THE ALLIES MUST FIGHT

Li Hung Chang Asserts that the Advance on Pekin

WILL BE RESISTED BY CHINESE

Efforts to Effect a Compromise Have Thus Far Been Fruitless—A New Russian Army.

LONDON, Aug. 8.—In case the troops advance the Chinese must fight. The suggestion that the allies should be allowed to enter Pekin in order to escort the Ministers to Tien Tsin is absolutely impossible.

This is the dictum of Li Hung Chang. It was transmitted last evening to William Pritchard Morgan, a member of Parliament for Merthyr Tidvil, by his agent at Shanghai. The agent has carried to Earl Li a message from Morgan, urging that the allied troops should not enter the capital, and stating that a settlement could be made at Tien Tsin whereby the war of the world against China would be averted; but even the optimistic Li failed to hold out the slightest hope of its feasibility, although he reiterated to Mr. Morgan's agent his declaration that the Ministers had left Pekin, fixing the date of their departure as August 2d. The agent makes this comment:

"The consuls are without information."

The messages have been sent to Lord Salisbury, accompanied by the statement by Morgan, urging that the allies should take no step to endanger the lives of the Ministers.

A message from the Belgian Minister, dated Pekin, August 2d, seems effectually to dispose of the rumors that the Ministers have either left or are intending to leave Pekin.

The Daily Mail's correspondent at Che Foo, telegraphing Monday, says:

"The fighting lasted seven hours, and the allies, when my report left, were pursuing the Chinese; but owing to the floods their progress was difficult. Thus the Chinese will have time to reform and to recover from the effects of the battle."

All the correspondents agree in praising the bravery and organization of the Japanese, but none of them bring the story much beyond General Chaffee's report. The Sebastopol correspondent of the Daily Graphic says the Russian Government will send 125,000 additional troops from Odessa to the far East before the end of the year.

KRUGER WILL SURRENDER.

ANXIOUS TO MAKE TERMS WITH THE BRITISH.

If Some Assurance of His Fate Will Be Given—Boers Are in a Pitiable Condition.

PRETORIA, Monday, Aug. 6.—It is stated positively that President Kruger is willing and anxious to surrender, provided a satisfactory promise is given as to his ultimate destination.

MELTING AWAY.

New York, Aug. 7.—A dispatch to the Herald from London, says that a Lourenco Marques correspondent of the Daily Mail states that a Frenchman just returned from the Boer frontier confirms the telegrams which have been received during the last few days describing the pitiable character of the Boer position. General Botha's commando, originally 750, now consists of only sixty-three, and other commandos have been reduced in like proportion, owing to desertions.

The remaining burghers have divided into two parts, one for peace and the other for war. The peace party is the stronger.

MORE FIGHTING.

Cape Town, Aug. 7.—Railway communication with the Natal has been re-established by General MacDonald's capture of Harrismith.

Heavy fighting at Eland's River commenced on Sunday and continued Monday. No details are obtainable, but it is believed that General Carrington and General Ian Hamilton relieved the garrison at Rustenberg, which is retiring to Secrust.

OF PUBLIC IMPORTANCE.

Telegraph Companies Restrained from Refusing to Transmit Quotations.

Kansas City, Mo., Aug. 7.—Judge Henry, in the circuit court today, granted the Christie-Street Commission Company, and the Brokerage Grain Company, both of this city, a permanent injunction restraining the Western Union and the Postal Telegraph Companies from discontinuing sending grain quotations to the complainants.

In his decision Judge Henry held that the "quotations of the Chicago Board of Trade are impressed with public interest," and that the telegraph companies handling such quotations must deliver them to the commission companies that desire them.

A PRINCE'S CHOICE.

San Francisco, Aug. 7.—Prince Eni Wha, second son of the King of Corea, who is in this city, has decided to remain here indefinitely. He came to this country in charge of Sin Ta Moon, second secretary of the Corean legation at Washington, who was to take the young prince to Roanoke, Va., for the completion of his education. The prince, however, has decided to stay in California and attend one of the American Universities in this state.

A GOOD WORD FOR OREGON.

Excerpts from a Letter, Written by the Editor of an Illinois Paper While in Oregon.

Joe W. Owen, editor of the Onarga, Illinois, Leader and Review, who recently spent several weeks in Salem and other points in Oregon, visiting friends and looking at the country, in a letter written home from Portland, speaks a good word for Oregon, and tells in detail of the industry and wealth of resources of this country. His Salem visit is treated at length, and the following excerpts are taken from the letter, which was published in his paper under date of July 27th:

"At Salem, Oregon, I had a pleasant visit with Mr. J. H. Atwood, former teacher in the Onarga public schools and for seventeen years teacher in the commercial department of the Seminary; Mr. and Mrs. Andrew Lee, who recently visited in Onarga, Mr. Chas. Atwood, who is now one of the prominent young men of that city, Mr. Chas. Clark and family and Mrs. Dimmitt and daughter. Capt. Lucas, also a former Onarga man, resides there, but I did not get to see him. It will interest Onarga people to know that Miss Anna Atwood was married, July 3d, to Rev. C. T. McPherson, Methodist minister at Junction City, Oregon, for which place they took their departure last Friday. Mrs. Atwood and daughter Helen are visiting in the mountains.

"Mr. Clark has large orchards a short distance from Salem, embracing 3,000 apple trees, 2,000 plum trees and 1,000 cherry trees, besides other crops, which I had the pleasure of visiting."

THE MOST FAMOUS AMERICANS.

Task for a Committee of Judges Set by the New York University—Judge Wolverton on the Committee.

Hon. C. E. Wolverton, ex-Chief Justice and at present Associate Justice of the Supreme Court of Oregon, has been selected as one member of a committee of 100 to select the names of fifty famous Americans, whose names are to be inscribed on tablets placed in the Hall of Fame for Great Americans, of the New York University, according to the agreement between the University Corporation and the donors of the Hall. This list of famous Americans will consist of eminent authors and editors, business men, educators, inventors, missionaries and explorers, philanthropists and reformers, preachers and theologians, scientists, engineers and architects, lawyers and judges, musicians, painters and sculptors, physicians and surgeons, rulers and statesmen, soldiers, and distinguished men and women in other walks of life.

One of the conditions is that each one, whose name is selected for an honorable place in the hall, shall have been a native born American, and shall have been dead at least ten years. The members of the committee of judges to make the selection are taken from every portion of the United States, and the then Chief Justice of Oregon was chosen as one of them, when the appointments were made last June.

A set of the rules governing the selection has been received by Mr. Justice Wolverton, together with a list of possible candidates containing the names of numerous famous Americans in all the classes enumerated above, together with some not so famous. Judge Wolverton finds that the selection of the fifty most distinguished in American history is not as easy a matter as it would appear at first glance, and he is now occupying himself, during his leisure hours, with studying the merits and claims to fame of the many noted personages in the history of the Republic.

BUSINESS DEPRESSIONS FOUNDED IN THE IRON TRADE.

If the whole industrial system is shaken, what is more natural than to look for the cause in the foundation of that system? If anyone doubts that iron is the foundation of all modern industries, let him imagine what the world would be today without it. What it would be if we depended upon wood, stone, copper and tin for our implements of agriculture, tools, machinery, vehicles of transportation on land and sea, the vast net work of rails on the surface and of pipes which carry water, gas and sewerage under the surface. What proportion of these could have existed without it? It matters little what its price is, provided that price is stable. The industries of the world depend upon the actions of individuals. When each individual considers an expenditure for a permanent improvement and finds that improvement will cost 50 per cent. to 100 per cent. more than it would have done a year before, or is likely to a year later, he acts, and that action is almost invariably to postpone that improvement.

This, in a nut shell, is the reason that industrial depressions follow an abnormal advance in pig-iron.—Geo. H. Hull, in The Engineering Magazine for August.

LOCAL TRANSPORTATION IN PORTO RICO.

The thing which has impressed most people from the states, on first acquaintance with Porto Rico, is the lack of transportation facilities. This is apparent to the new arrival just off the steamer as soon as he makes inquiries as to the way to reach this, that or the other town, and learn that a coche is a luxurious express equipage, and a carretera, or macadamized road, is the "best road" or route of the "fast mail" in Porto Rico. The fare, with such accommodations, for a distance of 130 kilometres (80 miles), is 30 pesos ($18, gold). That is less than 20 cents per mile. If the tourist desires to see any besides the principal towns on the island, he will have to be content to ride over a camino, or unimproved country road. For a coche to go 32 kilometres (19 miles), half by carretera and half by camino, the charge will be about 14 pesos. If he wants to come back, it will be more. That is only about 75 centavos, or 45 cents per mile. Should he desire to penetrate further into the country, he must ride a Porto Rican pony. The roads will be nothing more than mountain trails, and would be both difficult and dangerous to travel on foot. But the ponies are used to them and are perfectly safe.—Albert W. Buel, in The Engineering Magazine for August.

HOW BUSINESS DEPRESSION MAY BE AVERTED.

The only possible way to bring iron under proper control is to accumulate in each of the iron-producing countries of the world, a stock of pig iron equal to several months' production. It will not suffice to do this in one country only. The demand from the others would carry its price up with theirs. Each country must accumulate an adequate reserve stock of its own. If this be done during the next few years, there will be no more periods of boom and no more periods of industrial depression, except such short temporary interruptions as may come from financial panics; in time, they too, may be understood and prevented.

If the manufacturers of building materials would, at this juncture, voluntarily and promptly, put down prices to within 10 per cent. of normal figures, which is as low, also, as they should ever have gone, even in times of depression, it would revive a large number of the building enterprises which are now postponed or abandoned, and a prolonged industrial depression might even at this late date be averted. If, on the other hand, prices are held up, until sales are forced by the accumulation of excessive stocks, made at high cost, then heavy losses and failures will occur, confidence will be lost, and no amount of reduction will revive the postponed enterprises, until the iron-producing nations have passed through just such another industrial depression as has heretofore followed each abnormal advance in the price of iron.—Geo. H. Hull, in The Engineering Magazine for August.

A FARMERS' CONGRESS.

Topeka, Kas., Aug. 7.—The National conference of farmers met here today and will not adjourn until the evening of the 9th. The object of the conference is to form a combination among the farmers throughout the country for the establishment of warehouses and trading points where their products can be disposed of at more profitable prices and where they can buy the necessaries of life, farm tools and machinery at a less figure than they are now compelled to pay.

FIRST STEP.

"What we want to do," said one of the benighted nation's wise old men, "is to get civilized."

"I know," answered the chief; "but how shall we go about it?"

"Well, I suppose the first step is to quit killing people by hand and learn to use machinery."—Washington Star.

OREGON SCHOOL FOR THE BLIND.

Prof. J. L. Carter, the Superintendent, Has Made His Opening Announcement to the Public.

(From Daily Statesman, Aug. 8.)

Supt. J. L. Carter, of the Oregon School for the Blind, has issued an opening statement to the parents and guardians of the blind children of the state, and the same is being sent out throughout the state. The statement follows:

"To Parents and Guardians of Youth of Defective Sight:

"The Oregon School for Blind will open for the reception of pupils on Monday, the twenty fourth day of September, 1900, and classes will be organized on the following day.

"The past year has been an unusually successful one in the history of the school, and it is the determination of the executive board, and all concerned in its management, that the coming year shall be even more successful. It is the purpose to introduce some new features in the line of industrial work, which are expected to be of especial benefit to the school. Some improvements have been made about the building and premises which will add to the pleasure and comfort of the inmates.

"It is important that all pupils be present on the opening day of the school, in order that classes for the term be so arranged as not to interfere and the best results be secured to each.

"About one week, or ten days, prior to the opening of the term, parents or guardians should notify the superintendent upon what train or boat the pupil will arrive, that each may be met at the station or dock.

"Each pupil should be supplied with comb, hair brush, clothes brush, tooth brush, and two bath towels; and all articles which go to the laundry should be plainly marked with name or initials.

"The school years will close on May 31, 1901."

HEAVY LOAD OF HAY.—A "hay train" of two large racks coupled together, heavily loaded with timothy hay, and drawn by two teams constituted an unusual sight on Salem's streets shortly after noon yesterday. The outfit came from the farm of J. R. Shepard near Zena and the net weight of the double load was 8465 pounds. The hay was purchased by Brewster & White, the Court street feed and commission merchants.

McJigger—Isn't it tiresome the way people talk about the weather?

Thingumbob—Tiresome? It's positively dangerous. The minute you make a remark about the weather it gives the other fellow a chance to say: "Yes, but it'll be a cold day for the one or the other next November." Then, first thing you know, you're mixed up in a fierce political discussion.—Philadelphia Press.

NEW WHEAT RECEIVED

THE CEREAL IS TESTING WELL AND UP TO THE STANDARD.

Yield Exceptionally Poor, 12 Bushels Being Considered Good Average—New Mills Not Yet Occupied.

(From Daily Statesman, Aug. 8.)

Several wagon-loads of the 1900 wheat crop have been received by the Salem Flouring Mills Company at their property on North Front street. Owing to the fact, however, that the repairs to the mill race and the providing of a water supply have not yet been entirely consummated, the mill management is not able to operate its cleaning plant and elevate the grain. As a consequence it is impossible to accurately ascertain the quality of the grain. This will have to be determined when the plant is in operation which will probably be the latter part of this week.

Water was yesterday turned into North Mill Race, the stream from which the mill company gets motive power for the operation of its plant, but it was necessary to shut the water off to admit of the strengthening and completion of the work in some places. It is expected the work will be finally and permanently accomplished today so the water may be turned into that channel again tomorrow.

The wheat yield this year is miserably poor and this grain will not make half a crop. What the wheat lacks in quantity this year, however, is supplied in a measure by the quality. Some grain that has been irregularly tested has done very well, testing up to standard. Some fields, however, have produced an inferior quality of grain. A sack of such, taken from the thresher on a farm near Salem, was yesterday left at the office of the Salem Flouring Mills Company. An inspection of the contents disclosed that the grain was not marketable for milling purposes and could only be utilized for chicken feed. Mr. Holland, as manager of the Salem mills, is still located at the Commercial street office and will not remove to the Front street property until those buildings are ready for business.

M. R. Moore, of the Red Hills, was in the city yesterday and reported an average yield of 14 bushels from his place south of this city. Mr. Moore claims that the reduced wheat yield can be traced to the rust that was so general in all of the wheat raising sections of the Valley. He does not attribute the damage to the crop to the aphis for the reason that farmers have been visited by that pest annually for several years while it has been twenty years since rust appeared so generally in the wheat fields.

Mr. Moore, who is one of Marion county's most prosperous farmers south of this city, brought in the first load of this year's wheat hauled into Salem. Mr. Moore took his wheat to the big warehouse on North Front street, but finding that grain was yet being received for storage at that point, delivered his wheat to A. M. Humphrey's warehouse at the foot of Union street. Mr. Moore threshed 14 bushels per acre, it being an unusually light crop for him.

MILLIONS OF TIES REQUIRED.

The Railroads Demand More Every Year and the Supply Getting Shorter.

A problem of increasing perplexity to the railroads of this country is the question of the tie supply. In some places it has already become serious. The main sources of supply are far removed from the near neighborhood of railroads. It was not long ago that the railroads were concerning themselves mainly about the price of ties, but of recent years there has been anxiety felt lest they should be unable to procure enough for their purpose at any price. All sorts of more or less experiments with ties have been tried, with as yet but little or no success. The most that has been done is probably in the direction of adapting means of prolonging the life of the individual tie. There are a great many clever railroad men and practical chemists engaged in the work of invention, and the man who discovers some compound that may be cheaply manufactured and will serve the purpose is sure to make an enormous fortune.

Not only would such an invention relieve the anxiety regarding the source of the tie supply, but it would materially reduce the cost of track making. There is nearly a ton of steel in every thirty feet of standard single track railroad, but the cost of ties in that distance is even greater than that of the metal. A railroad such as any of the big trunk lines running into New York, has to buy ties by the hundreds of thousands each year, and the order to stop buying never goes out of the office. They want all they can get, and the man with a steamer load of ties in New York would have almost as ready a market as if it were loaded with gold. Nothing has ever been found that will successfully take the place of the hand-hewn tie of young, growing timber, and at the present rate the demand for ties actually threatens the extinction of the forests of America.

Only a few figures are necessary to demonstrate that this is not an exaggerated view of the situation. A new mile of standard singletrack railroad, without taking into consideration the switch tracks and side tracks, requires about 4,500 ties. The average life of a railroad tie is about five years, so that in ten years a railroad will use ties at the rate of about 9,000 for every mile of track. This means that each and every year the Pennsylvania Railroad Company requires two and a half millions of ties for that part of their system east of Pittsburg; that the New York Central requires nearly 2,700,000 between New York and Buffalo, and that the Erie Railroad requires in the neighborhood of two millions every year between Jersey City and Salamanca. These are figures that any one may easily verify. It is no wonder that thoughtful railroad men are asking themselves the question where the supply is coming from in a hundred years or fifty or, perhaps, in thirty. It is estimated that under the best possible circumstances, and making no allowances for fire and other accidents, it would require a plot of ground 2,000 acres in extent to grow a million railroad ties, and it would require a plot of ground 2,000 acres in extent to grow a million railroad ties, and it would require fully thirty years to develop them.

In America lumbering has always been a more or less haphazard business. The pioneers found unbroken forests of matured trees, and in time they simply devastated them. Their successors seized upon the parts which offered inducement on account of the agricultural possibilities, and upon the remainder was allowed to grow a tangle of brush which was conquered in time by the trees of sturdier and more tenacious growth. As often as these trees attained a marketable size, and the demand for material for hundreds of new and growing towns and cities was felt, and forests were again invaded and again given over to Nature's undisputed process of healing. But Nature was never, or at least very rarely, trained or aided in her selection of things useful for man. In those countries where the things of Nature and those of civilization were on a more equal basis these matters were looked after more wisely and in Germany, for example, forestry has long been a serious profession and a profitable science.

But in America Nature was too predominating and too lavish; it was an enemy seemingly to be fought down and subdued. And nothing indicates the carelessness of American lumbering methods more than a history of the trade in railroad ties. New railroads found plenty of available material where the road was to be laid out; in a few years this supply became exhausted in places, and ties had to be transported from other places along the route; still a few years and the supply had to be procured from places unknown to the engine's whistle; and nowadays the main supply comes from the most inaccessible places. In the early days of railroading it was no uncommon thing to receive great quantities of cedar and other woods which are regarded as almost precious. One of the New York railroads brought a shipment of ties in Virginia several years ago, and among them were actually several carloads of black walnut ties—and this was at a time when there was a distinct demand for black walnut in the New York markets. Whenever the opportunity offered itself these surprising railroad ties were stolen from the road department by the carpenters and master mechanics and were used for cabinet work and made into desks.

At present the best wood available for ties growing in this latitude is the white oak, and next in value are some of the other oaks and the chestnut. In the West the California redwood has been largely used, but the constantly increasing demand for this wood for fine uses renders it more and more expensive. In the last few years large quantities of ties made from the long pine have been imported from Georgia and the South, but it is too soft to hold a rail without the use of steel tie-plates. Otherwise it stands the wear and weather fairly well and holds a spike firmly. The yellow pine, however, is not tough enough to make it adaptable for use on curves and other places where the traffic is specially severe.

Several years ago a cerfain railroad indulged in the experiment of treating ties of various woods to a creosoting process. The experiment was successful in showing that the life of ties could be increased, but it is rarely carried out on account of the great expense involved. The bath must be prepared carefully and the ties soaked for several hours, or even days, a fact which would compel railroads to establish vast plants of their own or else deal directly with a trustworthy firm of tiepainters. The chances of fraud are great, and the slightly advanced price of ties thus treated would encourage some dealers to slight the process. However, if no new material is discovered that is feasible for use in ties, some such development on the part of railroad companies may soon take place.

Artificially made ties have thus far generally proved failures. Cast iron is too brittle to stand the strain, and a steel tie of sufficient strength is too rigid and unelastic, the latter a very important quality of a good roadbed. Ties of this description have usually been discarded after a brief trial. They are not so long-lived as wood, and their use requires more care of the roadbed and consequent expense.

The question of forestry has been touched upon. It is doubtful whether, at the present prevailing prices of ties, it would pay railroads to buy up tracts of land and raise their own ties. It has never been tried seriously, and men wise in the matter have pronounced it impracticable; which probably means, by the way, that railroads are in reality buying their ties at a low figure. It often happens, however, that a railroad will buy up a wood lot with ties on the stump rather than have them go to some eager competitor.

The prices paid for ties vary naturally according to location and quality. For first grade white oak 65 cents apiece seems to be the prevailing figure hereabouts, and this runs down to 10 or 15 cents apiece for chestnut culls. A standard tie is 8½ feet long, 7 inches in thickness and 8½-inch face. A tree must be nearly, if not quite, a foot in diameter to cut a tie of this size, and rarely more than one first-class tie may be taken from the same trunk of an oak on account of the spreading character of the growth. It is evident from this fact that the number of ties to be produced on an acre of ground is not large, and large trees are not available because there is no market for split ties. At the same time the sale of ties represents a great deal of money to the small farmer who simply lets his wood-lot run wild and takes out some hundreds of ties every few years.

The tie-chopper, who was once known throughout rural New York as an expert with an axe, is also threatened with extinction. Armed only with this weapon, he could trim a tie in the woods that would present straight and level surfaces. In fact, so expert did some of the craft become that they could patch up almost any kind of a tie by "plugging" and otherwise hiding its defects. They were a source of constant worriment to the railroad tie inspector, who was frequently fooled into putting the wrong mark on ties, thereby considerably increasing the profits of the wily woodsman.

WILL NEED THEM ALL

NEW YORK GROWER SAYS THERE WILL BE AN INCREASED DEMAND

For All Hops Produced This Season—Books of the Association Are Being Examined.

(From Daily Statesman, Aug. 9.)

The hop growers of New York state recently held a picnic at Waterville, New York. The convention of growers was resolved into an "experience" meeting, numerous addresses and experiences being given by the prominent growers, relative to the culture of the hop crop.

James Winstanley, of this city, manager of the Oregon Hop Growers' Association, yesterday received from Morris Terry, of Waterville, a letter concerning the picnic and enclosing a clipping from a local newspaper. Mr. Terry is one of the oldest active hop growers in this country. He is 83 years of age and manages a small yard in New York state.

In the report of the picnic by the local paper, considerable space is devoted to the different addresses but the following summary of one of the principal talks is hereto appended for the reason that it is particularly valuable and instructive to growers engaged in the production of hops in any section. The clipping alluded to is as follows:

"Hon. Charles E. Remick of Oneida, than whom there is no one more popular among the hop growers, was the last speaker. As usual he talked business to the hop growers and was most attentively listened to. He said in part: 'The stocks of 1896, '97, '98 and '99 are fully exhausted. The large stocks of 1894 and 1895, which in this country alone it is claimed reached 400,000 bales, being of good quality, were placed in cold storage as a hedge against higher prices in the following years. What there is left of this has lost its flavor and value. Receipts and exports show that American brewers need 80,000 more bales of the '99 crop than of any crop since 1894. The production of malt liquors has rapidly increased. United States revenue returns show that 39,000,000 barrels of beer were made last year. This year we have exported 43,000 bales. The brewers will want all the hops obtainable this season. They have exhausted their stock of old, and will if possible replenish this year. There is no use worrying about the Pacific coast. New York state can make and maintain the price. The Pass Company has used our hops for thirty years and dare not change the flavor; the same is true of some other English and some German brewers. The stocks in Germany and England are short. A large crop has never yet been followed by a large crop. From present estimates the crops of 1899 and 1900 may be thus compared:

	1900.	1899.
California	42,000	57,000
Oregon	70,000	80,000
Washington	35,000	37,000
New York	50,000	65,000

"It requires 200,000 bales of 180 pounds each to make 39,000,000 barrels of beer. For the first time in thirteen years there is no one selling hops short this summer. You have therefore the first ray of sunlight I have seen in the hop business for fifteen years.

"Stop giving away samples. You have got them this year where they have got to come to you. New York state hops will maintain the price no matter what Pacific slope hops do. We have the finest flavored crop. Let there be no contracting and no scalping. Pick them clean. Don't go anywhere, but stay at home. They will have to come to you. Hops will go to 20 cents this year. Don't give samples, don't contract with any one. There are 200,000 bales wanted in England, and there are only 50,000 bales they can have.

"In conclusion Mr. Remick returned the thanks of the hop growers for his address and said there were no drunkards among the hop growers.

"There is no difference between Democrats and Republicans when they go to a hop growers' picnic or when they stand before a bar. (Applause.)"

Henry B. Thielsen, secretary of the Salem Chamber of Commerce, has begun experting the books of the officers of the Oregon Hop Growers' Association, an assignment he was recently given by the board of directors of the association, and which can hardly be completed in less than a week.

THE COLLAR BUTTON.

"In looking over a trunk full of old truck the other day," said the middle-aged man, "I came across a lot of old shirts with the buttons sewed on, and as I looked at them I realized anew what the collar button means for humanity. There have been greater inventions, surely, but not many that have conferred a more unmixed blessing on mankind. The younger person of today, accustomed to the collar button always, cannot realize what it was to be without it. He can never know what it was to have shirts with the buttons sewed on—or not, as the case might be. Not so very many years ago when the collar button was yet comparatively new, before persons had come to keep, as every body commonly does now, a lot of buttons on hand, a man who had lost his collar button thought himself entitled to the sympathy of his fellows; but wrung as he might be by that loss he could not even guess at the anguish that in the sewed-on button days filled the heart of the man who, when he came to put on his last clean shirt, found that key button, the one on the collar band, most important one of all, gone entirely or just hanging by a thread! I knew a man once who had this happen to him and didn't swear. That was the only great thing he ever did; but I have always thought that that alone was enough to stamp him as a most extraordinary man."

PAINTING THE CAPITOL.—Lemon & Burt, the painters who have the contract of painting the halls and corridors of the Capitol on the ground and main floors, have begun their work, and they are making rapid progress.