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TO CRUSH A MONOPOLY.

Senator Pierce has struck the keynote of popular fancy with his bill to compel the Associated Press to acknowledge that it is a common carrier. There has never been the slightest doubt but that the news association mentioned is liable to restriction under the same laws as is a railroad, but communities have failed to force the institution to accept this ruling. The fact in the matter is, the Associated Press managers themselves dislike to be made a party to a news censorship as much as the trust-ridden country editor who is compelled to pay ten times as much for his few telegraphic dispatches as does his rival. The more customers the Associated Press secures the stronger becomes the association. But unfortunately an ancient, and wholly unlawful, custom has been in vogue which rules that only those papers securing franchises may reap the benefits of the Associated Press service.

Imagine the Southern Pacific, the O. R. & N., or any other railroad company making an exclusive contract to carry freight for one firm alone! Would not such action be clearly a violation of the law? Then why has a common carrier of news right to refuse to deliver its burden of reports to any and all who are willing to pay the money for the service?

The evidence is so clear that the Associated Press is a common carrier of news, such as a railroad is a common carrier of freight and passengers, that it admits of no contrary argument. It is a shame to keep an energetic editor of a country newspaper from getting a report for his journal on an even financial footing with his rival. The larger newspaper can afford to carry special leased wire reports, but the publications in small cities and towns cannot afford this luxury. The country press is a tremendous influence in state affairs and Legislators should remember that their wishes are deserving of every consideration.

SENATOR PIERCE'S BILL WILL PUT AN END TO A MONOPOLY OF NEWS AND GIVE OREGON EDITORS A CHANCE TO PUBLISH THEIR PAPERS WITHOUT BEING MADE THE VICTIMS OF FAVORITISM.

A GOLDEN OPPORTUNITY.

What is Portland going to do about the Valdes trade?

During the opening months of the new year such a rush will set in to the marvellously rich fields of the Copper River country as the Northwest saw when the first news was brought out that the sands of the Klondike were rich with gold.

What is this rich and prosperous city going to do about it?

Day by day the reports of the wealth of the new Eldorado grow in volume and attractiveness and already the cities of Puget Sound are actively in the field to secure its trade, while Portland sits supinely and makes no effort to obtain its share.

Now is the time for plain speech.

Portland, surrounded as she is by a territory which produces practically everything that the miner of the North needs, is in a position to outdistance all her rivals and to secure not only a portion of the trade of this country, but to practically control it.

This is a fact. It needs no argument.

It is idle to carp about the shortcomings of this or that plan.

It is worse than folly to spend our time railing at the push and enterprise of the men who have made of Seattle the depot of supplies for the whole of the Lynn canal country and in great measure for the British Yukon.

What Portland needs at this time—and needs badly—is just some of this same sort of enterprise.

These are plain words. They are needed. If they are taken by the merchants of this city in the spirit in which they are written few weeks will pass before ships of burden will sail out over the waters of the Columbia on their way to thus further the commercial progress of this city.

There is no time to waste.

If Portland wants this trade she can easily obtain it, but she must act—and act quickly! The mercantile organizations of Portland, the men whose money is the outward and visible sign of their commercial sagacity and, in fact, every public spirited and loyal citizen of the metropolis of Oregon should see to it that a move is made—NOW.

SENATORIAL ELECTIONS.

The situation usually develops dark horses, when prolonged contests take place. Members of the Legislature line up in sections, vote for their candidates, and there is no election. Attempts are made to induce them to change. Often they wish to do so, but usually they are deterred because they realize that sometimes to change brings them under suspicion of having submitted to improper influences.

So the deadlock goes on, until the people of the state grow restless, and demand the elimination of the Senatorial election from the business of the session. They see legislation affected by it. They learn that their Senators and Representatives are compelled to permit bills and measures to become permeated with the election virus. Strife becomes intense, bitterness appears, and there are vows that members of this faction will not go to that, or those of that come to this.

Then comes the dark horse. He is offered as a compromise. He can harmonize the factions. He is in a position to conciliate. While neither faction will go to the other, perhaps both will go to a third candidate. And so the dark horse wins.

It has become almost an adage that if a leading candidate does not attain a majority upon the ballots of the first week he never can win the election. There are exceptions, but the exceptions are just about numerous enough to establish the rule.

RIGHTS OF WOMEN.

There is a bill before the Legislature to provide that a wife must sign a mortgage or other acknowledgement of indebtedness that may cause the loss of the home. It is a measure that has been asked for by the women of the state, and has also the endorsement of many, perhaps a majority, of the men who have looked into it. It should pass.

However it may strain some of the strict laws that are presumed to govern matters of commercial credit and the loaning of money, it goes to a law that is higher, and that is the rights of the wife to have assured for her and her children a home secure from all financial storms. The bill makes it optional for the wife to sign evidences of indebtedness that pledge the home and that make it possible for the creditor to take it in satisfaction. Yet unless the wife consent, that home cannot be legally pledged, according to the provisions of this meritorious measure.

President Roosevelt discovers signs of collusion in the matter of the statehood bills for Oklahoma, New Mexico and Arizona. He believes a scheme has been hatched and fathered by the father of schemes, Matt Quay of Pennsylvania, to apportion the offices in the new states to a coterie of politicians who are furnishing the sinews of war for the statehood bill. Who experiences any surprise at this discovery? Did anyone think there was no collusion? Was ever a new state admitted that the offices were not practically distributed before the territory become a state? However, President Roosevelt is right to discourage such schemes, but he probably will suffer defeat by that master of politics—Quay.

Those coal dealers in Chicago are experiencing the storm that rages when public fury breaks the bounds of fear of wealth and mounts the saddle to demand justice. That spectacle in Chicago is one to arouse hope in the breast of every citizen who loves the institutions of his country and who realizes that often Justice removes the bandage far enough to see who comes before her for judgment. It is in no spirit of demagogy that the hope is expressed that those coal conspirators will be convicted. It is merely because our faith in the courts will thereby be strengthened and hope sustained in the future of free government.

EASTERN OREGON'S DEMAND.

It is given out that the Eastern Oregon members of the Legislature will caucus this week upon the subject of the portage road around the dalles of the Celilo. Senator T. H. Johnston, of Dufur, representing the district comprised of Wasco and Sherman Counties, has the bill in charge that provides for the appropriation of $150,000 to construct the desired road. It is not to be made a partisan measure, inasmuch as Republican and Democratic members from Eastern Oregon are to stand for the bill by common agreement reached in caucus.

Senator Johnston presents figures showing that the road could be built for much less than it would have cost when former Senator James H. Raley of Pendleton introduced his bill for an appropriation of $450,000. Mr. Johnston's statement goes into the engineering features as well as into the financial. It looks like a solid Eastern Oregon delegation of Republicans and Democrats back of him, with determination to succeed by all honorable means that lie within the scope of the Legislature.

The Journal is disposed to further this enterprise. A statement recently made by Chairman Burton, of the National House Committee on Rivers and Harbors, is to this effect: "Estimates and recommendations by government engineers aggregate between $300,000,000 and $440,000,000 for work that different localities are demanding. Not more than $70,000,000 is available for this year. Last year less than that sum was appropriated. It will be 10 to 15 years before the improvements in the Columbia river now demanded by the people of Oregon and Washington may be granted."

Consider this statement. It is not difficult to imagine Chairman Burton making it at the dictation of the railroad companies. For, as was shown by The Journal on Saturday, it is plainly to the advantage of the railroad companies to prevent improvement in the Columbia river. Controlled as Burton may be, nevertheless his words cannot be ignored, and they are reason for taking some action here in Oregon. Of course, federal work in clearing the obstructions from the Columbia is the ideal manner of disposing of this important matter. But, if our Senators and Representatives in Congress, and especially those upon committees that control legislation along that line, are to be in the command of the railroad companies, cannot Oregon do something for herself? Shall she sit down and permit the further delay in a work that is called for by all just considerations?

However, let us proceed carefully in the matter. Let us make not the mistake of permitting the opponents of the measure to find radical flaws in the plan that is to be placed into execution. Go over the ground carefully, perfect the details, and then present the subject to the people through the legislative representatives in form such as to disarm opponents.

Oregon and Washington cannot afford to await the passing of 10 or 15 years before securing to the great Inland Empire the benefits that would flow from the opening of the Columbia river to navigation. If the portage road will bring these benefits even in part, certainly the only logical thing is to support the portage road scheme.

Utah cattle are shipped to Portland because the laws of trade and commerce, based upon the fundamental law of supply and demand, bring it to pass. Some cattle have been recently brought to this city by the Union Meat Company. Until stockraising conditions are such as to provide an adequate supply, as to quantity and quality, cattle will probably be shipped here in the future. The same applies to hogs. Local packing companies have been compelled at times to go to other states for their supply. They would prefer to buy at home. But, lacking the presence of cattle and hogs such as are demanded, they must obey the law of trade and go where they can get what is needed in their business.

A glimmer of light shines through the clouds that have obscured the Panama canal matters, and it is reported that a treaty has been signed whereby this country is to pay an annual rental of $250,000 for the right of way across Colombia. This country offered $100,000 and Colombia demanded $600,000, $250,000 being a compromise. It now devolves upon the Senate to consider whether or not the Panama canal shall permanently supplant the Nicaraguan plan.

The Colorado Legislature is tied up in a contest between Senator Henry M. Teller and ex-Senator Edward O. Wolcott for Teller's seat. When asked if he would withdraw in case Teller would do so, Wolcott said: "Of course I wouldn't." Of course he wouldn't. What man would forego his own advancement for the good of his state? The thought is absurd, especially when applied to a politician. They are not in that sort of business.

Governor Taft of the Philippines announces that he is not a candidate for the presidential nomination. He would better do so and do so very plainly, or he will not get that appointment to the supreme bench, vice Associate Justice Shiras, retired. Governor Taft has been said to aspire to succeed Roosevelt, and to base his hopes upon the able manner in which he has conducted his important office in the archipelago.

AN OREGON CHARACTER

By Paul De Laney.

Abner Robins, the eccentric stockman, merchant, railroad owner and millionaire, who died in Eastern Oregon a few months ago, has now been charged with having held the key to the famous Bluebucket mines, and this, it is claimed, was the source of all his wealth.

It will be remembered that the noted pioneer had three large stores and that he rarely ever visited them; that he wore the cheapest of clothing, his wearing apparel usually consisting of a cotton shirt, a cheap tie, a slouch hat, a pair of overalls and a heavy pair of boots. He owned a fine home in Union, Oregon, where he had an estimable wife, but lived in a small cabin out in the desert where he lived and did his own cooking, his principal bill of fare being bacon and beans. He also owned a $10,000 flouring mill, the inside of which he had never seen, though he passed it almost daily, and he owned a railroad upon which he had never ridden, and refused a pass from his manager.

Peculiar Habits.

He only visited his home at Union once a year, and then only spent one day and night on each visit with his wife, although she was kind and plead with him to live at home. The mill was built to humor the whims of a friend and was a dead loss to the owner. While there was not a bushel of wheat raised in the entire country, a friend of the millionaire importuned him to build a mill. He argued that if a mill were built the people would move into the country and go to wheat raising.

Ordered Mill Built.

The financier insisted that it would not pay to build the mill; that the country was sparsely settled; that wheat-raising would only be experimental for a while, and that a mill would not be needed for a number of years. The friend was persistent. Finally the eccentric man of wealth said: "Well, go and build the mill and I will pay for it."

The enthusiast went on the plan that if a mill was worth building at all a good one ought to be built. He sent East for the best machinery that could be obtained, employed skilled mechanics and used the best material, which had to be shipped a long distance, in the construction of the building. The mill was completed at a cost of $10,000, and has stood idle ever since. Robins never mentioned the matter to his friend again, and did not even visit the mill while it was under construction, and has never been inside of the building. It was never insured, and the boys in the neighborhood have broken all of the window panes with rocks. It stands as a monument to Robins' friend's mistaken judgment.

Where He Got His Wealth.

The question was often asked where Robins got his wealth. The stranger, and especially the drummer who visited the country, upon learning that he owned three large general stores, one at Union, one at Burns and one at Drewsey, and that each of these stores where mere clerks were partners in the business had a rating of from $75,000 to $100,000, and that Robins himself had unlimited credit, inquired where he obtained his start.

The more skeptical in the immediate neighborhood of Robins' cabin thought he had discovered the famous Bluebucket mines, and that these were the source of his revenue. He was never miserly, though he lived the life of a hermit. No one in distress was ever turned away from him, and a friend could get anything he possessed, as was instanced by the building of a costly mill that he knew was a useless extravagance. In fact, he was so liberal that many people did not think he could accumulate so much wealth without a source like the Bluebucket mines to draw from.

Origin of the Mines.

It will be remembered that one of the strong evidences of the existence of the Bluebucket mines in this section of country is found within a few miles of the cabin of the late deceased millionaire. It was claimed that the mine was discovered by some immigrants who had stopped to nurse a sick woman; that the woman died and was buried near the gulch where the mines were discovered. At the foot of Castle Rock, near the Robins cabin, there is a woman's grave, and the crude epitaph carved on a flat rock at its head gives the date of the death of the woman at about the same time as the mines are claimed to have been discovered.

They Remember Now.

Now, enterprising citizens have refreshed their memories since the death of the old pioneer, and they remember that he frequently mounted his saddle horse and took a gunnysack with him; that after several days he would return and the gunnysack would be filled at both ends with something heavy; and that he was always careful not to permit anyone to see the contents of the gunnysack, and that he never informed anyone where he had been on these trips. It is pretty well settled now in the minds of a few persons in that country that Abner Robins was the discoverer of the Bluebucket mines, and from these sprang the source of his wealth.

Was a Good Financier.

The truth of the matter is, Robins was a good financier, and had been in business in Oregon as a stockman and merchant through the palmy days of his section of the state. He did not drink or waste his money and possessed unusual business judgment. He never made a mistake in his man. He never made a mistake in employing men. He never employed a man who made application for employment. He studied his men before employing them, and when he decided that an individual would suit his purpose he sought him and employed him at any price, and kept him.

He spent his early life mining in California. Afterwards he came to Oregon and engaged for a while in mining in Southern Oregon, but soon drifted into Eastern Oregon with but very little capital, where he succeeded from the start and died a very rich man. There are hundreds of Bluebucket mines still to be found in Eastern Oregon, such as were discovered by Abner Robins. They are in the mountains and valleys, and it only needs industry, patience and economy to extract the wealth from them.

FIRST COURT IN BAKER COUNTY.

"Uncle Dave" says that in the spring of 1862 what is known at this day as Baker County was a portion of Wasco County. "We, as I said before, had no county," says the pet and favorite of the sage brush region. "It was 300 miles to The Dalles, seat of Wasco, and we tired of having to 'hike' that distance. We also tired of Judge Lynch, and wanted a full fledged court of our own, a proper bench, though. One day the boys agreed the best way to have the land rightly designated as a county was to sketch the tract and send a petition to the Governor.

"The country was named after old Colonel E. D. Baker. The plat was made and took all points clear through to the California line. We got all kinds of signatures to the petition and sent it to old Governor Gibbs. This was just after he was elected. It was suggested that he give us just two executive officers—a judge and a sheriff. Judge Wilson was then at the head of the Circuit Court in Wasco and we wanted him and asked the Governor to appoint a man named Gray as sheriff. This was all done in due time. Gray went to Idaho and deputized George Hall to act in his absence. Since that time there have been six counties created from the original Baker County. Well, the commissions arrived and the officers took their jobs. Judge Wilson is the man Wilson Gulch was named after.

"Auburn was designated the county seat, and before long we got word that the court was coming up from The Dalles. There was no place to keep horses unless they run on the range, and we had Lome Thompson build a corral upon the flat, where my ranch now stands at Auburn. Thompson hired Billy Parkinson, who was only a boy then, and they set to work. Saplings were used and lashed to the posts with rawhide. The court came at last. All rode horses with the exception of Lawyer George. I don't know his front name, but we called him Lawyer George. He had a good rig and spanking team of grays. Well, sir, when that lawyer came into camp there was fun. He wore a stovepipe hat. When he passed the claims the boys would raise up out of a prospect hole and yell: 'Oh, what a hat!'

"This made him mad, and he hid the hat, coming out later with a slouch hat like we all had. The court put the horses in the corral, called Poker Flat, because the boys there always played poker, and the session was started. All went fine for a few days. One morning I woke up early and heard a fearful racket in the road. I peeped from the cabin window and saw Lome Thompson come running down to court, Billy Parkinson was with him. I'll never forget the sight as long as I live.

"When they got closer I could hear old Lome hollerin'. He was almost out of breath, but managed to yell, 'Injuns' got the horses. Injuns' got the horses.' When the camp got up we found the pesky redskins had come down in the night and carried off every horse in the corral, all in the camp. We turned out. Camp, court, corral hands, everyone. The Injuns were just going over the last hill when we reached Poker Flat. There were our horses. Well, I swan, I never had so much fun since I was a kid. The court went back to The Dalles in the pack train, mule back, any old way to get home. Lawyer George couldn't ride, and had to wait until a feller fetched him a rig. Yes, that's the yarn of how the first court lost its horses."—Baker City Herald.

Owing to events taking place within the past two years, the discovery of diamonds near Pretoria does not involve any necessary changes in British boundaries.—Detroit News.

A THEATRICAL SUCCESS

Margaret Anglin, well known to theatre-goers for her beauty as well as for her genius, is in the new play at the Empire Theatre, New York, "The Unforeseen." The clever actress is winning new laurels in the latest dramatic success.

BENEFITS OF THE FAIR

By Henry E. Reed, Secretary.

Your question, "What do you think the Lewis and Clark Exposition will do for Oregon?" is not broad enough. The 1905 Exposition will not be solely an Oregon affair. Its articles of incorporation declare it will be "state, inter-state, national, American and Oriental in its character." Its principal object is to put the Pacific West on exhibition for the purpose of attracting home-builders and investors. Were it intended to benefit Oregon alone we could not reasonably invite other states and the National Government to pour water on our wheel.

The Lewis and Clark Exposition will do more than any other agency ever employed for the development of the West. I refer particularly to that immense section west of the 99th meridian, which contains the bulk of the country's vacant land but only a small percentage of its population. This region needs first of all people, for people make the markets and markets make the factories. Lands that are both cheap and productive will catch the homeseeker of moderate means every time, and these the West has in abundance. To understand thoroughly the opportunities that are opened to the West through the utilization of its unappropriated lands, one needs but to consult plate 5 in the fifth volume of United States Census Reports for 1900. East of the 99th meridian the spots are few indeed where the proportion of improved land to the total area falls below 10 to 25 per cent, while in three-fourths of the region it is between 50 and 75 per cent. West of the 99th meridian the places are few where the proportion of improved area to the total area exceeds 10 to 25 per cent, while four-fifths of this region is white on the census map and an explanatory line laconically runs, "white areas regarded as unsettled."

When the Fair is over a count of noses will show 2,000,000 people in the old Oregon country, that is, Oregon, Washington, Idaho and the western and southwestern parts of Montana and Wyoming. Of these 800,000 will be in Oregon, between 200,000 and 250,000 of them residents of Portland.

There will be no bad after effects of the Fair, and they who are wisely predicting a slump after the gates are closed in 1905 are unwittingly doing their State and city a great wrong. Expositions do not cause slumps. Chicago was greatly benefited by the World's Columbian Exposition. The hard times that came in 1893 and affected the entire country and not Chicago alone, were caused by the financial depression that set in three years before the Fair opened, and not by the exposition. Omaha, Buffalo and Charleston were benefited by their expositions. A particular case in point is Buffalo, whose Pan-American Exposition was perhaps the most disastrous failure, financially considered, the country has ever held in the exposition line. Stock subscriptions amounting to $2,000,000 and second mortgage bonds amounting to $500,000 went down in the crash, and when the fair closed there were not a few who said Buffalo would be "the deadest town in the country" for 10 years to come. Yet such is not the case, as is amply proved by the annual address of John J. McWilliams, president of the Merchants' Exchange, delivered at Buffalo, January 14, 1903, 14 months after the Exposition closed. President McWilliams' remarks are worthy of preservation. They follow:

After the storm comes the calm. Pan-American year, 1901, came, brought the busy swirl which filled the city with all of its rush and crowds, its great successes and its small disappointments, and now it is settling down and is quite ready to answer the question: "How much did it cost and was it worth it?"

The holders of stock certificates and second mortgage bonds may, for want of a more profitable disposition, either consign them to the waste paper basket or use them in decorating the walls of certain rooms in house or office, yet none, even such holders, regret that Buaffio opened its doors, inviting all America to come and partake of its hospitality. New life, new hopes, new blood, new industries have been injected, and as the result, we have a new Buffalo, wide awake to the opportunities that are knocking at its doors for admission.

It is now in order for the Buffalo Merchants' Exchange to record the fact that while these losses that have been recited were simply the cost of the hospitality extended, that prosperity is shown in all the departments that go to make up the city life. The deposits in the savings banks, which is the very best barometer of prosperity, show that many dollars have come into the city for every one that has been expended; therefore, Buffalo, instead of mourning over the lost stock and bonds, is rejoicing over the general prosperity that has come to it as one of the results of that Exposition.

Assuming that the true valuation, that is, the fair selling price, of the real and personal property of the State of Oregon is $700,000,000, and I believe the census returns will be close to that figure, the $500,000 appropriated by the State of Oregon added to the $500,000 capital of the Exposition Company organized in Portland, in all $1,000,000, represents a little more than one tenth of 1 per cent of the grand total. By using one tenth of 1 per cent of its resources for advertising purposes, and the Fair will be a big advertisement of the West, Oregon and Portland stand a chance to double their population and their business. What business man would not spend one tenth of 1 per cent of his capital—$1 on each $1,000—to double his business?

CANDLES IN NEW ORLEANS.

"The candle never goes out in New Orleans," said a man who is connected with a big candle manufacturing concern of that city, "and I suppose the consumption of candles in New Orleans is greater than at any other place in the world, proportionately, and where gas, electricity and oil are also used for lighting purposes. It will only require a few moments' reflection to explain why this is. Take All Saints' Day, for instance. Did you ever think about the large number of candles that are used in the pretty observance of that day?"

It is now seen that J. Edward Addicks of Delaware will have to go into the retail coal business if he wishes to continue to be a candidate for the United States Senate.—Brooklyn Standard Union.

We have always looked upon Mr. Thomas Edison as a most practical man, but his proposal to make electricity directly from coal is, to say the very least, not opportune.—Washington Post.

PROBLEM IN AIRSHIPS

WORLD'S FAIR, ST. LOUIS, Jan. 26.—Sir Hiram Maxim, the inventor of world-wide reputation, has accepted an invitation to visit St. Louis this winter and had planned to come with Mr. George F. Parker, the representative of the Louisiana Purchase Exposition to Great Britain. Finding it impossible to make the trip at this time, Sir Hiram Maxim has written at considerable length his views, which have been received by President Francis, and are now made public. The fact that Sir Hiram Maxim has expended some $70,000 upon experiments in aeronautics emphasizes the importance of these views. The letter addressed to the President of the Louisiana Purchase Exposition is as follows:

"In regard to the St. Louis Exhibition, I should say that the geographical position of St. Louis is all that could be desired, and I have no doubt that the Exhibit in itself will prove a very great success. I see by the papers that practically all the nations of the world are discussing the question as to what they should send. In regard to the aeronautical part of the Exhibition, I should say that as you have about 1,200 acres you will be able to appropriate a fairly large piece of ground for this purpose. At Baldwyn's Park, where I conducted my experiments, I had a clear run of 1,800 feet, which, however, I found to be altogether too short, in fact, I was quite unable to finish my experiments there on account of the limited space at my disposal, and this notwithstanding the fact that I had 40 acres of ground.

"If there is to be an aeronautical exhibition it will be necessary to have certain buildings erected as shelters. These buildings ought to be made large enough to be useful either for flying machines or balloons, and I should say that if they had a clear width of 80 feet, a length of 100 feet, and a height of 60 feet, that would be quite ample. Each building should be provided with a pair of doors to open outward in such a manner that when they are open they form a kind of air shield for protecting the apparatus against the wind as it emerges from the building.

"It will be understood that the doors are in the end of the building so that when they are open the balloon, which fills the whole of the interior, may be drawn out. These buildings should be placed at one side of the park with a clear run free from trees and obstructions in front, the longer the better. I understand that a great number of experimenters are now at work on aeronautical apparatus to be shown at the St. Louis Exhibition, but as to whether the aeronautical part of the Exhibition will be a success or not is altogether another question.

"A true flying machine large enough to carry one man has not yet been made, although vast sums of money have been spent on experimental work. As far as dirigible balloons are concerned, the French government has already spent a vast sum, and have found that it is quite impossible to make a dirigible balloon which will make headway against even a slight breeze. Santos-Dumont has, perhaps, done better than the French government experimenters, and I think perhaps he has gone as far as it is possible for anyone to go in the direction of dirigible balloons. Still, if we look the matter squarely in the face, I think we shall see that even Santos-Dumont's balloon is not able to travel fast enough through the air to hold its own against even a slight breeze.

"I am of the opinion that if there is an exhibition of dirigible balloons at St. Louis that very few of them will be able to return from the point of departure. It will be found, I think, that when these balloons ascend they will travel with the wind, just exactly like any other balloon, no matter which way they are pointed, and that they descend to the earth just like other balloons, and have to be dismantled and sent back to the point of departure by some means of land conveyance.

A Wonderful Engine.

"I do not know whether I shall attack the question again myself or not. However, in any case I shall be pleased to send one of my steam engines to St. Louis, which I think is the lightest steam engine for its power ever made in the world. The Hon. Charles Parsons, the inventor of the steam turbine, in a lecture some years ago, said that the lightest heat engine that was ever made in the world in proportion to the power developed was undoubtedly the Maxim engine, which I think he said weighed 60 pounds and developed 20 horse-power energy.

"Next to this he said he would have to place my flying machine engines and steam generator, which weighed about 12 pounds to the horse-power. As a matter of fact, however, the engine that I should send to St. Louis weighs 320 pounds—this does not include the boiler—and is one of a pair that I employed. When this engine was run with 310 pounds of steam as a compound engine it developed 181 horse-power. If, however, it was used as a simple engine, both cylinders being connected direct to the boiler with high pressure in both cylinders, it would develop at least 300 horse-power. If I had given the power of these engines in the ordinary way—that is, from indicator cards—it would have been considerable more than 181 horse-power. The power given was actually that communicated to the screw and delivered by the screw.

"I think it will be admitted that my steam engine and boiler were very light and effective, but they required a vast quantity of water; indeed, the quantity of water was so great that even if my engines and boilers had not weighed anything at all the machine could not have been considered a success. At first it appeared to me that I should be able to condense my steam. I entered into careful mathematical computations as regards the power and lifting effect, basing my calculations altogether on formulae which I had obtained from experiments made with a very much smaller apparatus, and also from the formulae of Professor Langley. However, it was found that a very large machine was not anything like as efficient as the small models. I had expected in the first instance that I should only require 100 horse-power, while I found by experiment that I could condense all my steam when I was running at a velocity of 42 miles an hour. When, however, I ran my power up to 362 horse-power, it was quite impossible to condense the steam.

Regarding Condensers.

"In regard to condensers, I found with extremely thin oval tubes driven sideways through the air at the rate of 42 miles an hour, the steam for 1 horse-power could be condensed with one pound of copper, the temperature of the air at the time being 62 degrees Fahrenheit. At the time I made my experiments the steam engine appeared to be preferable to all others. Since that time, however, I should say that fully £1,000,000 sterling has been spent in the various countries of the world in experimental work on petroleum motors for driving motor cars, and these experiments have all been in the direction of great power and extreme lightness.

"The experimenter on aeronautical machines, therefore, has an advantage now which none had a few years ago. He can take the engine where the motorman has left it and refine it still more in the direction of lightness at a comparative small expense. The quantity of water required for keeping the cylinders of a gas motor cool is only one seventh as much as was required to run a steam engine of the same power. It is therefore evident that the petroleum motor is the one which lends itself best at the present moment to experimental work on aeronautical machines. Yours sincerely HIRAM S. MAXIM."

THE CASE OF DANVILLE.

From Danville comes the following dispatch which briefly sums up a situation something similar to that which confronts East Portland:

"This city is waging war with the Standard Oil Company to compel it to move its plant outside the city limits. The company threatens to move the plant away from Danville entirely. As a result of the fight a damage suit for $100,000 has been brought against the company by the city and the plant has been closed down. A number of years ago an ordinance was passed prohibiting inflammable oils to be stored in the city within 1,000 feet of any dwelling house, barn or like structure in quantities greater than five barrels of 50 gallons each. No attempt was made by the city to enforce the ordinance until two years ago, when complaints were made by people living in the neighborhood of the company's plant that it was a nuisance. A resolution was passed in the Council instructing the city attorney to enforce the ordinance.

"In October, 1900, the city brought suit against the company. A decision was rendered against the company and a fine of $25 was imposed. The company then appealed the case to the Supreme Court and a decision was rendered against the company. December 15 the City of Danville filed suit for $100,000, the company being liable to a fine of from $25 to $100 a day since the first decision was rendered against it.

"The affair rested until the meeting of the City Council, January 1, when a resolution was presented by Alderman John Scott recommending a repeal or an amendment to the ordinance that would favor the company and permit it to keep its plant in operation. The latter created a stir in the Council and was finally referred to the Mayor, city attorney and three councilmen. Protests against the company are being prepared and will be presented to the Council."

The end of the present month, it is predicted, will see the establishment of the first ocean newspaper. When the passengers begin to write to the editor complaining of the fare or asking for better "rapid transit" facilities, the steamship companies will begin to see the other aspects of the proposition.—New York World.