

Mosier Bulletin

Issued Each Friday

MOSIER.....OREGON

EVENTS OF THE DAY

Newsy Items Gathered from All Parts of the World.

Less Important but Not Less Interesting Happenings from Points Outside the State.

The recent heat wave at St. Louis has caused 37 deaths.

Excessive heat caused an epidemic of murder and suicide in Chicago.

Governor Hughes, of New York, has returned home full of praise for the Seattle fair.

Charles Dakin, a melter at the Denver mint, has been arrested, charged with stealing government gold.

The Niagara Falls has claimed another victim, a young boy who was swimming in the river above the falls.

The reported acquisition of the New York Central lines by Harriman would give him a second transcontinental route.

The provisional government of Crete has sworn allegiance to the king of Greece and the powers will have to step in and take charge.

The fire chief of Roswell, N. M., shot and killed a man accused of being an incendiary after he had been fatally wounded by his antagonist.

Mexican officials say there is no doubt that congress will give President Diaz permission to cross the border into the United States to visit President Taft, who will later return the visit.

Corn is suffering in Nebraska from intense heat and lack of moisture.

The British house of commons has passed the South African confederation bill.

San Diego, Cal., police will arrest women appearing on the streets wearing kimonos.

Mexican officials deny the report that Porfirio Diaz, son of the president, has been assassinated.

Seven men and three women were mangled by an explosion of natural gas at Cleveland, Ohio.

The reports that Abdul Hamid, ex-sultan of Turkey, is dangerously ill, are denied at Constantinople.

Harriman has secured control of the Vanderbilt system, thereby adding about 12,000 miles to his lines.

Kiefer, Oklahoma, bank robbers surprised at their work, killed the city marshal and fatally wounded the cashier.

Prince Albert Leopold, heir to the Belgian throne, has just returned to the Congo and says conditions are satisfactory.

An earthquake has been recorded by the instruments in the weather bureau at Washington. The origin was estimated at about 2,500 miles distant in California or Mexico.

All records for attendance are being broken at the Seattle fair.

Moorish tribesmen make almost constant attacks on the Spanish forts.

The uncertainty of the wheat market will cause storage of much of the California crop.

There is serious difference between Great Britain and her colonies on the naval policy.

The Rock Island railroad has placed an order for 5,000 freight cars and 50 locomotives.

The powers will send a fleet to Crete to force the removal of the Greek flag and prevent a Turkish attack.

A storm in Chicago caused three deaths by drowning and a number of injuries. The property loss is heavy.

An explosion on a Russian submarine boat caused injury to 14 men, one fatally. The vessel was American built.

Millionaire Bradbury, of San Rafael, Cal., sentenced to serve a term in the penitentiary for perjury, has received a reprieve, but will have to serve 30 days in the county jail.

The shah of Persia is married. He is 11 years old.

There are rumblings of a revolution in Northern Mexico.

A hot wave in London has been the cause of many deaths.

Wholesale executions and fighting have been renewed at Barcelona.

Thaw has been given a few days' respite before returning to the insane asylum.

Almost the entire town of Milton, Del., has been destroyed by fire. The loss will reach \$100,000.

Johnson Porter says there is room along the Deschutes for two railroads, each having double tracks.

Greece will ask the advice of the powers before answering the last note of Turkey on the Crete affair.

Mrs. Parkhurst, the English suffragette leader, will soon visit the United States and deliver a series of lectures.

Rioting has occurred at Stockholm, Sweden, in connection with the strike. Dynamite has been used to blow up street cars.

Minister Wu, of China, has been recalled.

William K. Payne, son of the house leader, has been appointed deputy assistant attorney general at a salary of \$5,000 a year.

The earnings of the Northern Pacific show an increase of \$25,000 over last year.

An Evanston, Ill., tailor has had a diamond set in the nail of his little finger.

China has sent a note to Japan in which the mikado's policy regarding the railroad rights is called unjustified aggression.

BAKER'S CRATER ACTIVE.

Vapor May Be Seen Rising From the Mountain at Times.

Bellingham, Wash., Aug. 8.—Stories of smoke seen arising from Mount Baker's snow-crowned dome following the earthquake in this territory last winter do not appear so far-fetched, following the investigations made by the Mazamas of vents in the crater of the huge extinct volcano. Secretary John A. Lee, who returned to this city today, declares that at a favorable hour in the early morning he has no doubt but that the vapor could easily be seen from this city, 50 miles away, with a good pair of field glasses.

The "vents" in the crater appeared especially active this year to some of the Mazamas. Secretary Lee, however, who ascended the mountain in 1909 and again in 1916, concludes that on the whole there is not any increase in the activity of sulphurous gases blowing out of the so-called "vents."

"The actual crater of the mountain," said Mr. Lee, "is that portion lying between the secondary peak and the main peak. It is easy to see that the peaks originally constituted the north and south sides of the crater rim. The westerly and westerly sides have been broken and crumbled away by the action of weather, thus leaving the valley or so-called 'saddle' between in between."

"One of the active vents is situated at the easterly end of this depression, and the other at the westerly end. The east vent is apparently by far the most active, the westerly one consisting at this time merely of cracks and fissures in the snow and ice through which the vapors escape. The west vent, however, consists of a hole extending down into the snow to the porous rocks beneath. It is perhaps 20 to 30 feet in diameter. The vapor puffs out intermittently, rising up in dense clouds, and the snow is crusted with sulphur deposits. I am inclined to believe that most of the visible vapor is merely steam arising from the overheated rocks, though the gases sometimes are almost overpowering."

RULE VANDERBILT LINES.

Wizard of Wall Street Has Option on Control of System.

New York, Aug. 18.—The elimination of the Vanderbilts from the New York Central lines and the complete ascendancy of Edward H. Harriman in the control of more than 12,000 miles of railroad comprised in that system is declared to be the next important move in the railway world.

It is reported on what seems to be good authority that the Harriman backers have secured an option on the greater portion, if not all, of the Vanderbilt holdings and will soon close a deal in the interest of the "Napoleon" of the railway world. The option which has been obtained, it is stated, is on \$50,000,000 worth of New York Central, which is to be purchased for Mr. Harriman at \$150 a share.

The last report of the Union Pacific road shows that it has in its treasury \$14,000,000 worth of New York Central securities and it is generally believed that Mr. Harriman and a few of his friends have large personal holdings of New York Central securities.

The total capitalization of the New York Central is \$178,632,000 and it is understood that the option, if exercised, will give Mr. Harriman and his friends absolute control of the company. This carries with it the control of the West Shore and practical control, though not by stock ownership, of all roads in the New York Central lines system.

Germans Fight Yankees.

Paris, Aug. 18.—A dispatch from Port au Prince, Hayti, says that a group of Germans who for years have monopolized the commerce of that country, are conducting a violent campaign against the American bankers who are negotiating for a railroad system in Hayti. Germans control the newspapers of the country, which print strongly worded articles against the Americans and predict the annexation of Hayti by the United States. The Germans fear that if the railroad is built it will end their monopoly.

Swedish Strike Dwindles.

Stockholm, Aug. 18.—The police today prohibited a great demonstration arranged by the strikers. The attempt to force the agricultural workers to strike and to refuse to harvest the crop has proved a failure. Hotel proprietors are appealing to the military governor of the city for permission to supply liquors to guests who take substantial meals in their places, on the ground that the prohibition against such service is seriously affecting their tourist trade. All the newspapers are now appearing as usual.

Ship Needed at Inquiry.

Vallejo, Cal., Aug. 18.—The Navy department having failed to issue orders temporarily detaching from the cruiser South Dakota Lieutenant Commander H. O. Stickey and Lieutenant J. O. Fisher, who are members of the board of inquiry into charges of alleged inefficiency against Edward Kavanaugh, it is expected the South Dakota, on her return to Seattle, will be ordered to return to Mare Island to complete the inquiry.

Bogus Cash Made Abroad.

Philadelphia, Aug. 18.—With the arrest of Giuseppe Spica, of New York, secret service operators believe they have unearthed an unusual counterfeiting plot. Spica is alleged to be in league with a band of counterfeiters who have their plant in Italy, manufacturing American silver certificates. He was held today under \$2,000 bail for the September grand jury.

Nebraska Records Broken.

Lincoln, Neb., Aug. 18.—All local hot weather records for this year were broken yesterday, when the weather bureau reported a temperature of 103. Suffering has been intense. There have been no rains in this section for two weeks and reports from the country are that the corn crop has already been seriously damaged.

OREGON STATE ITEMS OF INTEREST

LUMBER CUT HEAVY.

New Mill at Tillamook Turns Out 50,000 Feet Per Day.

Tillamook—The Tillamook Lumber Manufacturing company's new sawmill in this city is turning out 50,000 feet of lumber daily most of which is being used for building purposes in and around Tillamook City. The company was organized by George B. Lamb, Carl Haberlach, H. T. Batts and Fred C. Baker, and the sawmill has an ideal location, being at the head of navigation and right in the heart of Tillamook county and city. It took over \$40,000 for its site, buildings and machinery. The mill has two large high-pressure boilers, two engines, large circular sawmill and a planer, with circular saw machinery and dry kiln and employs about 30 men. It is entirely local capital at the back of the new enterprise.

Several shipments of spruce have been sent to Portland on the steamer Argo, which docks at the company's warehouse in Hoquartion slough. This is as far as steamers can go inland in Tillamook county, which is at the bridge on the road going north. The company has obtained the rights to boom logs on the east side of the bridge in Hoquartion slough, where several million feet of logs can be stored. A cut was made from the slough to the end of the log slip, the government dredge being used for that purpose. The Pacific Railway & Navigation company will run a spur from the depot along the waterfront of Tillamook City, the track running on the north side of the sawmill and through the company's lumber yard. This will give the Tillamook Lumber company railroad and shipping facilities on its own property. The new sawmill has given the city a steady monthly payroll of about \$2000, and as soon as the local demand for lumber diminishes it will be in the market for export lumber.

IRRIGATION PROGRESSES.

Big Tract Being Placed Under Water in Rogue River Valley.

Grants Pass—Construction of the gravity canal and high line irrigation ditches which are to bring water from Rogue river to the arid lands in and around Grants Pass is progressing rapidly. The most difficult portion of the gravity canal, that near the power dam, was attacked with two powerful hydraulic giants. By this method the crumpled ground and huge boulders were easily removed. The gravity canal is 12 feet wide at the bottom, 18 feet at the top and 5 feet deep.

Two high line ditches have been constructed, one on each side of the river. These will irrigate all of Grants Pass and much of the country adjacent to this city. The south bank ditch will reach and cover the orchards and farms of the Fruitdale district. Money for the undertaking was entirely supplied from Grants Pass.

Will Visit Hood River.

Hood River—Several hundred of the most prominent residents of the agricultural colleges and experiment stations of the United States, accompanied by their wives, will visit Hood River valley, August 21. The party will leave Portland by special train and will be met at Hood River with automobiles and carriages and be given a drive over the valley to witness the splendor of Hood River's orchards. It is planned to serve the guests with a genuine Hood River luncheon, in which the famous Gravensteins will form a prominent part on the menu. The distinguished visitors will be guests of the Commercial club while in the Apple city.

Governor Names Delegates.

Salem—Delegates to the first National Conservation congress to be held at the auditorium of the Alaska-Yukon-Pacific exposition, Seattle, August 26, 27 and 28 have been appointed by Governor Benson as follows: J. N. Teal, chairman Oregon Conservation committee, Portland; Edward H. McAllister, dean of the School of Engineering, University of Oregon, Eugene; George M. Cornwall, editor Pacific Timberman, Portland; W. K. Newell, member state board of horticulture, Gaston; and E. W. Wright, editorial writer, Portland.

Car Company Incorporated.

Salem—A million dollar corporation, to be known as the Pacific Car & Foundry company, to have its principal offices at Portland, has filed articles of incorporation with the secretary of state. Full power is given the new enterprise to purchase and acquire the necessary property and equipment to mine and extract ore, to manufacture iron, steel and manganese articles and to engage in contracting engineering, bridge building and general work of a character such a project is required to perform.

Eugene Gives More Money.

Eugene—The third day of the active canvass for funds for the railway from Eugene to the Pacific coast resulted in a total of \$3000. The work of the three days has amounted to \$12,000 and the committees are gratified with the progress that has been made. Those in charge do not doubt that the \$150,000 required will be raised. The plan to build to the coast and then connect with Coos bay by a coast line is receiving good support here.

Elmira Will Aid Road.

Eugene—The citizens of Eugene who went to Elmira in the interest of the Eugene & Western railway were well received by the people of that locality, and several thousand dollars in money was promised the promoters of the road if it should go through or near Elmira. Labor and supplies were also promised by citizens who are anxious to secure the road.

Crop Outlook Promising.

Portland—A fine outlook for crops through Western and Southern Oregon is evident, according to General Manager J. P. O'Brien of the Harriman lines, who has returned from a week's inspection trip over the west side line, the Woodburn-Natron line and the Corvallis & Eastern.

HUGE FARM PROFIT.

Gain is Ten Times Annual Rental for Willamette Valley Ranch.

Albany—A. C. Armstrong, a farmer residing four miles northwest of Plainview and 10 miles southeast of Albany, will realize a profit of \$4,800 on 120 acres of vetch he threshed last week. Incidentally he will clear up about \$6,000 this year on a farm of 400 acres, for which he pays an annual rental of \$600. Some other Linn county farmers are doing almost as well, and farming in the Willamette valley is paying better this year than for many years.

Armstrong had 140 acres in vetch this year. He mowed 20 acres of it, and after storing his barns full of loose hay for his winter's supply had enough left over from the 20 acres to bale 20 tons, which is worth \$13 a ton. The vetch on the remaining 120 acres was threshed for seed by the thrasher and cleaner of Parker Bros., and Armstrong had 70 tons of threshed and cleaned vetch seed from his 120 acres. This is worth four cents a pound in the present market and after Armstrong pays all expenses of threshing, cleaning, etc., he will realize a net profit of \$4,800 on the vetch seed alone, to say nothing of the hay he has baled.

In addition to his 140 acres in vetch, Armstrong has 200 acres in spring oats, which is in splendid condition and will doubtless return a big yield and give him an additional profit of several hundred dollars for the past year's work.

Big Deal in Fruit Land.

Hood River—A large land deal has just been consummated here by the purchase by J. E. Robertson, Alex S. Reed and J. M. Culbertson, local capitalists, of 800 acres of unimproved fruit land from the Stanley-Smith Lumber company. The tract, which is considered one of the best in the valley, is situated six miles west of the city and sold for \$57 an acre. It is the intention of the purchasers to cut it up in small tracts. A large spring, which has been mentioned as possible for a water supply for the city, is situated on the land.

Liberal Fund for Roads.

Marshfield—Never before in the history of Coos county has there been such extensive road building work as is in progress this summer. For new roads and improvements a total of over \$110,000 is being expended. In many cases the property owners by their own vote have brought about a special assessment for road work. The ranchers not only favor good local roads, but also advocate strongly the building of a thoroughfare from Coos bay to Roseburg, over which fast passenger travel can be made.

Sand Island Is Gold Mine.

The Dalles—Two notices of location of mining claims have been filed with County Clerk Angle. The claims are located on an island near the mouth of the Deschutes river. Hugh Ritchie filed 20 acres in the name of the Red Wing Placer Mining claim, and Emma S. Ward files on 10 acres in the name of the Columbia placer claim. The island contains 60 acres during low water. Mr. Ritchie asserts that his claim assays 50 cents gold to the yard.

Land Used for 55 Years.

Cottage Grove—Threshing has begun in full blast in the vicinity of Cottage Grove, the grain yields in some cases exceeding the expectations of the farmers. A field belonging to Felix Currin, four and one-half miles east of this place, that has been in crops successfully for 55 years, will yield 30 bushels to the acre in wheat of excellent quality. Other farmers expect about the same average.

PORTLAND MARKETS.

Wheat—Bluestem, 93c; club, 88c; Red Russian, 86½c; valley, 89½c; Turkey red, 88c; forty-four, 89½c; Barley—Feed, 83c per ton; brewing, 82c.

Oats—\$28@29 per ton.
Grain bags—5½c each.
Butter—City creamery, extras, 31½c per pound; fancy outdoor creamery, 27½c@31½c; store, 21c@22c. Butter fat prices average 1½c per pound under regular butter prices.

Eggs—Oregon ranch, candled, 27c@27½c per dozen.
Poultry—Hens, 15c; springs, 15½c@16c per pound; roosters, 9@10c; ducks, young, 12½@13c; geese, young, 10@11; turkeys, 20c; squabs, \$1.75@2.00 per dozen.

Pork—Fancy, 11@11½c per pound.
Veal—Extra, 9½@10c per pound.
Fruits—Apples, \$1@2.25 per box; pears, \$1.60@2c; peaches, 75c@1.50 per crate; cantaloupes, \$1.75@2.50; plums, 35¢@70¢ per box; watermelons, 1½@1½c per pound; blackberries, \$1.60@1.75 per crate.

Potatoes—75c@81c per sack; sweet potatoes, 3½c per pound.
Onions—\$1.25 per sack.
Vegetables—Beans, 40¢@50¢ per pound; cabbage, 16¢@1½c; cauliflower, 40¢@50¢ per dozen; celery, 50¢@81c; corn, 15¢@20c; cucumbers, 15¢@20c; onions, 12¢@15¢; peas, 7c per pound; radishes, 15c per dozen; tomatoes, \$1@1.35 per box.

Hops—1909 contracts, 21c per pound; 1908 crop, 14¢@15c; 1907 crop, 11c; 1906 crop, 8c.

Wool—Eastern Oregon, 16¢@23c per pound; valley, 23¢@25c; mohair, 30¢@24¢.

Cattle—Steers, top, \$4.50; fair to good, \$4@4.25; common, \$3.75@4c; cows, top, \$3.50; fair to good, \$3@3.25; common to medium, \$2.50@2.75; calves, top, \$5@5.50; heavy, \$3.50@4c; bulls and stags, \$2.75@3.25.

Sheep—Top wethers, \$4@4.25; fair to good, \$3.50@3.75; ewes, less wool on all grades; yearlings, best, \$4; fair to good, \$3.50@3.75; spring lambs, \$5.25@5.50.

Hogs—Best, \$8.75; fair to good, \$8@8.50; stockers, \$6@7; China fats, \$6.75@7.

The Pirate of Alastair

By RUFERT SARGENT HOLLAND
Author of "The Count at Harvard," etc.

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CHAPTER V.

Three days passed before anything further happened to disturb my equanimity of mind, and I was getting back to my accustomed serene outlook on the beach when at dinner I found a tiny note lying at my plate. Charles frequently stopped at the Penguin Club on his way from marketing, to see if by chance any mail had lodged there for me. This time he had discovered the diminutive missive foreclosed tucked into the box that was reserved for me, and which usually contained only the daily papers. The envelope was square and of a delicate shade of white or light gray, and my name was written on it in a fine, bold hand. Inside was a single sheet:

"My Dear Mr. Pirate or Hermit (whichever you are):

"I shall visit the Ship Friday afternoon—when the tide is low."

There was no name, not even a bare initial.

I looked at my calendar—I was apt to forget the days of the week—and found that it was already Friday. I folded up the note and put it in my pocket, hardly knowing whether to be vexed or pleased.

The truth of the matter is that I found Miss Graham's last visit distinctly interesting. Her gown was that of some strange manner changed the tone of the beach. Instead of being a place for calm, solitary musing, it had assumed the aspect of a spot made for company. I had never before felt the need of pointing out the pink shades of the sands and the uneven crests of the rolling combers, nor of requiring another's admiration of the dreling gulls. Now I did, and the result was the more restless was I, and this did not suit me at all. I was not so dull as I had felt the day before, and that was the reason why the note both vexed and pleased me. I was vexed that I should be glad, and yet glad that I was in the way of being further vexed.

I looked at the barometer after dinner: "was falling. I glanced at the sky: it was still a deep, dome-like blue, but there were clouds stealing across that betokened storm. The wind was veering into the northeast; we might have had weather at a moment's notice. At the appointed time I went up to the beach and clambered aboard the ship. There was no one on board. I descended into the cabin; that was empty. I climbed the stairs, and, coming again on deck, saw Miss Graham starting across the causeway. It was above water, covered with shells and barnacles. I threw over a rope-ladder that I had made and hung at the side, and helped her on board. She had on a soft, white lace hat that dropped at the edges and looked so delightfully summery. Her gown was white; indeed the only color she wore was a gold chain and locket that hung low about her neck. She pointed proudly to her stout tan walking-shoes.

"I am wiser to-day," she said; "much more of a sea-woman."

I had thought once before that I had lately fulfilled the most arduous duty of the Ship, but now I found that I had not. Like two inquisitive children playing at being explorers, we ransacked every corner of the cabin, thumping the boards for secret hiding-places, peering into the dim recesses of the banks. She followed me, her eyes shining with the spirits of the old rovers will come back."

"So I took cushions that lay with my painting things and made her a seat on deck, and I lighted my pipe, and told her all I had dreamed about the Ship, and how I was sure, if she would come out of the sea to sail her again and bring her as fine adventures as any she had known."

"How different you are from most of the men I have met!" she said. "Now, you seem quite in your setting. It almost makes me doubt that I'm only six hours from town."

"You're not, you're a thousand miles from town, in another world, in another sphere. We don't talk the language of town out here on the Ship; we talk a different tongue."

She shifted so that she could look over the sea, her chin still propped in her hand. "Talk that tongue," she said in that little tone of command peculiar to her.

I talked of the sea and ships, of treasures hidden under the waves, of derelicts that floated for years without being sighted, of the Ancient Mariner and the Flying Dutchman and all the thousand and one legends of ghost ships and their crews. Meanwhile I watched her, took in the dreamy lustre of her eyes—gray that shaded to blue—the soft brown color of her cheeks and brow, the curling gold of her hair beneath her big white hat, and the delicate little hand that plucked her chin. I noted the locket, oval and flat, with her initials B. G. intertwined, and the heavy gold links of the chain that softly stirred with her even breathe.

She was a child listening to world-old stories, but I knew she was also a woman who had come to change Alastair.

I stopped, and for a time we both sat silent, while the benediction of that glorious afternoon rested upon our spirits. There seemed no limitation to the world. The sea stretched out far past the Shifting Shoal and melted into the sky, and that in turn rose immeasurably high.

The white clouds flecked the deep blue, casting patches of shade, silver-rimmed, upon the waves, and that gave us the lure of contrast.

Barbara looked up—I think it was then that I first called her Barbara to myself—and at me.

"The world itself is so much more wonderful than anything it contains, and the beauty of it all so much greater than any single beauty, isn't it?"

I could not agree, looking into her deep, serious eyes, so I held my peace.

"Why is it, I wonder, that we only think these things, only really live, so rarely?"

There was something in her words that made me hope; they seemed to say that she had felt often thus.

stances when one would be always living."

Her eyes changed, the depths in them vanished, there lay only the surface light that mocked me.

"One?" she echoed.

"Two," I answered. The moment of thought was over; she had changed as swiftly as the shadow of one of those clouds flying beneath the sun.

"You are a great dreamer," she said. "Are you also a man of action, I wonder?"

"Give me the chance."

"Give you the chance? Men of action don't wait for the chance; they make it."

"If I were Captain, I would order the tide to come in."

The red blood flushed her cheeks, her eyelids dropped. I forgot everything but the picture that she made—the loveliest picture that I had ever seen or dreamed.

"Next moment she sprang up. "But the tide is still out," she said, "and all your wishes will not bring it in. I must be going home."

I was up and standing beside her, leaning on the bulwark. "But you will come again? You'll come again to the Ship and take tea with me, or take supper on the Ship? When will it be?"

"Wait; not for a day or two."

She crossed the deck, and, drawing out a small handkerchief, held it to the breeze.

"The wind is from the northeast," she said. "That means a storm. We may have to wait many days."

"Several, not many," I answered.

She gave a little cry; the handkerchief had blown from her hand and over to the shore.

"Get it for me," she said.

The island sea was low; I recovered the handkerchief and came back, to find her half way across the causeway.

"Thank you. This is the second way you devised of leaving the ship on foot."

"But it's not the best way," I answered. I went with her to the great gate of the club and said good-night.

"Oh!" said she. "We forgot and left the cushions lying on the deck. It may rain. A good sailor should make things light."

"I will," I assured her.

A storm was certainly coming; it sang in the boughs of the pines as I hurried through them, it grew in the gathering clouds that hid the beach, it roared in the loud waves that threw themselves on the shore.

I crossed the mussel-baked path, and climbed on the ship. As I picked up the cushions something slid from them on to the deck. It was a locket, the locket she had worn on the chain about her neck, and it lay open, face upward, looking at me. I saw a small, round photograph of Rodney Islip.

CHAPTER VI.

There was no mistaking those features; they belonged as unquestionably to the man in tweeds as did the locket to Barbara Graham. Moreover, the photograph did him justice, and showed an smiling, prepossessing