

The Oregonian

Portland, Oregon.
Entered at Portland, Oregon, Postoffice as Second-Class Matter.
Subscription Rates—Invariably in Advance.
(By Mail.)
Daily, Sunday included, one year, \$3.00
Daily, Sunday included, six months, 1.75
Daily, Sunday included, three months, .95
Daily, Sunday included, one month, .35
Daily, without Sunday, one year, 2.50
Daily, without Sunday, six months, 1.50
Daily, without Sunday, three months, .75
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Sunday, six months, .75
Sunday, three months, .35
Sunday, one month, .15
(By Carrier.)
Daily, Sunday included, one year, 3.00
Daily, Sunday included, one month, .30

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Postage Rates—10 to 14 pages, 1 cent; 15 to 20 pages, 2 cents; 21 to 40 pages, 3 cents; 41 to 60 pages, 4 cents; over 60 pages, 5 cents.
Eastern Business Office—The S. C. Beckwith, Special Agent, New York, rooms 210-212, 30 Tribune building, Chicago, rooms 210-212, 30 Tribune building.

PORTLAND, TUESDAY, AUGUST 3, 1909.

DEMOCRACY, PARTIES AND REPRESENTATIVE GOVERNMENT.

Democratic government, in many of its phases, has an undoubted tendency towards disintegration. It could not hold together any great length of time without the agencies of party competition working within it, the most powerful of which is Party.

But the administration of "the new system" in Oregon, "directly from the people," as the phrase goes, resolves parties into their component or original units;—that is, the method of direct primary, conducted without guidance by party representatives, puts parties, and especially the dominant party, completely out of business. It annihilates the principle of unity, splits a party into factions, and sets every faction against every other. Hence the need of advisory assemblies for concentration of party effort and party action.

Party name and party influence must be brought to the support of important measures and policies, to carry them through the legislature. There were multitudes of Republicans who never could be brought up to the point of opposition to the silver fallacy, till their party had made in its National platform an authoritative declaration for the gold standard. Then they fell in, moved by the appeal to party, when nothing else could move them. Of course the Republican party lost considerable numbers, on the issue; but their places were filled by Democrats, who recognized the supreme importance of the issue presented and subordinated all else to it.

Yet most difficult of all things since the Civil War it was to make the silver question a party issue among Republicans, and to get the help of party loyalty as a means to an end. Much the same it was in Lincoln's day, when the war feeling gathered around party, and was inspired as well as supported by party spirit. The Civil War never would or could have been fought to a successful result without the aid of party loyalty.

As the representative system is necessary to support of parties, so parties are necessary to maintenance of the representative principle. No thinker supposes government can be carried on by a democracy, without parties. Even the preamble of the primary law is an argument that party is necessary for government by democracy; and it is only through the representative system that parties can be called into the service of the state. What are men talking about who assert and insist that parties ought not to exist, and that the will of the people is the will of the people? Of course they don't know what they are talking about.

To flatter the multitude has always been the expedient of small politicians. It is as old as human society. Democracy must prevail, and the only way to prevail is to flatter the multitude. But, as Henry Sumner Maine says in his essay on "The Nature of Democracy," "the ruling multitude will only form an opinion by following the opinion of somebody—it may be of a great party leader—it may be of a small local politician—it may be of an organized association—it may be of an impersonal newspaper." But, "the process of deciding in accordance with the plausibilities (in the strict sense of this last word) goes on over an enormous area, growing ever more confused and capricious, and striving results, even the most ambiguous and inarticulate, as the numbers to be consulted are multiplied." The picture is one of universal observation and experience. All know that crowds of men can be got to assent to general statements, clothed in stirring language, but that the same crowd is incapable of verification. Every political writer, recognized as a thinker, tells the world that of all forms of government democracy is the most difficult. But it is the growing and prevalent and increasing tendency to hold it to moderation till it can be time, and necessary experience for revision of its opinions and methods, always has been the problem of democratic government.

But, after all, what is called the will of the people? It is the opinion of one person or a few persons; yet this will is a variable quantity, as experience varies, and among the most difficult of things is to postulate on the public will any certain, definite or fixed idea or principles of government. Everything must be the result of experience and adaptation.

But, it is asked, is not this a hopeless view of democracy and denial of the right of popular government? No. It simply requires careful consideration and review of opinions, with adherence to the results of historical experience. It compels recognition of the representative principle in government and concentration of responsibility in individuals, alike in government and in party which is an agent of government. Representative government makes the way easier for modern democracy, and are necessary to it. If the people elect their representatives they may be willing to be governed by the best. So with party; which, it may be supposed, will put forward its representatives with But there is when there is primary or unrepresentative government, that inefficiency emerges. Where there are representative institutions in party and government the democratic principle can be identified with the rule of the fittest.

Thus it is only on the principle of representative democracy that democracy can stand. Abandon the representative principle and eliminate party, with its methods of check and opposition, and we shall have a de-

ocracy which will give an adroit and popular leader, even a military despot, who calls for a plebiscite, any answer he may desire.

HYPOTHESES AND FACTS.

Hypotheses are seldom useful. How would "Mr. H. W. Scott have voted on tariff were he in the Senate, as Mr. Chamberlain is?" really requires no answer, for the hypothesis presents a fundamental impossibility. But, were Mr. Scott in the Senate it may be said with certainty that he would not have helped Aldrich to beat down tariff reform by voting for highest duties on special commodities, and then declared against the bill because it did not go far enough in reduction of duties or extension of the free list.

Last year at its National convention, the Democratic platform demanded repeal of the duty on wood pulp, print paper, lumber, and other commodities, an affirmation that should be placed on the free list. In the votes on the schedules containing these articles, the Democratic Senators contributed sixteen of the fifty-six votes that turned down the demand of the Democratic platform and upheld the tariff. Senator Chamberlain was among these. Of course, it is said that every Senator desired to get all he could for his state. But why should they who helped to load up the bill then, now pose as tariff reformers and champions of reduction of duties? The votes that were cast for the tariff, and rendered nugatory the efforts of other Senators against him, many of them Republicans, contending for reduction, were those that were cast to help Aldrich out of the schedules—many of them Republicans. Senators who desired protection for products of their own states, yet still are posing as opponents of the "iniquity of high tariff." It is a fact that may go up against all useless hypotheses.

It has been discovered, by an analysis of the votes, that besides the sixteen of the twenty-three Democrats in the Senate who voted against reductions, at various stages, no less than 101 of the 171 Democrats in the House have done likewise. All say the tariff is a local question.

ELECTRIC ROAD TRAGEDIES.

Nearly as many people were killed in the electric car collision on the Spokane & Coeur d'Alene road Saturday as were killed on all American steam railroads during the month of June. The unofficial record of these disasters, for the month of June, as compiled by the Interstate Commerce commission, shows a death list of 14, with 83 injured. This report, in view of most of its predecessors, makes a most encouraging showing, tending to the belief that the constant effort of railroad men to lessen these casualties is being fruitful.

The block system, double tracks and the increasing efficiency and vigilance of the employees have beyond doubt rendered travel on the steam roads much safer than ever. The Age-Gazette article was printed several days before the wreck on the Coeur d'Alene line, and it pointed out in forcible language the growing frequency of accidents on trolley lines. Most pertinent in connection with the Spokane-Coeur d'Alene disaster is the following from the Gazette:

The steam railways, after seventy-five years' experience are beginning to purge themselves of this collision disease, but the electric railways are still in the early stages of the disease. They not only fail to learn from the costly experience of the last years, all plain before them, but they make the horror worse by carrying nearly or quite all their passengers in the front cars, where they are usually in the front end of the vehicle.

This arraignment of electric line dangers fits the Coeur d'Alene case perfectly, just as it fits any of the frequent horrors that have marked the appearance of the electric car, and more especially the electric train. The point made by the Gazette that there is increased danger by reason of so many of the passengers being carried where the impact of a collision will be the greatest is well taken. From the beginning of railroad operation, the car, motor and fireman in more than nine disasters out of ten have been the victims, and, in a greater proportion of the cases, they have been the only ones killed. But between these two "front-end" men and the passengers on the average steam train, the car, motor and fireman in more than nine disasters out of ten have been the victims, and, in a greater proportion of the cases, they have been the only ones killed. But between these two "front-end" men and the passengers on the average steam train, the car, motor and fireman in more than nine disasters out of ten have been the victims, and, in a greater proportion of the cases, they have been the only ones killed.

This protection for the passenger is entirely missing on the electric train or car, and for that reason every head-on collision is accompanied by a high death toll to passengers as well as the motor-man. Reckless running and disregard for order seems to be the real cause of the Spokane-Coeur d'Alene disaster. With due respect to the skilled men in the electric car service, it is well known that their training in vigilance and in handling trains is less severe than that which is insisted on before a man is given charge of a passenger engine.

WHERE CREDIT IS DUE.

Dr. Withycombe, in an address before a farmers' institute, in Vale, last week, extolled the order of Patrons of Husbandry as the chief element in the agricultural progress of the Willamette Valley. While the Grange has undoubtedly done its part in the line indicated, especially in the promotion of the social and neighborly spirit among farmers, and in breaking the monopoly that hung as a pall over farm houses in years past, it has been only one of the elements in the agricultural growth noted by Dr. Withycombe. Transportation facilities that have brought our fields and orchards in close touch with the market may be accounted the leading element in such progress. The State Agricultural College has given impetus to farming operations, and has developed, by suggestion and experiment, new and valuable methods conducive to the same end, else its mission has been fruitless. The State Horticultural Society and the State Dairy Association have each done their share in promoting this growth. The state fair, the farmers' institutes and railway demonstration trains run in the interest of agriculture and its kindred industries, have given new impetus to these industries and added zest to their pursuit, and pride in their accomplishment.

These influences, and other agencies, the listless, half-hearted methods of pioneer agriculture have been, to a great extent, overcome, and an influx of population (which is yet much less than the state will support) has done its full share.

These influences and agencies form wheels within wheels of such agricultural progress as we are bound to note, not only in the Willamette Valley, but in other sections of the state. We may please ourselves and not be very wide of the truth, by designating

the Grange as the hub of this wheel of progress, from which the other agencies mentioned radiate. Its value is specific and comes close to the home, which is the center of all effort towards development. The incentive to progress, if the Grange has developed the competitive spirit among farmers, brought them together in neighborly fashion, given their wives the social pleasures of which they were long deprived, and brought with these contentment with their lot and constant expectation and desire to improve their condition in financial, industrial and educational lines, it has surely done its full share in the rural uplift that is in progress throughout the state. That it has done these things is apparent to all who look abroad with open minds and observant eyes. That it will continue to work out its special problems in rural growth cannot be doubted. But to assert that it has virtually revolutionized agriculture in the Willamette Valley is giving it more credit than can be or will be justly claimed. The Grange is one of the elements in this agricultural growth. There are others—a fact that does not in the least detract from the credit that is due to this strong, progressive aggregation of farmer folk.

SUPPLY AND DEMAND.

In response to a shortage in supplies, both National and world-wide, the price of wheat advanced nearly 25 per cent from the extreme low to the extreme high price of the 1908 crop. Patten and a few other sagacious dealers who disapproved of the Government's purchase at the low figure and sold as the market advanced. Thereupon Mr. James Wilson, Secretary of Agriculture, bolstering up the worthless reports of his subordinates, accused Mr. Patten of "cornering" the market.

In less than three months, and from exactly the same causes as produced the advance in wheat prices, hops have shown a gain of more than 100 per cent in price, and as yet no one has attempted to prove that it is "cornering" that is causing the advance. Supply and demand are great levelers of theories as well as prices, and not even a commodity of such restricted output as hops can escape the workings of this immutable law.

SPOKANE'S RENOVATION.

The commercial organizations of Walla Walla have taken up the matter of reduced freight rates from the East. As there is no possible reason why Spokane should be given reduction in rates without a still greater reduction being granted Walla Walla, the Portland and Northwest Union, the concessions asked. To be thoroughly consistent and sincere in its broad policy of demanding lower rate reductions for the entire Inland Empire, the Spokane Spokesman-Review must insist on Walla Walla's receiving a rate reduction in proportion to what can be demanded for Spokane. It is idle to presume that Colfax, Tekoa, Garfield, La Crosse, Pasco and numerous other points more favorably situated than Spokane will remain quiet while reduction of rates is being demanded for the entire Inland Empire.

The Spokesman-Review has repeatedly announced that it was not making a fight for lower rates for Spokane alone, but it was the welfare of all of the interior cities that was inducing it to enter the fray so ill prepared in the way of either general knowledge or knowledge of the subject. In stating that Walla Walla, Colfax, Tekoa and all of the intermediate cities between Portland and Spokane are entitled to lower rates than the great railroad-favored metropolis by the falls the Oregonian is simply making the Spokesman-Review's case for it.

Just about the time the Portland baseball team manages to struggle toward halling distance of that pennant, along come some scraggly tilters and wipe up the earth with them. What's the use?

A year ago a Marion County man lost one of his fingers in a gopher gun. Last Friday he lost a thumb the same way. If he persists and his digits hold out, he may yet get the gophers.

Some one proposes that Mr. Harriman be paid \$1,000,000 a year for running all the railroads of the country. He is making more now merely by running nearly all of them.

Being of an accommodating turn of mind, Chief of Police Cox will close the latest case of North End whenever inquisitive or observing person discovers that it is loose.

Increase of 17 per cent in the post-office receipts for July fairly measures the gain in general business. Portland didn't spend \$9500 extra for postage on love letters.

Secretary Ballinger inherited the Reclamation Service, with all its tangles, but it is a safe wager that his successor will get a better legacy.

That Spokane electric road wreck will cost the company a fine large sum of money. Running a railroad is not a picnic all the time.

Dismantling of the Madison-street bridge discloses the fact that the structure was not closed against traffic a day too soon.

The stork at the City Park is dead. His co-worker continues in business at the old stand, wearing the "500,000 in 1912" button.

Yesterday was Kentucky day at the A-Y-F, and the sun shone bright just as it does in the "old Kentucky home."

Some one has discovered a joker in that tariff bill, and the trouble has been reopened. Only one joker?

Riding a trolley-car should be the safest mode of travel, but man is frail and prone to lapse.

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lying north of the entrance to the Straits of Fudra is known the world over, likewise escaped without any serious disasters, unless some of the ships posted as "missing" may have found a last port in some of the inaccessible rock-walled inlets along Vancouver Island. This seeming immunity granted the Puget Sound fleet last year was not all due to wireless telegraphy, however, as most of the victims came on that "terrible north coast" are sailing vessels, which are not equipped with wireless. It was merely a lucky year for shipping that prevented the sea from adding new victims to "the graveyard of the Pacific."

Mr. Gesner's great scheme of holding an assembly to protest against the proposal yet made by anybody. It looks as if Mr. Gesner had taken a long look into the future and had concluded that he would have no voice in an assembly where there were any others, and he must up his mind to hold one of his own. Why not? It's a free country, isn't it? Or it was until they took control of the Marion County political machine away from Alonzo.

Senator Stone arose in his might and rebuked that presumptuous colored waiter because the presidential inauguration was responded to the Senator's hurry call for a drink by bringing him a short glass instead of a long one. Being from Missouri, the Senator wanted what he wanted, and he showed (some would prefer to say show or showed) the "nigger."

Dr. Wheeler as City Physician doesn't think much of the administration of his predecessor, Dr. Pohl. Dr. Pohl doesn't think much of the administration of her predecessor, Dr. Wheeler. Dr. Pohl is a lady doctor and Dr. Wheeler is a gentleman doctor. But of course their differences have arisen as doctors, and not as ladies and gentlemen.

Governor Johnson did not arrive in Seattle in time for Swedish day, and President Chilberg, of the A-Y-F, Fair, promptly hints to the tardy Johnson that his presidential boots are giving him more credit than he deserves in giving it more credit than he deserves.

Undoubtedly Secretary Ballinger will give Oregon a square deal. No one here needs to worry over the fact that it is from Seattle and therefore likely to be biased or prejudiced. No one indeed does worry, which is a high tribute to Secretary Ballinger's reputation for probity, good sense and broad-mindedness.

When Mr. Harriman could build into Central Oregon he would not. When Mr. Harriman would build into Central Oregon, he cannot—that is, if the Porter brothers can help it. But perhaps they cannot stop him, for Mr. Harriman moves fast when somebody else is after his lemon. And only then.

The pay of a locomotive engineer is large and is for skill, ability, decision and obedience. Why should a motor-man, whose load of human freight is of equal value, be compelled to work for half as much? Just so long there will be labor and consequent distress and cost of lives and money.

Of course the Summer has been a little cool and rainy, but you would have complained a lot also if it had been hot and dusty and smoky. Besides, just think how happy you are, and how glad you don't live in Mexico or Morocco, or Messina, or Barcelona.

Why go to those Indian reservations and take one chance of thirty of getting a good piece of land, or any piece, when you can remain in Oregon or Washington and can buy a little farm of your own? It is thirty chances in thirty for its being all right?

"Us for the Michigan cherry as against the insipid product from California," elegantly remarks the Chicago Tribune. That's what comes from never having eaten the real thing in cherries. Did the Tribune never hear of the Oregon cherry?

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FROM SHAW'S FORBIDDEN PLAY.

Satire on Relative Dangers of Child-birth and the Battlefield.

Again the censor has been outwitted. A few weeks ago he banned a play by Bernard Shaw which was to have been given by one of the suffragette societies for the purpose of raising funds for the campaign.

Tickets had been sold and rehearsals were in progress when word came from the censor's precincts that "Press Cuttings," the new comedy, was forbidden. However, neither Mr. Shaw nor the suffragettes were in the least disconcerted. A new play producing society was immediately formed called the Civic and Dramatic League. The subscriptions for membership were arranged at 10 and 5 shillings, according to the kind of member one wished to become, and under these auspices "Press Cuttings" had two matinee performances at the Court Theater and a plenty of money was made, thanks to the censor's advertisement.

Mr. Shaw's new farce proved to be less of a play than any of his others, being given with the epigrams and satirical hits at any and all phases of society which his followers expect from him.

The time of the play is three years hence; in the interval military conscription in England has been established. There are conscript districts, conscript regiments, conscript ports, conscript ministers, two types of anti-suffragists and a charwoman, who is the mouthpiece of women's grievances. She has grumbled about the commandant swearing at her and General Mitchener tries to pacify her wrath.

Mitchener—Why have you risked your life on eight battlefields, Mrs. Farrell, he has given sufficient proof of his self-control to be excused a little self-control.

Mrs. Farrell—Would you put up with bad language from me because I've risked my life eight times in child-birth?

Mitchener—My dear Mrs. Farrell, you surely would not compare a risk of that harmless domestic kind to the fearful risks of the battlefield?

Mrs. Farrell—I wouldn't compare risks run to bear livin' people into the world to risks run to blow them out of it. A mother's risk is fooly; a soldier's risk is nothin' but divilment.

Mitchener (nettled)—Let me tell you, Mrs. Farrell, that if the men did not fight, the women would have to do it themselves. We spare you that, at all events.

Mrs. Farrell—You can't help yourselves. If three-quarters of you were rich you could replace your men with the help of the other quarter. If three-quarters of you were killed how many people would there be in England in the next generation? If it wasn't for that, the men'd put the fighting on us, just as they put all the other drudgery on us. Would you go to bed and have twins?

Mitchener—Really, Mrs. Farrell, you must discuss these questions with a medical man. You make me blush, positively.

Mrs. Farrell (grumbling to herself)—A good job, too. If I could have made a mistake I wouldn't have had to risk my life so often. You "in your risks" in your bravery "in your self-control," indeed? "Why don't yer control yourself?" I says Mrs. Farrell. "It's agen my religion," he sez.

Later she says in speaking to her daughter, about to marry a duke's son: "Wait'll you're married, you'll see. I'll tell you, you'll find out that every woman's a charwoman from the day she's married."

On the German invasion scare: Balaquith—The Germans have laid down for me Dreadnoughts.

Mitchener—Then you must lay down 12 Balaquith—Oh, yes; it's easy to say that, but think of what they'll cost.

Mitchener—Think of what it would cost to be invaded by Germany with a fleet of 12 Balaquith—After all, why should the Germans invade us?

Mitchener—Why shouldn't they? What else has their army to do? What else are they building a navy for?

Balaquith—Well, we never think of invading Germany.

Mitchener—Yes, we do. I have thought of nothing else for the last ten years. Say what you will, Balaquith, the Germans have never recognized, and intend to recognize, the plain fact that the interests of the British Empire are paramount and that the command of the sea belongs to us.

Balaquith—But if they won't recognize it, what can I do?

Mitchener—Shoot them down.

Balaquith—I can't shoot them down. Mitchener—Yes, you can. You don't realize it, but if you fire a rifle into a German he drops just as surely as a rabbit does.

Balaquith—But, dash it all, man, a rabbit hasn't got a rifle and a German has. Suppose he shoots you down?

Mitchener—That's all right, Balaquith, but that consideration is what we call cowardice in the army. A soldier always assumes he is going to shoot, not to be shot.

Balaquith—(fuming up and forced to obey sulkily)—Oh, come! I like to hear you military people talking of cowardice. Why, you spend your life in an ecstasy of terror of imaginary invasions, and you believe you ever go to bed without looking under it for a burglar.

Mitchener (calmly)—A sensible precaution, Balaquith. I take it, and in consequence I've never been burgled.

Balaquith—Neither have I. Anyhow, don't you taunt me with cowardice. (He posts himself on the beach rug before Mitchener on his left.) I never had under the bed for a burglar. I'm not always looking under the nation's bed for an invader, and if it comes to fighting, I'm quite willing to fight without being three to one.

Mitchener—There are the romantic ravages of a plague, Balaquith, and in consequence you'll not deny that the absolute command of the sea is essential to our security.

Balaquith—The absolute command of the sea is essential to the security of the principality of Monaco. But Monaco isn't going to get it.

Mitchener—And consequently Monaco enjoys no security. What a frightful thing! How do the inhabitants sleep with the possibility of invasion, of bombardment, continually present to their minds? How do they have our English alumbars broken in the same way? Are we also to live without security?

Balaquith (dogmatically)—Yes. There's no such thing as security in the world, and never can be as long as men are mortal. England will be secure when England is dead, and the streets of London will be safe when there's no longer a man in her streets to be run over or a vehicle to run over him. When you military chaps ask for security you are crying for the moon.

Mitchener (very seriously)—Let me tell you, Balaquith, that in these days of aeroplanes and Zeppelins, alumbars the greatest of the moon is becoming one of the greatest importance. It will be reached at no distant date. Can you, as an Englishman, tamely contemplate the possibility of having to live under a German moon? The British flag must be planted there at all hazards.

CRUISE ON ASIATIC COAST.

Schree's Squadron to Sail for Five Months in Orient.

WASHINGTON, Aug. 2.—Admiral Schree's armored cruiser squadron of the Pacific fleet, eight vessels, will be absent from the United States on its coming cruise to Asiatic waters a little more than five months. It will visit Honolulu, Admiralty Islands, Manila, where the yearly target practice will be held, and the ports of Hongkong, Woosung, Kobe and Yokohama.

Only two vessels, however, will go to the Chinese and Japanese ports, except that the whole squadron will assemble at Yokohama, January 19, on which day it will start home, touching at Honolulu and reaching San Francisco February 15.

Leaving San Francisco September 5, the squadron will arrive in Honolulu September 11, where it will remain nearly a month. It will leave October 5 for Nares Harbor, Admiralty Islands, where it will arrive October 18, remaining six days and reaching Manila November 1 for a month's stay. Returning home, Honolulu will be reached February 1 for a week's stay.

BOY'S BIRTH INVESTIGATED.

Chinese Lad Detained at Seattle, Claims He Was Born in Oregon.

MARSHFIELD, Or., Aug. 2.—(Special.)—John B. Sawyer, state and federal inspector and acting immigration officer at Portland, arrived here today to investigate the claim of Fred Wing, a Chinese boy, aged 12, who claimed to be born in Seattle. Young Wing claims to have been born at Empire City, on Coos Bay, and to be the son of Tietie, a woman of the Chinese history of this city, and he went to China and wants to return here.

Mr. Sawyer is taking depositions of some of the old settlers who are familiar with the Chinese history of the place. Many years ago Tietie, the woman whom Wing claims is his mother, was married to a Chinaman who killed another Oriental in at of jealousy and was sent to the penitentiary.

MARHOFFER HITS THE CLATSOP.

Steam Schooner Collides With Dredge at Astoria.

ASTORIA, Or., Aug. 2.—(Special.)—The steam schooner J. Marhoffer, which crossed out Sunday evening for San Francisco, loaded 600,000 feet of lumber at Rainier. As the vessel was getting under way off the city front, after letting the river pilot off, she was caught by the strong current and bumped the dredge Clatsop, which was lying at her wharf, but did no damage. She then hit the light house on Columbia, smashing one of the latter's boats and denting the rail. After striking a wharf further down stream the Marhoffer proceeded to sea, so that it was supposed she was damaged materially.

The British ship Glenholm arrived in today after an uneventful trip from Honolulu. She will remain here at least three weeks before proceeding up the river.

ELECTION MAY BE INVALID.

Salem Votes Down Proposition to Spend \$17,000 for Parks.

SALEM, Or., Aug. 2.—(Special.)—Because of alleged illegal voting in at least one ward at the special election held today to vote on the proposition to bond the city for \$17,000 to buy 30 acres for park purposes on the Clatsop hill, friends of the proposition will contest the election and endeavor to have the question submitted again.

In one ward the inspectors did not understand that all qualified electors were qualified and they permitted only property-owners to cast ballots. The park plan lost, 235 to 281.

Use of the plan of \$50,000 to retire the city's funding bonds to that amount was carried almost unanimously, 425 to 65.

SKY VISITOR BURNS WOMAN.

Five-Pound Meteor Scorching Hot When Picked Up.

VANCOUVER, Wash., Aug. 2.—(Special.)—A meteor, weighing more than five pounds, fell on the ranch of Olof F. Shintoffer at La Center a few days ago and a piece of the meteor brought to the city today by Mr. Shintoffer, who is holding place of iron and the outer part of oxidized iron.

Mrs. Shintoffer, who was in the farmhouse at the time, heard a swishing noise, something tearing through the air, and there was the sound of something heavy striking the earth. She went out in the back yard and found a strange-looking piece of rock near the well. But when she went to pick it up she burned her hands, as it was still hot.

LUMBER BARK IN TROUBLE.

Loudenhill Puts Into Montevideo After Two of Crew Are Lost.

SEATTLE, Aug. 2.—A dispatch from Montevideo says the British bark Loudenhill, from Puget Sound, with lumber, has put in there leaking, and in need of repairs.

Members of the crew had been washed overboard and drowned and one of the officers injured in a severe storm.

Northwest People in East.

NEW YORK, Aug. 2.—(Special.)—Visitors from the Northwest registered at leading hotels today are:

From Portland: D. N. Twomer, C. Savage, at the St. Edward; J. E. Edward, at the Belvidere; A. Moeller, at the Seville.