LOCATIONS OF COMMERCIAL CENTERS

By A. A. Schenck, Member American Society of Civil Engineers.

The discussion regarding the proper location of commercial centers by The Oregonian and its correspondents is and will be of great value. There is an educational value in it for the general public. There is cash value in it for exporter, importer, wholesaler and retailer, for the professional man who chooses his sphere of activity in a town promising larger growth, rather than in a stationary town, and for almost every man, whether property holder or salaried worker. If one of the debaters is a resident and property owner in Seattle or Portland, or Spokane, or Tacoma, or Astoria, and favors the town of his choice, this preference is natural, and by no means fraudulent, or even "boomy" in itself. There are few residents in towns large or small west of the Mississippi that fail to feel this strong personal interest in the town of their choice. This mutual interest gives force to every effort for growth, results in combined action, good-fellowship, hopefulness and ambition. It is vastly better than the isolated selfishness of the individual, the isolated effort of the competitors in the older cities of the Atlantic territory. The rivalry of towns is like that of children seeking a rapid growth. Why not let it be a good-natured rivalry, with no charges of intended fraud? The debaters certainly are of a class and standing above such a thing. President Mellen, President Huntington, President Hammond, Major Sears, George F. Morrison, L. B. Seeley, are not men willfully to deceive and fraudulently to seek for the property of others. That they and others of high standing have confidence in diverse towns—Portland, Seattle, Astoria—should mean that others of less repute who have risked either professional or cash interests in the places under discussion are no less honorable in their advocacy of the favored town. If their belief is honest, their championship is not properly open to personal attack, however unwise it may appear. Why not remove from the investigation this personality of dishonest intent where honest belief is evident, and discuss the whole important question impartially and judicially? Portland has had no more important question, except Bryanism, before it for many years.

The contest is now on "between the inland seaport" and the "coast seaport." It is a contest involving more millions than many great trusts combined—perhaps than all. Millions and hundreds of millions may be wasted or usefully expended, according as the question may be decided rightly for an inland or a coast port. Portland's interest has already been to the extent of many hundreds of thousands. Such expenditures past, and possibly future, justify hard, careful study of this seaport question.

The advocates of an "inland seaport" justify their belief on one "immutable law," that commerce will come from the coast in to seek the producer. This assumes that the producer is "in." When commerce has run far "in" to find him, it may find him very much "out." The commerce that would now run far "in" to the producer or customer on the Atlantic side of our land, would violate the law of seeking the customer, by running past him. The following table shows what rich tonnage-producing areas lie near the coast which ocean vessels penetrating to the Great Lakes would ignore:

Road.	Through Tonnage.	Local. Tonnage.
Pennsylvania R. R.	2,196,804	35,909,336
New York Central	2,021,135	14,036,064
So on the Pacific Slope—		
Southern Pacific, Pacific system	738,214	4,949,142

The producer and customer are everywhere, on the coast as well as far inland. Penetrating inland merely into a body of land does not mean penetrating nearer to producer or customer. The theory of Portland and of Major Sears that ocean commerce must work as far inland as possible toward the producer or consumer would place commercial supremacy at Vancouver. As the Cascades are improved, this commercial supremacy would move to The Dalles. As the Columbia is improved at and above The Dalles, the supremacy would move up toward Lewiston or Spokane. As it moved up, it would split into as many splinters as a broom has straws. The producer and consumer are up the Willamette, the Snake, the North Fork. By the time it reached its goal or goals, it would be a much emaciated supremacy. The "immutable law" is as radiant as an exploding rocket, and about as enduring. Just at present, the producers and consumers are few in number along the North Pacific coast for several obvious reasons. The country has not been an easy one to subdue to agricultural condition. As land becomes scarce, this will be overcome. The raw products of this coast region have not been readily marketable or sought. Now its timber is in demand in the Middle West and in the trans-Pacific countries. Its coal is coming into demand. The coast producers and consumers are bound to multiply in number and in wealth. They will intercept commerce more each year. This may be in obedience to the "immutable law." It will probably be because they can lay first hands upon it—hands that will yearly grow increasingly strong in their grip.

Commercial supremacy depends on readiness of transportation and interchange. It will center at points where the greatest number of competing carriers of the greatest diversity of classes can all get together. It cannot be far inland, the great ocean carriers cannot go there. It could not well be 100 miles out to sea. The small inland water carriers and railway carriers could not go there. There is only one real, radical spot on earth where all classes of carriers can meet and exchange. This is a deepwater coast port. Here the deep ocean vessel, the light river craft, the railway car, the coasting schooner, can all come together and most cheaply and profitably interchange. The little craft of the Upper Columbia will one day be brought down the Columbia in immense tows of 30,000 tons and over. They will wish to deliver into vessels of 20 feet draft and over, with which small ocean vessels cannot possibly compete. These immense vessels and their increasingly rich corporate owners will demand that the railway train also come to them. The coasting vessels will deliver to these great ocean carriers and receive from them without having to journey 100 miles inland and back to the coast before beginning their coasting journey.

If the producer be the thing to be sought by "immutable law," let us see how this law should hold commercial supremacy and commercial vessels to the coast. Let us obey the law. Many years ago the coast commerce of the North Pacific had far surpassed its trans-oceanic traffic. It was half as great again as all of Portland's wheat shipments, 300,000 tons annually, as against 200,000 tons of Portland's wheat. Why run far inland, ignoring nearness to all these coastwise customers?

A glance at the map will show that the great commercial cities of the world have nearly all been within 100 miles of great oceans or lakes, except for "shut-in" nations like the Chinese, without ocean commerce. We repeat some figures showing how little inland penetration "toward producer" these cities have had, and how much their greatness has really been due to proximity to the ocean and to easy transportation.

Actual penetration inland from general coast line:

	Miles.		Miles.
Antwerp	35	Baltimore	90
Hamburg	25	Charleston	6
London	34	Savannah	12
Glasgow	22	New Orleans	—
Boston	10	San Francisco	—
New York	20	Portland	60
Philadelphia	30	Tacoma	35

These are beggarly figures of inland "penetration toward producer." To any one who has repeatedly traveled across our great Continent, the amount of penetration appears hardly skin deep, and the obedience to immutable law infinitesimal. Such of the towns named as are even a trifling distance inland were so located when water transportation was the only form of transportation, and when there were no railways readily to reach the coast.

Commodore Vanderbilt, with far-seeing shrewdness, consolidated the lines west of Albany, and then brought his tonnage down the deepwater at the coast, where coasting business, railways, great towage fleets of small boats, all could concentrate. A better channel existed 100 miles inland than Portland could secure with a thousand millions at the disposal of its Port of Portland Commission, yet the old Commodore ran past Albany, past Athens, the former shipping point; past Hudson, past Poughkeepsie, all towns of age, prestige and wealth; past where deep water for wharves and ships innumerable existed and town lots as innumerable were laid out to accommodate them. Steadfastly the Commodore brought his tonnage to the coast at New York; not an ocean vessel goes above New York, in spite of the deepwater channel, and the Commodore brought to his heirs wealth by the hundred millions, and to the country at large wealth by the thousand millions. Just such wealth is awaiting the O. R. & N. Co. stockholders and the Oregon and Washington country, as the Pacific develops and the railway lines reach to it. The Pennsylvania Railroad brought similar wealth to its stockholders by running past Philadelphia to New York, yet Philadelphia grows, in spite of its lost ocean tonnage. There are other causes of growth, such as manufactures, which tend to build up cities, and Philadelphia by these and its New York outlet has a foundation for prosperity better than most inland cities.

Portland has kept back from the coast west of it the tide of immigration. It has hindered the development of a rich coast country that would have attracted the attention of the world and the world's capital. The present struggle against a common point rate to the coast will not hold back the westward move of emigration and development. The country and the country's wealth, proportioned to Portland and Portland's wealth, has grown too great, vastly great, and cannot be held back by any one city or one corporation. New lines to the coast for railways will be formed by the north shore of the Columbia, from the Sound, from Southeastern Oregon. To our personal knowledge these routes have been closely examined and favorably regarded by experts employed by men who could buy out half of Portland. Such men do not hastily go into competing lines to reach an ocean port. When they do so reach out, they go to stay. If the flour of Oregon and Washington commerce cannot pass through Portland, it will flow around that city. It is beginning to do so now.

Referring more specifically to Major Sears' article in The Oregonian of November 4, it should be noted that the various societies are not cited as having indorsed the "immutable law." This law appears to have been presented to the American Geographical Society, the National Geographical Society, the Brooklyn Institute of Arts and Sciences, and the American Society of Civil Engineers, as a lecture, paper or communication. This presentation merely indicates the individual belief of the lecturer in this "immutable law," and his eagerness to spread his belief. Even had those societies indorsed the view, there is no evidence that their members knew as much about transportation as Messrs. Huntington, Mellen and Hammond. If we may be pardoned the reference, we would state that the engineering experience of Major Sears himself has not been so largely given to transportation or railway construction as to keep him closely up to date, and make him the best judge of such problems. On the Andes Range of South America, where his most prominent service has been, there is very little inland penetration from the west, because very little land to penetrate, and no penetration of commerce from the east, although much land capable of penetration. Major Sears' service on the streets of Portland, while increasing his enthusiasm for Portland, does not bring him amid railway affairs officially or in such a way as to give him his facts at first hand. The presentation of his paper on the "immutable law" to the American Society of Civil Engineers was prefixed with this proviso—"This society is not responsible, as a body, for the facts and opinions advanced in any of its publications." The secretary of the society asked me to prepare a counter paper for presentation. Pressure of engineering work prevented the writer doing so in time. The publishers of the Daily Astorian, without authorization of the writer, published this reply January 1, 1895, with some needless sensational headlines. What Major Sears goes over at this late date in his paragraphs of November 4, 1900, was treated fully in this answer to his paper before the American Society of Civil Engineers. The only exception is the one crumb of comfort which he finds in the 1900 census, that of Galveston and Houston. If Major Sears were better posted about some of the Galveston facts of commerce, even this slight comfort might vanish. We have conversed often and at great length with men directly interested in Galveston commerce. The failure of Galveston to develop more rapidly has much larger reasons than the petty inland penetration a short distance, hardly more than a day's walk, of Houston's tiny 12-foot waterway. At Galveston hundreds of carloads of grain have been rejected on arrival because of heating in that warm climate en route. Hundreds have been rejected because of the black weevil and maggot, both developed by warm climate. One man largely interested in grain and milling told the writer that he took two bushels of maggots out of 100 bushels of grain. Galveston also is both out of the direction of our country's largest tonnage movements, and it is without a radical system of feeders from the land or large river concentrating towards it. That it has advanced as it has in spite of these disadvantages, shows how powerful an influence is a seaward position near deep draught vessels, when reinforced by absolutely no local territory tributary, and with all its business run through its enemy's clutches at Houston.

The "immutable law" has failed to wipe Houston off its sand spit any more effectually than did the terrific tornado. Galveston in spite of the law and the tornado, is today shipping the largest cargoes in its history.

This question of Oregon's development through its seaports' development is not a matter of the coast line only, every resident inland is interested. The writer's holdings inland, some up the Willamette, some up the Columbia, some still further east, are jointly much more important than his coast holdings. The great territory tributary to the Columbia outlet includes most of them. The development of that outlet means as much or more to the faraway points than to the coast ones. There are hundreds and thousands of bona fide purchasers for cash, looking not for booms but for increasing rental values in Oregon. Just as the wheat-buyers and wholesale dealers of Portland, having bought the wheat and produce of the people, look for a profit and are able to hold for it, so many holders of unencumbered real estate are able to hold and intend to do so. Meantime they are paying good cash yearly into Oregon's public treasuries, more dollars than slip through the wheat-dealers' hands into these treasuries. They are the men who are providing the bulk of the funds for carrying on Oregon's government.

As for the common-point rate, this always becomes a charge against the longer of the systems reaching to competing points. The New York Central system the Pennsylvania system, the Baltimore & Ohio, are all systems composed of an aggregation of units, similar to those constituting the O. R. & N., Northern Pacific, Astoria & Columbia River line from the wheat fields to the coast. This line as a whole should justly carry the common point rate. The trouble is that foresight was lacking that failed to consolidate and build it into one control. Tacoma is the ultimate cause of the present unfortunate condition, which is preventing the O. R. & N. Co. from extending a common-point rate to the coast. When the project to force Tacoma to the front by a line across the mountains was under way, an expert was sent out, nominally to ascertain whether the Northern Pacific Company should hold onto the O. R. & N. Co., actually to condemn and lose it to the Northern Pacific Company, in favor of the mountain route. Thus the Northern Pacific Company, surrendered the most valuable line, most free from possible equal competitors, that ever existed on this continent. A draftsman detailed by the writer made up the plat of New Tacoma, but the writer took no lots in that projected town. On the contrary, he urged, when then holding not a foot of land in Western Oregon, the Columbia River route to Astoria, and spent a long time over his maps with the expert, detailing the exact road Hammond has since built.

This common-point rate is not viewed in the correct light by those opposing it. If the total of exports and imports is to remain stationary and also the profits made on the same from producer to ship, then the O. R. & N. Co. would be giving away just so much money as they might pay Mr. Hammond for his haul. Mr. Hammond is not asking this, as we understand it, he is not asking that the O. R. & N. Co. should have one dollar less of profit, on the contrary, more. The charge and the extension of the O. R. & N. Co. lines to the coast would bring profit to that company, over and above payments to Hammond. The Pennsylvania Railroad leased the Camden and Amboy lines (now the United Railroads of New Jersey) for 100 years, paid interest on bonds, guaranteed 10 per cent interest on stock, reduced the total charged to New York to less than its former terminus at Philadelphia, and came out of the transaction with enormous profits. The Baltimore & Ohio, the Lackawana, the Erie road, have all made similar absorptions, guarantees, reductions of rates and increases of profits. Such moves constitute the difference between a genuine railway manager and a mere arithmetician. Mr. Reid's arithmetic on this subject is better than his railway management.

A few words about Mr. Reid's alternate route. His failure and that of the Corey Bros. should have taught him what most of us who are engineers have learned on actual construction, the cost of supplies in a country bare of wagon roads and horse feed, forcing in horse feed on pack trails by pack animals, as a preliminary to moving any supplies or even to wagon road construction. Hammond was too shrewd to go into such a venturse as a first main line construction, on what may come later safely, when business has developed at the port. If he did not obey the "immutable law" of inland ports, he did obey the law of gravity, and prefer a water line to repeating over summits, for Portland's benefit, what Major Sears justly condemns for Tacoma.

Boone, Iowa.

A Suggestion as to Vice-Presidency.

PORTLAND, Nov. 17.—(To the Editor.)—It is said and believed by many that it is impossible to get a first-class man to accept the office of Vice-President, for the reason that he is completely shelved for four years, with no voice in Governmental affairs. Could this not be remedied by Congress creating another Cabinet position and make the Vice-President such Cabinet officer? Make him Secretary of the Department of Labor, Commerce and Immigration. Is there anything in the Constitution that would bar the Vice-President from holding such Cabinet position? The Vice-President then, by virtue of his office, would be president of the Senate and Secretary of the Department of Labor, Commerce and Immigration. When absent from the Senate, attending to the duties of the Cabinet office, the Senate would take care of itself through its president pro tem, as now. When there is a vacancy in the office of Vice-President the President could appoint another to hold the Cabinet position until the office of Vice-President is again filled, and the Senate would still care for itself until such vacancy ceased to exist.

It would take a first-class man to fill such a position and give him plenty to do. And the man that could fill it and give satisfaction to both capital and labor, the common carrier and shipper, would certainly be a strong and popular candidate before either a National convention or the people at the ballot box for the office of President. If such a course would not be unconstitutional, we believe Congress should do something in this direction. CABINET.

Books should be dusted with a piece of soft old silk, special care being taken that no dust gets into the pages. Fine leather bindings must be carefully handled, or they will scratch. B.

The Chinaman places his surname first, then his titles and lastly his "Christian" name.

VALLEY FORGE AS IT IS

THE PICTURESQUE PLACE SOON TO BE A PUBLIC PARK.

Auction Sale of Property Will Mark Beginning of New Order of Things —Now a Deserted Village.

At Valley Forge the Washington Inn and a number of dwelling-houses are to be sold at auction at the end of the month. These sales close a long chapter of decline in the history of the picturesque old village, and the friends of the place hope that the new chapter soon to begin will be one of prosperity. They have ground for their hope in the public park that will soon be established on the historic camp-grounds and in the trolley line that will run through Valley Forge, says the Philadelphia Record.

To the lover of old and picturesque things Valley Forge appeals. There are three mills long since deserted, falling into ruins. There are rows of deserted houses. In a clump of bushes some broken boats lie.

Two or three acres make a space sufficient to hold all that, to hold also the hotel, the two gray, empty street, and the "for sale or rent" signs of this tiny village. The place is steeped in an atmosphere unimaginably calm and still. A billygoat, the beard under his chin stuck full of burrs, loafs at the lonely corners where two streets meet, and if strangers happen along he will pursue them. A poet should be able to do good work here.

Nature has been very kind to Valley Forge. She shows her utmost beauty to the village. The airs that blow through it are clear and pure. The sky seems bluer there than elsewhere. A noble forest rises upon one side, and on the other flows the Schuylkill, a blue stream, winding between green banks. And thus inclosed by sky and stream and forest, the deserted mills, the deserted houses, the 'to let' signs, the hotel and the billygoat dream.

The history of Valley Forge, its rise, its fall and its expected second rise, may be gathered at the hotel, which Albin Shaw keeps. Its Revolutionary history, set forth in a familiar, colloquial way, may be gathered at the old Potts house, where Washington's headquarters were, and where E. R. Hampton is caretaker. Albin Shaw told all he knew of Valley Forge in the barroom of the hotel yesterday afternoon, and Benjamin Rossiter, a veteran of the Civil War, helped him out when his memory failed. Shaw darted into an inner room every little while and returned with armloads of relics—old lamps, hatchets, cannonballs, pieces of wood. Before he was done talking the bar was piled so high with these ancient things that only the top of the young man's head was visible behind them.

Many years ago, before Valley Forge had either name or being, certain adventurous and brave men settled there, built houses and began to till the soil. These were the families of the Potts, the Browns, the Stephens, the Havards, the Matsons, the Moores, the Morrises and the Wilkinsons. These families owned farms during the encampment of the Continental troops, and the descendants, very prosperous people, still own, in some cases, the same farms. Of the Stephens, the Moore and the Havard families this is true.

A Stephens, long before the Revolution, built a forge in the neighborhood. It was a power forge, and it was put up on the shore of Valley Creek. Stephens made merchant iron there, and Albin Shaw had a piece of the water wheel he used—a worm-eaten gray board, four or five yards long.

Albin brought the board from his archives yesterday and thumped it down on the bar with pride. He would not part with it, he says, at any price. A professor last Summer desired to buy it ardently. The grooves can still be seen in it where the water buckets hung, and its big-headed nails have the irregularity and roughness that give individuality and charm to all hand-made things. Those nails, says Benjamin Rossiter, are better than modern ones. They would split the mean wood which modern men use. From the forge upon Valley Creek it is easy to see how the name of Valley Forge was born.

The rise of Valley Forge was due to the building of three mills there. A big white mill on Valley Creek, with a kind of belfry like that upon a meeting-house, was built first. A brick mill, lower down the creek and nearer to the river, was built next, and afterward a shoddy mill was erected over against the railroad station. At the time when these three plants were running Valley Forge had over 500 inhabitants. It has now not more than 125. There was at one time, furthermore, a gun factory there, where flint-locked rifles and horse pistols were turned out.

The brick mill was kept by Nathan and Caleb Jones. They made flour in it until 1865, when Isaiah Knauer bought it and turned it into a paper mill. After some years John Pennypacker succeeded Isaiah Knauer, and he in his turn was succeeded by the American Pulp & Paper Company. This company enlarged the mill and began on a huge scale and with many flourishes to make paper by some strange process out of palm leaf. The palm-leaf paper was to have been a very wonderful and lucrative stuff, but it allowed, unfortunately, upon being made, certain imperfections—little glazed spots. The American Pulp & Paper Company tried earnestly to do away with the glazed spots, but it could not. Therefore they gave up the mill, which John Hay bought.

The place was run in turn then by Hay, by John Knapp & Co., and by Bauchmuller Bros., who made parchment paper. Eight years ago this last firm abandoned it, and it has been abandoned ever since. The wood of its doors and floors and window frames is rotting away; the window lights are all broken; weeds overgrow the yard. In the palmy days of the mill it ran night and day, employing 80 hands.

In the white mill with the belfry, woolens were made. Charles H. Rogers owned it, and Colonel Waters, who ran it first, made Kentucky jeans. James Ogden followed the military man, and he, too, made jeans, but lost money on them somehow, and failed. Then Joseph Shaw, Albin Shaw's father, took the place and manufactured jeans, doeskins and Government kerseys all through the war. He made a great deal of money, and, dying in 1864, he was succeeded by Isaac W. Smith, now of Bridgeport. Mr. Smith ran the mill very successfully till 1881. The rent he paid was $4000, and the landlord would not make the repairs that he desired. Therefore, he gave up the mill and built another one in Bridgeport, which, with his sons, he is now running. The white mill has been idle nearly 20 years. It, too, has a dismal, wretched look.

The shoddy mill was built in 1868, at the time when shoddy first began to be used in manufacturing, by Henry Arthur. At the death of Arthur, John Senior leased the mill and made blankets and yarn there. When his lease expired Senior went out of the business, and the place has now been empty for 25 years. The roof has fallen in, but the "to let" sign on the wall looks fresh and new.

Benjamin Rossiter, the Civil War veteran, has lived at Valley Forge 69 years. At Gettysburg a ball went clear through his body, but he is still a hale old man, with a good memory. He once knew, he says, a man of 81 years who remembered when the Valley Forge gun mill was in operation. It stood on the Chester County side of Valley Creek, and not a vestige of it now remains. Flintlocks were made at the mill, and George Pawling has one of them, with the mill's name cut on the stock. Mr. Rossiter's brother, P. K. Rossiter, has a smooth-bore rifle among his relics, which was also made at the mill. Mr. Rossiter says that the flame of patriotism burned strong in Valley Forge during the Civil War, and that 133 young men enlisted. The woolen mill, on this account, had to shut down.

After the closing of the factories that had brought prosperity to Valley Forge the hands who had lived there moved away. The little town does not expect ever to be a manufacturing center again, but since a public park is to be established on its historical campground, and since a trolley line is to run through it, Valley Forge hopes yet to be a more flourishing place than it was in the past. All its inhabitants have collections of Revolutionary relics, and the house where Washington's headquarters were is visited annually by 8000 tourists.

PRINCE HENRY OF MECKLENBURG-SCHWERIN.

THE AFFIANCED HUSBAND OF THE QUEEN OF HOLLAND.

Some interesting particulars of Queen Wilhelmina's courtship and betrothal are supplied by our Paris correspondent, says the London News. Although the Queen of the Netherlands made the acquaintance of the Grand Ducal family at Cannes, she did not, it appears, see her betrothed until she went last year to Berlin. She had heard a good deal about him from his sister-in-law, the Princess John, nee Saxe-Weimar, and daughter of the late Princess Pauline of the Netherlands, Duchess of Saxe-Weimar. The moment the Queen and Prince Henry saw each other they were mutually impressed, and so strongly that the Queen would hear of no other suitor. She pleaded "a cold" as excuse for not attending a dinner where she was to pass in review a number of aspirants. The Queen mother, seeing this, prudently curtailed the visit to Berlin. Inquiries were in due course set on foot about Prince Henry. All the reports received about him were favorable, and the Queen arranged to have opportunities to become better acquainted with him. Instead of coming to the exposition, she planned an excursion to Schwarzburg. Rooms were taken at a hotel in a picturesque site for the Queen, her mother and the Dowager Duchess, who was asked to be their guest.

Prince Henry was not disinclined to fall in with the little plan. He obtained a furlough to come to see his mother. He got up excursions to the show places in the Principality, and accompanied the two Queens in their walks, rides and drives. She was supremely happy in his company, and was sorry when it was time for the party to break up. As she was leaving she said to the Prince: "What a happy tour! I never spent such a happy time in my life, and I feel I owe so much to you." Correspondence followed, and one fine morning the Prime Minister was summoned by the Queen to Loo. She lost no time in informing him that she was engaged, and to whom. She said she hoped the Council would give its consent to the marriage she had decided upon. The Prince of Mecklenburg belonged to the oldest house in Germany, its international situation was high, it played no part in European politics, Prince Henry could play no part in German politics, his career had been highly honorable, and he was beloved in his family circle. "When you see him," added the Queen, "you will, I am sure, be of opinion that I could not make a better choice, whether for myself or my people."

IN THE SOCIAL WORLD

(Continued from Fifteenth Page.)

an institute held at the Monmouth College to pay a visit to the Oregon Agricultural College. They left Monmouth at 4 A. M. in order to attend our chapel exercises. They visited various recitations during the morning and departed on the afternoon train for Eugene. Professor Bishop occupies the chair of English and Professor Wann of mathematics in the State Normal School.

UNIVERSITY OF OREGON.

Henry Villard in the College Societies—Mr. McCamant's Lecture.

EUGENE, Or., Nov. 15.—During the past week the university flag has been at half-mast, in memory of Henry Villard, U. of O.'s best friend and benefactor. Unknown to most save as a portrait subject and the name of the largest hall, yet his generosity and kindly interest in education will always insure him a high place in the list of those who have helped our state. Suitable memorial exercises will soon testify the regard of Oregon's university for one who aided her with heart and hand in the days when aid was a vital necessity.

Another alumni has come to the front in Northwest affairs. Wallace Mount, '84, was elected a Judge of the Supreme Court of Washington on Tuesday last.

The Chemical Society has started a good year's work. At their meeting last Tuesday, B. S. Spencer, '01, was elected president; J. B. Winstanley, '04, vice-president, and B. B. Renshaw, '03, secretary-treasurer. Dr. Lachman gave a review of current events, and Mr. Stafford presented a paper on some experiments with liquid ammonia as a solvent. With the increasing importance of scientific study here, this society is taking a front place in college work.

The seminary in political science and history had a well-attended meeting last Wednesday evening. Professor Schafer gave an interesting account of history as a subject in American universities, dwelling more especially on the historical work at Harvard and Michigan. In the ensuing discussion, Dr. Strong, Professor Young and Dr. Sheldon told of the historical methods of study at Yale, Johns Hopkins and Stanford.

The first of the yearly series of lectures before the university was delivered last Tuesday evening by the Hon. Wallace McCamant, of Portland, who spoke on "The Influence of Slavery in American History." His careful treatment of this important subject was appreciated by a large and most attentive audience. The lecture itself was followed by an impromptu discussion, in which several took part. Mr. McCamant certainly set a high standard for his successors. It is to be hoped that the university will have other opportunities of enjoying his scholarly eloquence.

The literary societies still flourish. The Laureans spent the last meeting in electing officers. The Philologians debated the income tax, and received several new members. The Eutaxians, lacking a rival, have divided the society into two factions, to render the pursuit of new members more interesting and effective.

The U. O. defeat at the hands of Stanford is surprising only as revealing the Cardinal's unusual strength. Knowing they did their very best, the university is proud of its over-matched eleven, and willing to wait the day when Oregon's growth shall put her level with the older colleges of the South. The freshman eleven are training hard for November 24, when the '04 players meet the boys of the Portland Academy. Fred Edwards, last year's 'varsity quarter-back, has the newcomers in hand, and rather expects them to do something for the university.

WHY THE SHORT VOTE?

Republican Apathy a Menace to Party Success.

ASHLAND, Or., Nov. 15.—(To the Editor.)—The pride of a partisan in a political victory for a great principle is commendable. I will, therefore, I am sure, be pardoned in calling attention to the victory of the Republican party in Jackson County, and particularly to that section which, four years ago, was embraced in North, West, and South Ashland precincts.

In 1896 the territory mentioned gave McKinley 26 plurality. In the election just terminated, the same territory gave McKinley 240 plurality. The new arrangement of precincts in the county makes it difficult to show the relative per cent of gain in all precincts where gains were made.

The total vote of Jackson County in 1896 was 3798. The total vote of Jackson County in 1900 is 3062. These figures are taken from the published accounts of the votes of the respective years, and bear a significance that ought not to be disregarded. Four years ago, Bryan's majority in Jackson County over all was 906, his plurality over McKinley was 356; McKinley's majority this year over Bryan is 50. There were 746 votes less this year than were cast four years ago, yet the registration prior to the June election was practically 4000, and if we count anything for increase of voters since registration, there were approximately one-fourth of the voters of the county who did not approach the polls on election day.

There must be some reason for this apparent apathy. Is it apathy, or what is it? It is true that Republicans were confident that Oregon was safe anyway, and by this assurance tried to justify their lack of enthusiasm either in taking part in public meetings or contributing money to carry on a campaign. It was noticeable, too, that those whose business had so greatly improved in the past four years as logically to make them most interested in continuing the Administration of honest government and sound money, were the least inclined to contribute either in time or money to that end. It is too true to admit denial that when all street corners and vacant goods boxes are appropriated by hungry, idle men, talking hard-times politics, as they were four years ago, the result will be felt at the polls as it was then. It is equally true that when everybody is busy, street corners and goods boxes get a rest during political campaigns, and the result will be observable by a short vote, as in 1900. It is true, too, that Bryan's followers of four years ago generally conceded Oregon at this time to McKinley, and for that reason were not willing to spend much time or money with no prospect of gain; their reason was far more logical than that of "McKinley men" who were too busy "making hay" to spend time or money in preparing for another crop. The short vote was not wholly due to stay-at-home Democrats. Many Republicans had "no time to spare" from their rushing business, and many Democrats secretly wished for McKinley's election. Bryan has learned that the appeal to prejudice and discontent will bring those affected by such a cry to the polls, while the soothing balm of prosperity and contentment fails in its appeal to draw men from their occupations, and on this latter occasion there were too many afflicted with prosperity and who were satisfied to let well enough alone; hence the short vote. Here lies the danger to the Republican party. Any party is in the greatest danger when enjoying its greatest success. At such times, men unconsciously follow that old injunction of Scripture, "Think not of the morrow, what ye shall eat nor wherewithal ye shall be clothed, for sufficient unto the day is the evil thereof."

If Bryan will allow his mouth to run down so that the greater men of the Democratic party may have a chance to think and work for four years more, some of our patriotic (?) Republicans who are too busy to spend any time in politics are liable to wake up after the next election surprised that the "thing was loaded." The indications already are unmistakable that there will be a more rational effort on the part of Democracy four years hence than for many years past. The next four years will be the "time of peace in which to prepare for war." If, however, continued prosperity shall emphasize political apathy on the part of the Republicans, a full vote may be expected to change rejoicing to the other side of the house.

C. B. WATSON.

SMITH FINED HIMSELF.

Being Drunk and Disorderly, He Imposed His Own Penalty.

PORTLAND, Nov. 17.—(To the Editor.)—Apropos of the dispatch from Salem in yesterday's Oregonian, stating that the City Recorder of Salem had fined himself $1 for transgressing a city ordinance, the full limit in such cases, I desire to state that this is not the first event of the kind in this state. Many years ago, when the town of Umatilla was the county seat of Umatilla County, the Recorder, a prominent lawyer of that day, and who later on occupied a high place in the judiciary of the state—we will call him Mr. Smith—went off one night with a lot of other lawyers on a "high old time," contrary to town law provided in such cases. Getting straightened up by the afternoon of next day in time to dispose of the usual gist of disorderlies, so frequent in that place during the heyday of its existence, as the most prominent shipping point east of the Cascade Mountains, Recorder Smith took his station with stern demeanor, prepared to administer even and exact justice to all offenders. Rapping loudly upon the table serving as a bar, he said:

"Smith, where were you last night—were you not violating the laws of this municipality?"

Smith—I was, your honor.

Recorder—So you plead guilty, then?

Smith—I do, your honor.

Recorder—Then I fine you $20.

Whereupon Recorder Smith laid a $20 piece upon the table. Proceeding, he said: "Mr. Jones, were you not drunk and disorderly last night?"

Jones—I was, your honor.

Recorder—Then I fine you $10.

And so on through with the lawyers, Brown, Rogers and Thomas, each paying a fine of $10.

Another anecdote of one of the early Eastern Oregon courts may not be amiss here, since one of the above lawyers was on the bench.

An Irishman was arraigned for stealing a coat. After the usual preliminaries, he appeared before the Judge for sentence, who asked him if he had anything to say for himself and how he came to commit the theft.

Irishman—I have something to say, may it plaze yer honor. It was this way: I hed a bad cold and told the docther about it. He said I ought ter take somethin'; and may it plaze yer honor, I thought the best thing I could take wud be an overcoat.

The wit of the fellow saved the fine, $100, and he was discharged.

GEORGE H. HIMES.

If the sun were suddenly extinguished we should not be aware of the fact for eight minutes and eighteen seconds.

NEW TODAY.

FOR A BARGAIN HUNTER.

Two full lots, corner of Knott and Kerby sts., Albina, with two double tenement houses, for $1200; small amount expended in repairs would make a fine-paying investment. See owner, 312 Commercial block.

$3500 NOW IS THE TIME TO BUY a suburban home on the Section Line road, near the Mount Tabor reservoir; 5 acres in cultivation; bearing fruit trees and choice variety small fruits and grapes; large house, cost over $2500. W. G. Beck, 321 Morrison.

BUTTER!

Best creamery butter ..... 50c and 55c
Creamery butter ..... 45c and 50c
Dairy butter ..... 40c and 45c
2 dozen eggs for 65c
Sugar-cured hams 11½c
Best side bacon, smoked 10c
Chickens, yellow-legged ones 35c
All goods retailed at wholesale prices.
LA GRANDE CREAMERY, 264 Yamhill.

Sale of Stocks Guaranteed.

Companies, corporations or individuals having property for sale will do well to call on or write us. We make a specialty of selling mining stock, railroad stock, irrigating companies' stock; in fact, all legitimate stock and investments are guaranteed the purchaser from loss; therefore we have no trouble in selling stocks or other property under our plan.

Northwestern Guarantee Co.
Moro, Or., or 110 First st., Portland.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Nov. 17.—6 P. M.—Maximum temperature, 52; minimum temperature, 40; river reading at 11 A. M., 3.4 feet; change in the past 24 hours, 0.2 foot; total precipitation, 5 P. M. to 5 P. M., 0.22 inch; total precipitation since Sept. 1, 1900, 7.00 inches; normal precipitation since Sept. 1, 1900, 8.87 inches; deficiency, 1.27 inches; total sunshine Nov. 16, 1:01; possible sunshine Nov. 16, 9:24.

Pacific Coast Weather.

STATIONS.	Max. Temp.	Rain last 12 hours	Wind. Velocity	Wind. Direction	State of Weather
Astoria	44	0.20	20	SW	Raining
Baker City	48	0.06	12	S	Raining
Bismarck	20	0.04	12	N	Cloudy
Boise	36	*	8	SE	Cloudy
Eureka	60	0.16	**	SW	Cloudy
Helena	16	*	6	W	Pt. cloudy
Neah Bay	36	0.04	12	E	Snowing
Pocatello	50	0.60	14	SE	Cloudy
Portland	53	0.11	12	S	Cloudy
Red Bluff	56	0.06	6	SE	Cloudy
Roseburg	50	0.08	**	NW	Raining
Sacramento	62	*	6	S	Pt. cloudy
Salt Lake	52	0.28	**	N	Raining
Spokane	32	0.40	14	SE	Snowing
Seattle	41	0.20	**	SE	Cloudy
Walla Walla	62	0.22	8	SE	Cloudy

*Trace. **Light.

WEATHER CONDITIONS.

The storm off the Washington Coast is diminishing in intensity, and no high winds were reported today from the Weather Bureau stations in the North Pacific States. Unusually cold weather has overspread Oregon and Washington during the last 12 hours, and the temperatures are now from 10 to 20 deg. lower than they were yesterday at the same time. General rains have fallen in all the Pacific Coast States, and in the northern portion of Washington the rain turned to snow, which was falling at 7 P. M., from Neah Bay east to Spokane. Four inches fell at Spokane, and lesser amounts farther west. The indications are for continued cool weather, with rain, over the western, and snow over the eastern portions of the North Pacific States Sunday.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Sunday, Nov. 18:

Portland and vicinity—Occasional rain; continued cool; brisk southwesterly winds.

Oregon—Occasional rain in west, with snow in east portion; cooler in east portion; brisk southwesterly winds, continuing high along the coast.

Washington—Occasional rain in west, with snow in east portion; warmer in extreme northwest portion and cooler in southeast portion; fresh to brisk southerly winds, continuing high along the coast.

Idaho—Rain in south, possibly turning to snow; snow in north portion; cooler in south portion; fresh to brisk southeasterly winds.

AMUSEMENTS.

FREDERICKSBURG—SEVENTH AND ALDER STS.

ALL NEW PEOPLE.
ALL NEW PEOPLE.
ALL NEW PEOPLE.

THE ROUSELLES, Aerial Act.
ROJETTO & LA JESS, Acrobats, Gymnasts, Contortionists.
FOUR PRINCES, Comedians.
MARIE D. WOOD, California Nightingale.
ADMISSION FREE.

MEETING NOTICES.

GENERAL RELIEF COMMITTEE, I. O. O. F.—Special meeting Sunday at 1 o'clock P. M., to attend the funeral of our deceased brother, Clark M. Lyon, of Sidney Lodge, No. 60, I. O. O. F., Sidney, O. Funeral from residence, 74 Union avenue, North. Interment in Lone Fir cemetery. All Odd Fellows are invited.
HENRY BRO