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**"KING CAUCUS"**

Some of the state papers are trying to make political capital out of the fact that legislators who refused to go into caucus in past years are now anxious that the selection of a United States senator should be made in this manner. The Oregonian fails to discern wherein the caucus is at all times effectual, insisting that the ideal caucus, as it exists in theory, is at times put completely out of business through practice.

It is not difficult to account for the vagaries of the caucus method that has long been held up as the regular republican method of doing business. To begin with, a man's friendship for a senatorial candidate will prompt him to abandon all sorts of precedents, nor can he be blamed for doing so. Our state legislatures are, in the main, made up largely of the same men, year after year. Three or four terms in the legislature usually suffice to commit a man to certain friendships and policies, and all the usages of politics will not change his sentiment. Thus, where a caucus will prove of benefit to a legislator's choice for senator we find him advocating that method of selecting a senator; and at the next session, when a caucus would tend to injure the candidate of his choice, we find him opposed to it. Political usages will not overcome human nature.

Under ordinary circumstances, where there are two or more worthy senatorial aspirants, the caucus method of settling the matter meets with satisfaction. It does away with the publicity that would otherwise attend the fight, and which usually proves so harmful to the interests of the dominant party. The caucus also serves to give the minority a check on the majority. If, for instance, the majority faction of a party should favor the election of a corruptionist, or man who was a recognized opponent of the people's interests, but who could hardly secure the support of the majority, the minority faction could prevent his election by refusing to go into caucus.

But the caucus is not necessarily a precedent that will always be followed, and it is not, as the Oregonian points out, surprising to note that legislators who favor it at one session will oppose it at another. It is a practice that is rendered operative or inoperative by the exigencies of the case.

Coincident with the efforts of the colonial government of Newfoundland to negotiate a trade treaty with the United States that would let their fish products in here free of duty are various announcements as to the intention of the British admiralty to establish a "naval nursery" among the insular colonies; in fact, two years ago the policy was entered upon of putting the Newfoundland fishermen onto his majesty's warships for naval instruction. Great Britain has now decided to build up among these islands not only a powerful naval reserve for emergencies but a training school from which the admiralty will draw regularly "blue-jackets" for manning her warships. At St. John's she will station a warship permanently, and she is preparing to fortify that coast-town like Halifax and Bermuda. This movement, it is reported, is extremely popular in the colony, and the young men in the fishing villages are eager to join the reserve.

The prospect is an attractive one to those doomed to the monotony and loneliness of those "outposts" from childhood, and the chances of seeing a bit of the great world from the deck of a British warship, as well as of contributing in some degree to the patriotic colonial revival of the last two or three years, form the chief incentives to a large enrollment. All this inevitably recalls the old time prestige of the United States navy, when the crews of our warcraft were almost without exception composed of American sailors and fishermen. And, later on, the government for many years paid liberal bounties to sailors engaged in the fisheries in order to always have a complete quota of expert seamen from which to man her warships. The change from sailing craft to naval ves-

sels with steam power may have had something to do with the final abandonment of that wise policy; but the result has been deplorable, no matter what the cause, to many features in our naval service.

It is not easy to explain on rational and creditable grounds the hesitation of Colombia to accept the terms proposed by the United States for the construction of the Panama canal. We may assume without doubt that Colombia wants the canal. Indeed it is not easy to name anything she wants more. We may also assume that she realizes that if she ever gets the canal it must be constructed and controlled by the United States. That should be made plain by the diplomatic, financial and industrial history of the last score of years. Again, Colombia must perceive that the United States is far more independent of her than she is of the United States; for she cannot get a canal without the United States, while the United States can get a canal without Colombia. The logical conclusion from these premises is that Colombia should in her own interest make haste to agree with the United States, even though the latter's offer were not as generous or even as fair as she had hoped.

The Illinois Central Railroad office, at Portland, Ore., has a small supply of nicely mounted wall maps of the United States, 22x38 inches, also Cuba and Porto Rico, enlarged. If you will send us 10 cents in stamps we will send you one of these handsome maps, postage prepaid, by return mail. If you intend going east or know of anyone coming west, from any point east or south of St. Paul, Omaha or St. Louis, we would appreciate the opportunity of writing to you or your friends about the details. To say that is the purpose of this advertisement, but the maps are free. Address E. H. Trumbull, 142 Third street, Portland, Oregon.

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We are thoroughly prepared for making estimates and executing orders for all kinds of electrical

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Supplies in stock. We sell the celebrated **SHELBY LAMP**. Call up Phone 1161.

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642 COMMERCIAL ST.  
Your orders for meats both  
**FRESH AND SALT**  
Will be promptly and satisfactorily attended to  
J. W. MORTON, Prop.  
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Bought, Sold and Made to Order  
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**Elegant Couches and Lounges**  
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**Try Our 25-Cent Dinners**  
**Prompt Attention — High Class Chef**  
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**Bottled or in Keg**  
**Free City Delivery**  
**North Pacific Brewing Company, Astoria**  
**EMIL SCHIMPF, General Manager.**

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Is Noted as the Place Where  
Is Manufactured...  
**Cutbirth's Creosote Shingle Stains**  
The Most Durable, Preservative, and Handsome Stains on the Market.  
Nothing keeps out the weather like shingles on the walls. Nothing preserves and beautifies shingles like Cutbirth's stains. Cutbirth also makes the best COPPER PAINT for the bottoms of all water craft.

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**FLOUR, FEED, PROVISIONS, TOBACCO AND CIGARS.....**  
Supplies of all kinds at lowest rates, for fishermen, Farmers and Loggers.  
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**Steamer SUE H. ELMORE**  
The Largest, Stanchest, Steadiest, and most seaworthy vessel ever on the route. Best of Table and State Room Accommodations. Will make round trips every five days between.  
**Astoria and Tillamook**  
**FARE \$3.50**  
Connecting at Astoria with the Oregon Railroad & Navigation Co. and the Astoria & Columbia R. R. for Portland, San Francisco and all points East. For freight and passenger rates apply to

**Samuel Elmore & Co.**  
General Agents, Astoria, Or.  
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**A. & C. R. Co.** Portland, Or.  
**B. C. LAME,** Tillamook, Or.  
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**OREGON SHORT LINE**  
AND UNION PACIFIC

Depart	TIME	SCHED. FROM	Arrive
Chicago	9:00 a. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	4:30 p. m.
Portland	Special	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:10 a. m.
St. Paul	8:50 p. m.	via Huntington	via Milwaukee, Chicago and East.
Spokane	9:00 a. m.	via Huntington	via Milwaukee, Chicago and East.

72 hours from Portland to Chicago  
No Change of Cars  
**OCEAN AND RIVER SCHEDULE**  
From Astoria  
All sailing dates subject to change for every five days.  
7 a. m. Columbia River to Portland and Way Landings.  
4 a. m. Daily except Sun.

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**Points East**  
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**GREAT NORTHERN RAILWAY**

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TO  
**ST. PAUL, DULUTH, MINNEAPOLIS, CHICAGO AND POINTS EAST.**  
Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.  
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**ASTORIA AND COLUMBIA RIVER RAILROAD.**

LEAVE	PORTLAND	ARRIVE
8:00 a. m.	Portland via Puget Sound	11:10 a. m.
7:00 p. m.	Portland via Astoria and Way Points	9:40 p. m.

**ANTORIA**  
7:45 a. m. From Portland and Way Points  
6:10 p. m. To Portland and Way Points

**SEASIDE DIVISION**  
\* 1:30 p. m. Astoria for Warrenton, 7:00 a. m. Ft. Stevens, 4:00 p. m. Hammond and Astoria. \* 10:45 a. m. Hammond and Astoria.  
\* 9:15 a. m. Seaside for Warrenton, 12:50 p. m. \* 9:30 a. m. \* 11:15 a. m. \* 7:30 p. m. \* 7:30 p. m. \* 12:30 p. m. \* 12:30 p. m. \* 12:30 p. m.

\* Sunday only.  
All trains make close connections at Goble with all Northern Pacific trains to and from the East and Sound points.  
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The "Northwestern Limited" trains electric lighted throughout, both inside and out, and steam heated, are without exception, the finest trains in the world. They embody the latest, most and best ideas for comfort, convenience and luxury ever offered the travelling public, and altogether are the most complete and splendid production of the car builders' art.  
These splendid Trains Connect With.....  
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**The Northern Pacific and**  
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Merchant Tailor  
New Goods, Winter Samples, Perfect Work, Prices Reasonable and Work Done With Dispatch.  
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**Andrew Asp,**  
Wagon Maker, Blacksmith and Horseshoer  
**FIRST-CLASS WORK AT REASONABLE PRICES.**  
Special Attention Given to Ship and Steamboat Repairing, General Blacksmithing, First-Class Horseshoing, etc.  
**CORNER TWELFTH AND DUANE**  
**NORTHERN PACIFIC**  
Time Card of Trains

PORTLAND, Leaves Arrives  
PUGET SOUND LIMITED 7:35 a. m. 6:45 p. m.  
KANSAS CITY-ST. LOUIS Special 11:10 a. m. 6:45 p. m.  
NORTH COAST LIMITED 3:30 p. m. 7:00 a. m.  
Tacoma and Seattle Night Express 11:45 p. m. 3:05 p. m.  
Take Puget Sound Limited or North Coast Limited for Gray's Harbor points. Take Puget Sound Limited for Olympia direct.  
Take Puget Sound Limited or Kansas City-St. Louis Special for points on South Bend branch.  
Double daily train service on Gray's Harbor branch.  
Four trains daily between Portland, Tacoma and Seattle.  
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"If everyone knew what a grand medicine Dr. King's New Life Pills is," writes D. H. Turner, Dempscott, Pa., "you'd sell all you have in a day. Two weeks use has made a new man of me." Infallible for constipation, stomach and liver troubles. 50c at Chas. Rogers' drug store.

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**A POSITIVE CURE**  
For Inflammation or Catarrh of the Bladder and Disordered Kidneys. No cure no pay. Cures quickly and Permanently. It's the worst case of Gonorrhoea and Gleet, no matter how long standing. Absolutely harmless. Sold by druggists. Price \$1.00, or by mail, postpaid, \$1.25, 3 boxes, \$2.75.  
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Daily trips except Sunday.  
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Leave Dalles, Tues., Thur., Sat., 7 a. m.  
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Landing at foot of Alder Street, Portland Oregon.  
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Lv. Portland Tues., Thur., Sat., 7 a. m.  
Lv. Dalles, Mon., Wed., Fri., 7 a. m.  
Landing at foot of Alder Street, Portland Oregon.  
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AGENTS.  
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