing for the photographer and the artist have undergone a pronounced change in the past two years. Formerly he was strongly prejudiced against having photographs taken, and cared nothing about having his portrait made. Now he is not averse to either. In fact, he sits before the camera as cheerfully and as willingly as did President McKinley, who was very considerate of the wishes of Washington photographers.

**Fanaticism of No Avail.**

Kansas City Star.

The difference between the man of correct morals, consistent religious principles and common sense methods of the man of extreme views and exacting conscience is the difference between the man of achievement and the theorist. Neither fanaticism nor phariseism ever accomplishes anything for the human race, for they do not recognize the essential needs of vital human nature. For example, those people who make organized protests against the use of wine at the White House are merely bigots on the subject of one kind of temperance, while they themselves are thoroughly intemperate in another direction.

and also tacitly admitted by all the British diplomats who negotiated on it, and also explicitly asserted to by Lord Aberdeen (head of the British Foreign Office from 1841 to 1846) in two interviews with Edward Everett," etc. Rev. Mr. Eells, in his last review (Oregonian, January 15, 1908), replies to this as follows: "It may have been so, but in the same sentence he (Marshall) answers this question by saying 'It was a position not always held by our diplomats and Presidents who negotiated on the Oregon question.' Most certainly then, if they gave up, England did actually strengthen her claims in this way, notwithstanding the terms of the treaty." It will be observed that Rev. Mr. Eells omits entirely the word "only" in his quotation from Mr. Marshall, and thus twists the argument into his own favor. It may be suggested fur-

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