FOREIGN STEAMER TRADE

TWENTY-SIX BIG CARRIERS HAVE ENTERED SINCE JANUARY 1.

Combined Carrying Capacity Nearly 150,000 Tons—Argus Has Sailed From San Francisco.

The Norwegian steamship Thyra, which has been in the Government transport service for several months, arrived at Astoria yesterday morning, and after a short stay at quarantine, proceeded up the river. She brings 237 passengers, nearly all of them returning volunteer infantrymen. The officers on board were Captain D. F. Allen, Captain Ross A. Nichols, First Lieutenant A. J. Brown, Second Lieutenant A. C. Davis, First Lieutenant S. Friedman and Captain W. G. Fleischhauer. The present trip of the Thyra will be her last in the Government service, and she will probably drift back into the merchant service. The arrival of the Thyra makes a total of 26 foreign steamers entering at this port in the first six months of the year.

This average of a steamer a week would not seem so remarkable, were it not for the fact that the business has all developed within the past five years; in fact, it was of insignificant proportions until within the past three years. For the first six months of 1896 the foreign steamship arrivals at Portland were confined to one trip each by the Islander and Danube, small vessels which ran as feeders to the Canadian Pacific line from Vancouver to the Orient. In 1896 the Oregon-Asiatic line started operations, and for the six months we averaged a steamer a month, the largest of the fleet having about one-half the capacity of the mammoth liners of the Portland & Asiatic Company, which are now on the route. The number did not increase in 1897, but a year later a fleet of 14 foreign steamers entered for the first six months of 1898. In 1899 the number dropped back to seven from January 1 to July 1, but along in the Fall of that year the business began picking up and it has steadily increased since. For the first six months of 1900 16 of the ocean tramps came to Portland for cargoes, and there has been a steady increase in the business since. The fleet arriving at Portland between January 1 and July 1, 1901, with the carrying capacity, is as follows:

Name—	Tons.
British steamer Kaisow	5,500
British steamer Robert Adamson	5,000
British steamer Strathgyle	8,000
German steamer Milos	4,000
German steamer Eva	6,000
American steamr Argyll	4,500
British stamer Condor	5,000
British steamer Buckingham	5,500
British steamer Almond Branch	6,000
Norwegian steamer Skarpsno	3,000
Dutch steamer Wilhelmina	6,500
British steamer Goodwin	6,500
British steamer Kintuck	6,500
Norwegian steamer Universe	4,500
British steamer Norman Isles	6,000
British steamer St. Bede	6,500
British steamer Monmouthshire	4,000
British steamer Adato	6,000
British steamer Wardfield	5,000
British steamer Indavelli	8,000
Norwegian steamer Tyr	3,500
British steamer Oopack	5,500
British steamer Indrapura	8,000
British steamer Palatinia	6,000
British steamer Knight Companion	7,000
Norwegian steamer Thyra	6,000
Total	147,500
Average per cargo, tons	5,673

Nearly all of these steamers loaded exclusively with Oregon products, there being but a trifling amount of Eastern freight forwarded on any of them. Lumber, flour and wheat made up the principal portion of their cargoes, but they also took considerable quantities of paper, beer, butter, dried and canned fruits, hops, etc. The fleet cleared for Vladivostock, Port Arthur, Hong Kong, Shanghai, Taku, Yokohama, Manila, Callao, Talcuahano and for Fort Vincent for orders. There is every reason to believe that the fleet for the remainder of the year will be fully as large as that which has entered for the first six months.

STEAMER ASHORE.

Every Effort to Float the Ship Has Been Futile—No Lives Lost.

ST. JOHN, N. B., June 29.—The Anchor Line steamer Armenia, on her way to St. John from New York, went ashore in a fog this morning on Nigger Head, about seven miles from this point, and hopes of saving the vessel are about abandoned. Tugs sent to the Armenia's rescue made every effort to move the steamer, but met with failure, and the attempt was given up, the crew being taken on board of one of the tugs and brought to this city. The falling tide caused the steamer to careen, and she now lies on her side, the water running into her hold, and with the outlook that at high tide she will be totally submerged. The Armenia was in ballast and was coming here to load lumber. She is 2218 tons register, and was under command of Captain J. W. Shanklin.

ARGUS AGAIN EN ROUTE.

Rotterdam Cargo Ship Sailed From Honolulu Twelve Days Ago.

The British ship Argus, which loaded at Bremen and Rotterdam for this port toward the close of the last century, is in a fair way to reach here next month. She sailed from Bremen January 3, and after a long passage reached Honolulu May 20. She discharged a portion of her cargo at the island port, and advices received yesterday state that she sailed for Portland June 18. The passage from Honolulu varies all the way from 10 days to 10 weeks, and at this time of year is generally about a month. The Argus comes to Balfour, Guthrie & Co. with general cargo and is under charter to load outward with wheat as soon as her inward cargo is discharged.

MORGAN AND GRISCOM.

Report That the Millionaires Will Form Shipping Trust.

LONDON, June 29.—The Daily Express claims to have it at first hand that the forming of a Pan-American shipping company will be discussed in detail by J. P. Morgan, President Griscom, of the American line, and President Baker, of the Atlantic transport line, during their voyage to New York on the Deutschland. Mr. Morgan is convinced, the Express asserts, that a nation's merchant marine, like its navy, should be under one hand.

Potter's First Trip.

The steamer T. J. Potter got away on her first trip of the season yesterday afternoon, and in spite of the unfavorable weather carried a pretty fair crowd of seasiders. The most of the younger members of the seasiders prefer to remain in the city until after the Fourth of July, and for this reason the heaviest travel does not set in until after that date. The Potter, with her new equipment, and elegant furnishings, is by far the handsomest boat that ever ran on the seaside route, and will materially aid in making North Beach more popular than ever.

Fuerst Bismarck Disabled.

NEW YORK, June 29.—The Hamburg-American line steamer Fuerst Bismarck arrived today from Hamburg, Southampton and Cherbourg, about two hours behind her usual time of arrival, the delay being caused by the breaking of the crankshaft of the starboard engine June 25. The accident will not delay the steamer from sailing on her regular trip July 4. The Bismarck brought 269 cabin and 321 steerage passengers.

Steamer Iralda Sold.

CASCADE LOCKS, June 29.—The steamer Iralda, which was owned by the Regulator line, has changed hands and will go to Portland to be operated between that city and Rainier. The Regulator people are extremely reticent as to who the purchaser is, and the consideration, but it is thought her new owner is either W. E. Newsome, her former owner, or the Kellogg, Kamm & Shaver combine.

Hamburg-American Liner Ashore.

NEW YORK, June 29.—A dispatch from Halifax to the Evening World reports that the steamer Armenia went ashore about nine miles below St. John, N. B., at 10 o'clock this morning. The Armenia, of the Hamburg-American line, sailed from Philadelphia last Wednesday, bound for St. John.

Domestic and Foreign Ports.

ASTORIA, June 29.—Arrived at 8:50 A. M. and left up at 12:30 P. M.—Norwegian steamer Thyra, from Manila. Arrived at 6 P. M. and left up—Steamer Geo. W. Elder, from San Francisco. Condition of the bar at 5 P. M., smooth; wind, northwest; raining.

Tacoma, June 28.—Sailed—Ship Lyderborn, for Queenstown.

Port Townsend—Arrived June 28—Steamer Ludlow, from San Pedro.

Seattle—Arrived June 28—Steamer Oregon, from Nome.

San Francisco, June 29.—Arrived—Steamer Columbia, from Portland; steamer Arcata, from Coos Bay. Sailed—Steamer San Mateo, for Nanaimo; ship S. D. Carleton, for Tacoma; steamer Alliance, for Portland.

New York, June 29—Arrived—Fuerst Bismarck, from Hamburg; Pretoria, from Hamburg.

Cape Nome—Arrived June 20—Steamer Valencia, from Seattle; June 18, steamer Centennial, from Seattle. Sailed June 16—Steamer Senator, for St. Michael; June 19, steamer Humboldt, for Seattle; June 18, steamer Portland, for St. Michael; June 19, steamer Conemaugh, for St. Michael; steamer Charles D. Lane was spoken June 13 by steamer Oregon in Unimak Pass, from Seattle for Nome.

Antwerp, June 28.—Sailed—Friesland, for New York.

Havre, June 29.—Sailed—La Normandie, for New York.

Liverpool, June 29.—Sailed—Campania, for New York.

Cherbourg, June 29.—Sailed—St. Paul, from Southampton for New York.

Hong Kong, June 29.—Arrived previously—America Maru, from San Francisco via Honolulu and Yokahama.

Yokahama, June 29.—Arrived previously—City of Pekin, from San Francisco via Honolulu for Hong Kong; Olympia, from Tacoma for Hong Kong.

New York, June 29.—Arrived—Etruria, from Liverpool. Sailed—Amsterdam, Rotterdam; State of Nebraska, for Glasgow; City of Rome, for Greenock; Lucania, for Liverpool; Werra, for Naples; Pennsylvania, for Hamburg; Minnehaha, for London.

Isle of Wight, June 29.—Passed—Teenkai, for Tacoma via Manila, for ——.

London, June 28.—Arrived—Northeastern, from Chicago and Montreal. Sailed June 29—Minneapolis, for New York.

Queenstown, June 29.—Arrived—Umbria, from New York for Liverpool.

Hamburg, June 29.—Arrived—Auguste Victoria, from New York.

Cherbourg, June 29.—Arrived—Grosser Kurfurst, from New York for Bremen.

COLORED MYSTIC SHRINERS

Consistory and Temple Was Organized in Portland Last Week.

The colored Masons of Portland have now a consistory and temple of the Mystic Shrine of Nobles. The better part of last week was consumed in setting up the consistory and temple. Twenty nobles had their feet badly burned with the hot sands of the desert. These nobles were led over the desert by Illustrious J. P. Ball, Sr., 33, imperial deputy potentate of this district, assisted by Illustrious Gideon S. Bailey, 33, deputy commander, and Illustrious J. E. Hawkins, 33, of Seattle, Wash. Following is a list of the membership of the Mystic Shrine: T. D. Thomas, J. C. Logan, 32d; W. L. B. Plummer, 33d; Thomas Johnson, A. B. Glaze, A. A. Foster, H. Sproull, Sim Reddy, William Olfin, G. J. Gardner, L. A. Goodwin, J. W. Payne, I. L. Burnett, A. D. Griffin, H. F. Taylor, V. G. Morris, R. A. Logan, G. N. White, G. L. Joell, G. E. Freeman—all 32d.

Thursday night Enterprise Lodge, No. 47, gave a banquet to the visitors from Seattle in G. A. R. Hall. A large number turned out, and the affair was an enjoyable one. COM.

CINCINNATI, DETROIT AND BUFFALO.

July 1, 2 and 3 are dates for sale of round-trip tickets to above points. Rates greatly reduced. Full information at O. R. & N. ticket office, Third and Washington.

Joe Meek.

PORTLAND, June 29.—(To the Editor.)—When did Joe Meek die and where is he buried? SUBSCRIBER.

June 29, 1875. He is buried in the cemetery of the Tualatin Plains Church, Washington County.

AMERICANS ARE THE BEST

ENVIABLE RECORD OF OUR SOLDIERS IN CHINA.

They Were as Well the Best Fed and Clothed of Any of the Allied Troops.

WASHINGTON, June 25.—There have been many comparisons made regarding the different troops that landed on Chinese soil and marched to Pekin to protect the legations and put an end to the Boxer movement. Nearly all the stories have been gratifying to the Americans. Naturally we expected our troops to be the best, and reports have all confirmed that belief. The following is an account written by Thomas Franklin, First Lieutenant of the Twenty-third Infantry, but a Captain and Commissary of Volunteers and taken to China because of his well-known ability. He says:

"I have the honor to render the following report of my observations in China recently. As there is no doubt in my mind that the American soldier was the best fighting man of all the allies, I shall only draw comparisons, from which we can benefit, I believe, between his needs and supplies and those of his quondam friends. In the first place, he required more and better food than they, and he got it. This fact astonished the European troops above all else. A British officer said to me: 'How often do you give your men this excellent bacon?' 'Twenty-one times a week if they want it,' said I, and he didn't believe me. But while our food and other supplies were infinitely more generous in quantity and quality than that of the others, it was not packed with the same scrupulous care for safe carriage and quick handling. In this particular the Japanese and British were without rivals. The Japanese allowed few packages to exceed 100 pounds in weight, or about three cubic feet in volume. All boxes generally, except ammunition cases, etc., were covered with rice straw matting neatly sewed with the same material at the corners, and tied in two directions with a rope or braid of the same. Sacks were also protected with a like outer covering. This material is light, strong and very elastic, and protected the inner case or sack so thoroughly that their loss from broken packages was practically nil. Then also the small size and moderate weight of the packages permitted of rapid handling, and, whether it was at the transport's side, 12 miles off shore in a heavy swell, unloading from lighters to wharf or rail at Tongku or Tien Tsin, or from little river junks to store-piles or wagon or pack trains at Tung Chow, it aroused the envy of an American quartermaster to see the rapidity with which these homogenous packages were handled. They fitted the coolie laborer and the coolie fitted them exactly, for everything is carried on head and shoulders. Contrast this with a case of stationery, weight 600 pounds, put up in a thin, flimsy, white pine case, and which from rough handling and its own weakness has come to pieces in the bottom of a junk. Think of the time and stores lost in repacking, for the coolie never fails to steal, even if he knows that the bamboo and the loss of his much-prized queue is the inevitable result of detection! It's a gamble with the coolie, be he Chinaman, Japanese or festive Filipino, and they are all gamblers. If this particular case had been put up in six 100-pound boxes, they would have arrived in good order, and have been unloaded in a tithe of the time.

How Goods Are Packed.

"The British (Indian army) practice is much the same. Small, uniform packages, with a heavy jute sacking instead of the Jap rice-straw matting. One hundred and sixty pounds is the load for their pack mules, hence, as their transportation was nearly all pack trains, their packages averaged about 80 pounds. The Russians did not seem to have much of any stores except a liberal supply of ammunition, which, as was the practice of all the powers, was put up in small, neat, strong packages of about 80 pounds. The French—that is, those who came at first, viz: marine infantry, I believe, from Tonkin, had a miscellaneous collection of stores of all shapes and sizes, seemed to have been purchased for the occasion in various East Asian ports, judging from the marks upon them. The troops who came later had regular supplies, generally nicely packed, but not with the same care as those of the British and Japs. They also had some mean packages to transport, viz: claret casks of great size and weight. It was a common occurrence for the monotony of our teamsters' life to be broken by the sight of an obstinate Chinese mule, an irate Frenchman and an overturned Pekin cart with its load of one wine cask at the bottom of some gully. The foregoing remarks apply to the Italians and Austrians as well. The Germans were as bad as ourselves. They had their stores in big, flimsy cases, and in consequence I saw many broken at every shipping point. As they had little or no transportation except what they slowly gathered in the country, they were put to much trouble in trying to make a four-foot box fit a three-foot cart.

"As a rule, our subsistence stores were very well packed in strong cases of moderate weight and volume. Sacks were all double sacked and were quite strong enough. Quartermaster's supplies, as a rule, were poorly put up, cases too large and much too heavy. More proportionate breakage of cases occurred in this class than any other. Then, too, the cases should be made with reference to fitting an escort wagon. Most all of the ordinance stores were put up in very bulky and heavy packages. I remember several cases of powder that weighed 400 pounds net, and it took all the coolies that could crowd around it to lift it into a wagon. A 100-pound case would have been much better. Medical supplies were better put up as regards weight and volume, but many cases were of too flimsy material to withstand the hard usage of such long and complex transportation.

Americans Had Best Food.

"Reverting once more to the food question, in my mind there were none who had as excellent or abundant a supply as the Americans. The Japs had rice, bread, dried fish and tea, which they supplemented by the use of the sheep and cattle the country produced. They also had American canned meats, but they were not used with impunity, seemed to be more of the nature of a special or emergency article of their diet. The British white troops had a ration similar to ours in quality and quantity, but not so varied or flexible. They used tea instead of coffee. The British Indian troops had about three-quarters of a pound of atta or flour, about one pound of rice, one gill of ghee or vegetable oil, salt, and once a week a pound of fresh meat, bone and all. The sikhs used only mutton or goat, but the Mohammedans ate everything except pork. The Russians had little besides a black bread and soup. They were given quarter-pound cans of some kind of meat preparation at intervals, much in the same manner as the Japs used American meats. They had the finest cooking arrangement, though, of any. Upon a springless carriage was mounted an iron furnace under a semi-spherical boiler, water-jacketed. The boiler was fitted with a tight-fitting cover and the whole was very strongly and compactly built. Into this they put all the materials for a soup or stew that they possessed—and nothing came amiss—screwed down the cover, lit the fire, and away went this perambulating soup tureen with its company. When they made camp, all they had to do was "Stack arms!" and then march past the soup machine, the cook opening a faucet, and each man received his ration of hot, well-cooked, thick soup; the assistant cook in the meantime was chopping up a loaf of black bread with an axe and each man got a liberal chunk. I tasted this bread several times and it did not improve upon acquaintance. It seemed to have been made of equal parts of bran, sand, sawdust, and was sour besides. This was an ideal and an economical way to prepare soldiers' food, but I am afraid soup three times a day is too much of a steady diet for the American to adopt. The Russians thrived on this, for they looked hearty and strong, but I do not believe they know the use of either toilet paper or a tooth brush.

The Cleanest Camps.

The Americans kept the best policed and cleanest camps, all garbage was religiously removed and buried in pits at some distance, rears were invariably established promptly and limed or covered with dry earth daily. In fact, there was no fault to be found as regards sanitation, and I believe it is a second nature with the regular soldier to be clean and to make others do the same. Anyway, they made life a burden to the Chinamen by insisting on "John" cleaning out his streets and houses, which, judging from their condition, I don't believe had been done since the visit of Marco Polo, at least.

The British kept fairly clean camps, but they seemed to do it by spasms. Let it get dirty and then turn out about 1000 coolies and do a week's cleaning in two hours.

The Japanese kept their immediate quarters clean, but were not at all particular of their environs. The camps of the Russians and French were plainly perceptible by the olfactory nerves even at some distance. Although they established rears in their permanent camps, their condition was frightful, and but little attention was paid to camp sanitation. Had it not been for the cool weather that came in September, I think they would have had trouble with sickness from this cause. The Germans kept their camps clean, and seemed to thoroughly understand the value of sanitation. They had stringent rules regarding the care of the health of their men, but had the biggest sick report, I believe, of any, mostly diarrhoea, dysentery and some typhoid, I believe. This is surprising in view of the care they took.

In transportation none of the allies could touch the Americans. Our amount was limited at first, but this was soon supplied. Although we had only escort wagons their size and the amount they hauled surprised the foreigners, and when we told them that these were our light wagons, sent because of the anticipated difficulty of Chinese roads, and that at home we habitually used a much larger, stronger wagon, hauled by six mules and driven by one man with a single line, they listened politely, but didn't believe it. Our wagons were habitually loaded with from 3500 to 4000 pounds, according to the condition of the road. But even on the days when the other nations stopped their trains because of the mud, ours went through on schedule time. With our system one man cared for four mules, and each mule hauled from 700 to 1000 pounds of stores. With the cart systems of the others, this never exceeded 500 pounds per animal, and each animal required one man to care for him. Our pack trains also surprised them a great deal. The system of putting the loads on so that they stayed there until unlashed was something new, the "diamond hitch" being indeed a mystery to them. Then, too, the speed at which they traveled and the small number of men required to pack and drive the train was equally surprising. But the one thing that excited the most comment was the manner in which the mules followed the bellmare. How 50 mules could be turned loose and kept controlled especially on herd by a couple of men, was remarkable, but when it came to driving them along a crowded road and through the lybrinthine streets of Chinese cities, without decreasing the speed, losing a mule, or stopping to adjust loads, they simply marveled.

The Japanese.

The Japanese had a number of pack horses with panniers, fierce little Japanese stallions with shaggy manes and bulging eyes, each one led by a little soldier, and horse and man were generally executing a sort of waltz in the dust. They were not much good. Their principal dependence was little, one-horse carts, consisting of a light platform and shafts mounted on two small wheels. They had neither sides nor ends, and, though of light construction, were strong. They carried about 500 pounds, maximum load. Each horse was led by a soldier, and they were well handled and very efficient, but not near as good as a four-wheeled vehicle like ours. However, they had plenty of them and kept themselves well supplied by their means, and that is the main thing.

The Russians used a two-wheeled cart, considerably larger than those of the Japanese, with flaring sides and ends; it was roomy and commodious and strong. They were drawn by shaggy Manchurian ponies of great strength and stamina. They moved much faster than the Japanese carts, which were always led. They carried as much as 800 pounds over good roads and for short hauls, but 500 was the average. This cart seemed to me to be extremely serviceable, strong, handy and fairly light and well constructed.

The British had an immense number of pack mules, small, active, vicious little beasts. They were led tandem, three in one bunch, the halter chains of the two rear ones running to a ring in the saddle of the one preceding. The coolie in charge of the three led the lead mule. He took care of all three. The pack saddles were of iron, or steel, very strong, light and neat, with breast and breech straps. They had curved lugs or hooks on each side on which the load was hung. The parcels to be carried were lashed around with a close-twisted rope, which was provided with small loops or ears, leather covered to prevent chafing. To load the mule, the cargo was simultaneously lifted to each side, and the loops hung over the hooks. This was quick, but the load did not stay on if the mule trotted or acted foolish, which they often did. In other words, they lashed the load to the saddle, while we lashed it to the mule. As they normally move at the gait of the coolie walking, the system works all right. They also had a number of carts with wooden axles and solid wooden wheels, which I noticed were abandoned all along the road with broken axles. As they were such a lumbering, self-evident failure, I will not dwell upon them. In September they got a large number of carts from India, all steel built, with lattice bottoms and sides, patent hubs, wood fellies and spokes. They had a pole and were drawn by two pack mules, the pole being fitted with a swiveled cross-piece at its end. Each end of this cross-piece rested on the iron pack saddle, where it was engaged by a ring, the mule bridles being connected by a halter shank. These carts were exceedingly strong and well constructed, and larger than the Russian, but the method of attaching the draft animal did not permit of the full strength of the beast being utilized. There was also considerable play to the saddle, which caused sore backs. But they loaded them very lightly. They took excellent care of their stock. Every animal was thoroughly groomed daily and blanketed at night. They not only picketed with a heavy iron pin by the halter shank, but had a heel hope or chain attached by a leather ring or collar. So they were moored fore and aft like a ship in a stream. They said that it was impossible to picket them any other way, because of their fighting propensities, but as they also said they could not drive them in the same manner as our pack mules, and then admitted they had not attempted to do either one, I believe that their mules would stand to a picket line like ours if given a show. The French, Italians and Austrians had no transport except what they picked up in the country.

The Germans.

The Germans were in much the same fix, but late in the season got in a large number of their military baggage wagons. These wagons were quite narrow at the bottom, and flared out considerably at the sides. The axles were of steel rectangular section, and had no sand bars, or false bolsters; the wheels were of wood with patent hubs. The spokes spaced very far apart, making too weak a wheel for a rough road. The absence of sand bars, together with their very narrow bottoms, threw the load on the center of the axles too much, causing many of buckle, throwing wheels out of line and consequently increasing the draft on the team. The brake power was transmitted by a crank and rod fitted with worm gear. The harness was of fair leather and breast straps were used instead of collars and hames. The man on the box drove the wheel team only; the lead team was controled by a driver mounted on the near horse. This wagon does not compare with our escort wagons, was not as capacious, was badly shaped, nor was it strong, and their system of driving required two teamsters instead of one.

All Used Native Carts.

"All nations utilized the native carts for transport purposes. These were of two kinds, the Pekin cart, used by the Chinese for passenger purposes, and the huge, lumbering freight cart. The Pekin cart consisted of a heavy pair of shafts, mounted on an extremely heavy pair of wooden wheels with huge hubs, and a strong, hard-wood axle. Between the shafts was a light wooden platform, in some cases of woven rattan; this was surmounted by a lattice work canopy covered with cloth and with a sun shade, which extended over the cart mule. It was a heavy, ungainly vehicle and extremely top-heavy. The freight cart was of the same style, but heavier, and had a solid wood bottom and no top. In addition to the shaft animal were three and sometimes four ponies or mules harnessed abreast, and with very long rope traces. These carried really enormous loads, and were a great assistance to those troops whose own transport was limited.

"The province of Chi Li was rich in ponies and mules, many of the latter being splendid animals, equal to our own, especially for packers, as they were short coupled with big barrels—in fact, ideal pack mules. Near Pekin was obtained also a large number of camels of the two-humped or Bactrian breed. These ungainly brutes carried 500 pounds apiece and were the cheapest transport in China. They ate all kinds of refule forage that a mule would not touch, and thrived upon it. The saddle was simplicity itself, consisting of two narrow wooden bars, running at right angles to the ribs, and connected by a few pieces of old rope thrown loosely across the animal's back; these equalized the pressure of the load on the ribs. The cargo was simply tied together and hung on each side. One man cared for six animals. He led the first by a long cord passed through the gristle of the nose; the other five were tied to their leaders in the same manner, the cord being made fast to the saddle. The last camel carried a bell suspended from his neck and shaped like a section of stove-pipe. As long as the bell sounded the camel driver knew his string was intact without looking around. We employed a number of these beasts to haul in coal from the mines to our camp at Pekin. They made only about two and a half miles an hour, but as this pace, like that of the British pack train, was regulated by their coolie drivers, who walked, I don't know if it is natural or not, but think it is. They have nasty tempers, and are prone to kick and bite, many being muzzled. Having tried them, I do not think much of them as a saddle animal, the motion being similar to that of one of the Philippine coasting steamers in a typhoon.

Wagons Not a Success.

"Although our wagons did splendid service and held up well under heavy loads and over rough roads, we were at times embarrassed by the fact that spare parts were not interchangeable on all the wagons. We had three different kinds of escort wagons, all differing slightly, and I think this is a mistake. These wagons should be built to standard specifications, no matter who is the maker, thus all parts would be interchangeable—a prime necessity in a campaign. All the foreigners were very partial to fair leather equipments, and the British and Germans kept theirs in a beautiful condition. The Japs marched with but little equipment, that is, the weight was not great, but they seemed to have all they wanted. The British troops also were lightly loaded, but both of these nations had a coolie for every fighting man, or about that proportion. The Russians carried little—a rough blanket in a roll, the ends of which were tied together and stuck in their soup cans. A wooden water bottle and a canvas haversack completed their outfits. The French and Italians had very heavy packs. The Germans were heavily loaded, seemed to have a belt and a pouch for everything, from a pair of boots to a meerschaum pipe. I only saw them marching on the roads, but feel certain that if they went into action, they would either have to strip and run the risk of losing their packs, or else develop powers of endurance that men of no other nation possess.

Friendship and Hatred.

Regarding the feeling existing among the fractions of this cosmopolitan force, it was amusing and instructive to see the cordial dislikes and hatred of the different nations for each other. Of course, all official relations were nice and diplomatically cordial, but that sort of intercourse means—nothing. The true feeling came out in the intercourse, or rather, lack of intercourse of the different forces. The Japanese was smiling and polite to all and in evidence in all the camps, especially the British and American. The Russian flocked by himself and did not even seem to care for his friend, the French. The British and American troops were always together and constantly in each other's camps. The German kept to himself and the French also, except when he was in the Russian camps. None of them were visitors to any extent in the English-speaking camps, except the Japanese, nor were they welcomed by the troops when they did come. The British were, in fact, the only real friends we had, and the only ones who were willing to help us if we needed it, and, of course, we returned with interest their courtesy and kindness. The Japanese was pleasant and smiling, and that was all—he just simply smiles; he smiled on the Russian as he smiled on the American, and if he had any thoughts he kept them private somewhere in his little round head.

Miss Columbia: "I'm Quite Sure if This Skirt Were Shortened it Wouldn't Collect the Microbes."

—St. Paul Pioneer Press.

Doesn't Alter the Case.

Louisville Courier Journal.

The Hon. John Wanamaker has played politics so persistently and so unsuccessfully that the public declines to take him seriously.—Washington Post.

Perhaps so; but that has no particular bearing on the fact that Quay's man, Ashbridge, had every chance to take that $2,500,000 check seriously.

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YOUNG MEN who are suffering from the effects of youthful errors, among others showing some of the following afflictions: **Nervous and Physical Debility, Varicocele, Losses, Exhausted Vitality, Confusion of Ideas, Dull and Loss of Brilliancy to the Eye, Aversion to Society, Despondency, Pimples on the Face, Loss of Energy and Frequency of Urinating.** A POSITIVE and PERMANENT cure is ALWAYS GUARANTEED by OUR **"New Method Cure."** You may be in the first stage, but remember you are fast approaching the last. Do not let false pride and sham modesty deter you in attending to your agonizing ailments. Many a bright and naturally gifted young man, endowed with genius, has permitted his case to run on and on, until remorse racked his intellect, and finally death claimed its victim. Remember that "PROCRASTINATION IS THE THIEF OF TIME."

Middle-Aged Men married or single, who are prematurely old, as a result of excesses or youthful follies, and are troubled by too frequent evacuations of the bladder, often accompanied by a slightly smarting or burning sensation, deposits of ropy sediment in the urine, and sometimes small particles of albumen, the color first of a thin or milkish hue and again changing to a dark and turbid appearance, causing nervous debility and loss of vitality, remember, this is the second stage of **LOST CAPACITY.** In all such cases a perfect cure that remains cured is guaranteed.

PRIVATE DISEASES OF MEN +CURED+ BY OUR NEW METHOD CURE

Read This: Take a clear bottle at bedtime and urinate in the bottle. Set aside and look at it in the morning. If it is cloudy or has a cloudy settling in it, you have some kidney or bladder disease, and should be attended to before you get an incurable disease, as hundreds die every year from Bright's disease of kidneys.

CONSULTATION AT OFFICE OR BY MAIL, FREE.

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