

## LINGOLN COUNTY LEADER.

CHAR. F. & ADA E. SOULE, Pubs.

TOLEDO.....OREGON.

If a man makes no enemies he has but few friends.

A wife is the only extravagant habit some men have.

His satanic majesty doesn't waste any of his time on the hypocrite.

A marriage license gives a man a legal right to lie to one woman.

The Japanese do not have consumption. Even the children are taught how to breathe.

A poor girl's idea of a mercenary wretch is a young man who marries a rich widow.

Rockefeller has cornered violets. Plant a few in your garden and smash the violet trust.

After a man takes more than \$5,000 they quit calling it stealing and refer to it as embezzlement.

A Boston paper wants a good American name for the chauffeur. How would it do to call him down?

Some bachelors sigh because they are lonely, and some married men sigh because they have no chance to be.

Nevertheless, Russell Sage is the greatest object lesson in favor of vacations that could possibly be discovered.

Some people seem to think the Almighty is making a mistake in not leaving the management entirely to them.

The widow who has scattered the ashes of her husband on two continents may be trying to make extra work for the last day.

It would appear that influential people who obey the laws must be doing so just because they like to and not through any fear of getting into trouble if they should break over.

The fact that few Americans become chess experts has often caused wonder. The American who is capable of becoming a chess master is usually trying to pile up a hundred million dollars at easier work.

The man who leaves a team of horses unhitched on the public streets in these days of coughing chu-chus and reckless drivers is the bosom friend of the man who sows the whole Pechili gulf with floating mines in the hope of getting a warship or two.

Mr. Moseley's commission of Englishmen who came here to study American schools gives them much praise and some censure. One of the chief objections is to sending big boys to women teachers, whose influence, it is alleged, makes them less virile. No doubt a manly man does make a good schoolmaster for a boy more than 12 years old. But it is contrary to all experience to assert that a good woman teacher has a harmful effect on the manliest of boys.

A generation ago an English physician of note declared that four-fifths of the English-speaking people dig their graves with their teeth. But this undoubtedly doesn't tell the whole story. The manner in which eating is done and the makeup of the modern menu have a good deal to do with wrecking constitutions. Many is the business man who allows himself to become so absorbed in his affairs that he will swallow his meals in nervous haste that soon becomes disastrous to digestive organs. Hygienists observe that Gladstone is credited with chewing each bite 22 times, and attribute his longevity to his correct habit of eating. The culinary art of modern society has not for its purpose the preparation of the most wholesome food. The object to be attained is rather to tempt a jaded palate, to induce disregard of the guidance of appetite.

Milton's phrase, "They also serve who only stand and wait," has long been applied to the female portion of the human race. The modern girl prefers to quote, "Let us then be up and doing," with a courageous heart, trained muscles and a resourceful head. When a prominent Philadelphia society girl was recently attacked by a negro she used her gun-metal-handled umbrella as she would a golf club, and a vigorous "drive" caused the thief to drop her purse and flee. When two sisters discovered a burglar under their bed not long ago, they dragged him forth, one of them sat on his chest, and the other ran for the police. A little New Jersey girl recently rescued two small brothers from a burning building, and a Chicago housemaid broke through a group of men and dragged a child from under a trolley car. A "mere man," who recently

fainted under the ordeal of vaccination, has collected these items of a week for the edification of his own sex.

After a little less than two years of work the Department of the Interior has issued a statement outlining the disposition of the fund for reclaiming the arid lands of the Western States and Territories. Twenty-seven million dollars will be expended during the next two or three years, and the work of construction, when finished, will have redeemed 1,000,000 acres of land, capable of supporting a population of 500,000. This announcement closes the preliminary stage of the reclamation project, which, being self-perpetuating by the law which set it in motion, will continue to operate as long as the work of irrigation is commercially profitable. The object of the reclamation law is to make the government the agent of the people in turning over the public domain to small land owners on a strictly business basis. The settler can buy of the government the reclaimed land at what it costs to redeem it. In this way the fund for irrigation will not be exhausted, but will remain intact for making more land cultivable. The Eastern farmer is not taxed for the benefit of the Western farm, as would be the case if the government sold the reclaimed land at the old figure of \$1.25 per acre. The new lands are to be sold to actual settlers, and their purchase limited to 160 acres. So great is the fertility of irrigated land that the average farm need not exceed forty or fifty acres to support a family in abundance. The population being so much denser than in other farming districts west of the Mississippi, life on the farm can give way to life in the village, and the element of loneliness which has heretofore made the vocation of farming repugnant to many will be eliminated. Great interest is already being taken in the reclamation projects by prospective homeseekers.

Some forty years ago the good people of these United States abolished the slave trade. And is it not time that we abolish the trade slave? A trade slave is a man or woman who must go to his or her business early in the morning and spend from 12 to 16 hours each day waiting upon a lazy and exacting public that could make its purchases in two-thirds the time. Ask any dealer why he keeps open so long and he gives only one excuse—"Others do." It is a feeble excuse. Dealers could, if they would, stand together in this matter, and, without injury to any and with benefit to all, establish a work-week that would emancipate their trade slaves. Few things in life are more piteous than the listless girls, dispirited young men and gray-haired veterans of the stores whose lives are narrowed down to their daily toll by a brutally selfish public. To them the beauties of nature exist only in pictures, and the joys of life are but things of their dreams. Millions are giving their whole lives for just enough to eat and drink and wear. And they are held to that hard lot, not by any natural condition, but by the thoughtless public that likes to take its ease, to consult its own time and to domineer over its slaves. Visionaries have many schemes for revolutionizing the entire economic order, but none for revolutionizing human nature. The great oppressive force, the great source of injustice, under any system, lies in human nature. We fill our mouths with phrases that have no meaning and the heart must stand voiceless. Better than all the imaginings of the centuries of absolute industrial equality to come is the weekly half-holiday that we can make our own. One-half day of freedom and of pleasure each week for the store workers counts more for emancipation and equality than all the vain dreams ever dreamed. The merchants of every city and in this land may bring on this practical reform if they will. They can give their employes a chance to go home and enjoy their families, take them out to the parks or into the country and enjoy some of God's sunshine and the sight of green fields, make a garden, plant flowers, play games, go a-fishing, and do a thousand and one things to get nearer to nature, to humanity and to God, and feel that it is sweet to be alive. They would go back to work with freshened spirit, with better courage and with an inspiring feeling that there is something more in life than endless drudging. And no business would be lost.

### In Happy Ignorance.

"I thought you said all your friends had deserted you since you lost your money?"

"They have."

"But, I see a gray-whiskered man who calls here every day. Who is he?"

"That's the doctor. He hasn't heard of it."—Cleveland Plain Dealer.

### An Awful Warning.

"There's a girl who has had twelve offers of marriage."

"Mercy!"

"And she's been waiting five years for the thirteenth."—Cleveland Plain Dealer.

## RUSSIA'S HELPLESS FLEET

## Black Sea Squadron Made Ineffective by the Treaties Which Close the Dardanelles

FULLY one-third of the Russian navy is imprisoned by treaty in the Black Sea. Excepting for four destroyers which were built on the Baltic, and were permitted by the Porte to steam to Sebastopol after their armament had been removed, and the merchant vessels which are in the auxiliary and volunteer fleets, none of the ships has ever passed through the Dardanelles. The entire Black Sea fleet, including all classes of ships, numbers 153 vessels, and includes 8 battleships, 9 cruisers, 12 gun vessels, 9 auxiliary cruisers, 16 volunteer steamships, 10 destroyers, 29 first-class and 63 second-class torpedo boats. The tonnage represented by the vessels is considerably more than half of the entire Japanese navy, yet, owing to the numerous treaties and conventions which have closed the Dardanelles to all foreign fighting ships, the Black Sea fleet remains inert.

Since the time when it became evident that hostilities in the far East were inevitable several diplomatic attempts to have this powerful fleet released from its imprisonment were reported to have been made by Russia. Some of the fleet, it must be admitted, would be unable to make the long voyage to the far East, and perhaps would be of little effect if they did. On the other hand, the formidable battleship squadron, while not of the latest type,

of from 20 to 29 inches in diameter, which are not nearly so terrible as their appearance would suggest.

The forty-five miles of the Dardanelles, whose shores, although not such a panorama of beauty as those of the Bosphorus, are still full of fine picturesqueness, are bordered by rugged mountains, rising one behind the other, brown and barren on the European side, and by low, wooded hills on the Asiatic. Important towns dot the way. Among them, at the entrance to the Sea of Marmora, are Gallipoli, on the European side, called the "Key to Constantinople;" Ak-bashi Liman, the ancient port of Sestos; Abydos, just opposite the scene of Leander's swimming, and, later, of Lord Byron's. Below this lies Chanak-Kalesi, sometimes called Dardanelles.

As the Dardanelles, the Sea of Marmora and the Bosphorus are all within the Ottoman Empire, the Turkish Government has always contended that no foreign warship should be allowed at any time to pass through. Owing to the same international jealousies which have prolonged the life of the Sick Man of Europe, the Porte has been able to have its position strengthened by treaties and by a convention of the European powers. The various treaties, etc., referring to the closing of the straits to foreign ships of war may be summarized as follows:

United States has never recognized the right of the Turk to close the Sea of Marmora or the Black Sea to fighting ships, and in 1898 a hint that Admiral Sampson and the fleet that had swept Cervera's squadron from the seas would knock at the gates and seek redress for the Armenian outrages had a good effect upon the Porte. It has been held that Russia, believing destiny will make her mistress of Turkey sooner or later, is secretly glad of the acts which have closed the entrance to the Black Sea. If the great White Bear ever does get control, it can easily be imagined how such treaties would be cherished and insisted upon.

The hopes of Russia, in this direction, if they do exist, must be of the slightest. England desires the Dardanelles closed because it would compel a very considerable increase of her Mediterranean squadron, for she here, as in other parts of the world, finds it essential to her national existence to be mistress. Some years ago a certain United States Senator predicted that the United States will sooner or later be compelled to depart from tradition and settle for all time the vexed Near Eastern question by turning out the Turks and becoming responsible for the peace of the Turkish States in Europe. Dreamlike as this proposition appears, there are those in Europe who have faith in its accomplishment. In the United States the idea has not even the stability of a vision.

Not only is the Dardanelles fortified, but the Bosphorus bristles with forts in pairs strung out along its length at intervals of two miles. As the Russian Black Sea battleships are the most heavily armored in the world it has been suggested that this was done for the purpose of attempting the passage of the straits, should necessity ever arise.

The Ships of the Fleet.  
Two of the Black Sea battleships.



BLACK SEA—STATION OF RUSSIA'S PRACTICALLY LAND LOCKED FLEET

is, on the whole, heavily armored, and carries batteries of effective size. The destroyers are of the most modern type, and from the first-class torpedo boats a strong flotilla could be formed.

It is almost impossible to entirely divorce any consideration of the Russian Black Sea fleet and the history of the Dardanelles, for the fleet has been organized and built especially to meet the conditions. Originally it was conceived with the idea of commanding the shores of that immense inland sea, and to be able, if the necessity should arise, to assist any operation against Turkey.

### A Vast Inland Sea.

The Black Sea is a very large body of inland water. Some idea of its size may best be given by calling to mind that its area is about that of the Middle States and Mississippi combined. In figures it may be expressed as 163,711 square miles. Its only outlet is through the Bosphorus, the Sea of Marmora and the Dardanelles into the Aegean Sea, an arm of the Mediterranean. The Bosphorus and the Dardanelles are two narrow straits, and, consequently, easily fortified, although it may be asserted that the Turkish forts are not Gibraltors, by any means.

At its greatest width the Bosphorus is not over two and a quarter miles, and its tortuous course is nineteen miles long. The Dardanelles is a winding body of water, forty-five miles long, and averaging two miles in width. The latter is at one point only 800 yards wide, and here, on the Asiatic side, are the fortresses of Chanak-Kale and Kum-Kali, and on the European side Sed-il-Bahr and Kallid-Bahr. The latter is generally spoken of as "The Key of the Sea," or "The Castle of Europe." All four forts have some modern ordnance, the Asiatic being commanded by 200 Krupp cannon, yet there remain some ancient brass cannon of immense size which are capable of hurling stoneshot

1809, January 5.—Treaty. Great Britain and Turkey. Dardanelles and Bosphorus closed to ships of war of foreign states when the Porte is at peace.

1822—Notification. Turkey. Bosphorus closed to merchant ships of powers not having treaties.

1826, October 7—Treaty. Russia and Turkey. Trade to be opened to all friendly powers.

1829—September 14—Treaty. Russia and Turkey. Black Sea and straits opened to merchant vessels of Russia, and to those of all powers at peace with the Porte.

1840, July 15—Convention. Great Britain, Austria, Prussia, Russia and Turkey. Dardanelles and Bosphorus closed to foreign ships of war when the Porte is at peace.

1841, May 3—Convention. Great Britain, Austria, France, Prussia, Russia and Turkey. Dardanelles and Bosphorus closed to foreign ships of war when the Porte is at peace. Firmin for light vessels of war for service of missions.

1844, Dec. 24—Regulation. Turkey. Protection of Dardanelles and Bosphorus as to passage of sailing vessels and steamers through the straits between sunset and sunrise.

1856, March 30—General treaty. Great Britain, Austria, France, Prussia, Russia, Sardinia and Turkey. Limitation of Russian and Turkish naval forces; non-establishment of military-maritime arsenals.

1871, March 13—Treaty. Great Britain, Austria, France, Prussia, Italy, Russia and Turkey. Abrogation of treaty of March 30, 1856, respecting non-limitation of forces and establishment of arsenals.

Russia's Obligation Largely Moral. While these documents distinctly shut in the Russian Black Sea fleet, it has been held that the obligation of Russia to live up to the treaties is largely moral. On the other hand, the

the Knyaz Potemkin and the Tria Zvlatiella, are very speedy ships for their class, both being able to do seven knots an hour.

In addition to the fleet mentioned, two powerful 13,000-ton battleships—the Ziatout and the Erstaal—which are to have an eighteen-knot speed, are being built, and two protected cruisers, a new type for the Black Sea, of 6,645 tons, with twenty-three-knot speed, are also being built. These are to be named the Kagul and the Otchakow, and are part of the new Russian naval program, which provides for five 16,500-ton battleships, the largest in the world—the largest English battleships being 16,350 tons each, and the Connecticut class for the United States but 16,000 tons, the nearest approach to which class are six French ships of 14,692 tons each.

One advantage the Russian Black Sea fleet possesses over those of other powers is the ability of some of the ships to burn oil. The Caspian oil fields are not so distant that petroleum may not be economically transported to the borders of the sea, and, as against coal, the fuel is cheap and economically carried. Unfortunately an oil tank is not protection to the boilers when the ship is in action; but when an 18-inch armor belt girds the ship the likelihood of a projectile finding its way to the vitals is rather remote. Yet owing to a desire for high-angle fire, the Russian designers have made ships that are considered dangerously high out of the water. They look terrible and impressive, but, unluckily, they are the best of targets.

Notwithstanding the reported attempts to have this large fleet released, there are reasons to believe that at the present time Russia feels much safer having it where it is, for it is no secret that the ships were built with the single idea of punishing the "Sick Man of Europe" sooner or later.—Philadelphia Ledger.