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C. S. Jackson

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MCKINLEY'S CHARACTER.

The recurrence of McKinley Day was occasion for the pronouncing of eulogies upon the memory of the late president. Of especial significance were the proceedings of the Republican Club of Canton, Mr. McKinley's home town. It was a pity that the one notable meeting to honor his memory was by a partisan association that by its very nature excluded members of other parties. And that a political club had charge of the principal memorial exercises was the only blemish upon a day that all loyal Americans will delight always to observe.

Only a few months have passed since the late President died from the bullet of Czolgoz. Yet already it is competent to separate the significant from the insignificant, and say what were the reasons for the honored dead man holding the love of the people during his life. And, too, it needs no elaborate analysis, for it was merely by his strong exemplification of civic virtues that Mr. McKinley won the esteem of the nation. It was not because of profound knowledge of statecraft, for many were more profound. It was not that he for a generation almost represented the embodiment of the tariff idea, and finally yielded to advancing thought and spoke for modifications therein. There were others with deeper knowledge of economics.

It was not for lofty attainments as a financial philosopher. For he was not even an expert among other experts in that line of public policies.

It was for his purity of life, his devotion to his home, his splendid protection of a suffering wife amid the distracting cares of state, and his fearless holding up of a high standard of personal living while his day and generation perhaps trended to lower ideals and asked less and less of what McKinley gave as an example to the young.

The home—the unit of any nation's life—was important to William McKinley. He held it above other considerations. He regarded it as paramount. He was a husband before he was a statesman. He kept his marital vows more sacredly than did his oaths to his constituencies, and yet was true to the latter.

In years when all thoughtful men have witnessed deterioration in the American idea of the home, and an approximation of the French laxness, stood William McKinley, with a world's eyes centered upon him, saying that the home was first in his esteem, and offering to the youth an example that it followed would make for a better country and more enduring institutions.

Let no man minimize the vital importance of these things. Let no man make the mistake of thinking that a statesman may compensate for personal vileness by evolving high theories of government. After all, character is the lasting thing. And, with good character, it matters less what particular system of economics or finance obtain just now or tomorrow. For good character will insure correction of mistakes, and good people when in a majority may be trusted in the long run to compel a triumph for the good over evil.

JIM HILL'S BAND WAGON.

Those Seattle people are scrambling to secure seats in the band wagon of which James J. Hill is the driver. They are cutting not a pretty figure as they exhibit the innate cowardice that permits a railroad magnate to dictate their personal opinions. Mr. Hill doubtless despises to come so close to the very men who are now so subservient to his wishes. Ever since Mr. Hill rode out to Seattle in his special train, and said that if the people of that city and of Washington did not do his bidding he would retaliate upon them with dire discrimination in the control of his railroads, the Seattle people have manifested signs of a panic and the chances of Harold Preston to be elected United States Senator have been nil.

The Journal regards the election of Levi Ankeny as better for the state and the Northwest, when all things are taken into consideration. Seattle's support of Mr. Preston was secured merely because Seattle desired to obtain selfish advantage over its commercial rivals. They cared nothing for Harold Preston personally. They were for him because he is a Seattle man.

He won the primaries in Seattle upon the distinct issue of support for Governor McBride's railroad commission measure. Otherwise the primaries would have been carried by the other people. Now comes Seattle with a request that Mr. Preston, Seattleite, be elected Senator, and that the logical accompaniment of his election—McBride's commission bill—be defeated. The two propositions are incompatible. One cannot be if the other be. And it is an exhibition of Seattle's inconsistency for her leading men to ask for both of them to be granted.

As a matter of fact, Jim Hill's band wagon is more desirable to them than independence of political action, and independence of political action was the one redeeming feature of Harold Preston's candidacy. Seattle has abdicated to the president of the railroad merger. Mr. Hill holds the reins. He will drive Seattle whither he will. And Seattle will not murmur audibly.

STATE APPROPRIATIONS.

The Journal yields to none in the desire to protect the public purse from the pilfering of designing politicians and the waste of the careless official. It will exercise vigilance in the publication of all facts that bear upon expenditure of public funds. It will call all officers to account, for dissipation of the people's money, regardless of what party the official may profess.

At the same time, it is probably true that the Oregon Legislature will hereafter appropriate increasing sums of money for public objects, without protest that the aggregate has been made larger than heretofore.

A parallel is to be found in the appropriations of the federal Congress. Only a few years ago, while campaigns were fought out upon the paramount issue of extravagance claimed against the majority party because it authorized appropriations of \$1,000,000,000 for one Congress. Today \$1,000,000,000 is appropriated without notice from the people, and the total will never be less in the future.

It is impossible at this date to set a total for the appropriations to be made by the present Legislature. The bill has not yet been completed. But that it will provide for more than has been the case in past years is conceded. The state is out of debt and has money in the treasury. While this is not excuse for squandering the people's money, it is warrant for a prosperous commonwealth making ample provision for the needs of a day that begins the wonderful development every one looks for in Oregon. With due regard for economy and honest consideration of all appropriation measures, let no false economy on one hand, and the wasting of the public funds on the other, prevent businesslike disposition of all matters that may come before the Legislature.

Everyone who knows Major Edward F. Glenn, formerly a Captain stationed at Vancouver Barracks, will willingly believe that the verdict of the court-martial in the Philippines acquitting him was just. Major Glenn gave valuable service of scientific character in exploring Alaska, and also bravely performed his duty in the islands. It will be impossible for his acquaintances here to believe that he was guilty of unsoldierly acts at any time or place.

A millionaire, Jacob Furth, of Seattle, seems to be the only man with mental powers and worth sufficient to control the action of the King County, Wash., delegation in the Legislature. These millionaires seem to have remarkably persuasive influence upon the hesitating minds of legislative patriots. Sometimes they fail, but often their words carry weight not at all commensurate with their previous status as judged by their fellow citizens.

When informed that he had not many weeks more of life, Lester Belding, the murderer, remarked that he had been expecting the news, and that the sooner he was hanged, the better. How a man can utter such words and mean what he says, standing as Belding does on the very brink of the grave, with the blood of three human lives on his head, is a mystery that may never be explained.

AT HAGUE.



PROFESSOR DR. MARTENS.

FAMOUS INTERNATIONAL LAW AUTHORITY, may serve on Venezuelan Case.

Professor Dr. Martens, the famous international legal authority and member of The Hague arbitration tribunal, will probably be one of the distinguished international jurists selected to try the Venezuelan controversy when it gets before the Hague court.

SENATOR TELLER RE-ELECTED.

There need be no fear that Henry Moore Teller will not wield his due share of influence in the United States Senate. He will command what authority through mastery of details of legislation, profound knowledge of government, personal popularity, experience in the upper house and long association with other Senators will give him.

His election was not secured by any particularly disgraceful procedure. It was a fierce fight, into which entered differences of politics, and the Colorado Republicans contended so strenuously because they wanted to elect Edward O. Wolcott and have Republican representation, not because they personally disliked Teller. He is personally popular. He has the confidence of the people, but has met heavy opposition upon purely political grounds. Indeed, were parallels sought, his election was a cleaner victory of the Democrats than was the election of John H. Mitchell a victory for the Republicans two years ago, when 11 Democrats voted for him, and he had not a majority of his party with him.

Senator Teller will always stand forth as a conspicuous figure in our political history. It was he who led the revolt in the St. Louis National Republican convention, and walked out at the head of the free silver forces that refused to go with the majority. He has since that time been virtually a Democrat, although nominally professing Republican doctrines upon many of the leading issues.

His brilliant services and high abilities have served to hold the support of the Democrats of Colorado, and won for him this present victory against as strong a man as could be searched out in the state to go into the fight for his seat.

Henry Moore Teller was born in Allegheny County, New York, on May 23, 1830. He was admitted to practice in New York and removed to Illinois in 1858 and to Colorado in 1861. He was elected to the United States Senate upon the admission of the state to the Union, taking his seat on December 4, 1876; re-elected December 11, 1876, serving until April 17, 1882, when he was appointed as Secretary of the Interior by President Arthur. He served in the cabinet until March 3, 1885; was again elected to the United States Senate and took his seat March 4, 1885, and was re-elected. In 1891. His present term will expire March 4, 1909, when he will be 79 years old.

Senator Platt of New York announces through his personal organ, the New York Sun, that he will not sue the New York Evening Post for criminal libel. Senator Platt considered for a time suing the McClure's Monthly Magazine a year or two ago, because of the publication in that magazine of an article by William Allen White, of Kansas, upon the subject of Platt's personal characteristics and political career. He didn't sue. Both McClure's and the Evening Post are sorry he didn't. Especially the Post made charges, and continues to make them, under the amplification of the title, "The Easy Boss," that "would drive any other man in the United States out from politics," as the Post observes.

The Journal has pleasure in observing that the Democrats in the Legislature are making a commendable showing. They have offered for the consideration of the Legislature measures that practically without exception deserve support by all patriotic members. Their course, too, has been wise, in that they have striven to avoid partisanship and have worked for the good of the state. The Democrats of Oregon are rather proud of their Senators and Representatives who are now at Salem.

PHASES OF THE PORTAGE

(Staff Correspondence.) THE DALLES, Jan. 29.—Important to the consideration of the portage road proposition of Senator Johnston of Dufur, for the appropriation of \$165,000 of state money, are the relations that have been sustained toward the open river plan by the railroad companies of the Northwest. An impression is general that by all the arts known to obstructive legislation, influences have been brought to bear upon some members of Congress to prevent the Federal Government from putting into execution the plans reported years ago for cutting a canal and building locks at Celilo to overcome the obstructions in the Columbia River.

Some very well informed men, men, too, whose word would be accepted as fact, for instance, whose judgment adds value to an opinion, assert that immense sums of money have been contributed toward this preventive work, and that it has been by desire of the railroad managers in New York that the work has been done.

The Command Comes From New York. It is only justice to the local officers of the various railroad companies to say that they are not responsible for any deterrent action that has been taken to prevent work in opening the Columbia River to navigation.

While they do not say anything, and one is compelled to infer from other things what would be their personal view, yet there are abundant reasons to believe that the influence has been exerted in New York that stopped progress at Celilo.

Some New York railroad magnates are not personally in touch with the region served by their roads. They see it only as an abstract proposition—a proposed competition against water route transportation by their properties. Hence, they vote no, and cause such influences to be exerted as they are able to command.

In the very nature of the case, for instance, were a fund of several hundred thousand dollars to be raised annually, to prevent work on the canal and locks, that money must be authorized by the magnates in New York, who control the destinies of the roads in question.

The Northern Roads Prevent Work. Strange as it may appear at first blush, it is probably the Northern Pacific Company that is the strongest factor in the prevention of the contemplated work at Celilo. It comes in this manner:

The O. R. & N. Company officials realize that the river must some day be opened. They know that it is inevitable. Knowing this, they would probably counsel the next best policy—to reduce fares and rates by a considerable figure, to satisfy public opinion for a time, and make a more nearly unnecessary to build portage roads or complete canals and locks.

But, comes the Northern Pacific Company and says to the O. R. & N.: that it shall not reduce rates, else it will simply invite a fight by that corporation against the O. R. & N., that will extend into every phase of transportation that concerns those companies.

In the demand for no work on the river and against a reduction in rates joins the Southern Pacific Company and the entire Harriman system. So that we have a united opposition to improvement work by every railroad doing business in the Northwest.

What the Roads Would Do. The construction of a portage road at Celilo would compel the Northern Pacific Company to build down the north bank of the Columbia River from Wallula to Portland.

This is a proposition that is supported in opinion by many of the business men of the Northwest, who affect the North Coast. It would come in this manner:

So soon as the portage road were built by the state, and of course with the canal and locks that will eventually be built by the Federal Government, rates would be reduced by the O. R. & N. Company to meet the new competition upon the basis of water carriage rates. This was done when the Cascades portage road and canal and locks were brought into use a few years ago. Rates went down so soon as the river was opened between Portland and the Columbia that the rates remained down. They will never be raised. Forever the benefits of water competition have been secured for the people living in the region covered by the 88 miles from here to Portland.

Would Put Out the Northern. This would put the Northern Pacific out of business in the country drained by the Columbia and Snake, or in those portions that would be accessible to river transportation. The Northern Pacific would be compelled to do something to meet this new competition. How could the Northern meet this competition, excepting by building a line down the Columbia like that which now the O. R. & N. has?

The O. R. & N. has a water-level route from the upper approaches of the Columbia and Snake rivers to Portland. Even under water competition the O. R. & N. would not be compelled to build down the north bank of the Columbia, and so it would do.

Short-Sighted Policy to Prevent. The view is forced upon one that it is a short-sighted policy on the part of the New York railroad managers to prevent opening the river to navigation.

This view is substantiated by the record of an incident that occurred in The Dalles a few years ago, when Major McNeill, then president of the O. R. & N., was here and was discussing the problem of river navigation.

Major McNeill was in conversation with John Mitchell, a prominent newspaper man of The Dalles, formerly a State Senator. Major McNeill was asked what was his opinion of the matter, and replied:

"Were I able to have my way, I as the president of the O. R. & N. would appropriate funds to meet the company money to open the river to navigation. I would do this in full knowledge that, for a few years, it would hurt us, and that permanently we would be compelled to carry freight lower than at present. But, the increased volume caused by the development of the country along the upper rivers would more than compensate, and in a few years the company would be the better for the improvement."

What Huntington Did, as a Parallel. Is there warrant for the belief that railroad magnates have secured delay in completing plans for the opening of the river? Some will say that there is no warrant for such opinion; that people are disposed to jump at conclusions; that they are always imagining what does not exist.

A parallel was cited by a Dalles citizen—that of the attitude assumed by the late C. P. Huntington toward the Nicaragua Canal. For years he fought it. It was his hobby, to prevent that canal from building. He spent money and brought to bear all of the tremendous influences that he could command to prevent action.

It was down into Alabama and strove to defeat Senator Morgan or re-election, turning what would have been an unanimous choice into a bitter struggle into which entered all sorts of vile elements, injected by the liberal use of money. He failed in that instance, for Mr. Morgan was re-elected, but he succeeded better in Washington, and while he lived he was doing to forward the enterprise. Even now, the same desire exists to defeat a canal, and delays are caused through the influence of the transcontinental owners in New York.

Belief Is Quite General. The general belief among a number of men who are known to be acquainted with politics is that there has been the exercise of influence that emanated from the New York offices of men who control the roads doing business hereabouts. They predicate their belief upon these facts: That the Government has been considering for 20 years a proposition that a man could take hold of and settle in six months, and if money were at his command, have actual building operations going within another six months; that for a score of years money has been in the possession of the Government that might have been applied a dozen times over to the prosecution of the work of building the Celilo canal and locks, and yet there has been nothing but delay and quibbling and senseless schemes.

Think of some men, even after eating mince pie and plum pudding, dreaming of a ship railway that would pick up ships and haul them around the Celilo obstructions! Imagine our Senators and Representatives consenting to such an engineering and industrial monstrosity!

Ship Railway Was for Delay. The bald truth is that the ship railway scheme was hatched by the interested parties to permit further discussion and enable the giving of excuses for a delay that added ten years to the period during which Oregon, Washington and Idaho have been compelled to forego the benefits of an open river. There never was one grain of sense in the plan, and every engineer knows it, always will know it, and knew it when the word was given out at Washington to utilize that ship railway as a means for prolonging discussion. If ever direct evidence was not needed to establish a cause, it is not necessary now in order to convict the responsible persons of resorting to means whereby to set up questions where there were no questions, of delaying government work when it has been demanded prosecution of the work, and it is not a strain upon the logic of the situation to conclude that there were influences at work that if exposed to the light of publicity would not have complimented those who permitted those improper influences to determine their course of public action.

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BENEFITS OF THE FAIR

By R. A. W. Barfoot.

I am an enthusiast in the faith of good results to Oregon and the Northwest from the Lewis and Clark Centennial Exposition. I have good reasons for my enthusiasm. I have left Portland three times since I first came here to find a better location, and after traveling over all parts of the country have returned each time with a better opinion of Portland and the country surrounding it.

I have traveled all over the United States and Canada recently, and had previously visited many points in Europe, and I have come to the safe conclusion that Portland has the best outlook for a future of any city of its size in the world. This is a broad assertion, but the conditions justify it. I had this same opinion before the Lewis and Clark Centennial Exposition was thought of, and now that this great plan is on foot I have a greater faith in the future of this country than ever. As an advertising scheme the Fair plan could not be excelled. We are all aware of this. Our resources have been recited over and over a thousand times, and the general conclusion is that the only thing we need is population, and that the way to get population is to advertise the country. The Lewis and Clark Exposition will unquestionably accomplish this. I believe that it is a safe estimate to state that the Fair will advance Portland at least 10 years at one "jump."

The country is not known in the East. It is known in a measure, it is true, because it is on the map. But the facts about the country are not known abroad. While in New York some of my friends wanted to know where Portland was and what sort of a place it was. They regarded it as a village out in the wilds of the West somewhere, but that was about all they knew about it. That idea prevails in too many places. It is astonishing how ignorant the people are about their own country. If Portland and the Northwest were known in their true light in every nook and corner of the United States a flood of immigration would pour in here at once such as has never been heard of before. Our advantages would be sought by the thousands of people who need them. It would be like a promised land to the crowded East and the advantageless Middle West.

People are slow to investigate countries away from home. It will be many years yet before the East and Middle West learn the truth about us, but the Lewis and Clark Centennial Exposition will enlighten many of them—more than could any other institution—and this will help them and help this country. I do not believe in the "Boom and Bust" theory advanced by a few about the Fair. If there is a depression after the Fair closes I expect it to be of short duration, and then when it does pass away I expect a reaction—a permanent reaction—bringing with it such prosperity as Portland and the Northwest have never experienced before.

Portland should be the greatest inland port city in America. If the inland ports of England had such rivers as the Columbia and Willamette they would all be Londons. The people here do not realize as a general thing what they have in these great streams. Their value is immeasurable. The cost of improving them from mouth to source is but a mite compared with their great value.

It will take population and time to impress this fact upon the people, and the Lewis and Clark Exposition will be a quick step toward securing the most important of the two—population.

IN "A COUNTRY GIRL."



Helen Marvin, who takes the pretty role of Nan in "A Country Girl," gives a display of historic tales that have already endeared her to the hearts of the New Yorkers and will doubtless win her fame and favor all over the country.

FIDDLE'S LUCKY FIND.

Twenty-five years ago Citizen Adonir F. Moore of Lansing traded off an old watch for an indifferent-looking fiddle, but in spite of its ill looks Moore managed to scrape considerable consolation out of it. Having saved at it a quarter of a century—it being thus "quarter-sawed"—the venerable fiddle was in need of repairs in the making of which Moore discovered with staring eyes, while great veins stood out on his moist forehead, that the instrument was a Steiner, manufactured in Germany in 1767. By the inscription, which was stamped on the inner side, giving origin and date, the Lansing possessor finds himself possessed of a piece of property worth probably \$1,000, and we trust he will place it on the tax roll at that figure.

A TRUE SAYING.

With one of the finest harbors in the world, Portland will be a peach as soon as the channel to the sea is deepened.—Aurora Borealis.

Instructor: "Mention some of the by-products of petroleum." Young Man: "Universities,"—Chicago Tribune.

OREGON CHARACTERS

By Paul De Lany.

Oregon, so cosmopolitan in its citizenship and liberal in extending to the people the right to do as they please, so long as they do not violate the law or trespass on the rights of others, like all of the Pacific Coast States, possesses many interesting characters. Shuman County possesses its share, if not in number, at least in oddity.

"Cranky Long." The consummation of eccentricity is found in the personality of "Cranky" Long, a citizen of that county, who resides about 15 miles from Moro. Mr. Long is a fairly well-to-do stockman, and has lived in that county for a number of years. He lives alone in a small cabin, and but little is known of his past. "He has a fear, bordering on monomania, of contracting rheumatism. It has become his life's object to avoid this disease. He takes no chances on drafts in the house, and never goes out of doors during a storm. If compelled to get out during the long winter he dresses for the occasion in a manner that there can possibly be no danger of contracting a cold, if colds are contracted by cold coming in contact with the body. When he comes to town he dresses in this manner at all times, so that should a storm overtake him he will be in no danger of taking cold and relapsing into rheumatism.

Upon these occasions of going out he practically "weather-beds" himself with clothing, though no building ever had so many "courses" piled on it as does "Cranky" Long. He wears from six to eight suits of clothes, and no one of these suits opens at the same place. For instance, the first suit, or layer, opens at the front, as does ordinary clothing; the next is made open on the right side, another at the back, and then, another on the left side, and so on around the body, each layer lapping over the other until the man looks like a bale of rags.

"Slides On a Throne." Long's eccentricity does not consist alone in his fear of contracting rheumatism. His mode of travel about the country attracts much attention, as does his wearing apparel. He rides upon a sort of throne and drives a horse without using bridle or reins. He had the top and body taken from an ordinary buggy and constructed a platform in their place. A large arm-chair was secured, and after being properly cushioned and ornamented it was placed in the center of the platform and its legs substantially bolted to the floor.

Upon this novel vehicle he comes to town to do his shopping and get his mail. But the manner of driving his horse is equally as novel. He has neither bridle nor reins upon his horse, but governs him with a long and heavy whip. The horse is an old one and very docile and easily managed. The proprietor sits, upon his "throne" and usually rests the end of the whip between the horse's ears. When he wishes him to stop he uses the end of the whip, and when he wishes him to go he waves the whip over his head, and when he wishes him to place the whip against the check on the opposite side and, by bearing on the whip or gently tapping the animal on the side of the head, changes his course.

Turns Him Loose in Town. When he reaches a town he turns his horse loose hitched to the vehicle, and each goes about his own business. Long, who is a great talker, goes about town shopping and talking with his friends and pays no attention to his horse, and the latter follows after the way he chooses to go. He goes to the livery stables and picks up a "hand out." When the owner is ready to start for home he goes in search of his rig, and after finding it, drives away with all of the pomp and dignity of a king.

Long is a man of good intelligence, has made a fair success in life, and but for his eccentric habits would not attract attention beyond the average well-to-do citizen of the community.

Colonel M. C. Nye. Colonel M. C. Nye of Prineville is one of the most historic characters in the state, and could give history that would be of great value to the country, but his modesty prevents him from doing it. Unlike the average old pioneer, he refuses to talk of his life, and to have his photograph taken for publication. He is the sole survivor of the famous Bidwell party which was the first party to cross the great American plains and come to this country. He was the youngest member of the party, and his memory was always the brightest about the events of the trip, though he refused to talk for publication.

Won't Talk For Publication. Col. John Bidwell, the commander of the party, came up from California just before his death, and spent several days with Colonel Nye at his home in Prineville. The Colonel, who is very wealthy, entertained the old pioneer with the greatest hospitality, and a pleasant one, but he refused to talk about the trip. "They would say I am a d—d old liar, John," he would reply to Colonel Bidwell's request for reminiscences. "Let us drop that old subject and talk about the present times," and that was all that Colonel Bidwell could get in the way of data for the book he was writing at the time.

Talks a Little in Private. He has become reminiscent at unguarded moments to friends at his home, but as soon as he discovers that they are getting too much interested he changes the subject. He has told of his adventures in the mountains, property near where Salt Lake now is, and about attacks from the Indians and about how the party lived on coyote meat for several days, but these things have only been related disconnectedly and a straight account has never been obtained from him.

Still a Mexican Subject. Colonel Nye is still a Mexican citizen, technically speaking, though he is a patriotic American, and never fails to vote at any election. He was a mere boy in 1843 when the Bidwell party reached California and a rich Mexican took a fancy to him and adopted him. The terms of the adoption were that he was to remain a Mexican citizen, and that he was to follow the boundary line of his own country, while the boy preferred to live under the stars and stripes. He never forewore his allegiance to Mexico, as he did not think it was necessary.

He came to Oregon many years ago and is one of the most prominent stockmen in Crook County.

CURE FOR BLOOD POISON.

The remarkable recovery of the female colored patient at Bellevue Hospital from blood poisoning as the result of an intravenous injection of formalin will doubtless be hailed with great satisfaction by the medical fraternity. So far as one case may prove a point there appears to be no doubt regarding the direct relations of cause and effect. The alleged remedy needs now only to be tried and proved in other cases to be a valuable means of diseases to give it a leading place in the treatment of one of the most intractable of human ailments.

Puerperal fever in its more serious forms is almost invariably fatal. From such a point of view the result in question appears almost a miracle. A most promising feature in the outlook is the simplicity of the measures adopted. Furthermore, the remedy is not a new one in itself—it is founded on the rational and intelligible basis of directly attacking the primary cause of trouble. Heretofore all efforts to apply it to practice have failed. Although blood poisoning is a complex process involving many phases of manifestation, according to the character and degree of infection, it is initiated due to the entrance of certain poisonous bacteria into the circulation. How to kill these micro-organisms without harming the patient has always been a problem. Hence the present departure from the usual course of treatment is as radical as it seems promising.

So far as a single trial goes there appears to be no doubt that the bacteria were actually destroyed by the antiseptic, as proved by bacteriological examinations before and after injection. The remedy evidently dying from septic intoxication due to toxins secreted by the disease germs. This form of chemical poisoning was neutralized evidently by the formalin at the same time that the producing agents were destroyed. Such a theory is reasonable enough under the circumstances. The only thing that now remains is to prove its application to a sufficient number of other cases.

While hoping for the best, however, it is quite probable that this new remedy will be limited in its usefulness to those less advanced cases of blood poisoning in which multiple abscesses have not appeared and in which the system is not so broken organically as to make recovery an impossibility with any form of germicide.

In any event, Dr. Barrows has done a signal service to his profession and to humanity by advocating the new procedure and in adding such a practical endorsement of its tenability. If his methods are duly accepted after further experience it is not at all likely that the principles of treatment of the various toxic diseases will be much modified and improved and their applications extended over broader lines and with more hopeful issues.

So far the purely serum treatment has done little or nothing in helping to cure puerperal cases, and if a simple chemical substance, readily procured and easily administered, can effect the object much time and trouble can be spared in making the numerous useless antitoxins that flood the laboratory market.—New York Herald.

DRAMATIC NOTE.

Eat a piece of pumpkin pie between the acts tonight. You can enjoy the show better.—Marshfield Mail.

Will the South please state whether it is satisfied with the color of the postage stamps.—Detroit News.