

LINCOLN COUNTY LEADER

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TOLEDO.....OREGON

It is fashionable to be thin. Also it has become the fashion to be a little short.

Traveling by balloon has its disadvantages. The sleeping accommodations are exceedingly crude and inadequate.

It is unfortunate for Pat Crowe that he happens so often to be somewhere in the neighborhood when a crime is committed.

That foreign exchange expert who is fighting his second divorce suit seems to have had some experience in domestic exchange.

There is a man in Texas who has forty children. He probably wishes that Christmas would come only once in ten years.

"What becomes of the old horses?" asks a Wisconsin editor. Don't know, brother; but a determined effort is being made to find what sausage is composed of.

Astronomers report that knots have appeared in Saturn's rings. Observers on Saturn may have noticed that there has been an occasional tieup on the planet of late.

Hereafter nobody will be permitted to erect in New York a building exceeding 250 feet in height. Evidently they don't want to give anybody a chance to look down on the Singer building.

A Scotchman who was surrounded by wolves in Canada says he succeeded in scaring them away by playing the bagpipes. It is a well-known fact that wolves are not easily scared, but we believe the story.

It is reported that one of the beautiful Langhorne girls may be wooed and in time won by Prince Francis of Teck. The Langhorne family must have been fortunate enough to avoid being caught in the financial blizzard.

An Atlantic City man was ordered by the court to kiss his wife or go to jail. He decided to go to jail. And that same man, no doubt, once held her hands and pressed his lips to hers in spite of her declaration that she would call for help if he didn't behave.

A Chicago man was insulted on a street car and asked a stranger to hold his overcoat while he thrashed the offender. After the fight he discovered that the stranger and his overcoat had both disappeared. Evidently he had not been living in Chicago very long.

A fragile and thin-blooded person who does not enjoy winter, such a winter as we frequently have in the northern half of the United States, affirms complainingly that the amount of energy one expends in keeping warm would suffice to make him president of a Central American republic. But the obvious reply is that a true patriot would rather be a lamp-post in this country than ruler of any other country on earth.

The important fact is that electrical communication without wires has been established on a large commercial scale and it is no longer a scientific toy or a mere adjunct of navigation. And all this has been accomplished within a dozen years. There are plenty of living people who remember that the first suggestion of an ocean cable was received with incredulity and that many expensive failures ensued before success was achieved. About forty years ago, it cost \$5 a word to send a cable message to London, and now the rate is 25 cents. It is likely to be much less in future.

Grateful recognition of one to whom the first settlers of New England owed much, if not their very lives, has recently been made by the Rhode Island commission for marking historical sites. Over the famous Massasoit spring, in the town of Warren, a tablet was erected to the great Indian chief who owned and ruled much of what is now Massachusetts and Rhode Island when the Pilgrims were settling the country. One of the sons of Massasoit was educated at Harvard College. Another son, although he had not the advantages of a college education, succeeded in making a name for himself. He was the famous King Philip, whose war is a part of colonial history. Massasoit himself was a warm friend of the white settlers. The tablet was unveiled by Princess Wootonekanuske, otherwise known as Charlotte L. Mitchell, a lineal descendant of Massasoit.

Boys will be boys, and that portion of the life of college boys which is conspicuous before the outside world is the foolish, thoughtless, selfish, or defiant portion. But every now and then something occurs to show that the

qualities which distinguish college men in later years are not acquired suddenly with the sheepskin, but have been latent, but developing, in the college boys. McClure's Magazine illustrates this truth in its account of some of the details of the fire at Ithaca last December, which destroyed the fraternity home of one group of Cornell University students, causing the death of four of the students. At the same time the lives of three members of the volunteer fire department were crushed out by a falling wall, showing that outside of college and inside the same devotion, even to the end, was to be found. If the emphasis is placed upon the deeds of the college boys it is only because the public expects heroism as a matter of course from firemen, paid or volunteer, but too many people think of college boys as a class by themselves, with little of the ordinary responsibilities or virtues of young manhood. Of the four boys who lost their lives one sacrificed his in an attempt to save a friend. The other three were victims. But of the twenty-two others who were in the house at the time the fire broke out and who escaped with their lives not one proved a coward, and several were severely injured in their attempts to save their fellows. The story as told in McClure's is one to make the reader proud of the behavior of these American boys. The ideal college boy, or, better, the actual college boy, is not the ponderous brute of the cartoonists' fancy or the silly cigar head of the comic opera, but the cool, heroic, unselfish lad who was revealed in the light of the blaze of the Chi Psi house at Ithaca.

Last spring the farmer was in trouble, almost in despair. Cold weather continued so long that planting was delayed until it almost seemed as though crop failures in many lines must result. Under such circumstances only the prolongation of warm weather in the fall permitted the splendid crops of the year and made the farmer's Thanksgiving the most cheerful one in the country. Secretary of Agriculture Wilson has taken the trouble to estimate what each day of good weather was worth to the farmers of the land in 1907. In his annual report he calculates the number of bushels of corn and wheat and potatoes and pounds of cotton, tobacco and sugar to be assigned to each fine day. Turning it all into cash, it means \$50,000,000 a day. In 1907 every crop except hops, says the secretary, will, according to all the present indications, considerably exceed in value the average for the past five years. In some cases the gain is very heavy. Corn, oats, barley, rye, hay, potatoes, rice and cotton seed show the most striking gains, while for wheat, cotton lint and buckwheat the rate of gain would be notable in any ordinary year. The oat crop was light in volume, 19 per cent below the five-year average, but even for it values were so high as to put it 26 per cent above the average in the dollars it will sell for. The grand total of value of farm produce for the year is \$7,412,000,000. The nine last years have been all fat years for the farmer, with a grand total of \$53,000,000,000 of products, but 1907 far exceeds all the others. Taking 1899 as a basis and ranking the value of its farm produce at 100, 1903 gave a value of 125, 1904 of 131, 1905 of 134, 1906 of 143, and now 1907 gives a value of 157. In making these estimates Secretary Wilson has made little if any use of the extremely high prices quoted just before the break in the latter part of October. He is giving an estimate of what the farmer may reasonably expect to get. No wonder the secretary, as the spokesman of the farmers, issued a little Thanks giving proclamation all his own.

Literary Tenants of Islington Tower.
Canonbury tower in Islington, now encompassed by London streets, is all that's left of the priory of the canons of St. Bartholomew, which once stood in the midst of a "pleasaunce," as they used to call such private parks. In the days subsequent to its monastic history many persons of literary fame were tenants of the tower, among them Ephraim Chambers, originator of the modern encyclopedia; Speaker Onslow of the Gregorian era; Woodfall, the printer of the "Junius" letters; the famous publisher, Mr. Newbery (whose children's books are so well known), and also Oliver Goldsmith. Islington was a rural suburb, with pleasant country lanes, in which Charles Lamb dwelt and where he accomplished the feat of tiring out a dog in a persistent walk.—Westminster Gazette.

Sounded Omens.
"Your father said something about my staying so late last night, didn't he?" asked the young man.
"Yes," replied the dear girl, "he did say something, but I don't know just what he meant. He said if you didn't go home earlier hereafter there'd be a kick coming from him."—Philadelphia Press.

A man may not see much economy in his home, but it is there all right; at least, he is always hearing about it.

WORLD WATCHES THE BIG PACIFIC FLEET.

Greatest Naval Fighting Strength Under Flag for the Long Cruise.

FLOWER OF AMERICAN NAVY.

Movement Is Significant, Marking Transfer of Theater of Action from the Atlantic.

Not since the war with Spain has there been such a tense feeling in naval circles as that which marked the preparations for the departure of the great fleet, under Admiral Evans, for the Pacific. All the vessels which were to be a part of this greatest naval demonstration in our history assembled at Hampton Roads.

The President's yacht, the Mayflower, swung into historic Hampton Roads bearing President Roosevelt and the high officials of the Navy Department. Promptly sixteen huge battleships of the United States navy dressed ship and began firing the President's salute of twenty-one guns each. The Mayflower came to anchor in the roadway. Gigs and cutters put out from each battleship bearing the flag officers to the Mayflower, where they were received on deck by President Roosevelt and his official party. On their return to their ships the Mayflower hoisted anchor and proceeded down the roads toward the entrance. Here the little yacht stood out of the roadway while the same sixteen battleships passed by her, decks and fighting tops dressed and roaring from their guns another President's salute.

Bands aboard ship played the national airs. This was the farewell to the commander-in-chief of the army and navy to the American battleship squadrons, which then began their cruise to the Pacific ocean.

The torpedo flotilla had already started, as its progress is so much

"GOOD-BY, BOB; TAKE KE'ER YOURSELF."



—Chicago Inter Ocean.

navy, far superior to that which destroyed the Spanish fleet nine years ago. The Louisiana carries the largest crew—950 officers and men. The Connecticut, which is the flagship, is the finest ship of the navy, costing \$4,600,000. Among the other battleships are the Alabama, Georgia, Kansas, Virginia, Minnesota, Ohio, Rhode Island, Kentucky and Vermont. In all there are 32 battleships and armored cruisers, besides the flotilla of torpedo boat destroyers, repair and supply ships. The progress of the fleet will be watched with interest by the whole world, and will be accompanied by the prayer that no occasion may arise for a display of that awful power of destruction which lies within its guns.

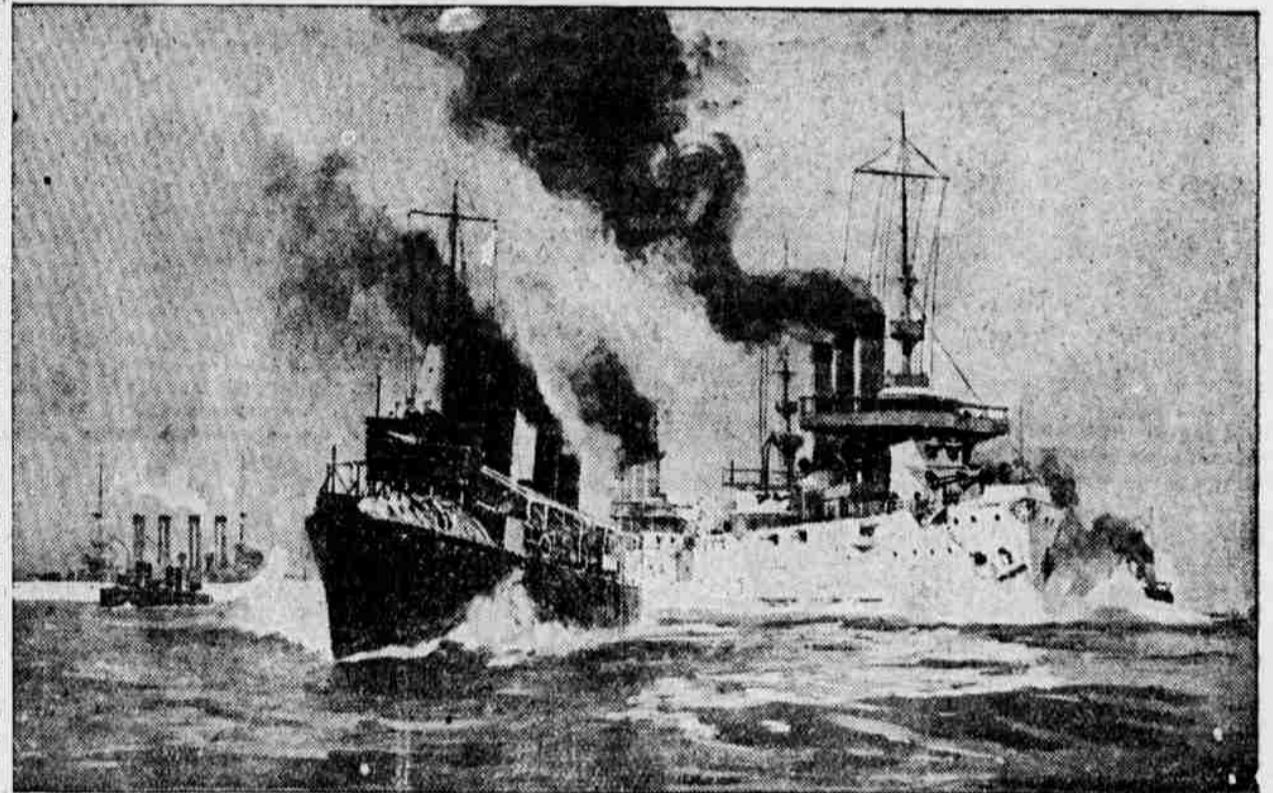
The significance of the transfer of the battleships stamps the event as an epoch in the history of the United

cific will do the United States full honor.

The date of arrival at Rio Janeiro is Jan. 11, 1908, and the day of departure ten days later. Here the crews will be allowed shore leave. Leaving Rio Janeiro on Jan. 21, the fleet will proceed slowly to Punta Arenas, or Sand Point, where it is due to arrive on Jan. 31.

Punta Arenas is the last stop before rounding the Horn, and five days will be passed here in coaling from colliers hired by the government. The distance of this leg is 2,230 knots. On Feb. 5 the fleet will round the Horn, regarded by all naval officers as the most dangerous point in the trip, and Feb. 28, it is due at Callao, Peru, 2,850 knots from Punta Arenas. Another stop of ten days will be made at this point for coal and shore leave.

THE GREAT AMERICAN PACIFIC SQUADRON.



The vessels prominent in the picture are the Battleships Washington, Tennessee and Rhode Island, and a Torpedo Boat Destroyer.

slower than that of the battleships that two weeks more will be consumed than by the latter in the journey toward their destination—San Francisco.

All the navy yards of the Atlantic coast have been busy for weeks in fitting out the ships. At Brooklyn, New York, Boston, Norfolk, Philadelphia and Charleston painters, carpenters and machinists have participated in the great activity. High up on the smokestacks the paint brushes were moving back and forth and the sound of hammers and saws has been ceaseless. Nor has there been any chance for idling by the enlisted men. The powder magazines have had to be filled and the quantities which have been taken aboard have caused some spectators to wonder what it is all about. The large supply of ammunition is necessary because of the project to have target practice on the long journey. Then also there will be many salutes to fire and these will eat up thousands of dollars' worth of powder. Furthermore, in case an emergency should arise while the fleet is in distant waters there will be no lack of ammunition. No such emergency is expected, but the fleet "will keep its powder dry" while trusting in divine Providence.

Greatest Fighting Strength.
The fleet which Admiral Evans takes to the Pacific includes all the new battleships and the best armored cruisers. It is the flower of the American

States. It transfers the theater of action of the navy from the Atlantic to the Pacific Ocean for the first time since the United States became a nation. It reduces the naval representation of the country in the Atlantic from second place to the lowest place among the



ADMIRAL EVANS.

naval powers of the world, but it raises its representation in the Pacific ocean to the highest place, where the United States is now a poor second. Whether "for fun or for frolic," as Rear Admiral Robley Evans has expressed it, the battleships upon arrival in the Pa-

The last leg of the trip which is fixed as to dates calls for the departure from Callao on Feb. 28 for Magdalena bay, Mexico, where the United States has maintained a target practice station for several years. Magdalena bay is on the peninsula of Lower California, 3,012 knots from Callao and 1,000 knots from San Francisco. Here the fleet will remain at least a month engaged in target practice. Upon the completion of this work it will sail for San Francisco, where it is expected to arrive about the middle of April or the 1st of May.

On the journey around the Horn the battleships will pass the second torpedo boat flotilla, which sailed for the Pacific on Dec. 2, and at San Francisco, if not at Magdalena bay, it will be joined by the armored cruiser squadrons under Rear Admiral Stockton and Sebree, consisting of the cruisers Pennsylvania, West Virginia, Maryland and Colorado and the California, South Dakota, Tennessee and Washington, the later two ships now nearing their destination after a trip around the Horn. In addition the battleship Nebraska, which has just been commissioned, will join the fleet as well as the protected cruisers Charleston, Chicago, Milwaukee, St. Louis and the gunboat Yorktown.

Netherland ports are to be benefited by the widening and deepening of the North Sea canal, so that large vessels will be able to move at all stages of the tide.