THE OREGON COUNTRY IN ITS EARLY DAYS

The Historical Work on Which Horace S. Lyman Was Engaged at the Time of His Death.

With this issue The Sunday Oregonian begins publication of the unfinished history of Oregon on which the late Horace S. Lyman was engaged when he received the death summons. As will be noticed in his own introduction, he intended the history for the youth of "the Oregon Territory." It is a matter of public regret that Mr. Lyman did not live to complete a work for which he was so well equipped and temperamentally so well fitted. If what he had time to write shall inspire young folk of the Pacific Northwest to serious study of the men, women and events that made this empire, his labor will serve its high purpose.

Mr. Lyman's manuscript was obtained by The Sunday Oregonian from the sisters of the historian. His incomplete work will be published serially in five installments.

Introduction

Every boy and girl in Oregon would like to know the story of his state—which we all love next, at least, to the Union itself. All would like to know how it came to be a part of the American Union, who brought here the American flag, who planted the farms and towns and made the settlements, and what sort of a time they had doing it. We all like heroes, and we want to know whether Oregon had any heroes. We like to read about the people who dared in the beginning of American history to cross an unknown ocean, to meet an unknown climate with unknown winds and storms, or a new kind of soil and products, and a new kind of men. We know that Columbus, John Smith, Roger Williams, Lord Baltimore and other early explorers or settlers of America met with many superstitious notions, and had to conquer many fears and doubts, perhaps of their own as well as of their friends, and even of the most learned and best-educated men of their time, before they completed the discovery and settlement of the Atlantic coast. We like to read of all these difficulties and to see how a brave heart and a steady hand and a humane purpose brought success.

This little volume will be only a beginning in the reading and study of the story of Oregon, which every true Oregonian will follow all his life. Many things will be suggested which must be studied out elsewhere. During the Lewis and Clark Centennial year much will be published that some of the pupils in the schools will collect and arrange in scrapbooks, and it will be a wise teacher who gives some sort of honorable distinction to those that make well-selected and well-illustrated and well-arranged scrapbooks. Many of the pupils will read all the books they can find about Oregon. Still others will make collections of any old pioneer relics or furniture, or clothing, in the neighborhood. I hope that very many will talk with the first settlers, who opened the country and get their stories, how they came, how they camped and cooked, and what adventures they had, and write these stories out just as the pioneers tell them.

The idea of this book, then, is not so much something that is to be read over and learned—and then probably forgotten—as a beginning of an enthusiastic, lifelong acquaintance with a courageous race of men and women from all parts of the United States, and even from many foreign lands, who made Oregon one of the states of the Union. They came, on the whole, with a spirit of peace and good will and love of freedom and the hope of casting off here many of the false ideas of unjust practices that they had left in their old home.

This volume treats mostly of the age of exploration, and may be considered, from a scientific point of view, as a study of the methods and ideas that were most successful in finding new lands and dealing with strange people, and in advancing the growth of civilized people over unsettled or uncivilized countries. But this will not be paraded before the pupils. In the questions some study why such and such methods were successful, how the explorers gained the confidence of the natives, what help they obtained from them, and what good, or harm, they did them, will be suggested; but this part of the subject will be left very much to the judgment of the teacher, and anything beyond a mere recital of the story would belong to the independent study of the subject suggested above.

The tendency of bright children to memorize the language of the book must be corrected. The book ought to help them in use of correct language, but they should be able to give the story in their own words after getting the fact from the book. Yet the importance of the story must not be forgotten. There is no training in logic equal to that of even the most simple story, and certainly none in use of language that approaches this. If in addition a love of truth, of accuracy and the best human qualities, such as courage, patience, kindness, hopefulness and love of fair dealing is inculcated, the study of history becomes one of the most important, and that of our own state history becomes a most admirable and advisable addition to that of American history, in our public schools.

THE LATE HORACE S. LYMAN.

Part of Spaniards

CORTEZ, the conqueror of Mexico, was told that to the northwest there were much richer kingdoms than any that he had yet taken. He readily believed the stories, as in Peru Pizarro had been overrunning the country of the Incas and had obtained as the ransom of the native kind a chamber filled with gold ornaments piled as high as a man could reach.

The conqueror was of a stern and sullen disposition, brave as a lion, jealous of all others, and could not bear that the adventurers that flocked to Peru should have better fortune than himself. He therefore undertook with great energy expeditions up the Pacific Coast with an idea to reach the famous regions that all the world believed lay somewhere to the west. By a look at the map made about this time it will be seen that the people then had the idea that the Pacific Ocean, discovered not long before by Balboa, was a "South Sea" entirely, and had no great extension north of Mexico; and that here was a great region much more magnificent than India or China (Cahay), or Japan (Cinpango), this was called Great Tartary, and there were located, on the maps, the kingdoms of Quivira. Reports were brought to Mexico that a portion of these kingdoms were but a short distance to the north. Some of the Indian Pueblos were described with much exaggeration as places of great extent, and were called the Seven Cities, one of which was Cibola, and another Totonteac.

Cortez organized four expeditions, one of which was of large extent, consisting of both land and army forces, and was led by himself, but he met with humiliating failure. He wandered about, bringing untold hardships and sufferings on his men, in the deserts of Lower California, and was finally forced to retreat, having accomplished nothing that he attempted. "In these operations more than a year was consumed without obtaining any promise of advantage. The new country, so far as it had been explored, was utterly barren, and, except that a few pearls were found on the coast, destitute of all attractions for the Spaniards. The officers of the expedition were discontented; of the men a number had died from want and disease, the others were mutinous and cursed Cortez, his island (Lower California was thought to be an island), his bay and his discovery"—as one historian sums up the results. The bay referred to was called Vera Cruz, supposed to be La Paz, afterwards an important port, within the Gulf of California, above Cape St. Lucas. The picture of Cortez shows him to be crafty, cruel and hypocritical, and we are not sorry for his defeat.

Yet, though the Spaniards found nothing in California, we now well know that the gold was there in even greater quantity than in Peru. But the Spaniards had no mind to dig it; to do that was slaves' work. Their only idea of obtaining wealth was by taking it from some industrious people like the Peruvians or Mexicans, who had taken it from the mines, or had produced it from the soil. When men came who thought it honorable to dig gold for themselves, or crush it out of the rocks, California gave more than the Spaniards ever dreamed. Some of the Spaniards, like the good priest Las Casas, however, strongly condemned the cruelty and rapacity of the conquerors.

The highest point reached during the period of early Spanish discovery was by an expedition under Cabrillo, who, however, died under the fatigues of the voyage in a bay near Santa Barbara, in midwinter; but his pilot, Ferelo, made another effort, and when the March winds were blowing reached latitude 44 deg., off the Oregon coast.

Fears of Rivals

BUT though the Spaniards, as they became fully settled in Mexico and South America, soon concluded that California and all the north coast had no attractions for them, they became afraid that other nations would enter the Pacific Ocean, and treat them as they had been treating the natives. There was much reason for this, as they had not only gathered almost incalculable wealth from the Peruvians and Mexicans, but had entered into trade across the Pacific Ocean, taking possession of the Philippine Islands, and opening commerce with China. The trade across the Pacific was a better mode of acquiring wealth than taking it from the native Americans, and was making Spain the richest and greatest of the European states. Charles V, who was also Emperor of Germany, was King of Spain and the Netherlands, while Cortez was Governor of Mexico; and his son, Philip II, followed. It was out of the treasures from the Pacific that they carried on their governments and wars.

The danger they feared was the still unexplored northern part of the Pacific Ocean led to some straits into the Northern Atlantic, and that through these straits their greatest enemies, the English, might enter and loot their cities or capture their ships, called galleons, with the cargoes. Stories of such a passage were constantly repeated. One of these was by a somewhat famous man called Maldonado, a name which is used in Gulliver's travels, showing where Dean Swift got the scene for his story. Maldonado probably had no other idea than to add to his reputation. Many others, however, either picked up sailors' yarns having some truth, or originated accounts of voyages for the purpose, with an object to induce either Spain or England to employ them in exploring expeditions in the Pacific. One of these was a pilot of Venice, who was called Juan de Fuca, although he gave his true name as Apostollos Valerianus. He claimed to have found a strait only one degree south of the strait now known by his name; and that he sailed through this into the North Atlantic. It was an interesting story, but close examination shows that it was like the rest—mostly a fabrication. But so often repeated were these accounts, and so desirable were they for the English, who greatly wanted a way into the Pacific; and so worrying were they to the Spaniards, who hoped there was no such inlet, that it became a matter of popular belief that there was a good water-way north of America from ocean to ocean. This was called the northwest passage; and the strait from this passage into the Pacific was called Anian. It was still thought that the continent of Asia came down to the latitude of Northern California, and that there was but a gulf, like that of California, across from the shore of Oregon to Great Tartary. The only thing was to find the passage.

The Spaniards determined to do this, and fortify it against all trespassers. They considered, from a grant by the Pope dividing the world between them and the King of Portugal, that they owned the Pacific Ocean entirely, and strictly forbade all others to navigate or enter this ocean, on pain of death as pirates. The idea that the ocean was a highway for the ships of all nations was not recognized by the Spanish King. The battle for freedom of navigation was taken up by the English.

The chief concern of the King at Madrid became, therefore, to prevent the Dutch and English from entering the greatest of all oceans. The Straits of Magellan were closely watched; the project of opening a canal at Panama, even then sometimes advocated, was discountenanced, and even to favor, or to agitate the idea was made a capital crime. *It is said by the old Spanish Historian Torquemada:

> His Majesty knew that the viceroys of Mexico had endeavored to discover a northern passage; and he found among his father's papers (Charles V.) a declaration of certain strangers to the effect that they had been driven by violent winds from the codfish coast on the Atlantic to the South Sea, through the Straits of Anian, which is beyond (north of) Cape Mendocino, and had on their way seen a rich and populous city well fortified and inhabited by a numerous and civilized nation, who had treated them well; as also many other things worthy to be seen and known. His Majesty had also been informed that ships sailing from Macao to Mexico ran great risks, particularly near Cape Mendocino, where the storms were most violent, so that it would be advantageous to have that coast surveyed then to Acapulco, so that the ships, mostly belonging to his Majesty, should find place for relief and refreshment when needed.

The governors of Mexico were ordered to make exploring expeditions in the Northern Pacific. The coast of California below Cape Mendocino became well known on account of the merchantmen coming back from Macao in China. The course of these vessels out from Mexico was easy and swift when once in the trade winds, but beating back was slow and dangerous. A brighter navigator than some others, a friar named Ordanata, concluded that north of the regular trade winds there was a region of variable breezes, and sailing up to latitude 40 degrees found his surmise correct. He kept this latitude until reaching the coast of California, and found that in Summer the northwest sea breezes blew regularly and carried him easily down to Mexico.

But little was accomplished by the navigators sent out, and they reported almost incredible hardships and suffering. The winds were too violent in Winter to risk the voyages at that time, and in the Summer the northwest breeze was "the chief enemy," and was raised up, as one Spanish writer complained, "by the foe of the human race in order to prevent the advance of the ships, and to delay the discovery of these countries and the conversion of their inhabitants to the Catholic faith."

Later Discoveries

IT WAS not until more than 100 years had passed that Spanish exploration was taken up in earnest. Then the whole Coast as far up as within sight of Mount St. Elias, which was reported as "higher than Orizaba," was visited; but so much afraid of the shore were the Spaniards that they entered no important harbors, except San Francisco and Nootka, and did not learn that the shores of British Columbia and Alaska were strings of archipelagoes. There was, however, one important exception. This was Heceta, who in 1775 sighted and tried to enter a great river, rumors of which had long been current. This was called by some the River of the Kings; St. Roc by others, and the River of the West. The discovery by Heceta was one of the best pieces of work done by Spaniards, and should be remembered.

Bruno Heceta, in command of a ship, and Lieutenant Juan Francisco Bodega Quadra, in command of a schooner, set out in March from San Blas, under orders to explore the coast as far as the 60th degree of latitude. It was not until the 16th of June that they passed Cape Mendocino. In July they were off the Washington coast, near the Straits of Fuca, and a boat was sent ashore to view the country, but immediately upon landing the crew was attacked and massacred by the natives; this was at the point where ten years later an English exploring party was similarly dealt with, and the name Destruction Island given, as it is still known.

Putting out to sea again, the two vessels were soon parted by a storm and Heceta veered with the wind, as it came from the north, and steered for home, while Bodega in the schooner and crippled by loss of boat and men, still had the courage to sail northward and try to carry out instructions.

On August 15, in the fairest kind of weather, the captain's attention was arrested by the color of the water off the coast in latitude 46:10 deg. He concluded that here was a river of sufficient size to enter, and made two attempts to do so, but was in danger of falling into the breakers, and sailed away content to make a chart, write a good description of an effort that excused him for his failure, and leave names for the points of land on each side of the entrance. The entrance was afterward charted as Heceta's Inlet, and the river St. Roc. Heceta's account is a fine illustration of the Spanish way of meeting the situation, and is worth careful reading.

Heceta says: "On the 17th of August I sailed along the coast to the 46th degree, and observed that from the latitude 47 degrees, 4 minutes to that of 46 degrees 10 minutes (he was sailing south), it runs in the angle of 15 degrees of the second quadrant, and from that latitude to 46 degrees 4 minutes in the angle of 12 degrees of the same quadrant; the soundings, the shore, the wooded character of the country, and the little islands, being the same as on the day preceding days." (There are no islands; what he took for these were headlands with low necks, most likely Clatsop Plains and perhaps Tongue Point.)

"On the evening of this day I discovered a large bay, to which I gave the name Assumption Bay, and a plan of which will be found in this journal. . . .

"Having arrived opposite this bay at 6 in the evening, and placed the ship nearly midway between the two capes, I sounded and found bottom in four brazas (near four fathoms). The currents and eddies were so strong that, notwithstanding a press of sail, it was difficult to get out clear of the northern cape, toward which the current ran, though its direction was eastward in consequence of the tide being at the flood. These currents and eddies caused me to believe that the place is the mouth of some great river, or of some passage to another sea. Had I not been certain of the latitude of this bay, from my observations of the same day, I might easily have believed it to be the passage discovered by Juan de Fuca in 1592, which is placed on the charts between the 47th and the 48th degrees, where I am certain no strait exists, because I anchored on the 14th of July midway between these latitudes and carefully examined everything around. Notwithstanding the great difference between this bay and the passage mentioned by De Fuca, I have little difficulty in conceiving they may be the same, having observed equal or greater differences in the latitudes of othes capes and ports on this coast, as I will show at the proper time.

"I did not enter and anchor in this port which in my plan I supposed to be an island, notwithstanding my strong desire to do so; because, having consulted with the second captain, Don Juan Perez, and the pilot, Don Christoval Revilla, they insisted I ought not to attempt it, as if we let go the anchor, we would not have men enough to get it up, and attend to the other operations which would be necessary. Considering this and also that in order to reach the anchorage I should be obliged to lower my long boat (the only boat I had) and to man it with at least fourteen of the crew, as I could not manage with fewer, and as it was then late in the day, I resolved to put out; and at the distance of three leagues I lay to. In the course of that night I experienced heavy currents to the southwest, which made it impossible to enter the bay the following morning, as I was too far to leeward. These currents, however, convinced me that a great quantity of water rushed from this bay on the ebb of the tide.

"The two capes which I name in my plan Cape San Roque and Cabo Frondoso, lie in the angle of ten degrees of the third quadrant. They are both faced with red earth, and are of little elevation." (Cape Hancock is over 400 feet, nearly perpendicular over the waves.)

"On the 18th I observed Cape Frondoso with another cape, to which I gave the name of Cape Falcon, situated in the latitude of 45 degrees 43 minutes, and they lay in the latitude of 45 degrees 43 minutes, at an angle of 22 degrees of the third quadrant; and from the last mentioned cape I traced the coast running in an angle of five degrees of the second quadrant. This land is mountainous, but not very high nor so well wooded as that lying between the latitudes of 48 degrees 30 minutes and 46 degrees. On sounding I found great differences; at the distance of seven leagues I got bottom at 84 brazas, and nearer the coast I sometimes found no bottom; from which I am inclined to believe there are reefs or shoals on this coast, which is also shown by the color of the water. In some places the coast presents a beach, in others it is rocky.

"A flat-topped mountain, which I named the Table, will enable any navigator to know the position of Cape Falcon without observing it (taking an observation); as it is in the latitude of 45 degrees 28 minutes and may be seen at a great distance, being somewhat elevated."

This entry in the Spaniard's log book is almost a character study. He was already retreating from the task of exploring the northern coast, which Bodega successfully performed. He found an entrance which was so large and promising that he could easily think it the mouth of a great river, or passage to another sea, and very likely the strait said to have been discovered by Juan de Fuca. He makes no mention of storm or fog or smoke, and he had all the season before him. Yet, after one effort near nightfall, and one-half effort next morning he sailed away, taking soundings in discolored water for fear of shoals, and where he found over 500 feet depth. The real reason for the color of the water he did not suspect, that it came from a great river. Still he had a poorly equipped vessel that might not have withstood the heavy breakers and strong currents which he might have encountered on the Columbia bar.

Spain looked at Oregon, but only found good excuses for not entering and taking possession.

*Note.—An old Spanish authority says: "In the time of Philip II it was proposed to cut a canal through the isthmus of Panama for the passage of ships from one ocean to the other, and two Flemish engineers were sent to examine the place. They, however, found the difficulties insuperable; and the council of the Indies at the same time represented to the King the injuries which such a canal would occasion to the monarchy. In consequence his Majesty decreed that no one should attempt or propose such an undertaking under pain of death."

ST. JOHN'S CATHEDRAL WILL BE A WORLD'S WONDER

Levi P. Morton's Gift of $600,000 Will Complete the First Stage of the Work.

NEW YORK, Jan. 16.—(Special Correspondence of The Sunday Oregonian.)—The gift of $600,000 to the building fund of the great Cathedral of St. John the Divine, now rising on the crest of Morningside Heights, overlooking the broad Hudson, brings within sight the completion of the first stage of the work on what will be one of the most remarkable church edifices in the history of the world. Former Vice-President Levi P. Morton, whose identity as the donor of this splendid contribution has just been disclosed, divided his gift into $450,000 for the construction of the choir and $150,000 for the installation of the reredos, choir stalls and other furnishings, which will finish that part of the structure. Of the $400,000 required for the "crossing," the trustees already have $150,000 outright, while $100,000 more is pledged to be forthcoming as soon as the remaining $150,000 necessary is raised. When this is done, in place of the irregular pile which is now all that is visible of the beautiful cathedral, there will be on the summit of Morningside Heights the largest church in the City of New York. Even this will be but a small part of the gigantic structure that is ultimately to stand there.

The statutes and canons of the Cathedral of St. John the Divine were adopted on December 27, 1904, thus creating a complete cathedral organization—an organization which in the minds of most Americans is associated rather with some sleepy English provincial town than with the great business center of the New World. Just 13 years before these canons were declared in force, Bishop Potter formally inaugurated the work on the cathedral on St. John's Day, 1891. The visible results of these years of building seem remarkably small to the man who is accustomed to watch a modern skyscraper shoot 20 stories from the ground in the course of a few months. A better idea of the progress that has already been made is obtained when one stops to consider how different is the erection of a great cathedral and of a steel office building.

Modern Day an Ancient Year.

In modern times few persons have been bold enough to attempt to erect another of those edifices on which the builders of the Middle Ages expended their strength and genius. In the interval men have become impatient as their mechanical skill has increased, until to the builder of today a year is as long as a century to the men who planned the cathedrals of Europe. To the tourist it seems as if the church in which he stands grew almost of itself, so colossal is its scale, so enormous the amount of labor involved. In one sense he is right. Few of the famous cathedrals which Americans crowd to see were completed as is an office building, and it never was expected that they would be. Continually to add to their beauty and their magnificence was the pride of the cities in which they rise, and on this task the genius of generation after generation was spent.

The 20th century with its railroads, steam derricks, drills and dynamite, has made it possible to do in a few years what was to the Middle Ages a work of centuries. The progress of the work on the Roman Catholic cathedral at Westminster and the Protestant Episcopal cathedral in New York, the two instances of elaborate ecclesiastical undertakings in recent times, is as striking an evidence of the revolution in building methods as is the loftiest of New York's office buildings. The Westminster edifice—begun in 1895 and externally far advanced—is peculiar in its Byzantine style, which presents a very different problem from the Gothic, Romanesque or Renaissance structures more familiar to American travelers. In Byzantine art interior decoration plays a most important part, and the marble and mosaic work, on which so much of the beauty of the Westminster Cathedral is to depend, may not be finished for a century.

Quickest in Construction.

The Gothic-Romanesque Cathedral of St. John the Divine, which will bear comparison in size as well as in beauty with the most famous edifices on the other side of the Atlantic, has already advanced an appreciable distance toward completion, and three or four years should see the choir and the "crossing" ready for services. This will make the structure, in technical language, about 29 per cent completed, but the rest of the work, it is believed, can be pushed far more rapidly. Even if it should be 40 years before the last stone is in place, St. John's would be among the quickest in erection as it is among the largest in size of the cathedrals of the world.

Towering above the heights along the Hudson, St. John's will occupy in the cosmopolis of America much the same position as St. Paul's does in London. Old St. Paul's which took a matter of two centuries to complete, was burned in the great fire of 1666, and eight years were devoted to clearing away the rubbish. Of the new building, on which work was begun in 1675, only the walls of the choir had been finished by 1685, and it was 12 years later before any services were held in it. In 1710, 25 years after the beginning of work, St. Paul's was finished. With the exception of Salisbury, it is the only English cathedral designed and completed in one style of architecture. The others, growing slowly from generation to generation, embody the changing taste of the men who worked upon them.

Local Pride the Inspiration.

The most pretentious churches of the world are in large measure the result of civic pride as well as religious enthusiasm. To the burgher of the Middle Ages his city took the place of the nation and in no better way could he show his patriotism and his piety than by the erection of as imposing a cathedral as the city's wealth could produce. St. Mark's in Venice and the Florence cathedral, to cite two of the many instances, are as thoroughly civic undertakings as the bridges now spanning the East River.

One of the most interesting and complete records of the way in which a mediaeval cathedral was built is furnished by Sienna, once one of Italy's most flourishing city-republics and now an almost unrivaled relic of the Middle Ages. As the city rose to greatness the citizens grew discontented with their old church, inferior, they thought, to that of their rival, Pisa. Some time in the 13th century—the wonderful cycle of the Middle Ages—work was begun on a new cathedral, the earliest visible parts of which date from 1265. More interest, apparently, was taken in Sienna in the building of this cathedral. "The Work," as it was significally and tersely called, than New York took in its subway. An elaborate system of regulations was drawn up and countless precautions were taken to see that no contractors made more than legal profit.

The Industrious Siennese.

On August 15—The Feast of the Assumption and the great Siennese holiday—every citizen was compelled to contribute to "The Work" money or candles, for which there was a steady demand for use as votive offerings. The money was kept and the candles sold to swell the building fund. In the surrounding country one robber chief after another was made by force of arms to contribute to the same pious object. All through the 13th century, when Sienna was at the height of its power, these resources proved ample and the cathedral rose steadily.

About 1325 the ever-increasing pride of the Siennese inclined them to regard with little favor the plans which had seemed so wonderful to their ancestors and it was proposed to build another and yet grander cathedral. In order not to throw away the work already accomplished the citizens decided to make out of the old edifice the transepts of the new. About nine years after work on this stupendous scheme had been begun the great plague of 1348 devastated Sienna. Two-thirds of the population perished and the city never recovered courage to go on with "The Work" which it had undertaken in its prosperity. In 1357 the new scheme was abandoned and work was resumed on the old plans of the 13th century edifice nearly a century and a half after it was first begun. Even this has never been completed, though the work of decoration has gone on at intervals ever since. Sienna has now become a quiet country town, but the great cathedral on its lofty platform towers above the ancient city, the proud product of generations of labor and a permanent evidence of the city's departed glory.

The history of "The Work" of the Siennese provides a fair example of the way in which the mediaeval cathedrals rose by the patient efforts of generation after generation of devoted builders. Throughout the rest of Europe, however, the municipal pride of Italy was replaced by the energy of abbots and of bishops. When, for instance, the church of Beauvais was burned early in the 12th century, Milon de Nanteuil, the Bishop-Count of Beauvais, and his chapter set aside a tenth part of their annual income for ten years in order to procure money with which to begin a new cathedral, now one of the inspiring monuments of Northern France. In 1272, nearly 50 years after the commencement of the work, services were held for the first time in the choir. It was not until 1500 that the first stone of the transepts was laid and it was 50 years more before the craftsmen left them.

These are not exceptional instances. The nave of the great cathedral at Durham, which was begun about 1090, was not finished until 1128; the towers were not added until 1220, and the most distinctive feature of the whole structure—the strange apartment known as the Galilee, built at the western entrance and hanging on the brow of the cliff—in its present form dates from 1420. Practically all of these monuments of the Middle Ages have been worked on little by little, part by part, until as they stand now they represent all that centuries of churchmen and builders, nobles and peasants, could do to give permanent expression to their religion. Even St. Peter's at Rome, constructed under the eyes of the popes themselves and with all the wealth of the papacy at its command, was 12 decades in building.

To bring to completion the Cathedral of St. John the Divine—a mightier undertaking than the majority of even the most famous cathedrals of Europe—within the course of half a century is an evidence of how great has been the advance in science. Modern conditions have here been applied to midiaeval problems and the result is now apparent to every citizen and to every visitor in New York who takes the beaten path of the sightseer and drives over "Cathedral Heights."

THE CATHEDRAL OF ST. JOHN THE DIVINE—TOWARDS THE ERECTION OF THIS GREATEST OF AMERICAN CHURCHES HON. LEVI P. MORTON HAS RECENTLY GIVEN $600,000.

WALES' GREAT REVIVAL

Religious Mania Possesses Entire Principality.

London Daily Mail.

Religious mania is developing among the fervent revivalists in Wales. At Cwmdare a young man, who was the sole support of his widowed mother, has had to be removed to the Bridgend Lunatic Asylum, and a painful scene was witnessed at Cwmaman.

Just before the commencement of a meeting at a chapel a woman entered the building and ascended the pulpit. She did not address the assembly, but engaged in a long prayer, and refused to leave when the pastor arrived. All efforts to make her rise from her kneeling position proved unavailing, and at last it became necessary for four men to carry her from the pulpit and out of the building to her home.

For some weeks tradespeople of Abercynon have refused to exhibit the bills of the local portable theater, which before the religious wave was crowded nightly. Lately the plays have been performed to empty houses.

At Mardy a football club which came to play a local "first" team found that most of the players had been "converted" and the match had to be abandoned. At one meeting two football players embraced each other cordially, and at the Hhos business was practically suspended for a whole day in favor of prayer meetings.

One of the wonderful effects of the revival is the better feeling which it has wrought among the divided Penrhyn quarrymen at Bethesda. Family feuds and differences caused by the strike are being forgotten, and peace reigns once more in that district of discord.

It is even reported that in one pit the horses cannot be got to do their work because they are unable to understand the language which is now purged of profanity.

A hauler of Abercynon was converted; a day or two later his tramway car left the road, and in his excitement the man fell back into his old habit of swearing, but he promptly dropped on his knees and prayed for forgiveness.

Overtaxed.

Kobe Herald.

There is an old story of Queen Alexandra, when she was Princess of Wales, coming one day upon a very small boy who was weeping bitterly. The Princess stopped to inquire the trouble from the youngster's fat, comfortable grandmother. She received the laconic reply: "Well, ma'am, there ben't no troble, as you might say, but no stomach can stand nine huns."

Our Debt to Canada.

Montreal Star.

Canada having given birth to a Chadwick and a Lawson, can almost afford to chuckle over the period of the exodus which took them south of the boundary line.