

The football season is now on. The Oregon universities will add interest to the work of the institutions by playing a series of games.

Two rival Portland meat companies are engaged in a war of prices at present, and the people are getting the advantages of meat sold at cost or below.

The great powers of Europe are willing to arbitrate between China and Japan. The only difficulty appears to be that Japan is in a position where she does not need arbitration.

China pheasants are good and ripe these days. The small boy plays havoc with them, while the high-toned sportsman with expensive accoutrements generally comes in with an empty bag.

Train robbing is getting to be a favorite pursuit. The robbers engaged in the three last ventures secured large sums, encouraging the theory that they had confederates among the employes of the express companies. They knew just when and where to strike.

The Southern Pacific Railroad Company has done the right thing in reducing freight rates on wheat on its lines in Western Oregon. It should go farther and make a general reduction of rates. With present prices the producers can barely live, yet with this exception no reductions of freight rates have taken place. The policy of charging all the traffic will bear is really detrimental to the company's interests, as its earnings depend upon the prosperity and building up of the country.

Pay rolls and vouchers of the Oregon Pacific for September amounted to nearly \$7500, and will be paid in full. During the month 6000 new ties were put in. Besides this the Santiam bridge and several others on the coast division were repaired. It has been Mr. Clark's constant aim to expend the surplus earnings of the road in betterments. By this means, he is enabled to disburse several hundred dollars in this way each month until now the line is in better condition for traffic than it has been for a long time.

Harrison, McKinley and Reed, the three great candidates of the republican party for the next presidential nomination, are on the stump using all their persuasive powers in favor of their party. It is probable that neither one will succeed, but some quiet man who is now saying nothing but sawing wood, will secure the coveted plum. It is not probable that any apostle of high protection as preached and practiced by the three aforesaid active candidates will be nominated. Some conservative man like Allison of Iowa will meet the favor of the convention. 1895 is quite away off, and in all likelihood before that time the calamity cry now indulged in by the McKinley-Harrison-Reed regime will be hushed in the quiet sleep of death.

One who has taken a walk through Shaw's Garden will hardly believe the assertion that the majority of the flowers of the world are without odor, but such is the case. Take the flora of Europe as an illustration: Four thousand and two hundred species and varieties of flowers have been named and classified by the botanists of that country, and it has been found that less than 10 per cent of the whole give forth distinguishable odors or have perceptible colors. The very commonest flowers of the world are white, colorless varieties predominating by at least one-third and only one-sixth of that class are odoriferous. In Europe there are 1194 species of white flowers, only 200 of which are fragrant. In the same country they have 951 kinds of yellow flowers, of which number only 77 are odoriferous. Out of 823 varieties of red flowers they have only 84 that give forth odor, and in 9 of these "the smell is far from being fragrant." Of the 594 blue species only 34 are fragrant, and of the 308 violet blues only 13.

From all reports the country is coming to a realization of the necessity of the practice of economy and frugal industry. After that is accomplished it will not be long before the financial difficulties will disappear like dew before the morning sun.

Newberg Graphic: Nearly all our Oregon exchanges are going in to hog raising. That is to say they are taking up a good deal of valuable space in their editorial columns trying to convince farmers how they can better their condition by turning their attention to hog farming as a means of getting away with their low priced wheat. This may be all well enough but the Graphic believes that the Oregon farmer knows as much about his business as the average Oregon editor does. We pity the poor farmer who undertakes to appropriate all the cheap advice he is getting these days.

Junction City Items.

Times, Oct. 12.

Henry Plymate, of Tanoua, was purchasing apples here this week.

Miss Lizzie Houston has gone to Eugene to make that place her future home.

Judge J. A. Campbell of San Francisco, came up Friday morning to attend the funeral of his father.

Judge McFadden, of Corvallis, and his father, of Salem, came down Thursday to attend the funeral of Prof. Campbell.

S. P. Gilmore and family have moved to their newly acquired ranch west of town. Mr. Gilmore will continue to do business here and try to farm at the same time.

The father and mother of G. M. Jackson arrived here this week from Dakota. They will probably spend the winter here, and enjoy it far more than the blizzards of Dakota.

Miss Nellie Foslow will go to Portland next week to attend business college.

Work on the Lanester bridge is progressing nicely. It will soon be completed.

All the old soldiers in the county are requested, to meet in the city hall, in Junction City, Saturday, Oct. 27, 1894, for the purpose of organizing a G. A. R. post. Attendance from all parts in the county is expected.

It is rumored among trained men here that another change will soon be made in the running time of the train crews. Three men will be required to do the work of four and the division point will be made at Salem and Roseburg. The north end run will be from Portland to Salem and return, while the south run is from Salem to Roseburg. Large engines will be put on the south run which will do away with the "helpers" over the hills. The change will give the men who are not displaced a longer run and better pay. It is not a desirable change for this town. The new time card will displace eleven engineers, some of whom will return to firing, and the firemen will also be set back.

Boston's Alien Coachman.

WASHINGTON, Oct. 12.—Immigrant bureau officials have as yet received no notice of the arrest of John James Howard, Levi P. Morton's coachman, but Inspector Dodge left here a few days ago with a warrant for Howard's arrest, signed by Secretary Carlisle. Whether Morton will also be proceeded against for violating the contract labor law, the treasury officials cannot yet say. Section 6 of the act of March 3, 1891, fixes the penalty for violating at a fine not exceeding \$1000 or imprisonment not exceeding one year, or both.

Mr. Morton, the republican nominee for governor, authorizes the statement that he does not believe he violated the alien contract labor law in bringing over his servant Howard. He says he believes as a household servant Howard is under the law legally in this country. Howard was brought to this city today and placed in the custody of Commissioner of Immigration Senner. His deportation will be contested.

The Betting on New York.

NEW YORK, Oct. 12.—Although the campaign has not fairly opened, politicians with sporting proclivities and members of the gambling fraternity have sized up the situation and are posting odds on their favorites. Phil Dwyer was approached yesterday by an individual who offered to bet \$20,000 to \$10,000 that Morton would beat Hill. A well known lawyer informed Colonel Ochiltree that he was anxious to make a similar bet, but neither offer was taken. Colonel Hill Brown offered to bet \$500 even that Straus would be elected mayor. At the time he found no takers, but a Western politician bet him \$5000 even that Goff would be elected recorder. As the books now stand large odds are offered on Morton, but Straus has the advantage in the local contest.

American Mission Board.

MADISON, Wis., Oct. 12.—The American Mission Board today decided not to issue the Nestle-Olin fund to apply on the indebtedness. Instead it instructed the president to appoint cooperative committees of three each in Chicago, New York and Boston to secure larger contributions from the churches. The report of the committee on foreign missions endorsed heartily the call to Dwight L. Moody to go to Japan for six months and do evangelical work. A resolution was unanimously adopted instructing the prudential committee not to withdraw any mission now established.

Schooner Saved from Wreck.

CHATHAM, Mass., Oct. 12.—The four masted schooner Calvin B. Oremu of Philadelphia, for Portland, with a cargo of coal, went ashore on Pollock rigo shoal at 2 o'clock this morning during a northwester. She was discovered by the Monomoy life-saving station at daylight, and after hard work, released, apparently uninjured. Large quantities of wreckage have been coming ashore the past two days.

Will Pay Japan War Indemnity.

SHANGHAI, Oct. 12.—A rumor is current here the Chinese government has commenced negotiations with Japan for peace. China, it is said, has offered to acknowledge the independence of Korea and pay a war indemnity to Japan.

China Not Yet Defeated.

LONDON, Oct. 12.—The Pall Mall Gazette publishes an interview with a leading Chinese official in London, in which he says with the exception of the naval battle at Yalu, not a serious blow has been struck at China. This he said was merely the beginning of a great war. He denied that the battle of Ping Yang was a crushing defeat for the Chinese. When hostilities are renewed on a large scale, he declares, China will produce an ample number of warships.

A dispatch from Yokohama, says Otori Keisuke, Japanese soldier and diplomat, has been recalled owing to his failure to effect Japanese reforms in Korea. Count Inouye, Japanese minister of the interior, will shortly proceed to Korea.

Probably Murdered.

SANTA ROSA, Cal., Oct. 12.—G. W. Bowls, an old man, has been missing from his home since last Friday. It is feared he has been murdered for his money, as he left on a business trip for Fowler's mill and had nearly \$300 on his person.

A ROBBERY AT THE DALLES.

Fifteen Thousand Dollars Were Stolen From the Express Office.

As Time to the Robbers is Fair. THE DALLES, Or., Oct. 14.—The express office in this city was robbed this morning at an early hour of \$14,000 or \$15,000.

The money taken was sent here from Portland, and arrived on No. 2 Saturday night.

F. N. Hill, the express agent, and two officers, took charge of the money as soon as it arrived, taking it to the express office.

Details of the robbery are very meager. The express agent and marshal have positive instructions from headquarters to disclose none of the particulars. They are searching the neighborhood, apparently suspending local people of the robbery. The more probable clue to the robbers, however is that they came here on the train with the treasury box and knew where it was consigned and the contents. Following it up after it arrived they made easy work of capturing it. Charles Tibbets, the company's driver, sleeps in the express office, but on the night of the robbery he was attending a ball given by the Wasco County Fair Association, and he did not return until 1 o'clock. The robbery was evidently committed between 12:30 and 1:30, while Tibbets was absent, which leads the officials to believe it was done by local parties, although there are a number of rangers in town who have been in attendance at the fair.

No arrests have yet been made. Telegrams have been sent in all directions, but no description can be given of the robbers. Their chance of escape now seems good.

University Notes.

Daily Guard, October 12.

Dr. Chapman has returned from Portland.

The new Smith-Premier typewriters for the students in the business course arrived yesterday.

The skeleton has arrived, which was ordered for use in the department of biology. Mrs. Nellie A. McCormack has charge of this class during the absence of Mr. Wetherbee who is ill.

Lasswell, the left half back of the Multnomah Athletic Club football team is expected to arrive tomorrow to coach the U. of O. football team for the next two weeks. Members of the Athletic Association of the University of Oregon raised sufficient money by subscription to pay his expenses.

Seven Lives Lost.

OSWEGO, N. Y., Oct. 12.—In a terrific windstorm last night the three-masted schooner Hartford, of Clayton, with 27,000 bushels of wheat, from Detroit, for Cape Vincent, was driven ashore at Woodville, Captain William O'Toole, wife and child, Richard Symone, mate; Michael Parell, Dennis McCarthy and an unknown man were lost.

RAT PORTAGE, Ontario, Oct. 12.—The steamer Highland Maid has been wrecked at Long Sault Rapids, Rainy lake. The mail passengers and crew were saved. William Woods, purser, was badly injured. The boat and cargo are a total loss, with no insurance. The cause of the accident was low water and dangerous rapids, full of rocks, which the Canadian and United States governments have neglected to improve.

SHORT \$2,000.—The following from a Port Townsend dispatch indicates that Ex-Lt. S. Marshall of Alaska O. T. Porter, Albany, is liable to lose \$2,000 on account of one of his deputies: "News was received from Sitka, Alaska, today that Adolphus Meyer, a deputy marshal, has been arrested for embezzlement of public funds, about \$2,000. When Marshal Potter retired from office, he trusted to Meyer to close his accounts, and while making his final settlement with the government, a shortage was discovered. Meyer gave bonds for his appearance for trial in the district court." Porter at one time edited a paper at Junction City.

A MAD BULL.—Halsey News: Uncle Jimmy McMahon met with a severe accident Thursday. While out in the pasture after cattle his horse was charged by a bull and Uncle Jimmy was thrown to the ground receiving a fracture of the left ankle which was reduced by Drs. Smith & Geary. After being thrown to the ground he defended himself from the attacks of the enraged animal by throwing dirt in the bull's eyes thereby blinding it. It was a narrow escape for the old gentleman.

A POTATO SHIPMENT.—Union Seed: Three refrigerator cars were loaded with potatoes in this city during the week for shipment east. T. A. McGinnis, of Paw Paw, Ill., shipped two of the cars, one of which was loaded by A. J. Goddard and the other by various parties in this vicinity. The other car was shipped by F. D. McCully.

SAW THE MACHINES.—Today's Salem Statesman says: King Henderson, of Eugene, an old Statesman type who went to work in this office over twenty years ago, the same time that old H. Gorman started in to turn the press by hand power, was in the city yesterday and paid a visit to the composing room to witness the work of the linotypes. It was his first view of type setting machines.

COUNTY SURE.—John McCollum has sued Lane county, in the circuit court through the commissioners court, for the sum of \$200.25 for keeping one Daniel Harkins, a pauper. He charged the county \$1.25 per day for his services.

The Dalles Chronicle: Justice Soesbe of Hood River, last Monday, fined the manager of the Oregon Lumber Co. \$100 for jumping saws on into the Columbia river. The defendant pleaded guilty and as got off with the lowest fine allowed by law, and McGuire the fish protector, wasn't in it either.

IN A PERILOUS CONDITION.

Schooner Danielson Strikes the South Spit.

Recently the Danielson was towed to the Siuslaw River Lumber Company's saw mill at Acme, where she took on about 145,000 feet of lumber besides considerable freight, consisting of hides, salmon, etc. She was ready for departure for San Francisco Saturday, and was being towed out by the tug, when she struck and held fast on the south sand spit, drawing at the time nine feet of water. None disputes the fact that when the Danielson struck there was at least fourteen feet of water in the channel of the river over the bar, hence no other conclusion remains but that gross incompetency or carelessness is the cause of the disaster. Who is responsible for this we are not going to state, for we do not know but our readers must draw their own conclusions from the statements of the captain of the Danielson and the captain of the tug.

Captain F. W. Gruggel, commander of the schooner Danielson, was first interviewed by a West reporter.

CAPTAIN GRUGGEL'S STORY.

"When we passed the government works I hoisted my foresail, as I have often done before in crossing this bar, and when we had made the bend in the mouth of the river, about one-fourth mile of the bar, I attempted to set the jib sail, but finding it interfered somewhat with the steering of my vessel, I immediately had it hauled down. The bar was rough, the wind being northwesterly, and I followed the tug's tow, keeping perhaps a little to the windward, and we were in this position when the Danielson struck the beach."

"Is there anything in the report that your sails prevented your vessel from following the tug, and that the Danielson swung to the south and on to the spit, while the tug was in deep water?" was then asked.

"In the first place the tug's tow line was fastened to the port side of my vessel, and in order to prevent the hawser doing serious injury to the vessel's rigging, she was held well to the north track of the tug's wake. More to an this, at the point where the Danielson struck, the water in the channel deep enough to float her is 1,000 feet wide, and if the tug had been in deep water it would have been impossible for my vessel to have gone far enough south to have touched the spit. You must know that Captain Johnson of the tug was in charge of my vessel, and if he believed any sail on the Danielson interfered with his towing, he would only have to give his orders and they would have been obeyed."

"When my vessel struck, the tug was turned to northward, and after pulling about half an hour, dropped her hawser and left us to our fate."

CAPTAIN JOHNSON'S STORY.

"You see," said Captain Johnson, "anything hung on a pivot, a weight on either end will send it down. So it is with a vessel. The wind filling a sail forward will turn the bow in one direction, and the wind filling a sail astern will move the bow in the opposite direction. When the Danielson's jib sail was run up, she took a sheer south and to leeward, carrying her on the spit before the tug could bring her into the channel as we were at that time in a deep but narrow part of the river's course to the ocean."

"In how deep water was the tug when the Danielson struck?"

"About 16 feet. The tug pulled the Danielson off the spit where she struck, but she struck again and got into such a position that nothing could be done and after every effort had been exhausted, and she was taking the tug into shoal water, I buoyed and dropped the hawser."

"Are you positive that the jib sail of the Danielson was up when she struck?" was asked.

"Yes, sir," said the captain, "and I at once called out to him to lower his sails."

OTHER EVENTS. Nothing was left for Captain Gruggel to do after being deserted by the tug but to lighten his vessel to save her from utter destruction. He therefore began throwing off the deck load of lumber.

Word was sent to that fearless ocean navigator and commander, Captain John Bergman, who has done more to save life and property on this part of the Pacific coast than any other man, that there was a boat on the Siuslaw, and with his usual promptness he appeared on the scene at 12 o'clock Sunday night, with his full crew and lifeboat. The captain took his men to the Danielson, and they never left her, until she was again safely in tow of the tug Roberts. In this one act Captain Bergman and his valiant crew was the means of saving more property than it will cost to maintain them for a couple of years. We have always pointed with pride at the lifesaving crew at Gardiner, but this last act of theirs adds another page to their record of good deeds, and a deeper pride to be taken in them for their efficiency. All join in thanks to the captain and his crew, and we are especially requested by Captain Gruggel, to thank them warmly for him.

THE LOSS.

Nothing can be certainly determined at this date as to the exact loss, but probably to the Danielson it will exceed half her value, and Hurd & Davenport suffer to the amount of at least \$1000 in lumber. What freight and lumber in the hold of the vessel that was saved is now being unloaded at Hurd & Davenport's wharf, and when this is done, the Danielson will be beached until such time as she is surveyed and otherwise disposed of.

HEAVY SALES.—Salem Journal: Wm. Brown & Co. has bought the entire Dove hop crop of about 900 bushels at 7 cents a pound. This is probably the largest sale made so far this season. Squire Farrar bought 101 bushels from Oliver Jones at the same price.

PROPERTY SOLD.—Hon. S. W. Condon this morning sold to Hon. T. J. Hendricks his cottage and lot at Nye Creek, Yaquina Bay, for the sum of \$350. The property is easily worth \$600.

TALL TIMOTHY.—A. J. Carson, who lives down the river road, brought to this office this morning several stalks of timothy hay that measured 8 feet 7 inches in length, and they had heads nearly eight inches long.

MONDAY, OCTOBER 15.

Salem public schools have an enrollment of 1400.

Wm. Renshaw has received another car load of beer from Milwaukee, Wis.

The churches all had good congregations yesterday.

This is license day at the city recorder's office. All the saloons took out licenses again.

The Free Methodists held a service on Willamette street last evening. It attracted a large audience.

Sunday's Portland Oregonian says: "The inquiry for potatoes is increasing, and several car loads were shipped to Texas."

The Pendleton Tribune says that the sheriff sold 14 good horses last week to N. H. Cottrill, for \$25, or at the rate of \$1.75 each.

Ed Donovan and John Vineyard, ranchers of Warner valley, Lake county, fought a duel over a game string, and the latter was killed. Donovan gave himself up to the authorities.

The result of the squabble over the Tillamook county school superintendency is that Mrs. May and Handley are both out. The county court finds that there is a vacancy and appoints Lester Smith to fill it. Handley's paper, however, indorses Smith strongly, and neither of the papers give any intelligent explanation of the settlement.

Brownsville Times: "E. G. Cameron went to Eugene Wednesday. As a result of his visit we expect to be able to announce next week that a \$50000000 race has been natched between 'Whiskers' and Ellsworth Cameron." Cameron was here but had no money to invest in a foot race with 'Whiskers.'"

P. M. Abbey, landlord of the Bay View house at Newport, was in Albany recently and purchased a horse and buggy. Starting home with the rig the horse became frightened while going down a hill near Blodgett valley and smashed the buggy up and left Mr. Abbey with a sprained ankle by the roadside. Thomas Eglin, of Corvallis, picked him up and left him at Wrenn, to take the train for home.

J. B. Alexander has favored us with a sample of fine grapes grown at his residence. Those wishing to get fine fresh Oregon grapes should call on him.

Brakeman Norman on the north-bound overland shot a finger off a tramp near Grants Pass last night. The tramp was throwing rocks and got this as a reward.

The stock of goods of G. M. Jackson, at Junction City, is advertised to be sold under chattel mortgage in that city Saturday, Oct. 27, 1894, at 10 a. m. to satisfy the sum of \$4,961.84.

A son of C. Hodes while swinging fell and cut his hand quite severely on a broken bottle. Dr. Brown sewed the wound up, and it is hoped he will not lose the use of one finger.

A live competition is going on among Portland butchers, and one establishment sells at the following prices: Boiling beef 2 @ 3 cents, chuck steak 4 cents, corned beef 3 @ 4 cents, good beef roasts 4 @ 5 cents, round steak 6 cents, sirloin and tenderloin steak 8 cents, good mutton chops 4 @ 6 cents, leg of mutton 7 cents, good mutton roasts 4 @ 6 cents.

Portland Daily Sun: Hon. Geo. W. McBride, secretary of state, is now on his way to New York City to secure the best possible medical service in the treatment of his long-standing and painful malady. As a man of spotless honor and genial soul no one in Oregon stands higher in the estimation of the whole people, regardless of politics, than George W. McBride, and a legion of friends wish him all success in his present mission.

Senator Dolph is expected here tomorrow.

Wm. Faber, of Albany, spent Sunday in Eugene.

Hon. E. P. Coleman, of Coburg, visited Eugene today.

Mr. Martha Medley returned home to Cottage Grove this afternoon.

W. Y. Kirkpatrick, of the Lebanon Express, spent yesterday in Eugene.

Mrs. R. S. Bean and children, of Salem, spent Sunday with relatives here.

Frank Alexander went up the McKenzie river this morning to hunt a few days.

J. M. Bowers of the Springfield stock farm, arrived here from Montana yesterday.

Miss Jessie Winkley is spending a few days at the home of her parents in Linn county.

Attorney Geo. B. Dorris went to Salem yesterday to appear before the supreme court.

Hon. J. C. Carson, of Portland, is in Eugene visiting his daughter, Miss Prof. Carson.

Attorney L. Blyen went to Salem this morning to appear in a case before the supreme court.

Chas. Knoche, formerly of this city, is now working in the C. M. & St. Paul railway offices at St. Paul, Minn.

Frank Blanton will leave for Phoenix, Arizona, on tonight's train. He expects to locate at some place in that state.

Clarence Luckey has returned home from a visit to Prineville and Crook county. He came home via the McKenzie route.

Mrs. Della V. Pengra came up from Portland, where she is attending a medical college, and spent Sunday with friends here.

C. C. Donovan, of Portland, general agent of the Great Northern railroad, is in town today looking after the interests of that company.

J. S. Cooper, the Independence banker, spent Sunday in Eugene visiting his three daughters, who are attending the State university.

Salem Statesman: Clarence Keene, now a student at the state university at Eugene, is in the city for a Sunday visit. Clarence must be developing into quite an orator, as he has been chosen to represent his class in an oratorical contest next spring.

Recently Harvey and Mack Summerville and two other gentlemen shipped a train load of horses from Huntington, Oregon, to the state of South Carolina. Mack Summerville will leave for that state tonight to superintend the selling of the same.

How about that best sugar factory? Eugene should not sleep on this matter, or it will be eventually too late when she awakens.

The act of the Southern Pacific Railroad Company, voluntarily, reducing the freight rate on grain four cents per one hundred pounds should and will be applauded by the people.

The man that can't take his home paper buys gold bricks made of brass, plays the shell game, gets "flimflammed," bites at the soap rackets, signs a contract which comes up in the hands of an innocent third party as a promissory note, and makes a fool of himself a thousand ways. This man is an unfortunate as the other man who now takes more papers than he has time to read, and consequently cannot take his home paper.

Hillsboro Independent: The county officers salary law continues to be a source of friction. A case was argued before Judge McBride this week involving the question of transportation used by the sheriff in serving processes. The question was taken under advisement. If the sheriff wins the fees he earns will do little more than pay his expenses, while the salary will be what the county loses on this reform spurt. On the other hand, the county wins, the sheriff's bill will not amount to much.

North Yamhill Record: The people of Tillamook who are victims of the St. Louis wrought iron range swindle are organizing for mutual self protection. The traveling agent, Doty, made certain promises in order to affect the sale and get the notes, and now the company is trying to force payment about four years before the notes mature. What a pity these people cannot have the pleasure of a few moments interview with this man Doty. They would likely settle with him in short order. Moral: Patronize responsible home dealers.

The Salem Statesman says editorially: Throughout the state the several Committees of One Hundred are referring to the "school book trust." No such reference has any possible connection with the American Book Co., which is neither a trust nor a combine. Of its own free will it has reduced the prices of school books, and it has no monopoly in text books, but meets fair competition everywhere. It is now supplying our school books and as the books are entirely satisfactory, as cheap, as reliable, and of as good quality as those offered by any competing firm, we are unable to see why the citizens of this state should at this time be burdened with the enormous expense a change of text-books would entail.

The Commercial Review, in commenting on the wheat situation, has this to say on the Argentine product: European wheat importers have simply gone mad over the large crop of imitation wheat grown in Argentine Republic last year. It is said that over fifty million bushels had been sent to Europe up to August 1, and that ten million bushels were then on hand ready to export. That will make a total of sixty million bushels sent to Europe, and out of it all there is not a bushel that will make flour that can be used alone in making bread. The best of it is thin and weak, with an unpleasant odor and a bad color, and the great bulk of it is simply "no good." It is superior to Indian wheat in one particular. It is not so nasty, so loaded and impregnated with indescribable filth as the Hindoo wheat; otherwise it is about the same. European millers, who buy the Argentine wheat simply because it is dirt cheap, are very enthusiastic in its disparage. Next winter the Argentine weather may prove unfavorable, and then, in spite of a largely increased acreage, the wheat crop will sink back to its former notch."

The remarkable spread of the telephone must be reckoned as one of the wonders of this century. It is said that an international telephone system to cover all Europe with its network is one of the latest movements to bring the nations in to more intimate and peaceful relations with each other. The cities of Amsterdam, Rotterdam, Brussels and Antwerp are already connected by telephone, and the extension of the lines is a question of a little time.

The Salem Independent remarks, with intended sarcasm, that the Portland Telegram is one of the best republican papers in the state. The Telegram is a goodly, established, and conducted by the ablest business management, and has won its newspaper policy ever since it is other than the republican evangel, though it has pretended at times to advocate other principles. Few readers have been deceived by occasional democratic, hypocritical proclivities of the Telegram.