QUIET FREIGHT MARKET

NOT A SINGLE WHEAT CHARTER DURING THE PAST WEEK.

Disengaged Fleet Keeping Up to Good Proportions—French Bark Vendee Disabled Off California Coast.

Not a single wheat charter was reported in the Pacific Northwest for the week ending yesterday. This is something remarkable, when there are idle ships available at this season of the year, and serves to show how foreign shipowners were led astray in their calculations by reports of a 53,000,000-bushel crop of wheat in the Pacific Northwest. It was thought that the charter of the Fulwood for lumber would take some weight off the overburdened freight market, but this elephant had hardly been removed from the situation 24 hours until the mammoth British bark Wanderer arrived on Puget Sound, looking for wheat business. As the big steamer Wilhelmina had been vainly endeavoring to secure a cargo for over a week before the Wanderer arrived, there was not much of an opportunity for the latter vessel to do anything, and she will assist in keeping things dormant.

The three vessels which missed their canceling dates for Portland loading will be along in a few days, and will further increase the supply of disengaged tonnage. Thirty shillings is still asked for grain ships, but some of the owners who are demanding this figure qualify their offers with a request that counter offers be made. It is probable that a ship or two could be fixed at 27s 6d, and so far as known that is the best bid that has been made this week. A fixture is reported in San Francisco at 28s 9d, which is the same rate paid the Charles Gounod in this port about two weeks ago. The freight situation in California is thus reviewed by the San Francisco Commercial News:

"There has been little to attract exporters the week past, and the norther that commenced blowing Tuesday night was the cause of a flurry in the grain market. Considerable minor damage was done to small craft at the various piers, but if the usual aftermath appears, a rainstorm will follow that will gladden the heart of man. Meanwhile both exporters and owners are indifferent about forcing affairs, and the market remains quiet at 28s 9d U. K., Havre, Antwerp or Dunkirk for grain or flour ships.

"While the West Coast lumber freight market has been somewhat demoralized by grain carriers offering for that business at reduced figures, there is such a good demand for lumber tonnage in other voyages that outside of a few foreign grain carriers, vessels cannot be secured for the trade at rates quoted. The market generally speaking is firm at steady quotations.

"For sailing vessels, prompt loading at Northern ports, lumber rates are as follows: Sydney, 38s 9d@42s 6d; Melbourne or Adelaide, 46s 3d@50s; Port Pirie, 46s 3d; Fremantle, 57s 6d@60s; Geraldton, 57s 6d@60s; Suva, 50@55s; Noumea, 47s 6d@50s; West Coast, 47s 6d@50s; Pisagua range; Callao range, 47s 6d@50s; Guayaquil, 52s 6d@60s; Guaymas or Santa Rosalia, $8@8 50; Hawaii, $7 50@8; Buenos Ayres, 60@65s; Hong Kong, 37s 6d@42s 6d; Shanghai, 40s @42s 9d; Kaio Chou or Wei Hai Wei, 47s 6d@50s; Manila, 47s 6d@52s 6d; Japan, 37s 6d@42s 6d; Port Arthur, 47s 6d@50s; Taku, 50@52s 6d; Niu Chwang, 50@52s 6d; Calcutta, 65@70s; Vladivostock, 42s 6d@45s; South Africa, 65@70s as to port; U. K., 65@75s.

"Weddel, Turner & Co.'s Australian freight report, dated London, January 7, 1902, says:

"South Australia—Marquet quiet at 22s 6d U. K. Continent; 15s West Coast.

"Victoria—28s 3d quoted for small ship to Europe or Africa. One or two vessels have been fixed for Africa, with customary discharge.

"New South Wales, Sydney—Register rate has fallen to 37s. Wheat quoted at 25s 6d for small ships.

"Newcastle—San Francisco quiet at 10s 3d. West Coast steady at 15s. Rangoon and Dutch Harbor still workable.

"Queensland—There is no change in the situation.

"New Zealand—Small prompt vessel can be placed at 28s 9d U. K. Continent, less one-third direct."

MANY WRECKS REPORTED.

Storm on British Coast Leaving a Wake of Disaster.

LONDON, Feb. 1.—The storm in the English and Irish Channels is unabated. Numerous minor wrecks have occurred. Frequent reports have been received of men washed overboard, and the crews of the lifeboats and rocket apparatus have been kept busy.

The British cruiser Immortalite encountered terrific weather. The seas washed clean over her nine-inch forward guns.

Many fishermen are reported to have been drowned.

In the Clyde upward of 40 vessels are fog-bound between Greenock and Glasgow.

The mail steamer which left Dover for Ostend yesterday afternoon was sighted in distress in the Channel this morning. Tugs assisted her into port. Her passengers had terrible experiences. The steamer was swept by the seas for over 20 hours.

THE VENDEE DAMAGED.

Overdue French Bark Is Coming In With a Disabled Foretopgallant.

Merchant's Exchange advices yesterday report the overdue French bark Vendee, as spoken January 27, in latitude 38:29 north, and longitude 126:29 west, with her foretopgallant mast gone. The vessel is out 162 days from Newcastle, England, with general cargo for Girvin & Eyre, of this city, and until the news of her being sighted was received, some anxiety for her safety was felt. Her position is well down toward San Francisco, but she was apparently far enough off shore to be headed for the Columbia River, and will not put in elsewhere for repairs. No word was received yesterday from either of the other cargo ships now due here. As they have missed their canceling dates and lost considerable money thereby, a few days more or less will have no particular effect on the profits of the voyage. There are also several ships in ballast due at this port, but the east wind at the mouth of the river is probably holding them off shore.

LITA THE FIRST.

February Grain Fleet Will Be Pioneered by the German Bark.

The February grain fleet from Portland will be pioneered by the German ship Lita, which will clear tomorrow with 101,942 bushels of wheat. She was dispatched by Kerr, Gifford & Co., and will leave down Tuesday. The mammoth Reinbek will be the second vessel to get away, and the Cambrian Warrior the third. All of these vessels, and probably the Loch Garve, will get away during the coming week, and without some of the overdue fleet comes to hand within the next few days the fleet for the month will be held down to the same proportions as that now here. The Selene, which finished last week, is the first ship to sail from Astoria this month. She crossed out yesterday, after a stay in the river of 20 days.

IN THE OIL TRADE.

French Bounty-Earners Are Helping Out the Standard Oil Company.

The Standard Oil Company is the latest needy institution to profit by the French ship subsidy. Heretofore all of their oil business from Atlantic ports to the Orient has been handled by British, German, Norwegian and American ships, and the rates have been about 21 to 23 cents per case. The French, however, desire an opportunity to get in a good mileage bill on that long voyage to the Orient, and have chartered the new ship Surconf to load at Philadelphia for Nagasaki and (or) Fusan at 19 and 20 cents per case. This, with the bounty, will make it very profitable business, and the Standard Oil Company, which is endeavoring to secure a ship-subsidy bill for its own vessels, will reap some benefit from the one now supported by the French taxpayers. The North Pacific grain fleet each year is largely made up from vessels which have gone out to the Orient with oil, and thence across the Pacific in ballast, and in due season we will probably have the Surconf headed in this direction.

Agreement Is Beneficial.

NEW YORK, Feb. 1.—Gustav Schwab, American manager of the North German Lloyd Company, said today that the freight agreement entered into by the steamship companies was not a radical raising of rates, and that it would not work hardship to the American exporter.

"The lines have simply agreed," said Mr. Schwab, "on a minimum rate. The effect of this agreement cannot help but work to the good of all lines interested in the carrying business. As a matter of fact, not a ton or bushel of freight has been carried from this port to English ports for months which has not cost more than it brought in to handle it. Our line is not in the agreement, because we are not an English line, but only carry cargoes to continental ports. However, we will naturally benefit by the action of the others.'

Dynamite Steamer Floated.

CAPE HENRY, Va., Feb. 1.—The Norwegian steamship Daggry, loaded with dynamite and railroad iron, before reported ashore near Gull Shoal lifesaving station, North Carolina, was pulled off last night by tugs, and is now on her way to Norfolk.

Damaged in a Gale.

LONDON, Feb. 1.—The British steamer Peconic, from Philadelphia, January 14, for Piraeus and Patras, has put into Gibraltar, damaged from an encounter with a gale.

Domestic and Foreign Ports.

ASTORIA, Feb. 1.—Sailed at 8 A. M.—Austrian steamer Margretha, for Manila. Sailed at 1 P. M.—Steamer Sue H. Elmore, for Tillamook. Left up at 3:30 P. M.—British ship Fulwood. Sailed at 5 P. M.—German bark Selene, for Queenstown or Falmouth; steamer Alliance, for San Francisco. Condition of the bar at 5 P. M., smooth; wind east; weather clear.

San Francisco, Feb. 1.—Sailed—January 31, schooner John A.; February 1, schooner Advent, for Columbia River.

Tacoma, Feb. 1.—Arrived—January 31, British steamship Neptune, from Seattle; American bark Gatherer, from San Francisco. Sailed—Steamship Victoria, for Hong Kong; steamship Czarina, for San Francisco.

New York, Feb. 1.—Arrived—Laurentian, from Glasgow.

Seattle, Feb. 1.—Arrived—Steamship Santa Ana, from San Francisco; schooner Nellie G. Thurston, from West; ship Springbank, from France, via Vancouver; schooner Lurline, from Monohan. Sailed—Steamship Neptune, for Tacoma.

Hoquiam.—Sailed January 30—Steamer Coronado, from Aberdeen for San Francisco; February 1, steamer Grace Dollar, for San Francisco; steamer Fulton, from Aberdeen for San Francisco.

Southampton, Feb. 1.—Sailed—Philadelphia, for New York.

New York, Feb. 1.—Arrived—Rhein, from Bremen. Sailed—Pretoria, for Hamburg; Amsterdam, for Rotterdam; Minnehaha, for London; Umbria, for Liverpool; Anchoria, for Glasgow.

Liverpool.—Arrived January 31—Esclampa, from San Francisco, via St. Vincent. Sailed—Nomadic, for New York; February 1, Lucania, for New York.

San Francisco, Feb. 1.—Arrived—Steamer Umatilla, from Victoria; steamer Volunteer, from Willapa Harbor; steamer Denderah, from Tacoma; steamer Mackinaw, from Tacoma. Sailed—Schooner Sailor Boy, for Tacoma; steamer Advent, for Astoria.

San Pedro.—Sailed Jan. 31.—Schooner Alcalde, for Columbia River.

Auckland, Feb. 1.—Sailed—Sonoma, from Sydney, N. S. W., for San Francisco.

Robert Burns.

SALEM, Jan. 29.—(To the Editor.)—If not too late, permit me to join the voices raised in the praise of Burns. Notwithstanding Carlyle's masterly essay on Burns, a classic in our higher schools, I venture to submit the following comment:

Burns said, "The poetic genius of my country found me, as the prophetic bard Elijah did Elisha, at the plough, and threw her inspiring mantle over me. She bade me sing the loves, the joys, the rural scenes and rural pleasures of my native tongue. I tuned my wild, artless notes, as she inspired." These words explain Burns. Some things seem to go on by themselves. Burns' songs took care of their thought, their rhythm and their meter. Genius differs not in degree but in kind.

Burns had the genius, unlike Shakespeare, to put his life into his poetry. Hence he speaks with authority. He studied all kinds of people; his picture of family life at Lochlea is undimmed by time. "The Cotters Saturday Night" is enough to immortalize any poet. Because he loved nature he wrote, "To a Mountain Daisy." How the mountain country around us would have inspired Burns to his best levels! Because he loved animals he composed his tender lines, "To a Mouse." Because he was of a brotherly heart he called even the devil an unfortunate comrade. He despised caste and artificial distinctions. He had the courage to rebuke society and the church, and he hurled his arrow in the side of cant. Being original and not an echo, he fires us with passion instead of deluging us with words.

Did he love whisky? Better be a drunkard than be a Pharisee. Did he love women? He never concealed the fact that he was in love.

Forget not. "Is there for honest poverty, that hangs his head, and a' that?" Sing once more, as you often have done,

John Anderson, my jo, John,
When we were first acquant
Your locks were like the raven,
Your bonnie brow was brent;
But now your brow is bald, John,
Your locks are like the mawe;
But blessings on your frosty pow,
John Anderson, my jo.

John Anderson, my jo, John,
We clamb the hill thegither;
And many a canty day, John,
We've had wi' ane anither;
Now we maun totter down, John,
But hand in hand we'll go;
And sleep thegither at the foot,
John Anderson, my jo.

B. J. HOADLEY.

Delightful Party at Silverton.

The Liberal Hall, at Silverton, was the scene of one of the most delightful parties witnessed in Silverton for a considerable time, the occasion being an entertainment given under the auspices of the Young People's Social Science Club of the Liberal University. Short addresses touching on the life and work of Thomas Paine were delivered by Professors W. T. Wakeman, S. H. Van Trump and Miss Clara Wakeman, while Professor Cooley's orchestra and the Silverton Mandolin Club rendered several excellent selections. The vocal solo by Miss June Buffe, and also one by Mrs. Adda Davenport-Martin, were among the most eloquently rendered numbers on the programme. The songs by the quartet were also delivered in an excellent manner, and the reading by Miss Sophie Wolf from "Ingersoll on Thomas Paine," captivated the audience completely. The principal features of the party were the exquisite souvenir programmes presented to each and every one of the some 250 guests by the ushers, Messrs. Elvin Ames and Charles Page. At the conclusion of the programme, the hall was turned over to the dancers, who enjoyed themselves immensely until 11:30, when they retired to the Central Hotel, where an excellent supper was served, after which the party returned to the hall and continued the dance for another two hours.

EASTERN VIEW OF CHINA

OPPOSITION THERE TO RE-ENACTMENT OF GEARY LAW.

A Specimen Article Showing the Arguments Used to Defeat the Measures Before Congress.

The Oregonian favors the re-enactment of the Geary law, but it makes room for the following letter, sent to the Springfield, Mass., Republican from its Washington correspondent, in order to show what is being written on the subject in the East:

The Pacific Coast men in Congress are demanding the impossible. They want the Government to demonstrate that the old saying, "You cannot eat your cake and have it," is not true. They have drawn a new Chinese exclusion bill, by which they would keep out all Chinese, including merchants and other business men from the Celestial Empire, and at the same time they are asking Congress for freer trade relations with China. The two propositions are antagonistic to each other; but the statesmen from the Pacific Coast seem to be indifferent to that in their desire to get all there is out of the Chinese Empire without giving anything in return. The selfish demands of the Pacific Coast are embarrassing to Congress. The Senators and Representatives from California demand more rigid laws for the exclusion of the Chinese, free trade with the Philippines, full tariff rates against Cuba to protect the beet sugar manufactured in that state, and the open door in China. To act on all these questions as the California people demand would give the 57th Congress the record for crazy-quilt legislation, and show the fallacy of our attempt at governing territory not a part of the United States in the fullest sense.

The further extension of the Chinese exclusion laws are especially embarrassing to this Government at this time because of the desire on the part of the Pacific Coast to make these laws more drastic than ever before. The danger in such legislation is that we may lose what advantage we now have in our relations with China. We have a treaty with China which recognizes the present exclusion law and pledges the Government of China to assist in enforcing its provisions. That treaty will expire in 1904, if either party to it gives notice to that effect, but if at the expiration of 10 years from its date (1894) neither Government shall have formally given notice of its final termination to the other, it shall remain in full force for another like period of 10 years. There is no doubt that China will allow that treaty to stand for another 10 years, or indefinitely, if no further action is taken by Congress to make harsher the laws of this country against the Chinese who seek to come to the United States. But should Congress pass the bill proposed by the Senators and Representatives from the Pacific Coast, the executive department of the Government would have serious difficulty in negotiating a new treaty of the same character.

Our diplomatic history, so far as it relates to China, has been peculiar and not consistent with our professions of a desire for "sincere friendship between the two nations." After some years of effort to open negotiations with China, Caleb Cushing succeeded in 1844, and the first treaty with China was ratified the last day of the next year, December 31, 1845. All the articles in that treaty related to the entry of citizens and goods from the United States into China. The Emperor of China granted the concessions we sought and asked no concessions in return. The Chinese did not seek or desire any relations with us. We followed the advantage of Great Britain and forced our friendship on them. The 34 articles in that first treaty with China all related to the rights of Americans and American commerce in China. Not one article gave China any concessions in the United States. We professed friendship, but gave no other evidence of it. This treaty has been followed by others, but they have all been of like character. That of 1858 was like the treaty of 1844, devoted to enlarging the rights of Americans in the Chinese Empire. Of the 56 articles none was favorable to the Chinese. We insisted on having China insert the most favored nation clause, granting to the United States all other rights and privileges not named but which might be given to other nations and their people. In 1868 we made another treaty with China in which we took the first steps against the immigration of Chinese. The first article of that treaty read as follows:

Whenever, in the opinion of the Government of the United States, the coming of Chinese laborers to the United States, or their residence therein, affects or threatens to affect the interests of that country, or to endanger the good order of the said country or of any locality within the territory thereof, the Government of the United States may regulate, limit or suspend such coming or residence, but may not absolutely prohibit it. The limitation or suspension shall be reasonable, and shall apply only to Chinese who may go to the United States as laborers other classes not being included in the limitations. Legislation taken in regard to Chinese laborers will be of such character only as is necessary to enforce the regulation, limitation or suspension of the immigration, and immigrants shall not be subject to personal maltreatment or abuse.

The second article of the treaty read:

Chinese subjects, whether proceeding to the United States as teachers, students, merchants or from curiosity, together with their body and household servants, and Chinese laborers who are now in the United States shall be allowed to go and come of their own free will and accord, and shall be accorded all the rights, privileges, immunities and exemptions which are accorded to the citizens and subjects of the most favored nation.

Then came the Chinese exclusion laws, made in defiance of our treaty obligations to China, obligations which were made in treaties sought by this Government and not by the Government of China. The Geary law, as it was called, was enacted by Congress in 1892 in obedience to the demands of the people of California. Both political parties were cultivating the friendship of the great Pacific state and the Representatives of that state were permitted to dictate the law. It was the first instance in which the United States deliberately violated one of its treaties with a great nation whose friendship and commerce we sought. The Geary act went so far as to exclude all Chinese and forbid any Chinese to become a citizen of the United States. The period of 10 years for which it was enacted is about to come to an end.

But we have a new treaty with China, made in 1894, which harmonizes with the law and is valid until 1904. This treaty agrees that for the period of 10 years the coming of Chinese laborers to the United States shall be absolutely prohibited. The second article of this treaty reads as follows:

The preceding article shall not apply to the return to the United States of any Chinese laborer who has a lawful wife, child or parent in the United States, or property therein of the value of $1000, or debts of like amount due him and pending settlement. Nevertheless, every such Chinese laborer shall, before leaving the United States, deposit, as a condition of his return, with the Collector of Customs of the district from which he departs, a full description in writing of his family, or property, or debts, as aforesaid, and shall be furnished by said Collector with such certificate of his right to return under this treaty as the laws of the United States may now or hereafter prescribe, and not inconsistent with the provisions of this treaty; and should the written description aforesaid be proved to be false, the right to return thereunder, or of continued residence after return, shall in each case be forfeited. And such right of return to the United States shall be exercised within one year from the date of leaving the United States; but such right of return to the United States may be extended for an additional period, not to exceed one year, in cases where by reason of sickness or other cause of disability beyond his control, such Chinese laborer shall be rendered unable to sooner return—which facts shall be fully reported to the Chinese Consul at the port of departure, and by him certified, to the satisfaction of the Collector of the port at which the Chinese subject shall land in the United States. And no such Chinese laborer shall be permitted to enter the United States by land or sea without producing to the proper officer of the customs the return certificate herein required.

With such a treaty with China there is no cause for more rigid laws against the Chinese laborers who desire to come to the United States. The government of China is willing to extend the treaty and let it be the law against its own people who seek to emigrate. The more conservative leaders in Congress think there has been enough dictation from the Pacific Coast on this question of relations with the Orient. China is now the great undeveloped market for which the commercial nations of the world are striving, and the agitation of the question of harsher laws against the Chinese coming to America is calculated to embarrass the American trade in the Orient. China can give notice of a desire to let the present treaty lapse and we shall be forced next year to renew negotiations for new treaty relations with a great country in which we desire to extend our markets. Since we have ignored our treaties with China, she is under no further obligation to regard the United States as a nation entitled to the privileges of the most favored nation. The open-door policy of the United States is in grave danger and its greatest danger is from the grasping demands of the Pacific Coast.

Last year the sale of agricultural machinery in Greece was fourfold that of the preceding year.

HERE IS A MOST ECCENTRIC CHARACTER.

ISAAC PUTNAM, OF OREGON CITY.

OREGON CITY, Feb. 1.—Probably the most eccentric character about Oregon City is Israel Putnam, who says he is a great-great-grandson of Israel Putnam, of Revolutionary fame. With long beaard and flowing hair, reaching over his shoulders, he is an object of curiosity. He talks entestainingly, and tells remarkable stories of his past life. He came West about the time than Francis Schlatter, the "divine healer," was causing so much excitement. When the train reached Denver, he was taken for the "healer," and he really does resemble Schlatter. People crowded around him and asked him to touch their handkerchiefs, believing he could give healing properties to anything that he touched. Putnam sustained the character of Schlatter, and did not deny the case of mistaken identity. After his arrival in Oregon City, he purchased Rock Island, a piece of land in the river about three miles above Oregon City. The land comprises about 10 acres, and on this place Putnam raises strawberries, watermelons and other fruit. He will allow nothing to be destroyed, and objects to the killing of snakes because they eat mice, etc. The only way to reach his little island is to call him from the shore, then he will bring over his boat to take one across. He is very fond of company. Putnam served in the Civil War with Company C, First West Virginia Artillery, and is a member of Meade Post, No. 2, Grand Army of the Republic.

FOR BIG POWER PLANT

BOSTON MEN PLAN TO HARNESS GRAND RONDE RIVER.

Factories in Lewiston Will Be Supplied—Promoters Buy a Light Plant in That City.

LEWISTON, Idaho, Feb. 1.—The sale of the Lewiston light plant to the Lewiston Water & Power Company was closed today; consideration, $45,000. The purchasers include Charles Francis Adams and other Boston capitalists. The new company's plans contemplate the erection of a large power plant at the mouth of the Grand Ronde River, in Oregon, with which to supply factories in Lewiston.

$80,000 Water Bonds Sold.

The City Council tonight sold $80,000, water-works bonds to Seasongood & Mayer, Cincinnati, at a premium of $668 80. The bonds are 5 per cent, 10-20s. The present water company is contesting the legality of the issue in the courts. An application for an injunction against the sale was denied.

Will of Silas M. Moore.

CHICAGO, Feb. 1.—The will of the late Silas M. Moore, who died at Pasadena, Cal., January 1, has been filed in the Probate Court here. The estate consists of $25,000 in personal property and $100,000 in real estate, and is divided between his two daughters, Mrs. Jennie Moore Wilsey, of Chicago, and Mrs. Nellie Moore Gates, of Pasadena, Cal.

NEEDS OF THE PHILIPPINES

Prosperity Will Be the Great Restorer of Peace and Order.

Chicago Inter Ocean.

"With prosperous conditions," writes the Rev. Homer C. Stuntz, of Manila, in the current Northwestern Christian Advocate, "will come security for life and a hearing for the message of the school teacher. Smokestacks are pacifiers. Laborers are not insurrectos.

"Trade hath its victories as well as war. Provinces that are opening profitable trade relations with the great outer world are far less likely to listen to the wily walking delegate of insurrection. The missionary, no less than the man of money, is interested in the commercial future of these islands."

Dr. Stuntz reaches the heart of our difficulties in the Philippines and sets forth the greatest need of the islands. Our soldiers and our civil officials have done and are doing all they can to establish peace, order and good government. But their best efforts must miss complete success as long as, on the one hand, we refuse to give the Filipinos profitable markets for their products, and on the other forbid American enterprise and capital to develop their natural resources and make them prosperous.

The full Dingley tariff against inhabitants of American soil, and the Spooner act forbidding the granting of franchises, Dr. Stuntz rightly declares to be responsible for continued disorder in the Philippines.

Ordinary building lumber costs from $45 per 1000 feet upward in Manila, with great forests within a day's walk. Brick cannot be had. Building is at a standstill and rents are enormous. There are no fewer than 25 sawmills lying unpacked on the custom-house wharf. They cannot be set going because no timber can be bought for them to saw.

Capital stands ready to build two new railway lines at once—one through turbulent Batangas and into the rich Camarines, the other to tap the great Cagayan Valley from the south—but the law forbids the granting of the necessary franchises. The population of Manila is increasing rapidly and electric cars are an imperative need. They cannot be placed even on the existing horse-car tracks, let alone be extended to the suburbs, for the relief of the congested center of the city. The law forbids.

All these things—and they are but a few of the many instances cited by Dr. Stuntz—mean idleness, and idleness causes discontent, and discontent leads to rebellion. Here is what is the matter with the Philippines—this is the reason why, more than two years after the dissolution of Aguinaldo's last organized force, Filipinos are still fighting us, still killing our soldiers within 50 miles of Manila. We have not given the Filipinos work; we have even prevented them from finding work for themselves.

The pending Senate amendment to the Payne tariff, reducing by 25 per cent the Dingley rates on Philippine products, is a step in the right direction. It will give some relief, and it looks toward free trade between all parts of the National domain. But it is not enough.

Congress should repeal at once the restrictive clauses of the Spooner act, give American skill and capital a chance to go into the islands, and, by establishing with the Filipinos the relations of employer and employed, enable them to become prosperous, contented and American.

Professor Virchow's Wish.

New York Sun.

Berlin.—The Lokal Anzeiger has collected statements from prominent men as to what they most hope to see in 1902. The most interesting of these is from Professor Virchow, whose wish is that men should become more sensible. He illustrates his opinion that some sense is needed by saying:

"A remarkable spirit has entered the world and events are mostly devoid of moral character. Only look at America, how every power there is being set in motion and directed to the end of gaining domination of the world. All the respect we learned at school for republics must vanish in view of this.

"When one knows persons who will bear the responsibility of the world's events before history one is faced by a complete riddle. I often had the honor of speaking to King Edward when he was the Prince of Wales, and I cannot imagine how he could allow the war in the Transvaal to continue raging for a single day.

"Then there is the Manchurian matter. First, Russia robs China of a province and then makes conditions depriving the Chinese there of all freedom of action, and even lowering them to the position of slaves to the Russians. Knowing the Czar, it is natural that I should ask myself how such an agreement could have originated. The Czar certainly did not make the treaty. His whole character is opposed to the principles expressed therein; yet there is the treaty, and China will have to accept it.

"There is something in the public spirit of our times which makes such things possible, so I wish men to become more sensible, to think more and to be more patient and more lenient."

British Steamer Aground.

NEW YORK, Feb. 1.—In a blinding snow storm the British steamer Gavour, of Liverpool, in command of Captain Kelly, went ashore at Long Beach, about 18 miles east of Sandy Hook. The crews of the Point Lookout and Long Beach lifesaving stations went to the stranded vessel and found it in no immediate danger. The captain and crew decided to remain on board during the night.

Morning Mine Closes Down.

MISSOULA, Mont., Feb. 1.—The famous Morning mine, of the Coeur d'Alenes, has been closed down indefinitely. It was given out that the cold weather was the cause of the suspension, freezing and bursting the pipes leading to the works. About 115 men are thrown out of work.

The Book and The Plan.

I have a new plan—a safe plan, too. Something unique, something uncommon. Something no one else ever ventured to do. Something I believe no one else ever will venture to do. Here it is:

You can get for yourself, or for some friend that may need it, the book shown below. No money is wanted. Simply write me a postal for the book you desire. That is not all. With the book I will send you an order, either for yourself or some sick friend, on your nearest druggist for six bottles of Dr. Shoop's Restorative. I will instruct the druggist to let you take it for a month; and if it succeeds it will cost you $5.50. If it fails, the dealer will send the bill to me. There is no catch, no deceit. My Restorative must stand this test of merit.

Is not this a remarkable offer? Some have asked me if I actually allow the 30-day test entirely at my own risk. It does seem incredible, but that is just exactly what I do. The book tells how I am able to make such an offer. It tells how I reach with my Restorative deeply seated and chronic diseases that have baffled the treatment and skill of other physicians.

My records show that 39 out of 40 who take this treatment are cured. The record is one I am proud of. I will tell you how I am able to make such a record.

I have learned how to strengthen the inside nerves. The nerves that bring strength or weakness to the vital organs. My ability to do this explains the secret of my success. This is why I am able to assume the entire risk; to offer a plan that absolutely protects the patient against loss unless I succeed. This offer is too fair to need argument. Will you not make this known to some sick person? Your reward will come in knowing you have made it possible for this sufferer to regain his health. Do not let prejudice prevent your learning about my way of curing. Thousands upon thousands need the help I offer. I cannot personally reach them all. Every person knows of some sick one. You can help me to place this opportunity in the hands of some such person. Will you do so? Will you do it now, today?

Simply state which book you want, and address Dr. Shoop, Box 698, Racine, Wis.

Book No. 1 on Dyspepsia.
Book No. 2 on the Heart.
Book No. 3 on the Kidneys.
Book No. 4 for Women.
Book No. 5 for Men (sealed.)
Book No. 6 on Rheumatism.

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