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WORTHY OF IMITATION.

A good deal of fun, though of a not ill-natured sort, has been poked at Senator Beveridge, of Indiana, in certain newspapers. Senator Beveridge is guilty of the atrocious crime of being a young man, and, as with most young men who have anything to speak of, he is further accused of taking himself seriously. Just why a United States senator, however young, should take himself jocosely is not explained, but at all events Senator Beveridge's alleged serious view of his own doings and utterances has been the subject of some merriment in the press.

An especially mirth-provoking fact for these jokers, in connection with Senator Beveridge, is the globe-girdling tour of investigation from which he has just returned, presumably well freighted with information of a serviceable and timely kind. This journey has been for the paragraphers a topic almost as prolific of humorous suggestion as the vagaries of Minister Wu and Mrs. Nation.

Abstractly viewed, there would seem to be nothing essentially comic in the fact of a senator of the United States going abroad in order to better equip himself for the performance of his duties. On the contrary the example set by Senator Beveridge in this way is one which might be profitably followed by many of his older colleagues. The Milwaukee Sentinel points out that the knowledge to be gathered on a trip so extended and necessarily so hurried is comparatively somewhat meager and superficial, and there is obviously some point in Palmerston's well known sneer about the person who "goes abroad and returns home loaded with misinformation." But there is obviously, now that our "period of exclusiveness is past," a need on the part of our legislators and treaty makers for more direct and intimate knowledge of foreign ways and conditions. Foreign problems, diplomatic and commercial, of the greatest moment and complexity are likely to confront this country in the near future, and first-hand information of the kind sought by the studious and conscientious Indiana senator will be an important factor in their satisfactory solution. Senator Beveridge has as yet said little as to the conclusions formed through his travels, but they will doubtless throw some useful light on the current international questions in which this country is directly interested. Senator Beveridge's ambition to equip himself thoroughly for his public duties is most commendable, and his example is emphatically worthy of imitation.

There was an interesting discussion at the naval institute at Annapolis recently, participated in by a large number of officers, as to the proper method of training enlisted men for the navy. It is somewhat remarkable that by far the greater number of the officers who took part in the discussion, both old and young, advocated the use of sailing vessels as training schools for seamen. This was not due to the traditional conservatism of naval officers of the old school, but the reasons advanced were certainly logical and worthy of careful consideration, says the Post-Intelligencer. Captain F. E. Chadwick, president of the naval war college, advanced this idea in a recent letter to the secretary of the navy, and it was this letter which brought about the discussion at the institute. Captain Chadwick takes the view of many modern teachers, that the acquiring of information is a secondary object to the building up of character, with reference to the future seamen of the navy, as with the school children of the present. By the boy who is to serve at sea, "dealing with the forces of nature in their elementary shape to a greater degree than the man in any other calling," he believes that the desirable qualities of courage, resourcefulness, activity and strength are acquired far better in a sailing ship than under any other circumstances. The discussion which followed the sending of this letter to the institute brought out a large number of expressions of similar views. As Captain Davis puts it: "It is a familiar truth that the sailing ship officer and the sailing ship seamen are good in anything that swings." Among a large number of other officers the opinion appeared to be general that training on a sailing ship develops a lad, physically and mentally, gives him self-reliance and courage, adroitness and nimbleness that will stick to him, no matter where he may serve. The officers who take the other view were in a decided minority. Their opinions are thus expressed by Captain Sigsbee: "The environment of the naval apprentice on board a sailing ship or a square-rigged steamer is not the environment of the general service. He is associated with antiquities in every direction; and he is using up time which should be largely expended in acquainting himself with the complex details of modern construction and with modern shipboard terminology." This will give a general idea of the character of the arguments advanced on each side. It is interesting to note that the advocates of the idea of teaching seamanship to naval apprentices are not the ultra-conservatives but rather those who share in modern ideas as to the real functions of education. They desire that the enlisted men shall become competent seamen, not because the knowledge and experience which they will thus obtain will in themselves contribute to their usefulness, but because in becoming competent seamen they will develop in any active employment where courage, self-reliance and bodily strength and agility are in demand.

The firemen on the Santa Fe road in Texas have been asking official consideration of a peculiar grievance. The rules of the road provide that when a vacancy occurs in the ranks of engineers it shall be filled by promotion of a fireman in the order or seniority of service. Should the first man fail in examination the fireman next in order is entitled to the promotion, if he passes. It appears that some firemen prefer to remain in that capacity, rather than to take the responsibility of running an engine, while others had rather fire a passenger engine than run a freight engine, and so they block the road of promotion against the more ambitious, who are below them. If a man lacks ambition to rise and is afraid of responsibility, this seems, on general principles, to indicate that he is not the best man for the higher position and the management ought to be free to go farther down the line for a candidate. This is a case where the seniority rule does not work right. To promote a man against his will is bad; to allow him to prevent a worthy man from being promoted is worse. The compulsory rule will continue to be enforced on the Santa Fe, and the ambitious firemen are glad.

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STATISTICS OF SUICIDES.

Fewer Among Germans Than Formerly —More Among Negroes.

Two peculiarities are shown in the recently-published figures of suicides in American cities—the recession of districts of Germany from the head of the list which they long held, and an increase in the number of suicides among colored people.

In the last published report on the subject in this city, all boroughs, it was seen for the first time that there were more suicides by natives of the United States than by those of Germany, though the disparity was very small. The change is explained in part by the fact that, while the number of German men who commit suicide is larger than that of male suicides of any other country, suicide by German women is comparatively rare and gets rarer each year.

The suicides of colored people have been more conspicuously observed in the large cities of the South than in Northern cities where the colored population is small and is not increasing, and the explanation of it is found in a single phrase, city life. Colored residents of farms or small towns seldom commit or attempt suicide; it is in the large cities, where the struggle for existence is under conditions most unfavorable to colored men, that a few of them overcome their repugnances to such an act of violence.

In proportion to the total population, suicides among Englishmen residing in the United States are very much more frequent than among residents of Irish birth. Among male natives of France and Switzerland in the United States the rate of suicide is high; among women from France or Switzerland there is practically none at all.

In respect to the total number of suicides compared with the population, Chicago and San Francisco rank higher among American cities. Baltimore and Richmond are low on the list. In New York city the ratio of suicides is higher in Queens than in The Bronx.

BETTING ON THE ELECTION

New York Sports Wager Thousands on the Coming Contest.

New York Sun.

Frank Farrell, close friend to Devery and alleged to be the head of the "Parkhurst Sensation" met Jack Bennett the well-known horseman, at Gravesend track recently and they began to talk about the coming election.

"I think Low will win," remarked Bennett, whereupon Farrell replied.

"I'll bet any part of $10,000 with you!"

"A even money?" asked Bennett.

"Sure thing!" returned Mr. Devery's friend.

"You're on!" said Bennett. "Ten thousand even. I back Low and you Shepard."

The money will be put up in a day or two. Bennett said afterwards that he believed Low would be a 3-to-1 favorite inside of two weeks.

G. B. Seabury of Seabury & Johnson, 18 and 61 Maiden Lane, made another wager on the coming election with John Considine, one of the three Considine brothers who run the hotel Metropole. By appointment Mr. Seabury met Considine and put up $15,000 against an equal amount that Seth Low would be the next mayor. The money was deposited with C. C. Shayne, who will act as final stakeholder. Mr. Seabury has thus far wagered $25,000 with Considine, having made a bet of $10,000 on Low at the same odds a few days before. Considine told the Sun reporter that he had $75,000 more to bet on Shepard, and that Low men calling on him at the Metropole will be accommodated. It is said that the bulk of this money belongs to a betting pool formed by Senator Tim Sullivan and other Tammany politicians.

Harvey Reich, manager of Tom Sharkey, the pugilist, has announced that he wants to wager $2000 in Sharkey's behalf on Low's odds.

J. J. Astor of the Wall street firm of Astor & Astor said that the firm had been commissioned by Tammany hall players to bet $20,000 that Shepard would be elected. The full wire sheet of the Tammany betting were grabbed up during the day by supporters of Low, the money being wagered on even terms. Bets were by Cooley & Judge with Bennett & Buchanan; Steel with J. M. Mussgnugg, $1000 with Allen, Wood & Mellows, and $1000 with J. M. Kean.

CUP DEFENDERS A HARD LOT.

Of the Long and Illustrious Line Only Two Have Passed Away.

New York Sun.

The stars of the cup defenders blaze brilliantly in the zenith, filling the world with their glory of the time while their names are on everybody's lips. Then they disappear, consumed as it were in the blaze of their own victories, and they are heard of no more. Yet they do not die. Their bones are not strewn to rest in unsightly junk heaps. Of all the brilliant train only two, and one of these are next youngest after the Columbia herself, have gone to the graveyard. The brave defender of 1895 was attacked by a vital disease inherent to the metal combination of which she was made. She started in to die a natural death, though a premature one, and her strength became so undermined by chemical action that there was nothing left to do save to kill her and put her out of her misery. She was sold for junk for $15,000—her original cost was $80,000.

With the exception of the Defender and the Sappho, all the rest are still alive and able, changed somewhat in form, some of them, but all are still riding the waves. The America, which originally brought the mug here in 1851, was one of the interested spectators at the recent races. Sir Thomas Lipton went aboard her the other day, down in the lower bay. She was owned for many years by General Benjamin F. Butler, and at his death she passed to his grandson, Butler Ames, her present owner.

After her great victory and prior to coming into the hands of General Butler the America had an adventurous history. She was first purchased by an English gentleman who altered her rig and used her for cruising until after the breaking out of the Civil war when she was fitted out as a blockade runner. In this capacity she was named the Memphis and was armed with one heavy gun. But the old craft was too staunch a patriot to thrive at that business. She made a mess of blockade running and ultimately she was sunk in the mud of the St. John's river, Florida, to prevent her falling into the hands of the navy. After the war she was raised by the government and for a time was used as a training school for navy cadets at Annapolis. Subsequently she was purchased by General Butler, on whose death she passed to his son Paul, and on Paul's death she went to her present owner, Mr. Ames.

The Magic, which was the first to defend the cup, defeating the Cambria in 1870, is owned by J. S. Clark and brother of Philadelphia, and is now laid up at Greenpoint, L. I. The Magic was built at Philadelphia in 1857. She was originally a sloop and was afterward lengthened.

The first Columbia in the list of defenders was built at Chester, Pa., in 1871. In October of that year she defeated the Livonia in two races, but in the third she was disabled and lost the race. Under the rules which then held it was permitted to substitute another boat when a yacht was thus put out of the contest and the Sappho took the Columbia's place, winning two straight races from the Livonia. The Columbia is now owned by Joseph De H. Junkin of Philadelphia and was in the racing cruise this year. The Sappho, which was built somewhere back in the 60s, was taken to England soon after her victory and there remained until four years ago, when she was broken up.

The Mallorie, which in August, 1876, defeated the Canadian challenger, Countess of Dufferin, in two races, all that were sailed, is still in commission and cruising. The last that was heard of her she was somewhere in the West Indies.

The Madeleine, which in August, 1876, 1881, defeated the Atalanta, is also still in service as a yacht. The Puritan, which defeated the Genesta in 1885 was changed into a schooner in 1896. She is still in service. The Mayflower that a year after Puritan's triumph disposed of the Galatea was changed into a schooner in 1891 and into a sloop in 1894. She is still cruising and is owned by J. Malcolm Forbes of Boston.

The Vigilant, which cost $60,000 and was the first of the series of expensive boats, having been built as to her hull of Tobin bronze and steel, is still racing. She was rigged as a yawl this year and is owned by Percy Chubb of this city. Volunteer is still racing, after having been changed twice in her rig and is owned by Mr. S. J. Malcolm Fisher. Which happened to the next in order, the Defender, which with Vigilant did for Dunraven's Valkyries II. and III., has already been related, and the Columbia's present address need hardly be mentioned.

FOR SALE

The Columbia River Packers Association has for sale, two schooners and one launch. A description of the schooners follow. Schooner "Kinney"—Length, 33.3; beam, 11.2; depth of hold, 3.10; Schooner "Hattie"—Length, 31.9; beam, 9.9; depth of hold, 3.9.

Offers will be received at the office of the association where full particulars may also be had.

NOTICE TO VOTERS TO REGISTER.

Notice is hereby given that all persons are required to register as a condition to the right to vote at the city election of the City of Astoria to be held on the 11th day of December, 1901, and all persons qualified may register up to the 8th day of December, 1901, and up to the hour of 4 o'clock p. m. of said day at the office of the auditor and police judge in the city hall of the City of Astoria. Office hours from 9 a. m. to 4 p. m. H. K. NELSON,
Auditor and Police Judge of the City of Astoria.

Astoria, Ore., Sept. 28, 1901.

George W. Lane, Pewamo, Mich., writes: "Your Kodol Dyspepsia Cure is the best remedy for indigestion and stomach troubles that I ever used. For years I suffered from dyspepsia, at times compelling me to stay in bed and causing me untold agony. I am completely cured by Kodol Dyspepsia Cure. In recommending it to friends who suffer from indigestion I always offer to pay for it if it fails. That was 4 years ago and I have never paid." CHAS. ROGERS, Druggist.

The Imperial court of China has named Ki Fong Fu, but until the emperor has had her cousin's head and bloodied her intendant's helping will be killed in the following year.

Henry Beasley, Harris N. C., says: "I took Kodol Dyspepsia Cure for stomach trouble of long standing but not quite cured. One bottle of Kodol Dyspepsia Cure did my more good than any medicine during last 10 years." Best Cough Cure." CHAS. ROGERS, Druggist.

Captain William Andrews, who with his bride has started across the ocean in a row-boat, next, probably thinks that the fish-killer's territory doesn't extend beyond dry land.

Many physicians are now prescribing Kodol Dyspepsia Cure regularly, having found that it is the best prescription they can write because it is the one preparation which contains the elements necessary to digest not only some kinds of food but all kind and it therefore cures indigestion and dyspepsia no matter what its cause. CHAS. ROGERS, Druggist.

Senator Depew's boast that for six weeks he has kept his engagement a "perfect secret" shows that he may yet become a silent, reticent member of society.

Norris Silver, North Strasford, N. H., "I purchased a bottle of One Minute Cough Cure when suffering with a cough doctors told me was incurable. One bottle relieved me, the second and third almost cured. Today I am a well man." CHAS. ROGERS, Druggist.

Now that Sousa has received a new gold medal from his admirers in London the last trace of flexibility may be expected to disappear from his backbone.

R. W. Pursell, Kintersville, Pa., says he suffered 25 years with piles and could obtain no relief until DeWitt's Witch Hazel Salve effected a permanent cure. Counterfeits are worthless. CHAS. ROGERS, Druggist.

The news that Kentucky stills are being worked overtime indicates that the colonels can look forward to a pleasant winter.

Sid Darling, 1012 Howard street, Port Huron, Mich., writes: "I have tried many piles and laxatives, but DeWitt's Little Early Risers are far the best pills I have ever used." They never gripe. CHAS. ROGERS, Druggist.

The Kansas City girl, who mixed her "eyes" and "ies" letters to two Chicago men and presented serious consequences by telegraphing has reason to feel under obligations to one B. Franklin and his little kite.

OLD SOLDIER'S EXPERIENCE.

M. M. Austin, a civil war veteran, of Winchester, Ind., writes: "My wife was sick a long time in spite of good doctor's treatment, but was wholly cured by Dr. King's New Life Pills, which worked wonders for her health." They always do. Try them. Only 25c at Hart's Drugstore.

A report from Supt. J. C. Gluck, Reform School, Prunytown, W. Va., Oct. 19, 1900: "After trying all other advertised cough medicines we have decided to use Foley's Honey and Tar exclusively in the West Virginia Reform School. I find it the most effective and absolutely harmless."—Hart's Drugstore.

In the matter of bowdlerizing General Alger will not have to take a back seat to Mayday or any other belligerent war author.

Chas. R. Wessmer, Evanston, Ill., writes: "My boy, 2½ years old, had a severe cold which refused to yield to any treatment until we tried Foley's Honey and Tar. He was completely cured before using one bottle." Take none but Foley's.—Hart's Drugstore.

Kipling's poems and Kitchener's verses having failed, it looks as if "Bobs" would have to go to the front again.

After exposure or when you feel a cold coming on, take a dose of Foley's Honey and Tar. It never fails to stop a cold if taken in time.—Hart's Drugstore.

Sir Thomas, like Kitchener, "regrets to add."

When suffering from racking cough, take a dose of Foley's Honey and Tar. The soreness will be relieved and a warm, grateful feeling and healing of the parts affected will be experienced.—Hart's Drugstore.

A special army sanitary board ought to be appointed to disinfect the remarks that General Alger and General Miles are making about each other before their interviews are published.

J. Odgers of Frostburg, Md., writes: "I had a very bad attack of kidney complaint and tried Foley's Kidney Cure which gave me immediate relief and I was perfectly cured after taking two bottles." Be sure you take Foley's.—Hart's Drugstore.

Someone asks what is meant by the term "strenuous life" as then met of late. It is usually applied to a policeman, soldier, but in your case when you have an aching fruit preserving and a teething baby, all going at it at the same time, that might be called leading a strenuous life.

Its bache should never be neglected. It means kidney disorder which, if allowed to run too long, may result in Bright's Disease, diabetes or other serious and often fatal complaints. Foley's Kidney Cure makes the kidneys well.—Hart's Drugstore.

As a rule, a visitor doesn't have to remain longer than six days to be able to carry away some tale of her hostess's terrible harshness to her wife.

S. A. Ingalls, Cewsn, Point, N. Y., writes: "My wife suffered from kidney trouble for years. She was induced to try Foley's Kidney Cure and in less than a week [illegible] using it she was greatly improved and three bottles cured her."—Hart's Drugstore.

Dentistry nearly always peeks between the fingers which it holds to its face.

Mrs. T. Deildlemon, of Parshallville, Mich., was troubled with salt rheum for thirteen years and had tried a number of doctors without relief. After two applications of Bucklen's Arnica Salve, her hands became better and in a short time she was entirely cured. Beware of substitutes.—Hart's Drugstore.

Engaged people are always in other people's way, but not as much as other people are in their way.

TOT CAUSES NIGHT ALARM

"One night my brother's baby was taken with croup," writes Mrs. J. C. Stone, of Centertown, Ky. "It seemed it would strangle before we could get anyone to go for Dr. King's New Discovery, which gave quick relief and carried him through it. We always keep it in the house to protect our children from croup and whooping cough. It cured me of a chronic bronchial trouble that no other remedy would relieve." Infallible for coughs, colds, throat and lung troubles. 50c and $1.00. Trial bottle free at Hart's Drugstore.

The woman who sheds the most tears in the theater when the heroine is pursued by wicked stepfather is the one who undermines the reputation of her nearest neighbor the next day.

A DEEP MYSTERY

It is a mystery why women endure backache, headache, nervousness, sleeplessness, melancholy, fainting and dizzy spells when thousands have proved that Electric Bitters will quickly cure such troubles. "I suffered for years with kidney trouble," writes Mrs. Phebe Cherley, of Paterson, Ia., "and a lame back pained me so I could not dress myself but Electric Bitters wholly cured me, and, although 73 years old, I now am able to do all my housework." It overcomes constipation, improves appetite, gives perfect health. Only 50c at Hart's Drugstore.

The announcement that Jay Cooke is seriously ill awakens the public to a realization of the evanescence of fame. Thirty years ago Jay Cooke's name was as well known as J. Pierpont Morgan's is today, and yet the principal news in the report of the once famous financier's illness is that he still lives.

SHE DIDN'T WEAR A MASK.

But her beauty was completely hidden by sores, blotches and pimples till she used Bucklen's Arnica Salve. Then they vanished as will all eruptions, fever sores, boils, ulcers, carbuncles and felons from its use. Infallible for cuts, corns, burns, scalds and piles. Cure guaranteed. 25c at Hart's Drugstore.

Mr. Carnegie, having supplied the cities of the United States with libraries, Mr. Schwab is now giving away churches. Generous millionaires need not be discouraged, however, for there is still something to be done in the line of public golf links and gymnasiums.

A never failing cure for cuts, burns, scalds, ulcers wounds and sores is DeWitt's Witch Hazel Salves. A most soothing and healthy remedy for all skin affections. Accept only the genuine. CHAS. ROGERS, Druggist.

German university students need not feel cast down because the richstag is agitating a measure for the suppression of dueling. They can learn to play football, which has the advantage of affording more elements of danger than mere sword practice.

Don't wait until you become chronically constipated but take DeWitt's Little Early Risers now and then. They will keep your liver and bowels in good order. Easy to take. Safe pills. CHAS. ROGERS, Druggist.

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Leave	Depot, Fifth and I Streets	Arrive
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*7:30 a.m		*9:15 a.m
*8:20 a.m		*7:00 p.m
†7:30 a.m	Corvallis passenger.	†5:50 p.m
†4:50 p.m	Sheridan passenger.	†10:25 a.m

*Daily. †Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 124 Third Street.

YAMHILL DIVISION

Passenger depot foot of Jefferson st.

Depart	TIME SCHEDULE From Portland	Arrive
	Leave for Dayton daily at 7:30, *9:40 a. m., 12:20, 1:35, 3:35, 5:15, 6:25, 8:05, 11:30 p. m. and 3:00 p. m. on Sunday only. Arrive at Portland daily at *8:25, 9:50, *10:30 a. m., 1:35, 3:15, 5:30, 6:40, 10:00 p. m., 12:40 a. m. daily except Monday, 9:30 and 10:45 a. m. on Sundays only.	
Chicago Portland Special. 8:00 a. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City St. Louis, Chicago and East	4:30 p. m.
Atlantic Express 9:00 p. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City St. Louis, Chicago and East	8:10 a. m.
St. Paul Fast mail 6 p. m. via Spokane	Walla Walla, Lewiston, Helena, Minneapolis St. Paul, Duluth Milwaukee, Chicago and East	7:00 a. m.

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7 a. m. Daily except Sun.	Columbia River To Portland and Way Landings.	4 a. m. exc. Monday

Steamer Nahcotta leaves Astoria on ride daily, except Sunday, for Ilwaco, connecting there with trains for Long Beach, Tinga and North Beach points. Returning arrives at Astoria same evening.

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This preparation contains all of the digestants and digests all kinds of food. It gives instant relief and never fails to cure. It allows you to eat all the food you want. The most sensitive stomachs can take it. By its use many thousands of dyspeptics have been cured after everything else failed. It is unequalled for all stomach troubles.

It can't help but do good

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LEAVE	PORTLAND	ARRIVE
8:00 a m	Portland Union Depot	11:10 a m
7:00 p m	For Astoria and Way Points	3:00 p m
	ASTORIA	
7:45 a m	For Portland and Way Points	11:30 a m
6:10 p m		10:30 p m
	SEASIDE DIVISION	
*8:15 a m	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Astoria	7:00 a m
11:05 a m		4:00 p m
*5:00 p		*10:45 a m
4:15 a m	Seaside for Warrenton, Flavel, Hammond, Fort Stevens and Astoria	12:50 p m
2:30 p m		7:00 p m
6:00 p m		*9:20 a m

* Sunday only.

All trains make close connection at Globe with all Northern Pacific trains to and from the East and Sound points.

J. C. MAYO,
Gen'l Freight and Passenger Agent.

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Arrives The Dalles the same day, 4 p. m.
Leaves The Dalles, Sundays, Wednesdays and Fridays at 7 a. m.
Arrives Portland same day, 4 p. m.

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