

THE WEEKLY OREGON STATESMAN

Published every Tuesday and Friday by the STATESMAN PUBLISHING CO. 266 Commercial St., Salem, Or. R. J. HENDRICKS, Manager.

SUBSCRIPTION RATES: One year, in advance, \$1.00 Six months, in advance, \$0.50 Three months, in advance, \$0.25 One year, on time, \$1.25

The Statesman has been established for nearly fifty years, and it has some subscribers who have received it nearly that long, and many who have read it for a generation.

SUBSCRIBERS DESIRING THE ADDRESS OF THEIR PAPER CHANGED MUST STATE THE NAME OF THEIR FORMER POSTOFFICE, AS WELL AS OF THE OFFICE TO WHICH THEY WISH THE PAPER CHANGED.

The Republican ticket represents the volunteers of the two last armies of liberation. The tent for the skidshow covering the converted Gold Democrats at Kansas City will not require a great deal of canvas.

A company of Texans is the first to offer its services to protect American lives and interests in China. Mr. Bailey's idea that we should draw the line at the Pacific is not as popular in Texas as he imagines.

The creameries and free rural mail delivery will help to centralize business in Salem. They will be followed, in time, by permanent highways and motor lines, and these will complete the job of making Salem the commercial metropolis of the central Willamette valley for all time.

One good thing brings another. The fact that the Salem postoffice is to have a fine building in which to do business is probably not the least of the inducements towards the establishment of the seven free rural mail delivery routes out of this city, which will start soon after the last of August.

"If we are going to give the Filipinos their independence," says Bryan in a recent letter, "we ought to say so at once, and thus avoid further bloodshed." It is suggested that Mr. Bryan should explain if he would give independence to each of the sixty tribes, or authorize one tribe, in the name of independence, to tyrannize over all the others.

Bishop Earl Cranston, of the Methodist church, in speaking of the situation in China, is right when he says: "I would cut all the red tape in the world and set aside any treaty, meaning, of course, any treaty as inoperative as that by which China guaranteed protection to both missionaries and native Christians, in order to place America in the forefront with England. That meant the rescue of imperiled life, not bloody propagandism." No time and no expense should be spared in securing the safety of the men and women of our own country and race.

Backache.

So many women suffer from it. It mars alike their hours of work and pleasure. Backache is generally a symptom of derangement of the delicate womanly organs. It is useless therefore to apply plasters and similar local treatments.



"I took your medicine six months and I feel now like a new person," writes Miss Annie Stephens, of Belleville, Wood Co., W. Va. "I have no backache, no headache, no pain anywhere. I took seven bottles of Dr. Pierce's Favorite Prescription, and seven bottles of his 'Golden Medical Discovery.' I think there is no medicine like Dr. Pierce's I can't speak highly enough of your medicine for it has done me so much good. I don't feel tired as I used to, nor sick. I feel well and think there is no medicine equal to Dr. Pierce's Favorite Prescription."

from the murderous fanatics. After that, diplomacy, and the question of fixing the blame and administering the merited punishment.

The argument of the Oregonian that "a protective tariff for the products of Oregon (wool excepted) is a humbug," because the duty of 25 cents a bushel on wheat does not help the farmers of this state is a very weak one.

The California delegation to the Democratic National Convention has arrived at Kansas City, "with a car load or more of the products of orchards and vineyards"—especially the latter, and "a welcome sign to all Democrats has been hung out."

Seventy-five was the number of new papers added to the run of the Twice-a-Week Statesman of yesterday, for new subscribers. That is at the rate of a hundred and fifty a week; a little above the average since last October, when the Twice-a-Week Statesman was announced.

The six or seven proposed rural mail routes out of Salem are almost certain to be established. All the preliminaries having been arranged, H. J. Ormsby, the Special Agent of the Postoffice Department, has been ordered here to see to the laying out of the routes. He will arrive some time in August, and it should not take long after that to get the service in operation.

CHOOSE THE LATTER.

When the call for nomination for President was made in the Republican convention and Alabama was first on the list, the press report says "a thin, red whiskered delegate from that state arose and surrendered the first right to speak to Ohio."

INCONSEQUENTIAL.

The Springfield (Mass.) Republican wants to know why the voters of Oregon did not approve the amendment of the Constitution proposed for the purpose of removing the inhibition of the coming of free negroes and mulattoes into the state. It says:

It sometimes is not possible to answer a sneer; but here is one easily answered. That feature of the Constitution of Oregon never was operative, always was disregarded, and was completely superseded by the amendments of the Constitution of the United States adopted after the Civil War. The motion to remove it was voted down simply because the people of Oregon knew such removal was in no way necessary, and they wanted to express their disapproval of motions to amend the Constitution, a practice which they are unwilling shall grow to a habit.

The Oregonian is quite right. However, if this repealing amendment had stood alone it would have been carried. But its repeal is not worth the trouble and expense of putting the resolution therefor through two sessions of the Legislature, and giving it a special place on the ticket.

There are a number of abuses (characterized at times as grafts) that have grown up in Marion county, which it will become the duty of the new commissioners' court to cut off. Not the least of these is the one including the pauper accounts. The good and kind taxpayers of this generous county, for instance, have recently bought tickets for a family desiring to pay a visit to their old Indiana home (long or short visit, according to their inclinations), paying therefor \$183.05, including meals on the boat between Salem and Portland, \$5.25; cash given "Mrs. Wallace" for pin money, \$5; excess baggage, \$13.85. This was in excess of the 675 pounds allowed to go on account of the tickets, which would indicate that this family of "paupers" was possessed of a reasonable amount of personal property. Some of us who have been struggling along here have been laboring under the hallucination that

Oregon was nearly as good a place for poor people as Indiana. Then why should those who pay the taxes here be obliged to send a whole family to that distant state, with their excess baggage? And what became of the excess baggage after it reached Portland? Our people who have to pay taxes, and who are not classed as "paupers," must pay for their own tickets, put up for their own excess baggage and their meals, and provide their own pin money, when they travel. We believe that a great deal of money that is spent on so-called "paupers" in Marion county and elsewhere, is worse than thrown away. It encourages "pauperism." We fancy that half the money drawn from the Marion county treasury or the pauper account would better never be drawn at all. Likely more than half. That is, if the people receiving it were obliged to do something for themselves, and shown how to do something in that way, they would do a great deal better than as "paupers." They would become useful and contributing members of the communities where they reside, instead of leeches. We say this in all kindness. Without detracting in the least from the efficiency of the administration, we believe many thousands of dollars can be saved to the taxpayers by a careful and painstaking administration of the county's affairs. We believe such an administration will be had from this time on, for at least four years.

The Statesman is in receipt of a marked copy of the Pendleton East Oregonian of June 27th, in which appears an article of some length advocating the nomination of Senator Robert D. Inman, of Multnomah county, for Governor, on the Democratic ticket two years hence. A large number of bouquets are thrown at Mr. Inman, in the article, on what a fine and wholesome fellow he is, and what a great man he is, and what a fit one for the high office. We would suggest to our Democratic friends that it is a little early for bouquets of this kind. There are chances for a great many frosts between this time and the date of the nomination.

It would seem that the civilized nations ought to have enough of agreements with the Chinese government. That government is too weak to carry out its agreements to protect foreign residents, even if it were honestly disposed to do so, which there is reason to doubt. The safest way is for the governments to take care of their own, and to punish China severely for violating the rules of international justice; and let it be distinctly understood that the punishment will be repeated as often as occasion may require.

The way the self blinders are going out of Salem, it would not seem that there is going to be a failure of the grain crops, despite the reports of a shortage in the yield of fall grain, which are very true. But there will be a great deal of wheat and oats—enough to feed to all the live stock and poultry (for which principally grain should be produced in this valley, with a considerable surplus to help supply the rising market.

"It is the opinion of Oregon that the country has already expanded," remarks the St. Louis Globe-Democrat. Yes; and the people of Oregon would not have it otherwise.

ANAEMIA

Is a forerunner of consumption. It is a disease of the blood. The symptoms are quite numerous and are readily discerned. If the progress of the disease is not checked death from consumption or some other disease is inevitable. HUYDAN will check its progress. HUYDAN will enrich the blood and make the patient strong. HUYDAN is a vegetable remedy, harmless in its effect. It contains no iron to cause the teeth to decay. If you are suffering you should take HUYDAN now and then note the change in your condition. Study your symptoms carefully. These are your symptoms. Take HUYDAN now and they will disappear.

YOUR WEAK POINTS ARE:

- 1. CONSTANT HEADACHE. HUYDAN, by its action on the blood, will regulate the circulation of blood and the headache will disappear.
2. SUNKEN EYEBALLS AND DARK RINGS BEHIND THE EYES. HUYDAN will cause the rings to disappear and make the eyes bright.
3. PALE CHEEKS. HUYDAN will enrich the blood and cause the cheeks to become bright and rosy.
4. WEAKNESS IN THE HEART. The heart becomes weak and there is a constant sinking feeling around it. HUYDAN will make the heart strong and cause it to beat regularly, and the sinking feeling will disappear.
5. FEELING OF WEIGHT IN THE STOMACH AND INDIGESTION. HUYDAN will cause the food to be properly digested, improve the appetite and relieve constipation. HUYDAN will relieve all the above symptoms and make you well. HUYDAN is for you. After you are cured tell other women what HUYDAN has done for you. HUYDAN can be procured from drugstore for 50c per package, or six packages for \$2.50. If your druggist does not keep it send direct to HUYDAN Remedy Co., San Francisco. Call upon the HUYDAN doctors. Consultation is free. You may call upon the doctors or write, as you desire. Address: HUYDAN REMEDY COMPANY, Cor. Stockton, Market and Ellis Sts. SAN FRANCISCO, CALIF.

RUNS HIS BANK FROM RANCH.

Kansas Capitalist Too Busy With His Farming to Waste Any Time. Topeka, Kan., June 24.—Five years ago had any one predicted that a Kansas farmer would become a bank president he would have been laughed at. Today such instances are so numerous that they do not attract any attention or comment. There is one farmer bank president in Kansas, however, who is worthy of more than a passing notice. He is John W. Shive, president of the Burrton State Bank, of Burrton. Five miles out of Burrton Mr. Shive owns one of the largest and finest ranches in Kansas. Thousands of fine cattle and horses roam over his broad acres, and the value of the crop raised on the ranch in a single year would make any man independent for life.

In managing the affairs of the ranch and the bank at Burrton, Mr. Shive found that the ranch required most of his time. He accordingly put in a private telephone connecting the bank with his residence on the ranch, and now he conducts the affairs of the bank over the telephone. In the ordinary course of business the cashier of the bank calls Mr. Shive up by telephone from fifteen to twenty times a day, but only four times during the last three months has he found his presence at Burrton actually necessary.

Mr. Shive, who is one of the wealthiest men in Kansas, made practically all of his money on the farm. He came to Kansas in the first of the 70s with hardly a dollar, and took up a claim, which is still his homestead. He has added to it until he is now, with but one or two exceptions, the largest land holder in Harvey county. By his keen business sagacity and adaptation to the circumstances, he has amassed a competence, while others who started under more favorable conditions, left the state and pronounced farming a failure in Kansas.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1900. A. W. OLEASON, Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Sent by mail, free of charge, to P. J. CHENEY & CO., Toledo, Ohio. Sold by Druggists.

THE PANGS OF REALISM.

"Uncle Dick" lives in Oakland county. It is a wonderfully preserved man of eighty years, and has returned to some of the mischievous tricks of his boyhood, says the Detroit Free Press. One of them that never ceased to delight the old man was to get out in the swamp near the house, where he would set up a yell for "Betsy" and "help." But he has ceased this pastime.

The explanation justifies his reform. In early spring he wandered farther than usual into the swamp district, and suddenly set up his familiar yell. Betsy, who is another fine specimen of old age and has been a faithful helpmeet, tossed her head and admitted that Dick couldn't fool her all the time. But the hired man noticed that there were some additions to the usual cries, that there was a new intensity of feeling expressed and that there was a realism in the petitions for help that he had never before heard. So he seized a spade and set out on a run. Aunt Betsy, armed with a rake and pitchfork, followed as rapidly as she could. Uncle Dick gave tongue more loudly than ever and the rescuers put on all the speed in their possession.

THE BEST PRESCRIPTION FOR MALARIA.

Chills and Biliousness is a bottle of GROVES' STAMPESS CHILL TONIC. It is simply Iron and Quinine in a tasteless form. No cure, no pay. Price 50 cents.

RECENT INVENTIONS.

To pull a trolley pole down when it springs off the wire a new device has a spring-actuated drum, on which one end of a double trolley rope is wound, to wind up the rope by releasing a pawl, thus pulling the other rope into position to replace the pole on the wire. To prevent the stealing of a watch from a vest pocket a New York man has patented a safety attachment, which can be sewn in any pocket, being formed of a heavy piece of fabric, with two eyelets in its upper edge, through which the chain is laced before connecting it with the watch. Trees are protected from frost at night without shutting out the sunshine in the day time by a Florida man's invention, having a vertical pole set in the ground, with a cross arm to support a horizontal ring over the tree, a curtain being suspended by gathering strings from the ring. To extract juice from lemons and oranges and free the liquid from the pulp a new glass utensil has a pyramid set in the center of a flat base, the latter resting on a tumbler and the former having sharp corrugations, with perforations to strain the juice into the glass.

CASTORIA. The Kid You Have Always Bought. Bears the Signature of J. C. Atkinson.

LONG UNBROKEN RUN.

In 1895 the "Zulu," the then fastest Great Western train, on this same route, covered the distance with two stops in 228 minutes, or upwards of fifty-one miles an hour. There are now three trains from London to Exeter without a stop; the fastest of the three being timed at almost fifty-two miles an hour. There are also two expresses on this road, with no

stops, between London and Birmingham, 129 1/2 miles.

During the past decade there have been many well authenticated accounts of high speed on special trains and special runs both for long and short distances. Speed has been made equivalent to seventy-five, eighty, ninety, 100, 112, and even as high as 130 miles an hour. One of the fastest (if not the fastest) long-distance trains in the world is the Empire State express on the New York Central and Hudson River railroad, running daily from New York to Buffalo, 440 miles, which distance is usually covered in 504 minutes, or at an actual speed, deducting stops, of 52.3 miles an hour. On several occasions extra spurts have been made by this train, when the speed has been increased to 100 and 102 miles an hour, and on one occasion—May 11, 1893—a single mile was made in thirty-two seconds, or at the rate of 112.5 miles an hour, which is next to the highest recorded speed that has ever been accomplished on any railway.

The New York Central also claims the honor of being the first, and in fact, the only railway in the world thus far to run a train at the rate of sixty miles an hour over its entire length. On September 14, 1891, a special, consisting of engine and three cars, ran from New York to East Buffalo, 436 miles, in 426 minutes, deducting stops, or at the rate of 61.44 miles an hour. Until Fairport (361 miles) was reached, the time was 360 minutes, including stops. In May, 1893, the "Exposition Flyer" on the New York Central, made the distance between New York and Chicago, 964 miles, in 19 hours and 57 minutes, an average speed for the entire distance of 48.20 miles an hour. In August, 1894, a train over the Plant System—Atlantic Coast Line and Pennsylvania Railroad—from Jacksonville, Fla., to Washington, D. C., 761 miles, made the entire journey at the rate of 48.27 miles an hour, and in March, 1896, the Philadelphia, Wilmington and Baltimore Railroad ran a train from Baltimore to Grays Ferry, 92 1/2 miles, in 1 hour and 28 minutes.

SWIMMING IN SALT LAKE.

Robert Bridges of Boston yesterday at the Hotel Manhattan told of an experience he had once in the Great Salt Lake of Utah, says the New York Tribune. "I was staying at Salt Lake City with some friends," said Mr. Bridges, "and one day they invited me to go out to Garfield beach for a swim. After checking our valuables and donning our bathing clothes we assembled in the pavilion and made our way to the water. Up and down the sides of the inclosed space were runways leading to the water, and at each was a card showing the depth of the water at that particular point. 'What depth will you go into?' asked my friend, and, being a six-footer and a guillotine also, as it turned out, I chose five and a half feet and turned off at that passage. 'At the end of the runway steps led down into the water, and when I was in waist deep I started off with vigorous strokes, intending to swim up and join my friends. Never was man treated a greater surprise. I lay on top of the water, and as I could get neither feet nor hands down it was with great difficulty that I made even the few feet in the landing stairs. Once there, I hastened to rejoin my party, only to be greeted with derisive jeers and inquiries as to how I enjoyed my swim. It is great fun, though, for you can lie on your back and smoke or read as comfortably as when in your bed, and it is exhilarating also. The only way to propel yourself is to lie on your back and paddle with your hands. Any other mode of swimming fails. We waded out and found that at about four and a half to five feet we could not keep our feet down."

HERO-WORSHIP.

I am well aware that in these days hero-worship, professes to have gone out, and finally ceased. This, for reasons which it will be worth while some time to inquire into, is an age that as it were denies the existence of great men; denies the desirableness of great men. Show our critics a great man, a Luther for example, they begin to what they call account for him, not to worship him, but take the dimensions of him, and bring him out to be a little kind of man! He was the "creature of the time," they say; the time called him forth, the time did everything, he nothing, but what we the little critics could have done too! This seems to me but melancholy work. The Times call forth! Alas, we have known Times call loudly enough for their great man; but not find him when they called! He was not there; providence had not sent him; the Time, calling its loudest, had to go down to confusion and wreck because he would not come when called.

For, if we will think of it, no Time need have gone to ruin, could it have found a man great enough, a man wise and good enough; wisdom to discern truly what the Time wanted, valor to lead it on the right road thither—these are the salvation of any Time. But I like common languid Times, with their unbelief, distress, perplexity, with their languid, doubting characters and embarrassed circumstances, impotently crumbling down into ever-worse distress toward final ruin—all this I like to dry, dead fuel waiting for the lightning out of heaven that shall kindle it. The great man, with his free force direct out of God's own hand, is the lightning. His word is the wise, healing word which all can believe in. All blazes round him now, when he has once struck on it, into fire like his own. The dry, moldering sticks are thought to have called him forth. They'd want him greatly; but as to calling him forth—these are critics of small vision, I think, who cry, "See, is it not the sticks that made the fire?" No sadder proof can be given by a man of his own littleness than disbelief in great men. There is no sadder symptom of a generation than such general blindness to the spiritual lightning, with faith only in the heap of barren, dead fuel. It is the last consummation of unbelief. In all epochs of the world's history we shall find the great man to have been the indispensable savior of his epoch—the lightning, without which the fuel never would have burnt. The history of the world, I said already, was the biography of great men.—T. Carlyle.

It is suggested that they are looking ahead, and a good many Democratic state conventions are declaring for Bryan in order to get rid of him for 1904.

The fame of Avenarius Carbolinum has steadily extended, as the only bona fide preserver of wood, since its discovery in Germany thirty years ago. It has stood all tests of climate, soil and water and steadily lived down all pretended rivals. Today it is not only employed in all countries for the preservation of wood used for household articles such as houses, barns, fences, etc., but the national government, both of Europe and America, have recognized its value in saving public constructions from decay. Following the example cities and counties have also adopted Avenarius Carbolinum for bridges, pavements, etc., and the leading ship builders and railroad companies have shown their faith in its merits by treating ship timbers, cars, telegraph poles and ties with the same never failing preventative against climatic decay and repacious wood boring vermin both of land and water. Great bodies move slowly, and only act after mature deliberation. It may therefore be safely stated that government and corporations did not employ Avenarius Carbolinum until fully convinced of its money saving as well as wood preserving qualities. Private individuals desirous of lengthening the life of wood work and at the same time curtailing expenses, need not fear to follow the precedents established. Recent local examples proving the truth of the above statements are not wanting. The reconstructed Madison street bridge in Portland has been treated with Avenarius Carbolinum, as has also the pavement at the intersection of four streets in that city where the heaviest street car and wagon traffic converge. The latter use of the compound was made at the earnest solicitation of street car managers who confidently look for gratifying results. The gentlemen in charge of the United States engineer department for Oregon are now applying Avenarius Carbolinum to the dams and lock work on the Yamhill river, a flattering tribute to its merits which was certainly not extended until searching investigation satisfied the authorities that it was a measure of practical economy. With such examples before them it would appear that the individual is foolish and the official almost culpable who does not protect his own, or the taxpayer's pockets by using this compound, thus saving from decay, and lengthening the life of all frame structures for which he is individually or officially responsible. Fisher, Thorsen & Co. of Portland, Or., are sole Pacific coast agents for Avenarius Carbolinum, and it can be found at R. M. Wade & Co., Salem, who will gladly supply information regarding its accomplishments.

TO PREVENT DECAY.

Wood Preserver Used By Uncle Sam on Yamhill River Work.

Merits of Avenarius Carbolinum Recognized by National, State and Municipal Governments.

The fame of Avenarius Carbolinum has steadily extended, as the only bona fide preserver of wood, since its discovery in Germany thirty years ago. It has stood all tests of climate, soil and water and steadily lived down all pretended rivals. Today it is not only employed in all countries for the preservation of wood used for household articles such as houses, barns, fences, etc., but the national government, both of Europe and America, have recognized its value in saving public constructions from decay. Following the example cities and counties have also adopted Avenarius Carbolinum for bridges, pavements, etc., and the leading ship builders and railroad companies have shown their faith in its merits by treating ship timbers, cars, telegraph poles and ties with the same never failing preventative against climatic decay and repacious wood boring vermin both of land and water. Great bodies move slowly, and only act after mature deliberation. It may therefore be safely stated that government and corporations did not employ Avenarius Carbolinum until fully convinced of its money saving as well as wood preserving qualities. Private individuals desirous of lengthening the life of wood work and at the same time curtailing expenses, need not fear to follow the precedents established. Recent local examples proving the truth of the above statements are not wanting. The reconstructed Madison street bridge in Portland has been treated with Avenarius Carbolinum, as has also the pavement at the intersection of four streets in that city where the heaviest street car and wagon traffic converge. The latter use of the compound was made at the earnest solicitation of street car managers who confidently look for gratifying results. The gentlemen in charge of the United States engineer department for Oregon are now applying Avenarius Carbolinum to the dams and lock work on the Yamhill river, a flattering tribute to its merits which was certainly not extended until searching investigation satisfied the authorities that it was a measure of practical economy. With such examples before them it would appear that the individual is foolish and the official almost culpable who does not protect his own, or the taxpayer's pockets by using this compound, thus saving from decay, and lengthening the life of all frame structures for which he is individually or officially responsible.

Fisher, Thorsen & Co. of Portland, Or., are sole Pacific coast agents for Avenarius Carbolinum, and it can be found at R. M. Wade & Co., Salem, who will gladly supply information regarding its accomplishments.

AMERICAN CARRIAGE EXPORTS.

Carriages of American manufacture have been exported to some extent for many years but never before so largely as at the present time. A branch of this trade that is of comparatively recent growth consists in the export of trotting vehicles. Buyers from European countries where the American trotter is popular, who attend the big auction sales of trotting horses in this city buy here also trotting equipment, sulkies and wagons and light harness; and American manufacturers have agencies for such things in Europe. Such equipment would be found in use in England, France, Germany, Austria, Russia and wherever the American trotter goes.

Besides the trotting vehicles some other carriages of American make are sold in Europe. A few carriages made in this country might be seen in London. Russia has bought some American top buggies; for novelty's sake or because they are American, or simply because they like them; and some for lighter pleasure carriages have been sold elsewhere in Europe, these including carriages sold here to visitors from foreign countries. Thus a Frenchman visiting the United States walked into the New York city establishment of an American carriage manufacturer and looked along at the many vehicles exposed for sale. A handsome light driving wagon caught his eye and his fancy.

"Would that hold me up, if I should get into it?" he asked with smiling politeness, as he surveyed its light construction. He was assured that not only would it do that, but that it would prove a strong and serviceable vehicle; and he bought the wagon, and a light American harness suitable to use with it, and they were boxed up and shipped to him in France.

This American maker had sold probably a dozen carriages in this way to many individual buyers from European countries, visitors here, who had walked in, and looked over the stock, and found something that pleased them; but these sales were counted rather as items of the retail business of the concern, than as constituting a European export trade. In fact, apart from the export of trotting vehicles, which amounts to something considerable, the export of American vehicles to Europe is limited; to various other countries, however, it is large and steadily increasing.

A while ago an American manufacturer sent a little lot of light sleighs of American style to Norway, and sold them there, but this was more in the nature of a venture, just a little flyer. American carriages of various kinds are sold in numbers in Mexico, South Africa and Australia. The carriages sent to these various countries include some, though not a great many, of the heavier kinds of carriages, such as Victoria coppers, broughams and coaches; but they include kinds, such as buggies, runabouts, phaetons, sulkeys, two-wheeled carts and rockaways. There is found in the American carriages a combination of characteristics that are common to many American productions, namely, lightness, strength, tightness and adaptability. They suit the requirements of use in countries to which they are sent better than do the heavier vehicles imported from Europe, and more and more of the people of those countries now buy carriages here; so that take it altogether the vehicles exported have come to constitute a very substantial item in the American carriage trade.

Pacific Homestead, Salem, Or. Best farm paper. Issued weekly. \$1 a year.