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D. M. C. GAULT, Editor.

OFFICIAL PAPER OF THE CITY

FRIDAY, SEPTEMBER 13.

Ohio has no second choice for candidate for president. McKinley is the choice.

The bond syndicate has deposited \$3,000,000 gold in the treasury to make good the reserve.

Gov. Lord ought not to appoint State Senator McGinn to be judge of the circuit court, in place of Judge Harley, deceased.

Comptroller Brower has decided that the act of congress giving bounties to sugar planters is unconstitutional, therefore he refuses to pay the bounties earned. It has heretofore been supposed that the only tribunal having authority to pass on the constitutionality of laws is the supreme court.

Democratic organs already begin to console themselves this year for the defeats that await them with the old story of its being an off year in politics. The election of governor and U. S. senator in Kentucky ought to be of sufficient importance to demand a better name than "off year." The same is true in Ohio, Iowa, Maryland and some other states.

Bustamante, a follower of Ezeta, a Salvadorian exile, was taken from a U. S. mail steamer this week and turned over to the government authorities. An international question is likely to arise, though there are precedents that a refugee taken from the vessel of another nation before such vessel leaves the harbor is not a violation of international law.

The Cuban rebellion is growing in proportions, and is receiving aid from outside sources. It is reported that a regiment of cavalry, to be accompanied by flying artillery is recruiting in Chicago. To pay these foreign troops, the junta promises land in Cuba when the rebellion establishes a government and has the ground to bestow. The rub in this matter is getting the contingent on to Cuban soil.

A discussion is on in San Francisco having for its object the determining of the healthfulness of bicycle riding and its effect on women cyclists. One authority favors the wheel for women because it encourages the bloomers; for, as the Times-Mountain observer, statistics that have not been disputed show that of the millions of women that have died in the past two more skirts, while next to none have perished who wore bloomers and rode on wheels.

In another column appears a letter from the president of the Young Men's Political Association of Multnomah county that presents several questions that are good to think about. The position on the tariff question is without doubt susceptible of an answer. There can be no question but that a protective tariff will stimulate production, and a large surplus will seek a market. The last paragraph of the article shows where the heart of the free silver coinage man is—a cheap money for paying his debts.

The disgust of the Pennsylvania democrats over the failure of the republicans of the state to divide into two parties is intensified by the fact that they had to go through the motions of holding a convention of their own. The ceremony was observed last Wednesday. Cleveland was endorsed and the Chicago finance resolution was re-enacted. How the two is to be reconciled is as obscure a proposition as putting the Kentucky free silver candidate for governor on an administration platform and expecting him to stay there.

At the scientific convention held at Springfield, Mass., last week, a quartz implement 2 inches long and nearly an inch wide was exhibited in proof of the theory that man was on the earth several hundred thousand years ago. The implement was found in a bed of glacial terrace gravel on the Upper Ohio river. The old bed of the stream is about 50 feet above its present level, and the relic had evidently lain where it was found ever since the glaciers began to retreat from the borders of Kentucky. Numerous other implements of the kind have been found in glacial gravels in New Jersey and France, and science therefore claims that the great antiquity of man on earth is no longer open to dispute.

Judge Harley, of Dept. No. 4th Judicial District, died at his home in Portland Sunday last. It was only a week previous that his brother, Andrew Harley, mayor of Independence, died. At the same time his sister at Corvallis was sick and could not attend the funerals. Andrew's death was not told to the Judge. Judge Harley may not have been a brilliant man, but he was a diligent student and had that profound knowledge of the law which comes by industry. Coupled with this was an incorruptible integrity. Harley, when off the bench, took an active interest in politics, but his plan of campaign was one that would commend itself to all honest men. He despised tricks. The funeral was on Tuesday from the Taylor street M. M. church, Portland.

REVIVAL OF BUSINESS.

In almost every exchange the statement is read that business is reviving and that times are improving, but such statements seem more like the act of the boy who whistled to keep up his courage. We have harvested good and full crops—just now the outlook is gloomy—little wheat is selling, and a poorer market receives it. The Portland price ought to be as good as that of Chicago, but it is not. Yesterday the price in Chicago was 55 1/2, and in Portland, 46. It may be urged that Portland is six months further from market and interest on the money will make a difference, but the interest on 55 cents is only 2 1/2, which reduces the price to 52 1/2 cents. The freight is not as much from Portland to the sea as from Chicago.

There are two causes for the difference that are now seen—want of competition among buyers, and a lack of tonnage. Until quite recently there has been but one firm that has bought largely and that is an English house. It has had the wheat fields of Oregon and Washington at its mercy. Further, ships are short this year. We have the democratic free trade, yet stimulated importations don't bring the big canoes. A few vessels are booked for the Columbia this year, but not enough to carry away our surplus. It is possible that the exporting house doing most of this trade has purposely arranged for this shortage.

This may be a gloomy picture, but it is sometimes well to look at such things and prepare for the worst. Farmers have pinched as never before, and they will probably have to yet keep their fingers in the vice.

Adam Smith, the celebrated author of a work on political economy declares the wealth of a nation is not in its houses and lands, but in its laborers, and that the wealth of nations is renewed each year. Now, while we of to-day may not accept this as strictly true, yet it is so, in part. If the labor of a people is not remunerated, dull times are certain to result, if the laborer cannot sell his products there will be a stringency. Neither a liberal issue of greenbacks, the free coinage of silver or the gold standard can prevent.

Professor Smith was wrong when he taught that houses and lands are not wealth. There is value in land because it furnishes a farmer the opportunity to labor. There is value in a house, because the citizen must have it for the protection of himself and family and for his stock and its feed. Biglow earns \$1,000 this year and puts \$600 in a house. Next year he does not have to build, and his \$600 may be used for other purposes, therefore, he has wealth stored in his \$1,000. But if he cannot get his \$1,000 the second year for the product of his labor, he has to take at least a part of the \$600 in his house for the support of himself and family. This abstraction is called a mortgage.

Wherefore, we of Oregon cannot reasonably hope for better times till we have a certain market at reasonable prices for our products. If the products we have are not marketable, then we must cast about for those that are, and in the meantime not chafe too much at the stringency.

VALKYRIE VS. DEFENDER.

The ninth contest between England and America, for the recovery of the America's cup is now on at New York. Two races or heats, in horse parlance, have been called. Three more are to be contested. One, the third, was probably finished yesterday, but the result is not known at this writing. The first race was a fair victory for the Defender, which crossed the line 8 minutes and 49 seconds before her competitor. The second race was sailed Tuesday, and the Defender, slit a sail and silvered a spar. It was no time to stop and the race was continued. The Defender protested. The American crossed the home line 47 seconds behind the Englishman. The protest was allowed. This gives the race to the Defender. Americans believe that the Defender would have won the race if she had not been disabled, and for one, the INDEPENDENT would like to have seen it run over, or even given to the Englishman. All are glad that it was the visitor that ran into our boat rather than the reverse. The decision is accepted, but the tone of English comment leaves the impression that they do not privately admit its justice, whatever they may say. Dunraven complains of the crowding of the pleasure boats and says he will decline to sail again unless he can have more room. On the first day the Defender lost time by the crowded condition of the course, though the Valkyrie don't seem to have experienced the same inconvenience. But the Americans have been annoyed quite as much as the Englishman, and the course is as fair for one as the other.

In contests of former years the English have claimed that American waters are smoother than those of the North sea, and that the British representatives were built for rough water, hence they were taken at a disadvantage by the smooth water boats of the Yankees. This year the Valkyrie was built expressly for the smoother American water. The Defender was built for an all-round boat, but seeks the heavy sea. The first day's sail was smooth, and the Yank won. There was more wind the second day when she won again. Guess we will keep the cup. So far America leads in yacht racing. Her war cruiser has, the last week, exchanged this order of things.

THE ROAD QUESTION.

Speaking of straying county roads, the Garden City Gazette says it is a question which is receiving no small amount of attention. The Gazette is here quoted: "With the hope that the plea for the use of straw in surfacing our public thoroughfares may be strengthened, the Gazette wishes to add its voice to the chorus of the many who are condemning the practice of plowing up the best roads in the county. The plowing is usually done during the late spring after the roads have become thoroughly packed. Excessive ravel during the summer pulverizes the newly plowed roads until the dust is so deep and so very light that it is extreme torture for both man and beast to make even a short journey. Besides all this, wagons heavily loaded soon rut the roads until it is next to impossible to haul over them."

"It is the universal testimony of road supervisors who have tested it that straw is in every way satisfactory for road making. The supply is without limit. It is the opinion of the writer that enough straw is wasted each year in Walla Walla county to make all the county roads first class. The cost of placing the straw upon the road is but nominal. "Under these conditions we urge upon the county commissioners, the farming fraternity and the traveling public to agitate this question of a much improved condition of our public highways through the application of plenty of straw and to denounce the useless and expensive practice of plowing our best roads when they ought not to be plowed."

On a recent trip through Umattila County road was seen on stretches of road up the Umattila river. It seemed to work well on that light soil protecting the road from the grinding of heavy teams. There is little doubt about the benefit to roads in summer secured by a dressing of straw.

OHIO POLITICS.

The republicans of Ohio opened the fall political campaign, on Tuesday last, by a grand demonstration on the fair grounds at Springfield. Senator Sherman, Gen. Bushnell, Gov. McKinley and Ex-Gov. Foraker were speakers. On the tariff question, Gov. McKinley said: "My friends, there is one objection to the law, if there were no other, which must make its permanency impossible. It fails to raise the revenues for the daily expenses of the government. That would condemn it in the judgment of the American people, whatever difference they might have on the question of protection and free trade. The law, from the date of its enactment to the present time, and money from customs, duties and internal revenue combined fail to meet the necessary expenses of the government."

Figures were given to prove that there was always a surplus under the republican tariff law of 1890, but always a deficiency under the democratic law of 1894. Said he: "It is loudly proclaimed throughout the democratic press that prosperity has come. I sincerely hope that it has. Whatever prosperity we have has been a long time coming, and after nearly three years of business depression, a widespread panic and a painful and ruinous suffering among the people, I pray that we may be at the dawn of better times, and of enduring prosperity. I believe it would be some measure with every successive republican victory. I have urged for two years past that the election of a republican congress will strip the democratic party of power to further cripple the enterprises of the country, and would see the return of confidence and prosperity, which will only come when the democratic party is voted out of power in every branch of the national government."

The Cleveland administration has run behind enormously. During the last two years \$163,000,000 have been borrowed beside the surplus that was on hand at the beginning. More revenue must be raised from some source. Major Clark, who is going to be on the next house river and harbor committee and who recently saw Hammonds new townsite at the mouth of the Columbia, has a verbose defender at Astoria. The columns of the Astorian bristle with chevaux-de-frise because Major Clark was able to find no more than eighteen feet of water in the Columbia river channel.

It was urged by free traders that a lowering of our tariff, while it would undoubtedly encourage imports would increase our exports. That foreigners finding us liberal buyers, would take our merchandise in return. This was theory. In practice it does not work. Our imports from England have increased about \$25,000,000, while our exports to that country has fallen off about \$11,000,000. This is a change of about \$14,000,000, and will account for the loss of some of our gold. It is high time for someone to go to congress that will change this order of things.

YACHTING CHRONOLOGY.

There are few in America but know there have been contests between American and English yachtsmen for the possession of what is now known as the America's cup, but perhaps all do not at once recall the fact that there has been nine great contests for that piece of silverware. The following is a brief outline of each:

August 22, 1851.—The Royal Squadron Cup, now known as the America Cup, won by the yacht America. The race took place at the Cowes course, and the America had fourteen English competitors, none of which was in sight when America crossed the line. This yacht was built for Commodore Jno. C. Stevens, of New York, and was afterwards sold to an English nobleman. In 1861 it was converted into a confederate blockade runner and was scuttled in the St. John's river by the United States frigate Wabash. After the war she was raised and used by the government as a school ship. The old boat is now owned by the son of the late Gen. Benj. F. Butler.

August 8, 1870.—The cup remained in the hands of the New York Yacht Club until this year without challenge. Then one came from Mr. James Asbury, of London, owner of the schooner Cambria. Twenty-one American boats entered for the race, including the old America. Magled over the entire course, Cambria coming in tenth, 39:12 behind Magled. October 16-21, 1871.—Mr. Asbury again challenged and entered a new boat called the Livonia. The agreement called for seven races, but only five were run. The first and second were won by Columbia; the third by Livonia, Columbia's steering gear having given away; the fourth and fifth by Sappho, a New York boat substituted for Columbia after the latter had been disabled. Winning time—First race, 25:28; second, 16:33; third, 15:10; fourth, 30:21; fifth, 25:27. In this and subsequent races only one boat was pitted against the challenger in each race.

August 11-12, 1876.—The challenger this year was a Canadian boat, Countess of Dufferin, owned by a syndicate headed by Vice Commodore Chas. Gifford, of the Royal Canadian Yacht Club. The match was for the best two out of three, and the defender was Madeline, which won the first two races, the third being therefore unnecessary. Winning time—First race, 16:59; second, 27:14.

November 9-10, 1881.—The Canadians again challenged with a center-board sloop called Atlanta. Mischieff was selected for the defender and beat the Atlanta easily in two races. Winning time—First race, 28:39; second, 35:15.

September 14-16, 1885.—Sir Richard Sutton's cutter, Genista, gave the American yacht, Puritan, a close shave this year. Two races were run. In the first, Puritan won by 16:19, and in the second Puritan crossed the line only 1:38 ahead of the English boat.

September 7-9, 1886.—The English cutter, Galatea, was the challenger, and the cup was defended by Mayflower, which won the two races easily. Winning time—First race, 12:2; second, 29:9.

September 27-29, 1887.—The Scotch boat, Thistle, was the next to take a whipping. Volunteer beat her in two straight. Winning time—First race, 18:23; second, 11:19.

October 5-13, 1893.—Lord Dunraven entered Valkyrie II, as the challenger. Four boats were built to defend the cup—Jubilee, Colonia, Pilgrim and Vigilant. The last named was found to be the speediest, and in the three races run she beat the challenger every time, but the difference was very small. Winning time—First race, 5:48; 10:35; third, :40.

The offer by Dunraven, of a pension of 30 shillings per week to the crew of the Valkyrie conditioned they win the races and take the America's cup home with them, is told with all the candor of a fact. But, if the offer was made, his lordship was disappointed with it when he saw it in cold print. Now he authorized the statement that the story is "rot, pure rot."

Sixteen days more will release the government bond syndicate from their contract, entered into last spring, to maintain the U. S. gold reserve at \$100,000,000. Now they deposit about \$2,000,000 per week, and receive greenbacks in return. They will want their gold again, when the yellow metal will run out like wheat from an elevator spout.

James Lotan and Sid Black, co-ventured in the U. S. district court of smuggling, were sentenced by Judge Bellinger last Friday. Lotan's was a fine of \$5,000, which he paid at once by his personal check. The Chinaman is required to pay \$5,000. At last accounts he was shinning around town trying to find friends that would put up for him.

It is a fire pole from Oregon that carries the sails in the yacht Defender. The Englishman strained it on Tuesday and even silvered the small spar, but the main stick was uninjured.

Sanford, publisher of the Searchlight, is in the hop fields this week.

The gold train from the U. S. treasury continues.

MARRIED.

ROSEALINE—HYDERABAD—September 13, 1895, at the residence of W. E. Smith, John D. Russell and Johanna Hyderabad, Reg. W. E. Smith officiating, all of Washington county, Oregon.

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The race yesterday, between Valkyrie and Defender, was what is termed a fluke. Both boats started, but after the starting line was crossed the English yacht turned back and sailed to her anchorage. The Defender sailed the course alone, and was awarded the race. Dunraven says the reason he turned back is because the excursion steamers crowded the course.

NOTICE IS HEREBY GIVEN, THAT my wife, Sarah E. Willamson, has deserted me without cause, and, therefore, all persons are notified not to credit her on my account, and that I will not pay any debts that she may contract. Lafayette, Oregon, September 2, 1895. J. T. WILLIAMSON.

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NOTICE IS HEREBY GIVEN, THAT the undersigned has filed his final account as administrator of the estate of John Dahl, deceased, in the County Court of Wasco County, Oregon, for Washington County, and that said court has appointed Monday, the 18th day of October, 1895, at 10 o'clock, in the forenoon of said day, as the time for hearing objections to said account, and for the settlement thereof. R. MATTERSON, Administrator of the estate of John Dahl, deceased.

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