

**A QUEER MANEUVER.**

The sailing schooner Free Trade, twenty-seven days out from San Francisco to this place, showed up in the offing Saturday morning. She stood off to the northward for several hours awaiting the arrival of tug Lillian, but, the boat not coming, she concluded to sail in without her assistance, which she ventured to do after the tide had ebbed for two and one-half hours. A fair breeze brought the vessel inside the first line of breakers, when it suddenly died out, and the vessel helplessly drifted past the mouth of the channel and struck on the ocean beach, where she had to stay till the tide flooded, and there she was when the Lillian went for her at 12 o'clock Saturday night. Of course Captain Johnson could not go to her where she lay, so he returned to the dock at Florence. Next morning, when the tug returned to the mouth of the river, the Free trade lay at anchor a little below the government works on the opposite side of the river, out of all possible danger of the worst storms. At the point where the south channel crosses the bar it runs a little east of north, makes nearly a square turn to the east and comes in to the south again, bringing the point in the river which the Free Trade occupied almost due east of the position in which she lay on the ocean beach. The intervening space being occupied by a long stretch of sand, and there being no wind, there is considerable conjecture as to how the fortunate vessel arrived so safely in the harbor from the ocean beach without the assistance of a tug.

While this accident resulted in nothing serious to the vessel in question, and also proved that we have one of the safest harbors on the coast (for where is there another bar where such a feat as the above can be performed without resulting disastrously), it emphatically suggests the imperative demands of the Great Siuslaw river for a tug of sufficient capacity to bring in vessels at any time safely. Such a boat would be of benefit to the river in more ways than this. It would enable our merchants to secure a reasonable rate of insurance on merchandise shipped to this point. Sailing schooners for this place are unable to secure any insurance at all, which is a constant menace to those receiving merchandise by this means. It would increase our lumbering trade by causing capitalists to settle here and develop that important industry. It would be an inducement to congress to give us a much larger appropriation for the improvement of the bar than it otherwise would do.

But what is the use of enumerating the many matters of importance connected with such an enterprise? All who know anything of the case will readily agree with the above facts, and we believe most of them would willingly

give all possible support to such a craft.

**COUNTY DIVISION.**

A correspondent of the Oregon State Journal writes as follows:

A great deal can be said on the subject of county division both pro and con. It is more than likely that our senators and representatives, or at least a majority of them, would not be in favor of such a division as proposed by the Cottage Grove committee. It would leave Lane county in a long, narrow strip, extending from the Pacific to the summit of the Cascade mountains. It is apparent that if there is any inconvenience in reaching the county seat it is to the residents of the east and west ends of the county and not to the residents of Cottage Grove. A better plan, and one that would benefit a much larger number, would be to take the western part of Lane and Douglas and form a new county on the coast. This would be better for all the people west of the Coast mountains, be more accessible, and nearer, and at the same time would leave Lane and Douglas counties in better shape than at present. So far as taxes are concerned, they are but a drop in the bucket compared with what they would be in the proposed county of Mineral with their share of the county debt, the salaries and fees of county officers, and expenses of maintaining a county government and erection of county buildings. In respect to taxation, they are much better off now than if they undertook to run a county themselves.

**A REMONSTRANCE.**

A REMONSTRANCE petition, which will be found on our local page, has been circulated throughout the county this week and generally signed, asking the legislature to discountenance the efforts of a number of townsite boomers to have two new counties created from parts of Lane and the adjoining counties of Linn, Benton and Douglas. Should these people succeed in their efforts, old Lane would be a narrow strip of territory 140 miles long by about 25 or 30 miles in width. The already over-burdened taxpayers, of course, would bear the expenses, for every property owner in the county would have his taxes increased heavily in order to support the extra expense which would be thrown upon them by the withdrawing of such portions of the heavy tax-paying districts from Lane county. Let every one who has the best interests of the county and themselves at heart sign this petition at once. It can be found at the store of Meyer & Kyle, Florence. If there is no petition being circulated in your locality, copy the one found on our local page, have every one interested to sign it, and forward as soon as possible to the legislature, in care of some one interested in defeating this flagrant town-site booming scheme, or to the postoffice at Florence, Oregon.

THE State Senate meets at Salem next Monday, January 9th.

It now transpires that the strikers at Carnegie's mills at Homestead lost \$2,000,000 in wages, and thirty-five deaths have been indirectly due to the movement.

SEVERAL matters of importance to the Siuslaw will come before this session of the legislature, among which are the bills incorporating Florence, establishing a fish hatchery at the Head of Tide, and the county division townsite speculative schemes of property owners in Cottage Grove and Junction City.

WHAT a pity it is that the Wetmore did not strike on the beach near the Great Siuslaw instead of at Coos bay. Had she been fortunate enough to have done this, as illustrated by the example of the Free Trade, all she would have had to do would have been to wait till the tide was in and get off again.

A WILLAMETTE valley farmer, writing to the Oregonian, says: "The granger is converted to the 'doxy' that taxation of credits and deduction of indebtedness is not good for him." Since the granger has come to this conclusion, there ought to be no difficulty in getting a rational tax law through the legislature.

THE world's fair committee of the national house of representatives will give hearings upon the question of opening the fair on Sundays from January 10 to 13 inclusive, after which the matter will be submitted to the house for final settlement. Unless the Sabbatarians can again make the worse appear the better reason to the satisfaction of a majority of the members of that body, common sense, justice and national courtesy may yet prevail and the grounds of the great exposition be thrown open to visitors on the only day of the week in which thousands of people can enjoy its advantages.

THE Chicago Herald says: Newspaper rumors of the immense crowds of people already coming to Chicago, as the advance guard of the world's fair visitors, seem to have incited all the classes of criminals who ply their vocation in crowds to come here and make this city their headquarters and the scene of their exploits. The tramp criminals are returning to their winter campaign of crime. There are a greater number of street crimes and other crimes than in ordinary quiet periods of municipal history. Such causes as these and others are at the source of the present criminal

uprising.

As AN indication of the exodus from Canada to the United States, it is reported that 1000 persons have left King's county, Nova Scotia, for the United States this fall, and that the exodus still goes on. The same condition of affairs is observable in Quebec and Ontario. At this rate it is surprising that so many are still left in that country who favor annexation. There are enough Canadians in the United States to give the annexation party a large majority were they still living in the land of their birth. The best blood and sinew of the Dominion has been coming across the line for years, and it would be only in the natural order of events to have this absorption of Canada's population followed by annexation.

A BILL to establish the national floral emblem of the United States of America was introduced in the house of representatives a few days ago by Mr. Butler of Iowa. The bill names the "pansy, called also the garden violet, heartsease," etc., as this emblem, and names as the sentiments expressed in connection therewith "justice, liberty, union, culture and peace," the last three words to constitute the motto. It is provided that the inauguration of this emblem shall be fittingly celebrated May 1, 1893, in connection with the opening of the world's fair. There can be no serious objection to this legislation, since the flower chosen is a general, if not a universal favorite, and the sentiment expressed in connection with it as a national emblem is worthy of the republic. While the matter is not one of any great importance, it is one that touches the ideal life of the people pleasantly, and in this view is worthy of encouragement.—Oregonian.

IT HAS been demonstrated in regard to the nondescript craft known as the "whalebacks," that they are the most difficult vessels to wreck that have ever been devised. The popularity of these vessels on the Great Lakes, that are wont to handle shipping with exceeding roughness at times, is demonstrated by the fact that of the twenty-seven now afloat a majority are engaged in lake traffic. A whaleback of 4000 tons is now being built for Pacific coast trade, the company being in no wise discouraged by the rough-and-tumble career of the Wetmore in this service. Several whalebacks are also in course of construction for the China and South American trade, it being estimated that in all thirty of these vessels will be added to our merchant marine during the coming year. Whether the whaleback is the coming ship of commerce or not, it is probable that the time is not far distant when a modification of the type of vessels that have carried the world's commerce from time immemorial may be expected.—Oregonian.

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