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THURSDAY, June 9, 1898.

The politician will have to turn his attention in some other direction now that the election is over.

The recent campaign seemed a quiet one, no bitter feelings having been engendered and now the past differences will be forgotten and those who were so much interested in trying to defeat the other fellow, will look upon it as a thing of the past, for the next two years at least.

We are sorry to know that J. O. Booth was defeated for state treasurer. He obtained a good vote in Josephine county, a majority of perhaps 600 or over, but this in the force of great odds in Multnomah county will count for but little. It is some consolation for one to get a big vote at home, but that is nothing to victory.

The election is now over. The defeated will take a trip up Salt river, and the successful will assume the responsibilities of their several offices July 1st. Of course it is impossible that all who run can win. The successful ones are rejoicing, while the defeated ones are taking their defeat good naturedly, and will submit to the will of the people as gracefully as true citizens always do.

Major Abe Axtell was right when he remarked before election, "I am running like a steer in the corn." The Major felt confident that he would be elected, because so many of his old friends had told him that they would stand by him. The COURIER gave its support to Mr. White, but since the people have decreed that the Major shall be our next county judge, we accept him, feeling confident that he will make an official worthy the people of Josephine county. Instead of Major Axtell, it will be for the next four years, Judge Axtell. All right Judge.

W. B. Taylor of this city, an ex-confederate soldier, wrote Governor Lord tendering his services in raising a company to go to the front for service. The governor wrote Mr. Taylor that services are not needed now, but that his application would be placed on file to await an emergency. At present there is a demand for only 330 recruits to fill out the regiment already organized. Mr. Taylor and most of the ex-confederate soldiers are ready and willing to enlist in the cause of Uncle Sam, and they would prove just as loyal and as faithful to the Union as anyone. In our visit in the east we found the old sectional feelings to be dying out very rapidly, but European countries do not believe this to be true. The blue and the gray go hand in hand in defense of the flag and Europe will find this out in a short time.

The thoughts of hundreds of eager, ambitious youths are now turned toward the naval academy at Annapolis, as the doorway to gallant service and the fame that it brings in the navy. While this is a case in which many will be called but few chosen, the ambition to enter the naval academy is a wholesome one, since it is a spur to study and to physical developement which are preliminaries to success, which no political or personal favoritism can supply. It is to a boy's interest to apply himself to his tasks in school; to strengthen his muscles by systematic exercise, and to guard his vital forces by eschewing the use of tobacco (especially, it may be said, in the form of cigarets), and to cultivate the virtue of courage and the grace of self-respect, whether he succeeds in getting an appointment to the naval school or not. It may be added that it is to the community's and the nation's interest for any number of boys to strive for this object. One of the compensations of war—and there are many—is found in the eager, earnest, striving of boys to be men which it inspires, and which will bear fruit in sturdy, capable manhood a few years hence.—Oregonian.

Rear-Admiral Sampson has completely bottled up the Spanish fleet in Santiago harbor, to await further developements. In order to close the channel, it took men to do deeds both daring and brave, and when Sampson called for volunteers to undertake such a hazardous thing, it is said that every man of his fleet was willing to throw himself into the jaws of death, as it were, for the good of the country. Only seven men were needed, and these, each one at his post, put the old Merrimac across the narrow channel, and then sunk it with its cargo of coal, all the time under the hottest fire of shot and shell from the Spanish fleet and fort. After the vessel was sunk, the men rowed in a small boat toward the Spanish flagship, to offer themselves prisioners of war. They were all taken, none killed, and but two crippled. This deed of daring boldness will be history for the coming generations, and it will also be an effectual lesson to the Spanish. They will learn that the American is bold enough and brave enough to face any foe when it is for the good of his country to do so. These men will receive high honors at the hands of our own country, and it is but fitting that they should do so.

Nothing preventing, old man Fiester will pay the death penalty next Friday. There remains nothing to be said at this time more than to relate the fact.

The Oregon.

What is the Oregon? And what has she done? She is a heavy coast-line battle-ship. She is intended for giving and taking heavy blows in defence of home and country. She is not intended for swift cruising is distant seas. Yet the latter is exactly what she was called upon to do. She was ordered to hasten "from lands of sun to lands of snow" and back again to lands of sun, through two oceans and three zones, past more than a dozen alien coasts, in distance more than half way round the world, thro distress of tropic heat and thro peril, too, of attack from hostile fleets; and at the end of the arduous voyage to be in full fighting trim, ready for instant action. It was a commission that might well be deemed trying to any vessel that was ever launched. But she fulfilled it to the letter. After all the perils and labors of thirteen thousand miles, thro strange waters, she reaches her station ahead of expected time, with not a tube broken nor a rivet strained, nor the stroke of a hammer, nor the turn of a wrench needed to repair her for the clash of battle. If there is a finer tribute to shipbuilding and seamanship in all the world than in that simple fact, we should like to know where it is.—Greenville (Mich.) Independent.

The Latest in Local Politics.

EDITOR COURIER: It is well known that saloon-keeper J. A. Walters has the pull in city matters at present. It is an old saying that every dog has his day. The present boss has a new wrinkle for rewarding friends. As there were not enough offices to go around, more must be created, so Walters decided that as there were scores of men engaged in standing on his corner without pay, one at least should be paid out of the city treasury. In pursuance of this great scheme, it is said that he circulated and presented to the city council a petition for a special policeman for that corner, to keep open the walk. I suppose it was for that corner, as that is the only place in the city that needs it. In all seriousness I ask, could shamelessness go further? Is it not shameless robbery to tax the people at the rate of $20 a month to keep a way open past that dive? Would it not be cheaper to abate the nuisance? TAX-PAYER.

It does seem to us absurd that the city is now paying $55 per month for a marshal and $45 per month for a street commissioner who is supposed to do marshal duty when he is not engaged on the streets. And now to add $20 per month more, making $120 per month, and get no better service, is a thing too ridiculous for intelligent people to contemplate. If first-class order were the outgrowth of all this expenditure no one could justly complain. But what about this burden of taxation, may we ask? It is said that the street ran still further in debt last year, and if that be the case what are we to expect for the present year? This matter is a serious thing and one which all good citizens should seriously consider for the city's financial welfare. Citizens should join hands with officials and the two working their best to maintain order and at the same time to keep us above water. Whenever indebtedness is increasing then expenses must correspondingly decrease, else destruction will be inevitable.

New line of 2-ply posted wedding card stock for calling cards, for sale at the COURIER office.

REPUBLICANS VICTORIOUS

Entire Republican State Ticket Elected—Geer Seems to be in the Lead.

On account of there being so many names on the ticket, the count has been necessarily slow. Full reports from all counties in the state have not been given as we go to press. There seems to be no doubt that the entire republican state ticket has been elected, though the official count may be necessary in one or two instances in order to determine the successful candidate. Portland appears to have gone largely republican, and this will offset any union majorities in other parts of the state.

Fusion has been tested sufficiently in this state to demonstrate beyond any doubt that it will not work. There are substantial men in the democratic and populist parties who will not join in fusion, and they evidently did not. Those democrats who could not submit to fusion, joined the republican ranks, and the middle-of-the-road populists voted their ticket. The union forces worked hard, but there are too many republican votes in the state to overcome. Oregon is safely republican, as the last two elections will show and the only way to make it otherwise will be to change sentiment or else induce immigration of a different political complexion.

The middle-of-the-road populists in Jackson county are perhaps responsible for the defeat of the union ticket, had they voted fusion, the entire county ticket, from the latest reports would have been elected.

In Josephine county the union ticket was elected, except county judge, clerk and sheriff. Ed Lister was elected sheriff by a large majority, and Axtell and Bartlett elected by large pluralities. It will take the official to determine who has been elected assessor, although the indications are that Tom Smith has been elected by a small majority.

The Next Legislature.

As nearly as can be computed from the returns at hand, the republicans will have 69 members of the next legislature—24 in the senate and 45 in the house. Against them there will be 21 fusionists, democrats and populists, giving the republicans 48 majority on joint ballot. Complete reports will doubtless make changes. Following is the legislative make up:

SENATE.

Baker and Malheur—William Smith, fus.

Benton and Lincoln—John D. Daly, rep.

Clackamas—George C. Brownell, rep.

Clackamas and Marion—L. L. Porter, rep.

Clatsop—C. W. Fulton, rep.

Columbia, Washington and Tillamook—S. W. Patterson, rep.

Coos, Curry and Josephine—C. E. Harmon, rep.

Crook, Klamath and Lake—B. Daly, dem.

Douglas—A. W. Reed, rep.

Gilliam, Sherman and Wasco—E. E. Dufur, dem.

Grant, Harney and Morrow—No returns.

Jackson—T. J. Howell, fus.

Lane—I. D. Driver, rep.; W. Kuykendall, rep.

Linn—P. R. Kelley, rep.; L. H. Lassell, rep.

Marion—L. J. Adams, rep.; N. H. Looney, rep.

Multnomah—*George W. Bates, rep.; *J. E. Haseltine, rep.; *Donald Mackay, rep.; *Ben Selling and taxpayers' league; Joseph Simon, rep.

Polk—*B. F. Mulkey, rep.

Sherman and Wasco—George W. Proebstel, rep.

Umatilla and Union—*T. C. Taylor, rep.

Union and Wallowa—*Justus Wade, pop.

Washington—†E. W. Haines, rep.

Yamhill—W. A. Howe, rep.

*Elected in 1896.

†Elected to fill vacancy caused by death of Samuel Hughes, rep.

HOUSE.

Baker—W. E. Grace, fus.

Benton—R. J. Nichols, rep.

Benton and Lincoln—O. E. Davis, rep.

Clackamas—John Denison, rep.; Alex Thompson, rep.; J. L. Kruse, rep.

Clatsop—Johan Young, rep; C. J. Curtis, rep.

Columbia—J. E. Hall, rep.

Coos—George P. Topping, rep.

Coos and Curry—J. Huntley, rep.

Crook—No returns.

Douglas—Probably three fusionists.

Gilliam—No returns.

Grant and Harney—No returns.

Jackson—G. C. Cully, fus.; Z. Cameron, fus; E. A. Sherwin, fus.

Josephine—W. H. Hampton, rep.

Klamath and Lake—Doubtful.

Lane—F. M. Brattain, rep.; Ivan McQueen, rep.; W. H. Weatherspoon, rep.

Linn—R. W. Fisher, rep.; C. B. Winn, rep.; M. H. Wilds, rep.

Malheur—No returns.

Marion—W. L. Cummings, rep.; E. H. Flagg, rep.; A. Lewis, rep.; J. W. McCulloch, rep.; John McCourt, rep.

Morrow—No returns.

Multnomah—J. C. Bayer, rep.; S. C. Beach, rep.; S. Farrel, rep.; George T. Myers, rep.; J. Thorburn Ross, rep.; John T. Whalley, rep.

Polk—M. Scrafford, rep.; J. A. Veness, rep.

Sherman and Wasco—J. W. Morton, rep.; Albert S. Roberts, rep.

Tillamook and Yamhill—J. W. Maxwell, rep.

Umatilla—L. B. Reeder, rep.; J. E. Smith, rep.; J. K. Wilson, rep.

Union—E. W. Davis, rep.; F. S. Stanley, rep.

Wallowa—Probably one fusionist.

Washington—Abner Briggs, rep.; G. W. Marsh, rep.; J. R. C. Thompson, rep.

Yamhill—C. Butt, rep.; E. F. Lamson, rep.

UNOFFICIAL VOTE OF Josephine County, JUNE 6, 1898.

	North Grants Pass	South Grants Pass	West Grants Pass	Merlin	Lucky Queen	Wolf Creek	Leland	Galice	Slate Creek	Murphy	Williams	Kerby	Althouse	Waldo	Mt. Reuben	Oak Flat	Total	Majority
FOR GOVERNOR.																		
H. M. Clinton, Prohibition	14	4	2	1	0	2	0	1	0	3	0	4	0	0		0	31	
T. T. Geer, Republican	166	117	90	47	15	38	54	21	37	26	44	84	44	27		9	825	
Will R. King Peo. Dem. Silver Rep.	98	122	96	68	8	39	77	43	57	51	72	61	27	40		17	876	51
John C. Luce Regular Peoples	7	5	4	7	1	2	4	2	4	4	0	0	0	4		1	45	
FOR SECRETARY OF STATE.																		
H. C. Davis Prohibition	16	6	0	2	0	1	1	0	2	3	0	2	0	0		0	33	
F. I. Dunbar Republican	165	114	81	43	14	34	50	16	33	26	45	84	46	29		9	789	
H. R. Kincaid Peo. Dem. Silver Rep.	93	116	93	65	10	42	72	48	60	47	70	60	26	40		15	848	58
Ira Wakefield Regular Peoples	10	10	16	9	1	3	9	03	5	8	0	5	0	3		1	83	
FOR STATE TREASURER.																		
J. O. Booth Peo. Dem. Silver Rep.	178	154	129	87	12	44	77	51	75	58	72	72	28	40		22	1099	502
Chas. S. Moore Republican	87	87	54	26	9	31	49	12	22	24	44	76	46	26		4	597	
James K. Sears Regular Peoples	8	7	7	11	4	3	8	4	3	2	0	5	0	7		0		
Moses Votaw Prohibition	9	2	0	1	0	1	0	0	0	1	0	0	0	1		0		
SUPT. OF PUBLIC INSTRUCTION																		
J. H. Ackerman Republican	161	109	84	43	10	34	51	18	35	26	44	83	46	29		9	782	28
B. E. Emerick Prohibition	18	4	5	3	1	3	2	3	3	3	0	1	0	0		0		
J. E. Hosmer Regular Peoples	11	11	11	13	2	4	6	8	2	0	8	0	6	0	4	3		
H. S. Lyman Peo. Dem. Silver Rep.	91	114	88	58	11	38	0	44	54	46	70	61	25	39		15	754	
FOR STATE PRINTER.																		
Chas. A. Fitch Peo. Dem. Silver Rep.	87	114	88	56	10	27	68	37	58	43	71	59	26	36		15	795	
D. L. Grace Regular Peoples	14	11	11	9	1	6	9	4	03	9	0	5	0	5		3		
W. H. Leeds Republican	162	119	83	49	14	36	51	22	37	27	45	82	40	30		8	805	10
T. S. McDaniel Prohibition	15	2	2	2	0	1	3	1	01	4	0	0	0	0		0		
JUSTICE OF THE SUPREME COURT.																		
T. P. Hackleman Prohibition	12	4	1	2	1	3	2	1	04	3	0	1	0	2		1		
Frank A. Moore Republican	163	110	83	46	12	35	50	18	37	30	47	78	40	41		8	798	
W. M. Ramsey Peo. Dem. Silver Rep.	107	127	102	70	12	43	80	45	64	51	72	67	29	28		17	914	116
FOR ATTORNEY GENERAL.																		
D. R. N. Blackburn Republican	157	116	80	42	13	36	49	18	36	28	45	80	45	27		8	780	
C. J. Bright Prohibition	21	2	5	3	0	3	4	2	10	3	0	0	0	1		0		
J. L. Story Peo. Dem. Silver Rep.	101	124	99	71	12	42	79	44	61	52	72	65	28	40		18	908	128
FOR CONGRESS—FIRST DISTRICT																		
J. L. Hill Regular Peoples	8	10	11	8	0	2	7	1	3	6	0	4	0	4		1		
L. H. Pedersen Prohibition	14	1	1	2	0	2	0	0	0	1	0	0	0	0		1		
Thos. H. Tongue Republican	160	116	85	50	14	37	51	19	34	26	45	79	43	29		8	796	
R. M. Veatch Peo. Dem. Silver Rep.	98	116	93	59	11	39	74	43	59	50	72	63	27	37		17	858	62
CIRCUIT JUDGE.																		
J. L. Bachelor Regular Peoples	8	6	1	6	2	3	3	0	7	3	0	4	0	2		0		
H. L. Benson Republican	179	117	99	57	12	32	49	24	44	26	46	90	52	32		9	868	137
H. K. Hanna Independent	150	98	83	43	13	37	48	20	32	23	39	97	45	28		16	772	41
J. A. Jeffrey Dem. Peo. Silver Rep.	81	95	74	52	9	32	62	31	48	50	66	66	21	32		12	731	
J. Tressler Regular Peoples	4	5	6	6	1	2	7	3	5	4	0	2	0	5		0		
E. C. Wade Dem. Peo. Silver Rep.	83	78	61	35	6	23	52	26	38	41	55	33	13	23		5	567	
DISTRICT ATTORNEY.																		
A. N. Soliss Dem. Peo. Silver Rep.	116	113	100	60	10	32	56	47	57	51	68	69	27	34		15	840	
C. B. Watson Republican	146	110	74	44	12	35	53	16	34	23	52	75	44	29		9	868	28
J. B. Wells Regular Peoples	19	8	10	10	1	7	14	0	6	8	0	5	0	8		3		
BOARD OF EQUALIZATION.																		
R. A. Emmitt Republican	172	110	85	47	12	35	50	17	35	28	44	82	43	32		8	812	
W. W. Hazen Regular Peoples	15	10	11	11	1	3	4	2	6	10	0	7	0	4		4		
C. E. Warden, Dem. Peo. Silver Rep.	87	112	88	58	10	37	70	44	57	44	76	59	25	37		14	798	14
FOR REPRESENTATIVE.																		
Wm. H. Hampton Republican	161	109	92	44	10	29	70	23	39	27	48	89	44	24		12	811	
Jas. W. Virtue Dem. Peo. Silver Rep.	105	121	91	70	10	45	57	39	54	51	74	58	26	46		14	861	40
FOR COUNTY JUDGE.																		
Abe Axtell Independent	135	107	97	64	11	38	64	25	42	40	24	69	23	27		16	769	316
John Hackett Dem. Peo. Silver Rep.	60	68	41	28	7	21	32	23	32	26	59	19	12	23		9	451	
Alexander White Republican	82	61	50	24	5	18	30	15	23	17	42	61	38	21		2	492	
FOR COUNTY COMMISSIONER.																		
James T. Tuffs Republican	158	102	77	45	15	33	46	20	21	25	48	77	44	23		5	736	
N. Thoss Peo. Dem. Silver Rep.	115	124	102	65	9	39	74	41	73	54	71	67	26	47		20	909	171
FOR SHERIFF.																		
Ed. Lister Republican	196	150	120	75	14	40	53	18	49	32	58	92	48	37		14	992	257
E. E. Redfield Dem. Peo. Silver Rep.	82	89	69	45	9	34	74	44	49	48	67	54	24	34		13	735	
FOR COUNTY CLERK.																		
Roy Bartlett Republican	134	106	115	41	6	29	52	18	39	25	42	74	41	22		6	742	138
Ray Everett Dem. Peo. Silver Rep.	67	79	39	52	9	30	37	38	39	30	71	38	22	38		16	614	
John W. Howard Indipendent	62	29	30	19	8	16	40	6	14	25	0	23	8	9		5	294	
John W. Sherer Non-Partisan	16	25	4	7	1	1	3	1	6	3	0	10	4	0		0	81	
FOR COUNTY TREASURER.																		
J. T. Taylor Dem. Peo. Silver Rep.	125	118	113	63	9	40	78	44	57	60	73	80	43	40		18	962	212
Edward A. Wade Republican	151	112	77	51	14	33	49	17	39	23	50	64	29	29		8	749	
FOR ASSESSOR.																		
Edgart M. Cockerline Republican	168	106	78	45	13	34	47	18	49	41	50	73	44	22		11	799	
Thos. Smith Dem. Peo. Silver Rep.	104	123	106	66	10	40	76	42	45	41	73	62	28	37		15	868	69
FOR SCHOOL SUPERINTENDENT.																		
J. D. Hayes Dem. Peo. Silver Rep.	134	134	103	67	12	38	79	45	47	57	79	74	31	35		14	949	83
John H. Robinson Republican	145	99	81	46	11	34	49	16	52	27	48	70	42	34		12	766	
FOR SURVEYOR.																		
P. M. Burleigh Dem. Peo. Silver Rep.	84	106	82	60	8	38	69	39	48	44	72	64	22	42		19	897	
B. O. McCulloch Republican	191	126	94	54	15	33	59	22	49	35	44	78	44	27		8	879	18
FOR CORONER.																		
W. F. Kremer Dem. Peo. Silver Rep.	91	121	91	68	7	45	63	43		51	73	70	32	58		18	818	33
Joseph Myers Republican	186	114	73	49	16	28	65	18		29	51	75	42	31		7	844	
FOR JUSTICE OF THE PEACE.																		
W. Crawford Dem. Peo. Silver Rep.	96	122	91															
James Holman Republican	165	94	73														309	
																	332	23
FOR CONSTABLE.																		
James H. Colby Republican	161	94	77														332	4
J. C. Randle Dem. Peo. Silver Rep.	106	132	90														328	

A Good Record.

Up to the present time the American navy has made the following showing, which to be modest about it, is a pretty good one.

We have captured or destroyed the following vessels of the Spanish navy:

Reina Christina.
Castilla.
Don Juan de Austria.
Isla de Cuba.
Isla de Luzon.
Don Antonio de Ulloa.
General Lezo.
Marquis de Duero.
Correo.
Velasco.
Argos.
Isla de Mindano.
Three gunboats.

We have captured:

The Buena Ventura.
The Pedro.
The Mathilde.
The schooner Sierra Morena.
The steamer Catalina.
The steamer Miguel Jover.
The Saturnina.
The schooner Candidia.
The schooner Antonio.
The steamer Panama.
The sloop Paguette.
The schooner Pireno.
The steamer Ambrosia Bolivar, with $70,000 in silver on board.
The schooner Saco.
The steamer Guido.
The sloop Engracia.
The schooner Arcadia.
The schooner Lolla.
The steamer Argonauta.
The schooner Mascota.
The schooner Antonio y Pacio.
The fishing smack Septembre.
The French liner Lafayette—subsequently released.
The brigantine Franquiti.
The brig Lorenzo.
The schooner Espana.
Nine vessels at Manila, names unknown.
The fishing smack Santiago Apostal.
The schooner Orient.
The schooner Antonio Suarez.
The schooner Fernandito.
The Norwegian steamer Bratsberg, while trying to run the blockade.
Spanish steamer Rita.
The gunboat Callao, at Manila.
The stormship Malina, at Manila.
Numerous launches, small steamers and sailing crafts, at Manila.

We have lost:

The bark Saranac:
The schooner Ann Louisa Lockwood.

Story of the Bombardment.

New York, June 1.—An Evening Journal special from Cape Haytien says: The torpedo-boat Porter arrived at Mole St. Nicholas, at 1 o'clock this morning with dispatches for Washington. She left immediately. Before going to sea, the following story of the bombardment of Santiago was obtained:

The American squadron, augmented by the torpedo boat Porter and an auxiliary cruiser and the protected cruiser New Orleans, approached the entrance to the harbor of Santiago at about 12:30 p. m., the Iowa leading. Inside the entrance to the harbor was seen one warship of Cervera's fleet, stripped for action. As the American fleet drew near, the New Orleans was detached and steamed ahead of the Iowa, Texas and Massachusetts. One of the forts opened fire on her, and she replied, the other ships directing their fire at the battery on Punta Gorda within the harbor and to the westward of the position occupied by the Spanish ship. The latter replied to the fire and immediately became a target for all the American ships engaged in the battle. She retired behind the protecting headlands and was not seen again during the engagement.

The Iowa, directed by Captain "Fighting Bob" Evans; the Massachusetts, Texas and New Orleans, kept up a terrific fire against the forts for two hours, their projectiles, of enormous size, doing tremendous damage to the defense of the harbor.

The masonry of Socapa and Morro was battered almost into dust and the forms of Spanish artillery and infantry men could plainly be seen flying to safety behind neighboring hills.

The auxilary cruiser which joined Schley's fleet just before the battle took place, was hit by shells from the forts and it is thought was seriously damaged. After seeking the protection of the jutting headland, the Spanish warships continued to fire projectiles over the hills toward the fleet, but they had no range, and the shells fell harmlessly into the sea. That the number of killed and wounded on the Spanish side is enormous, no one doubts, for time and again the American shells hit the batteries squarely, and amid the flying masonry and dismantled guns, the forms of men were seen. The damage done to the American fleet cannot be learned, but it is not thought that any person was killed, if indeed, any one was wounded.

Harbor of Santiago de Cuba.

The sea entrance to the bay is protected by a number of forts, the most doubtable being Morro castle, on a hill at the right of the entrance. Socapa battery is on the opposite side and Punta Gorda is well within the harbor. The channel at its outer entrance is about 300 feet wide, and only one ship can enter or leave at a time. The entrance has been made narrower by numerous obstructions. Krupp guns are recently mounted on each side of the entrance. The city lies at the upper end of the bay. It was at Santiago de Cuba that the Spaniards ruthlessly butchered Captain Fry and 52 others of the crew of the Virginius in 1873.

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DUE TO THE WHEEL

Women Being Greatly Benefited by the Bicycle.

The Greatest Safeguard Against Degeneration—It Is Better Than Dress Reform for the Fair Sex.

Women do well to ride the wheel, says Dr. Sayre. "It means a stronger, healthier race of men and women in the coming generation. Women were going into a decline. Their nervous force was wearing out. That means a great deal, for the decay of a nation begins always with the breaking up of the nervous system of its women. Nordau's book on degeneration had some excuse, as is shown by the disease it brought about. He had some strong points on which to base his argument but he was not thoroughly justified, and even if he were, the bicycle is proving itself to be the remedy. It is giving women healthy diversion, teaching them self-control and self-reliance and making them fit physically to be the mothers of a race of giants.

"I know that some of the women reformers have objected to wheels, not with justice, too; but now that saddles adapted for women are a specialty with saddle makers, the chief grounds for objection are removed. Saddles for men and saddles for women should be different. The ordinary saddle, modeled on the plan of the comman horse, saddle for men, is not at all suitable for women. It is more than likely to do them serious physical harm, but with a properly formed saddle there is no danger whatever.

"American women are prone to be morbid. It is a result of the busy life of the nation. They have stayed in doors too much, and have gotten into the habit of thinking about themselves, worrying and fussing when there was really no need of it. Now the bicycle gives them inducement to go out into the open air, to enjoy the country, to be in touch with other people. It gives them opportunity to breathe, and to breathe means better blood.

"They leave off their corsets when they ride, though they will not do so at any other time. Perhaps the bicycle will kill corsets. That would be a great victory for the wheel.

"Dr. Townsend has taken pains to study this bicycle question. He has reports from 18 women physicians in Boston, all but one of whom heartily recommend wheeling, especially in cases of malnutrition and chronic pelvic diseases. It is a mistake to say that wheeling develops curved spines. It doesn't—that is, unless riders insist upon 'scorching.' The best—by which I mean the easiest and most graceful—riders are straight backed. They have more power if they ride erect. That is one great reason why wheeling benefits women. It makes them sit up straight. If they will do that, consumption will be an unknown disease in three years.

"No amount of preaching about dress reform has the influence of the bicycle. Theory is good and logic is good, but putting a woman on a wheel and letting her go out on our smooth roads, where she has a freedom she had not thought of before, is an argument that is effective. It wins her to reform. She gives up corsets and heavy clothing: she dresses for work instead of for play. She begins to see that clothes may be governed by intelligence, and as a result she is healthy.

"The need of keeping balanced makes wheel riding of especial value to women, for it is a demand that they control themselves. It also teaches self-reliance—something many of them need. A woman guiding herself along the streets learns that she is able to take care of herself, even if there is not a man at her elbow. She is surprised, probably, to find this out; but if she keeps at wheeling she will learn that she is every bit as strong as a man physically as well as mentally. She can develop physical power quite equal to man's, and she can use it to as continuous advantage. The bicycle will prove this to her satisfaction and to the benefit of her race."—N. Y. Herald.

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