

THE JOURNAL

AN INDEPENDENT NEWSPAPER. C. B. JACKSON, Publisher. Published every evening (except Sunday) and every Sunday morning at the Journal Building, 525 Fifth and Yamhill streets, Portland, Or.

Entered at the postoffice at Portland, Or., for transmission through the mails as second class matter. TELEPHONES—Main 7171; Home, A 9051. All departments reached by these numbers. Tell the operator what department you want.

FOREIGN ADVERTISING REPRESENTATIVE, Benjamin A. Kenton, c/o, Branawick Building, 225 Fifth Avenue, New York; 1218 Peoples Gas Building, Chicago.

Subscription Terms by mail or by address in the United States or Mexico. DAILY. One year, \$5.00; One month, \$1.25.

SUNDAY. One year, \$2.50; One month, \$1.00. DAILY AND SUNDAY. One year, \$7.50; One month, \$2.00.

As flowers dead he withered on the ground. As broken glass no cement can mend. So beauty, blighted once, is forever lost. In spite of physic, painting, pain and cost.—Shakespeare.

MAKE PORTLAND PARAMOUNT

THE city of Portland ought to be paramount on Bull Run river. The state and federal governments attempted to make it paramount there.

There is no comparison between the water supply of a great city and the petty affairs of a commercial power corporation. No issue ever ought to arise in which a quarter of a million people should be challenged in their right to water supply by any establishment devoted to private profit.

Already, the right of Portland to an adequate water supply from Bull Run river is challenged. Claims are set up that even the water in the new pipe line and the city's right thereto are subject to the decision of a court.

It is a foretaste of that which Portland may expect so long as there are private companies or individuals to claim a share of rights to Bull Run. It is human history that municipal interests are never as securely protected as are private corporate interests.

Meantime the Kiernan-Dunway suits for the delay and defeat of the Broadway bridge are still pressed. Twice beaten in the supreme court, once defeated in the federal court and half a dozen times kicked out of the circuit court, the obstructionists still obstruct. But for the delay caused by them, Broadway bridge would be nearing completion, and early deliverance be in sight from the congestion at Burnside.

If somebody is killed by the crowding as a result of the mad crush at Burnside, where will the responsibility lie?

THE FUTURE OF AVIATION

IN the years 1909 and 1910 there were 148 aviation accidents. Of these 43 were said to be due to faulty construction, 29 to troubles in the air, and 34 to imprudence of aviators or spectators, or to unknown causes.

Mechanical ingenuity has done so much to strengthen construction of aeroplanes that, as in automobiles, a standard of efficiency is in view.

Speakers at the British association meeting at Portsmouth all look forward to a great increase in the size and power of the machine. Professor Trouton expects to see aeroplanes as large as Atlantic liners, and of power sufficient to disregard the "holes in the air" which now disturb the airman as they unexpectedly meet them.

Mr. A. H. Berriman says that it is now scientifically possible to fly across the Atlantic—but that the practical requirements for an uninterrupted flight of two men for 1700 miles are that the machine shall be able to carry at least 1500 pounds dead weight at 60 miles an hour.

There is a wide diversity of opinion among the airmen about automatic balancing. French inventors have been busy on new devices. The Droure automatic balancer meets great favor. It is in principle an auxiliary motor, which under impulse from a combined wind-gauge and speedometer controls mechanically the movements of the balancing rudder. Thus longitudinal disturbances are taken care of, such as failure of the motor, and shocks due to sudden alterations of speed, or upward or downward gusts of wind.

The British scientists, on the other hand, are looking for safety to greater size and power in the machine, and express great distrust of automatic appliances, as tending to diminish the constant care and vigilance of the trained flier.

THE SEATTLE VIEW

SEATTLE takes a rosy view of the \$15,000,000 line of steamships that is proposed to operate between the Atlantic and Pacific ports beginning with the completion of the canal in the autumn of 1913.

So does Portland. These steamers are to be independent, and the line to be in competition with transcontinental railroads. The service is to be swift and regular.

In allotting mail contracts, it is proposed that no award shall be made to a company in which there are persons interested in railroads. The vessels are to be the most modern and complete that marine construction can devise. In the organization of the \$15,000,000 line it is planned to have five directors

in main features the Canadian plan—the main distinction being in an ultimate power given to the board of trade to give or to withhold authority to strike or to lock out after the conciliation process had been gone through and had failed. The compelling power of the Canadian plan is publicity of the findings of the conciliation board.

It will be seen that, in the machinery of both the Canadian and the English bills, the main question now disturbing the American unions and American railroad companies has no bearing. Whether one union or ten is affected in the differences referred to the conciliation board makes no difference. The equity of the claims presented is what the conciliation board considers, and that is dealt with on the broadest grounds—lawyers and stenographers have no place. It is a board, not a court, that sits, and formalities are barred.

THE PERIL AT BURNSIDE

FIFTEEN-YEAR-OLD school boy on a bicycle was run down by an autotruck and nearly killed on Burnside bridge Tuesday. Those who saw the child stretched out motionless with blood issuing from his ears will not soon forget the sight.

Another boy was hurt in an accident on the same bridge the day before. Twenty-five accidents have happened on the same bridge in a month. The traffic is so heavy that the bridge foreman has appealed for relief to the county court, declaring his inability to control the situation.

The bridge traffic at morning and evening rush hours is a mad crush. It is an indescribable congestion of jostling cars, autos, motorcycles, bicycles, and humanity. Amid the mass are careful drivers, but the reckless are also there. The bridge foreman declares that when he signals for the gates to close for passing steamers, he almost shuts his eyes and holds his breath at thought of what may happen.

Death stalks constantly on the bridge in busy hours. The police are often called in by bridge operatives to help control the situation, but even then it is unmanageable. The narrow bridge is so narrow and the stream of rushing, crushing traffic so broad that there is little or no relief, and never safety.

As stated by himself, such is the attitude of Governor West. It is the first authentic statement from the governor, statements in the Oregonian purporting to reflect his position having been misrepresentation.

The governor's position is a perfectly proper one. He is ready to call a special session if the people want it. He says, "If the people want a special session, I am ready to call one on any conditions and for any purpose they may impose. I leave the whole matter to the people of Oregon—votes and all."

TODAY IN CANADA

AL Canada today is agog with excitement. After an extended campaign, the citizens in every province are voting on the issue of whether or not they want reciprocity.

If they vote to put the reciprocity pact with the United States into effect, the reciprocity pact with the United States will be put into effect.

If they vote for the reciprocity pact with the United States to be abandoned, the pact will be abandoned. In a great referendum, the people of the provinces, not proxy representatives at the capital, determine what shall be done.

In the United States our congress and the president decided reciprocity for us by proxy.

In 1908, we people of the United States thought we were voting for downward revision of the tariff. But congress and the president thought it better for us to have the Payne-Aldrich bill with upward revision of the tariff.

In November, 1910, the people of the United States again voted for downward revision of the tariff, and in doing so gave insurgent Republicans and Democrats a majority in congress. Congress then passed bills revising downward the tariff on agricultural implements, food and clothing.

But the president thought they ought not to be revised downward, and they weren't.

In Canada it is different. Ex-Speaker Cannon is out in an interview denouncing progressives and progressivism, and re-affirming his faith in Mr. Taft. The president may well pray to be saved from his friends.

Valiantly fighting the recall of judges, the Washington, D. C. Post says that because Judge Coko of

from the Pacific and five from the Atlantic coast. It is further provided that these directors shall be wholly independent of influences that will in any manner result in that polite gentleman's agreement or actual combine that has in the past eliminated competition between transcontinental and ocean lines.

The assurance is that these steamers can be completed within 24 months from the time construction begins, and a late announcement is that the work of building will commence at an early date. The whole constitutes one of the evidences of things to be expected as fruit of the severed isthmus at Panama.

It is easy to foresee the business that would flow instantly to such a project. A huge mass of passenger traffic would at once be diverted to it. The Panama route would be used by tens of thousands who would seek that opportunity of viewing the greatest engineering achievement in the history of man. With cheaper rates, other tens of thousands would adopt the route for the sake of economy, while another multitude would utilize it as a vacation and sight-seeing trip. Cheaper freight rates and as quick delivery would turn a huge volume of traffic to the water line.

Portland comprehends the issue. This city felicitates Seattle and all other coast ports on the promised future shipping situation in which we shall have a water competition founded on natural law, and applying fundamentally the principles that are real regulators of transportation rates.

THE GOVERNOR AND THE SPECIAL SESSION

THERE are insistent and increasing protests against a special session.

If the legislature meets in special session, it ought to be without cost to the taxpayers.

If a special session is called to consider good road legislation, it should consider good roads legislation.

Whether or not we have a special session rests with the people.

If the people want a special session, I am ready to call one on any conditions and for any purpose they may impose.

"I leave the whole matter to the people of Oregon—votes and all." OSWALD WEST, governor.

As stated by himself, such is the attitude of Governor West. It is the first authentic statement from the governor, statements in the Oregonian purporting to reflect his position having been misrepresentation.

The governor's position is a perfectly proper one. He is ready to call a special session if the people want it. He says, "If the people want a special session, I am ready to call one on any conditions and for any purpose they may impose. I leave the whole matter to the people of Oregon—votes and all."

What more does anybody want? What is it that certain members of the Portland delegation are kicking about, and what reason have they to utter?

There were many good members at the late session. There were also others. The latter would doubtless like to be summoned to Salem for a long period of horse play on all kinds of law making. Some of them would like to have a legislative session all the time.

They have had a taste of statesmanship and like the job. They want more of it, and therefore insist that if there is to be a special session to consider good roads, it must not only include good roads but everything else on the legislative calendar.

With such a spirit among some of the members, the best thing to do with the special session is to drop it.

OPPORTUNITIES AT PANAMA

To the Editor of The Journal—From time to time I have read articles advising the people to "Go to Mexico, Alaska, or Canada, where there are unknown resources and possibilities. I want to know why—when at the very gates of the Panama canal are lying vast tracts of the richest land in the world, waiting for the enterprising, far-seeing man, who will make them known, to know an opportunity when he sees one, to buy cheap such lands that can be found in no other part of the world, produced by our own free government, requiring no irrigation, no fertilization, cotton lands which produce a bale to the acre, lands which will produce rice, corn, alfalfa, sugar cane, fruits, berries, in fact anything that can be grown in the north, east or west. Such lands that are selling in this country for \$250 to \$400 an acre can be bought for \$15, \$18 an acre, easy of access by river as well as railroads.

Eastern capitalists are quietly but surely buying up such lands in the next five years after the opening of the Panama canal will offer them for the price being paid here. The home-seeker turned southward now will find no mistake in the capitalist who says now will be sure of a "panning out" something not always realized in gold mines of Alaska—because the lands are there, at the very entrance to the canal, lying along the contemplated deep water highway from the Great Lakes to the Gulf of Mexico. The climate is the same as the climate of this country, the produce the same as the east, west, north and south—the price of the land a "bagatelle."

JOSEPHINE BRADLEY.

CITY EMPLOYMENT BUREAU

To the Editor of The Journal—The municipal employment office is hunting a location. There is plenty of room in the city hall, if space was properly utilized. No business building would

Oregon, though a Democrat, "did not subscribe to Bryan's free silver theories" and because Judge Coko gave a "strict enforcement of the local option law," he is to be recalled. The trouble with the Post's statement is that it is not true.

A policeman who is a perfect double on duty at the White House. If he is to be a sort of decoy for the bullets of possible cranks, there must be times when his bosom heaves with conflicting emotions.

LETTERS FROM THE PEOPLE

(Communications sent to The Journal for publication in this department should not exceed 300 words in length and must be accompanied by the name and address of the sender.)

OUR BEAUTIFUL CITY

Portland, Sept. 16.—To the Editor of The Journal—After viewing the drawings that are on exhibition at the museum of art, by Mr. Bennett, one is struck with the beauty and perfection of the scheme, for a city beautiful, but what a great and grand pipe dream for the city of Portland to tackle, also it is a shame for such few real live citizens to spend their money on something that is absolutely impossible.

But then that \$20,000 that was subscribed may have the effect of showing these narrow minded, moss covered, sleeping freaks of Oregon, and of Portland in particular, what a real city would look like placed in the position that it is in at present. It is a job in a thousand that has ever been over 50 miles from the city limits, possibly a few of the more bold ones have been as far as Seattle or Tacoma.

Now you old moss, just wake up long enough to go and take a look at the drawings, the first thing for you to do is to get the water front, compare it with the present, or your ideal of a waterfront, an excuser to every person that comes into the city and an everlasting disgrace to its citizens and shipping interests. Of course, we know that there has been bonds voted at the last election to build a dock at the water front, to take care of a whole schooner load of cement or pig iron.

After you are through looking at the waterfront drawing, look for Burnside street. On another drawing east side of the building, note the difference of a real city artery, and the present one. I would advise you not to think of the cost of any of these improvements, should you be part middle life, because it will mean heart failure right then and there. A dollar for improvement of the city will cause sudden death of a portly underling than a rustle acid.

To even start the widening of Burnside street would mean war, the Broadway bridge deal would be nothing to compare with such an undertaking; it would be absolutely impossible to take a slice from Burnside street as was done with Pike street in Seattle, on August 1, 1879, in Frederick county, Maryland, and died in Baltimore on January 11, 1843. A large national flag floats over his grave in Mount Olivet cemetery, in Frederick, and is never lowered except to be replaced by a new one.

Key has written many poems, a volume of which was published in 1856, but "The Star Spangled Banner" alone makes his name immortal. The following incident called out the writing of this song: Key was in custody on the British frigate Surprise during the attack on Fort Mifflin, September 13, 1814, and the poem vividly describes what he there witnessed. From the vessel he anxiously watched the flag on the forts during the day and through the night, by "the rocket's red glare," and to his joy saw in the morning the "broad stripes and bright stars" still "gallantly streaming" and the British boat a retreat.

Key began to write the stanzas on the ship and used his release completed them at a hotel in Baltimore. He sent the poem to the "Baltimore American," and the paper printed the words in a special edition which sold quickly in the streets, and before night the heart throbbing that impels the humblest American to stand by his colors, fearless in defense of his native soil, and holding it sweet to die for it—its free institutions and its blessed memories, all are embodied and symbolized by the broad stripes and bright stars of the nation's emblem, all live again in the lines and notes of Key's anthem. Two or three being the song, millions join in the chorus."

Tomorrow—Francis Joseph Haydn.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE.

Multitudinous meadowlarks in the country are making believe it's spring. Can't the judges resort to the injunction process, as to Lawyer Dunlavy?

People who like to witness sudden and violent deaths should not miss any automobile races.

The farmer with a lot of spuds isn't feeling very blue, whatever has happened to his other crops.

The macques can't be treated, legally, too severely. The fraternity should be permanently exterminated.

It is safe to guess that religionists who believe in "no children" will not inherit "the kingdom of heaven."

There will be lots of Oregon hops and prunes, after all—though not so many or good ones as there might have been.

A sect calling themselves "Lovers of Hearts," in New Zion City, believes in free love, no marriage, no children, no work and presumably no work. Yet they may not be so easily happy long.

More than likely some aviators will fly from New York to San Francisco or across the other way, but it will be only after many delays and breakdowns. Aviation is not as sure yet as traveling by railroad or steamboat.

This world would be a poky old place if people had to be exactly what suited in every case, you or you, or you. There'd be little interest left in life, if extracted was all its spice, if every woman was like your wife, if everybody was nice. We should keep growing better, on the whole, and improving, but we don't try to stamp each varying soul. "Guaranteed John-Johnson-pure."

An old man walked along a road—for he was rather poor; 'twas several miles to his abode; his steps were slow, but sure. Some folks in a "marching" whizzed past, and made of him a jest. He thought, "Perhaps I will laugh last, but I will laugh longest." And soon he heard a crash, screams, groans, and came upon a wreck, a broken auto, broken bones one eke a broken neck. "When I was young," he said, "I used to stamp each varying soul. "Guaranteed John-Johnson-pure."

SEVEN NATIONAL SONG WRITERS

Francis Scott Key.

"The Star Spangled Banner" is generally acclaimed as one of the noblest and most inspiring of American songs. It is more frequently recited and sung on patriotic occasions and in the schools than any American song, with the exception, perhaps, of "America."

The circumstances under which it was written give it peculiar interest. Its author was Francis Scott Key, a somewhat insignificant lawyer whose practice was in Maryland and in Washington.

Key was born in the midst of the American revolution, on August 1, 1779, in Frederick county, Maryland, and died in Baltimore on January 11, 1843. A large national flag floats over his grave in Mount Olivet cemetery, in Frederick, and is never lowered except to be replaced by a new one.

Key has written many poems, a volume of which was published in 1856, but "The Star Spangled Banner" alone makes his name immortal. The following incident called out the writing of this song: Key was in custody on the British frigate Surprise during the attack on Fort Mifflin, September 13, 1814, and the poem vividly describes what he there witnessed. From the vessel he anxiously watched the flag on the forts during the day and through the night, by "the rocket's red glare," and to his joy saw in the morning the "broad stripes and bright stars" still "gallantly streaming" and the British boat a retreat.

Key began to write the stanzas on the ship and used his release completed them at a hotel in Baltimore. He sent the poem to the "Baltimore American," and the paper printed the words in a special edition which sold quickly in the streets, and before night the heart throbbing that impels the humblest American to stand by his colors, fearless in defense of his native soil, and holding it sweet to die for it—its free institutions and its blessed memories, all are embodied and symbolized by the broad stripes and bright stars of the nation's emblem, all live again in the lines and notes of Key's anthem. Two or three being the song, millions join in the chorus."

Tomorrow—Francis Joseph Haydn.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

A kick is a good hint to a blind mule. FRED C. DENTON.

When Vancouver, Wash., has done this thing which will be a great benefit to Portland and other small towns that will soon be suburbs to it unless they do likewise? Something is happening pretty fast in Washington. The people up there are inquiring about the land and tax, and it appears they have the power to exempt improvements and personal property from municipal taxation. It is possible that some city next March may pass under the wire. Some of our great commercial and manufacturing land speculators better put on their thinking caps.

Something will happen pretty fast at Oregon if Seattle or Tacoma "goes single tax" by March next.

OREGON SIDELIGHTS.

A. A. Fidler has sold his lumber milling business at Haines to J. F. O'Bryen.

Coquille's school enrollment at the close of the first week was 160. In the high school 48 seats are enrolled.

L. W. Wallace is the first Malheur county rancher to register a farm name. He calls his the Bluff Camp ranch.

John Smith of Coquille has on exhibit a potato vine eight feet long which grew out of a hill containing 14 large potatoes.

Falls City News: Land is the one enduring thing that men can own. There is no way to lose money on good land in Oregon. Buy land and be safe.

Astoria Budget: Two bales of furs passed through the Northern Express office Monday, contained a large amount of cash that are valued at \$6000. The furs were shipped from Alaska.

Merrill Record: The city council has advertised for bids on a concrete jail. The old jail is a small wooden affair perched on the edge of the river and it is something better was put in its place.

After mercantile career in Baker county since 1889, when he went into business at Pocatamos, seven miles east of Baker, Samuel L. Baer, of the Baer Mercantile company has recently returned and turned his interests over to his son, Bernice.

Irrigon Irrigator: Morrow county has taken 147 prizes at the fair. As yet we cannot say just how many of the prizes were won by Morrow county, but likely nearly half of them are ours. Not so bad for a little town.

Myrtle Point Enterprise: The U. B. church on Catching creek will be dedicated on Sunday, September 24, by Bishop H. L. Barkley of Portland. The church has been erected to the memory of Reverend C. B. Marsters, who came to Coos county in 1881.

Salem Statesman: News has been received here of the reelection to the chair of eloquence and oratory at Lebanon Valley college, of William H. Adams, who was an instructor in the college of oratory of Willamette university for two years.

From the Seattle Times. Seattle shipping and commercial men, still dazzled by the mere description of the \$15,000,000 project, recently rejoiced in new amazement at news from Boston that construction will begin at a very early date upon the 15 steamships it is proposed to establish as a Panama Canal line to connect New York and Seattle. The announcement came with the authority of the incorporators of the Atlantic & Pacific Transport company, the corporation organized with the object of building the fleet, and credence is given locally because of the unusual stability and high standing of these men.

Seattle has been hearing a great deal of the projected line since the coming to Seattle, a few days ago, in connection with the company's business, of its president, H. Frank Baker, one of the best known ocean transportation men in America. Mr. Baker's descriptions of the gigantic undertaking were heard several times at local meetings with representatives of local commercial and shipping interests. He made a big impression, and interested consideration of the project has continued to the present, although Mr. Baker left several days ago. He now is in San Francisco on a mission similar to that which brought him here.

In the advices received here yesterday assurances were given that construction work on the great fleet will begin just as soon as a necessary preliminary details can be disposed of. His object will be to fulfill one of the main objects of the scheme—that of taking advantage of the canal at the earliest possible moment—to get a fleet ready for service just as soon as the canal is completed. The company declares that all of the vessels will be completed within 14 months from the present date.

The vessels which are to be of the highest class of their type will have a speed of at least 12 knots commercial and built under supervision of officers of the United States navy. They are to be available for use as transports in time of war and are to be so designed that the government could purchase them from the government.

The organization of the line which means so much for Seattle is the first step in preparation for the commercial use of the Panama Canal.

It is stated that the new ships will make complete trips from the ports of the Pacific to those of the Atlantic every week the year around. This will make possible the opportunity for full return cargoes without rehandling in transit.

<