

WHAT TO TEACH

Rudiments—and Teach Them Thoroughly.

MAYOR WILLIAMS' OPINION

He Was a Schoolboy Seventy Years Ago.

HE DID NOT GET SMATTERINGS

Veteran Says Public Schools Neglect Essentials and Train Superficially in Many Subjects—Superintendent's Defense.

"When I went to school," said Mayor Williams yesterday, while enjoying a respite from the importunities of over many callers, "pupils were taught the rudiments of education—and thoroughly."

His Honor laid emphasis on "thoroughly." The Mayor's experience in civil service examinations has led him to suspect that educational systems of today don't teach as well as did the old. Candidates for city jobs have betrayed a lack of knowledge that is painful to witness. Spelling, syntax, grammar have been outraged beyond forgiveness. All this was the burden of His Honor's thoughts when he said:

"When I went to school, pupils were taught the rudiments of education—and thoroughly."

"Was that 40 years ago?"

"Yes, young man, that was 70 years ago."

The Mayor turned silently reminiscent for a moment. Then he said:

"When I speak of the rudiments I mean the elementary studies which make the solid foundation of all learning. The person who can read well and write correctly should be the criterion for our public schools."

Mayor Williams was moved thus to speak by an interview with State Senator M. A. Miller, published in these columns last Monday. Mr. Miller said that the present educational system is adorned with too many frills and fluff; that it should be reformed on basic principles and that the change should be toward fewer studies and more study.

Learned Few Things Thoroughly.

"What did I study at school?" remarked the Mayor. "Reading, writing, spelling, arithmetic, grammar and geography."

"It is my opinion that public schools nowadays neglect too much the essentials of education. Pupils are not drilled in the fundamentals of the subjects. The subjects are too many and too superficial. The subjects are too many and too superficial. The subjects are too many and too superficial."

His Honor thereupon terminated the interview in order to receive another caller.

Mr. Rigler to the Defense.

Off in another corner of the City Hall, Frank Rigler, Superintendent of City Schools, was also receiving callers. Mr. Rigler listened to the list of studies as called back from the boyhood of the Mayor. Then he said:

"Our course of study contains only one subject more than in the Mayor's list—United States History."

Mr. Rigler added that the music and drawing upon which critics are so severe, are diversions to the children, rather than work. Music is not a special study in the schools as it used to be. It consists of simple songs, mostly in assemblies and sometimes in class rooms. Only 50 minutes a week is devoted to drawing. This exercise trains children in the harmony and balance of lines and colors. It is valuable in improving their esthetic appreciation.

"We aim," said Mr. Rigler, to cultivate appreciation of art, rather than artistic achievement."

"I quite agree that the three Rs should be the foundation studies, and such we try to make them in our schools. The course contains no more studies than it did 15 years ago when I came here; in fact, our schools use fewer books than then."

Science is Supplemented.

Mr. Rigler remarked that many persons do not understand the purpose of the "nature study," and the various readers, historical and scientific.

"They are for supplementary reading," he said. "The information they contain is superficial, I admit, but the books are the subject-matter for reading and writing. We consider it just as good exercises for pupils to read those books as any other, and better."

Mr. Rigler added that the educational methods now in force are more effective than the old, and that this fact is proved by daily evidence. The results achieved now are ahead of those of 15 years ago. He said that he himself, when ready for the High School, couldn't read any better than a pupil of the present sixth grade. "I wasn't especially dull, either," he said.

Why Monsieur Stayed Away.

Here is a very curious story about a Parisian couple who had for a long time been anticipating the pleasure of attending the wedding of their cousin. It may not be safe to tell it, but the ending justifies the risk of "putting ideas" into a woman's head. The wife, as a matter of course, seized the opportunity to order a new dress. The dressmaker was dilatory. Again and again was she urged to complete the gown, but it was not until the very eve before the cousin's wedding that it was sent home. When Madame tried it on she declared she would rather figure at the festivity without anything than don that dress. As such a proceeding would be illegal, her husband coolly replied he would go alone to the wedding. He had a rude awakening. While occupied in the task of dressing he looked in the mirror, to find, to his dismay, that his face had during the night assumed a vivid yellow hue. At first he believed he was the victim of some hallucination, but an abundant use of soap and water had no effect on the color, and he realized the fact that something was

wrong. Glancing at his wife, who had entered the room, he saw she was laughing merrily. "You're not going to the wedding, after all," she said gleefully, and then the unhappy husband perceived the mischief was her work, and he fell upon her so roughly that she had to be conveyed to the hospital, and neither of them went to the wedding, because iodine cannot be removed in a hurry, and wife had painted hubby's countenance with it while he slept.

RELIGION NOT A CAUSE.

Christian Nations Advance, Not by, but in Spite of it.

PORTLAND, Oct. 28.—(To the Editor.)—It seems that Dr. Patton, of Princeton, has written a treatise that upholds the doctrines of the medieval church. He would have those doctrines accepted by all mankind. And he finds followers all over the land. One in Portland second the propositions and incidentally tries to demonstrate the superiority of Christian nations to so-called heathens. No fair-minded man will attribute the ascendancy of the Germanic race to Christianity as expounded by any church.

Before going further, let us look into the essential features of Christianity, wherein it differs from the adduced heathen religions. Buddhism is usually brought forward by way of contrast, and India and China in contrast with Europe and America.

The religions of so-called Buddhist countries differ from the teachings of Gotama as much as do the teachings in so-called Christian countries from that of Jesus. These two great teachers taught pure ethics and the religion of brotherhood in our daily life. Wherein do they differ? But their self-constituted interpreters have wandered far away from the source.

The characteristic tenets of the church today include the incarnation, original sin, vicarious atonement, moral depravity and hell, fire and brimstone. I do not believe any other religions teach such things, with the universal exception of the first. The incarnation is not denied, as far as I know, by any great religion. In fact, it is only the materialistic Christian Church that has limited this tenet in its application to one person while the rest of the world believes in the incarnation of the divine spirit in each and every normal human being. That made man a responsible being, for he had the divine spark within him, and he was to be encouraged and to guide the man of clay.

It is wrong to claim half humanity for Buddhism. Any encyclopedia will give the relative figures. Very few of them now live in India, where Brahmanism and Mohammedanism hold sway. The teaching of the Buddha has not wrought any evil any more than the teachings of the Christ. I am no more a Buddhist than Christian. The followers of these teachers have evolved the systems now in vogue.

It ought to be clear to any fair-minded person that the religion of today is not the result of faith in the above-mentioned characteristic church dogmas. The latter have never in its history taken the lead, or at least had incipency in questions of human advancement. The religions have evolved the systems now in vogue.

The progress we Indo-Germans have made is caused by our love of freedom, our desire to be guided individually by this individual incarnation of the divine in each of us, and refusing to be guided by authority of a heretic form. By picking out the countries in Europe and America where freedom of conscience and human emancipation, the prize of every citizen, we have selected the most advanced. It is already too late to compel people to believe this or that. Intelligent persons will believe what they see. The progress we have made is the result of the progress we have made. The progress we have made is the result of the progress we have made.

I believe there are many people who live good, pure lives because it is right, because of the feeling of duty, and not because of the desire for reward. The progress we have made is the result of the progress we have made. The progress we have made is the result of the progress we have made.

ERNEST BARTON.

RENEWING THE SMOOT FIGHT

New York Club Women Will Aid in the Crusade Against Polygamy.

With first intensity the crusade against Reed Smoot of Utah, will be renewed this winter center. The New York club women have taken the fight against polygamy. Dr. Sarah Elliott, a physician, has given up her practice to co-operate in the work. She practiced medicine in Salt Lake City for many years, and in this way she entered the homes of the Mormons. One day she said, she awoke to a realization that something should be done, and she has come East to gain support in the battle against polygamy.

Dr. Elliott will give a series of addresses in New York churches and she hopes to arouse the churchmen to activity. The International Society, that has offices in No. 150 Fifth avenue, is her principal support. This society boasts many wealthy names. Dr. Elliott will begin in the churches of the Upper West Side, and before the winter is over she will have addressed many clubs on the subject. A woman who is intent on the extermination of polygamy, Dr. James Griswold Wentz, president of the Women's Republican Club, Mrs. Wentz entertained Dr. Elliott in her Newport home, and some of the Newport fashionable folk listened to the doctor's arraignment of Mormonism. Mrs. Wentz will be a powerful help to Dr. Elliott in this city.

The anti-polygamists say Miss Helen Gould will continue as one of the leaders in the fight and that Mrs. Russell Sage will take a more active part. Miss Gould's name appears as vice-president on the International Society stationery, and this is pointed out as evidence of her zeal. A year ago she was using her wide influence in the cause, when suddenly she withdrew. It was said her brother George, who has big railroad interests in Utah, had requested her to retire because the Mormons were boycotting his road. The opponents of Smoot say Miss Gould will disregard her brother's wishes and will give large sums to the cause. At any rate the energies of these workers are directed toward the winning over of Miss Gould.

DESERTED HEAVEN

Captain McIntyre Looked Out Only for Himself.

SURVIVORS AT SAN FRANCISCO

Skipper of the South Portland Eludes the Interviewers—His Report to the Owners of the Wrecked Vessel.

SAN FRANCISCO, Oct. 28.—Twelve of the crew and two passengers of the wrecked steamer South Portland reached San Francisco on the steamer Chico, Captain Matthew Martin, at midnight. Captain James McIntyre, master of the South Portland, was among this number, but as soon as the Chico was close enough to Mission wharf No. 1, Captain McIntyre jumped ashore and disappeared in the darkness, evidently desiring to avoid detection and conversation with the newspaper men waiting to interview him. The Chico picked up her passengers from the ill-fated South Portland at Port Orford, and had a successful voyage to this city. When she reached the side of the wharf all of the South Portland's crew came ashore in good order, but Captain McIntyre, after teaching the crew to disembark, went around the south side and succeeded in reaching shore without being seen.

Captain Martin, of the Chico, reported the following list of passengers from the wrecked steamer: Captain James McIntyre, master; Joseph Ward, chief engineer; T. Pezzatti, second engineer; W. Hughes, fireman; W. Robinson, steward; Joseph Driscoll, oiler; John McKee, oiler; Joseph Alwood, seaman; Joseph Reemoos, seaman; S. Johnson, seaman; Manuel Patsomonia, cook; William Wilson, stewardess; L. Bailey and H. Webster, passengers.

The sailors who arrived with Captain McIntyre agree that he, McIntyre, rushed for a lifeboat as soon as it was apparent that the vessel was filling with water and he and the few men who obeyed his orders pulled away from the side of the ship as soon as the boat reached the water. The boat could have held half a dozen more people, and the steamer floated for fully half an hour after the captain deserted her, and all that time the engineers kept the vessel's engines going while the mate commanded the crew to get into the lifeboats. The captain was not seen to steer her to some place where there was a hope of saving her.

Engineer Blames Captain.

Joseph Ward, the chief engineer, said that he was in his bunk asleep when he was awakened by the steamer striking. "It was not a heavy blow," he said, "but it was sufficient to arouse me. I knew she had touched on the bottom, but did not think it was serious enough to sink her. I jumped up and went to the engine room, and found the mate calling me to the deck and the captain was nowhere in sight. This was within 15 minutes after the vessel first struck."

The South Portland only carried two lifeboats. They were swung in davits, one on each side of the vessel, and suspended above the deckhouse just aft of the bridge. Mate Ravens says that within a few minutes after the steamer struck the deck gave orders to take to the boats. The captain himself rushed to one to take charge of launching it. The second mate performed the duty of getting the boats away from the vessel. The first mate took position on the bridge. Ravens said he got his boat ready to lower, when he went to the side of the steamer where the captain had gone, to report to him that the boats were ready and the captain was nowhere in sight. This was within 15 minutes after the vessel first struck."

Captain McIntyre's Report.

In telling his story of the disaster at the office of the owners of the vessel, Captain McIntyre said:

"The loss of passengers could not have been avoided. We agreed to leave the steamer together in the boats, all of those aboard, 19 souls. Mr. Bruce, the chief officer, was to take one boat, and I the other. The two boats were amply large to carry the 19. The boats were lowered together. In my boat were all the passengers, four men and four women. The four and the crew were to go together in the other boat. But as soon as my boat was lowered and we all were in it, the boat capsized. I and the sailors righted it. I climbed in, one boy with me. One earl I had, and with that we paddled about and picked up seven passengers. The rest sank before our eyes."

"I knew the other boat, too, had tipped over in being lowered, but there was nothing I could do, for then I was in the boat and my immediate duty was to save those swimming about me."

"As soon as I had put ashore those saved in my boat we went back and found the life raft with Officer Bruce upon it. It was this raft we towed to Port Orford. We could not get the raft ashore, and I never has the South Portland carried more passengers than she was licensed to carry. We have had stowaways, much to our regret."

"We struck on Blanco Rock at 4:40 P. M., and I was thrown into the water at 5:02, when my watch stopped."

An investigation into the cause of the wreck will begin tomorrow morning before the local United States inspectors of Steamships. Captain McIntyre, Second Officer Raven and Chief Engineer Ward filed written reports today with the inspectors. The contents of these will not be made public until the investigation begins. It is expected that some sensational charges will be made.

DESERTING SAILOR'S TALE.

British Shipmaster Proves Oregon City People Were Guilty.

PORTLAND, Oct. 28.—(To the Editor.)—In reference to the article in your issue of this morning, under the heading, I would say it is astonishing—considering the enlightened age in which we live—how easily good people are gulled.

I would point out to your readers that there is no ship in Portland—British or foreign—coming from Calcutta and a South American port. The part of Jack's tale being an absolute falsehood, it is easy to imagine his American father in Ceylon, his fall from aloft, his repeated floggings and his epileptic fit were also a myth. It strikes me if the good people of Oregon City had secured his arrest for vagrancy, and the court sentenced him to a dozen strokes of the cat, it might have brought about a miraculous cure of his ailment. For the benefit of your readers I may state that flogging on board of British ships is a thing of the remote past; and when a subject applies for sympathy on

this score, you can safely put him down as a vagabond.

M. L. PORTER.
Master of the British Ship Red Rock.

WEMPE BROS. A COMPLETE LOSS

Four-Masted Schooner Driven Ashore on Bonilla Point.

VICTORIA, B. C., Oct. 28.—The four-masted schooner Wempe Bros., which went ashore last night on Bonilla Point, within a few yards of where the bark Puritan and Duchess of Argyle were lost some years ago, and within a mile or two from the scene of many wrecks, Wempe Bros. breaking up and will be a complete loss when the last news was received from Carmanah Point tonight. A high surf was breaking over her, pounding her to pieces.

The schooner, a new vessel of 650 tons, with a capacity of 800,000 feet of lumber, said to be owned by O. Oleson, of San Francisco, was 19 days out from San Pedro for Port Townsend in ballast, and was awaiting a tug off Flattery when the gale of yesterday commenced, and she drove toward the Vancouver Island coast. She was unable to carry sail enough to weather off shore, and, despite all that could be done she was carried steadily shoreward by the heavy seas and the current, trending into the Vancouver Island coast.

The tug Wanderer, of the Puget Sound Tugboat Company, took off Captain Asp and the crew of the schooner, who were taken to Neah Bay by the tug and the Wanderer returned to the wreck, leaving Neah Bay at noon today.

In the meantime Lighthouse Keeper Daykin, of Carmanah, had telegraphed the news of the wreck to United States Consul A. E. Smith, of Victoria, and the tug Albion, of this city, which was at Port Renfrew, was ordered to proceed to the scene of the wreck. Mr. Daykin, acting on instructions from the Consul, has put a man in charge of the wreck, and was attempting to save what he could of the sails and other property on the vessel. The salvage was small, however.

The four-masted schooner Wempe, or rather what remains of her, is still standing a few miles from where the Wempe Bros. drove ashore, a wreck caused under similar conditions, and the Janet Cowan, Uncle John and other vessels were lost there in recent years.

Tuesday night a heavy southwest wind was blowing toward the island coast at the rate of over 40 miles an hour. The Wempe Bros. was evidently caught in this breeze, and with a sea running on shore had little chance.

ANOTHER FRENCH BARK.

Germanine Arrives With a Cargo of Australian Coal.

Another French bark has arrived in the river. The Germanine reached Astoria yesterday evening, after a run of 65 days from Newcastle, Australia. She has a cargo of coal and is consigned to Taylor, Young & Co. The vessel is under charter to A. Berg to carry wheat to the United States. The Germanine was one of the lower harbor, the Christel and the Arthur Filger, cargo ships from Hamburg, are on the way up from Astoria. The former is consigned to Balfour, Guthrie & Co., and the latter to Meyer, Wilson & Co.

WEMPE BROS. A TOTAL LOSS

Breakers Made by Heavy Gale Wash Wreck on Vancouver Island.

VICTORIA, B. C., Oct. 28.—The schooner Wempe Bros. went ashore this morning at Bonilla Point, near Carmanah, on the Vancouver Island Coast and is a total wreck. The crew was taken off by the tug Albion, of this city, and the Wempe Bros. is being towed to Port Renfrew. A dispatch received from Carmanah at 3 P. M. says the schooner is breaking up. The tug Albion, of Victoria, is standing by but cannot aid the wrecked vessel. A gale is blowing from the south, and the breakers are washing over the vessel.

ALLIANCE AT MARSHFIELD.

Navarro Will Cover Northern Part of Run.

MARSHFIELD, Or., Oct. 28.—(Special.)—The steamer Alliance arrived from Portland this morning, bringing a full cargo of freight. She will sail tomorrow morning at 5 o'clock. The steamer Navarro is due here from Portland tomorrow morning. The Alliance will act as helper for the Alliance between this point and Portland, the freight offered for the latter for the last few trips being in excess of her capacity. The Navarro will not sail south of here, but will make one trip weekly between this point and Portland.

Buoy Changes.

Lighthouse Inspector Chalkins issues notice of the following changes in aids to navigation:

Columbia River Entrance—South side of middle ground, buoy No. 7, a first-class can, was discontinued October 20, owing to the establishment of a post light in the immediate vicinity.

Willapa Bay—Cedar River flats, buoy No. 24, a second-class can, was established October 24 at 22 feet of water to mark the southern edge of Cedar River flats, and as a guide in the channel to the wharf at North Cove. Vessels should not pass the buoy to the northward of the buoy.

Hawke Point, north-northeast, three-fourths east. House on outer end of wharf at North Cove, west, five-eighths north. House on outer end of wharf at Tokel Point, north by west, five-eighths west.

Sealand Channel—Buoy No. 9, was changed from a third to a second-class can October 23.

Straits of Juan de Fuca—Sand spit, New Dungeness, buoy No. 2, a first-class nun, heretofore reported adrift, was replaced October 24.

The China Steamers.

The steamship Algon will resume loading at Oceanic dock this morning and in the afternoon will drop down to the Flouring mill.

The Intransit took flour at the O. R. & N. dock yesterday. She will not complete her cargo before tomorrow.

The Indraville left Hong Kong at 3 o'clock yesterday afternoon bound this way.

May Angel Brig Tanner.

PORT ANGELES, Wash., Oct. 28.—Efforts so far to haul off the brig Tanner, which went ashore Saturday near Elwha River, west of this city, have proved futile. The vessel so far is not damaged by the seas. A further effort will be made by tugs at high tide tomorrow. Captain believe the vessel can be hauled off by a tug or two, but is not cured before a storm comes, otherwise she will prove a total loss. Captain Newhall went to the vessel off-shore today to try some method to get her afloat.

Marine Notes.

The steamer Homer has left for Alaska light stations with cement and other building materials and a quantity of provisions and household goods. The steamer Annie Cummings is to be put on a regular run between Warrendale and this city.

The launch Rover, owned at Stella, was given a trial spin on the river yesterday, after having been remodeled at Supple's yard.

Domestic and Foreign Ports.

ASTORIA, Or., Oct. 28.—Arrived at 6 and

The Smoke of the Cremo

Covers the Country

The popularity of the Cremo Cigar has spread from man to man; from town to town; from state to state until it is known and favored everywhere.

5c

The Largest Selling Brand of Cigars in the World.

The Band is the Smoker's Protection.

left up at 9:30 A. M.—Steamer Aberdeen, from San Francisco. Arrived down at 7 and 10 A. M.—Schooner Gendreau, from San Francisco. Left up at 7 A. M.—German ship Christel. Arrived down at 2 P. M.—German ship Arthur Filger. Outside at 3 P. M.—Two three-masted barks and two three-masted schooners. Arrived at 5:35 P. M.—French bark Germanine, from Newcastle. Condition of the bar at 5 P. M., moderate; wind, west; weather, cloudy.

Honolulu, Oct. 28.—Sailed 27th—Schooner E. B. Jackson, for Portland.

New York, Oct. 28.—Sailed—New York, for Southampton; Ryndam, for Rotterdam; Teutonic, for Liverpool.

Antwerp, Oct. 28.—Sailed—Switzerland, for Philadelphia.

Liverpool, Oct. 28.—Arrived—Utopia, from Boston.

Hong Kong, Oct. 28.—Arrived previously—China, from San Francisco, via Honolulu and Yokohama; Ching Wo, from San Francisco.

Southampton, Oct. 28.—Arrived—St. Louis, from New York.

Liverpool, Oct. 28.—Arrived—Oceanic, from New York.

Bremen, Oct. 28.—Arrived—Kaiser Wilhelm II, from New York.

San Francisco, Oct. 28.—Arrived—Schooner King Cyrus, from Tacoma; steamer Montana, from Seattle; schooner Queen, from Port Ludlow; steamer St. Paul, from St. Michael; schooner Mary Etta, for Sulistaw Harbor; schooner Volunteer, for Willapa Harbor; barkentine Garden City, for Gray's Harbor; steamer Queen, for Victoria; steamer Navarro, for Portland.

Tacoma, Oct. 28.—Sailed—Steamer Umatilla, for San Francisco, via Seattle.

Honolulu, Wash., Oct. 28.—Arrived—Steamer Melville Dollar, from San Francisco, for Honolulu.

CACTI GROWN FOR PROFIT.

An Arizona Scientist Found Nothing Else Would Grow in His Garden.

New York Herald.

A business enterprise of a novel and unique nature has been built up in the neighborhood of Phoenix, Ariz., and, though not large enough to attract a great deal of attention, it is being carried on successfully from a financial point of view.

Nearly everybody who has lived in Phoenix long is acquainted with Dr. R. E. Kunze, better known locally as "The Bug-Catcher." Dr. Kunze takes to scientific things as a large cake to water, and, though not a large enough to attract a great deal of attention, it is being carried on successfully from a financial point of view.

Dr. Kunze is a native of Germany, and has been in Arizona for many years. He is a collector of insects, and has been successful in collecting many rare species. He has been successful in collecting many rare species. He has been successful in collecting many rare species.

THE ONLY ONE

There is only One Genuine-Syrup of Figs,

The Genuine is Manufactured by the California Fig Syrup Co.

The full name of the company, California Fig Syrup Co., is printed on the front of every package of the genuine.

The Genuine-Syrup of Figs- is for Sale, in Original Packages Only, by Reliable Druggists Everywhere

Knowing the above will enable one to avoid the fraudulent imitations made by piratical concerns and sometimes offered by unreliable dealers. The imitations are known to act injuriously and should therefore be declined.

Buy the genuine always if you wish to get its beneficial effects. It cleanses the system gently yet effectually, dispels colds and headaches when bilious or constipated, prevents fevers and acts best on the kidneys, liver, stomach and bowels, when a laxative remedy is needed by men, women or children. Many millions know of its beneficial effects from actual use and of their own personal knowledge. It is the laxative remedy of the well-informed.

Always buy the Genuine-Syrup of Figs

MANUFACTURED BY THE

CALIFORNIA FIG SYRUP CO.

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PRICE FIFTY CENTS PER BOTTLE

ASTORIA, Or., Oct. 28.—Arrived at 6 and