

THE OREGON WEEKLY STATESMAN

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The Statesman has been established for nearly fifty-two years, and it has some subscribers who have received it nearly that long, and many who have read it for a generation. Some of these object to having the paper discontinued at the time of expiration of their subscriptions. For the benefit of those, and for other reasons, we have concluded to discontinue our expedient only when a notice to do so. All persons paying when subscribing or paying in advance, will have the benefit of the dollar rate. But if they do not pay for six months, the rate will be \$1.25 a year. Hereafter we will send the paper to all responsible persons who order it, though they may not send the money, with the understanding that they are to pay \$1.25 a year, in case they let the subscription account run over six months. In order that there may be no misunderstanding, we will keep this notice standing at this place in the paper.

CIRCULATION (SWORN) OVER 4000.

THE PHILIPPINE DEBATE.

The debate upon the Philippine bill in the United States Senate has developed a degree of partisan acrimony such as that body has not seen for many years. The fierce assaults of the Democratic opposition can not be explained on any other ground than a demagogic attempt to create a political issue for party advantage. The position of the Democratic members is an absurdity in this—that they are opposing a bill for the proper government of the Philippines, and which will supersede the military govern-

Distress After Eating
Nausea between meals, belching, vomiting, flatulence, fits of nervous headache, pain in the stomach, are all symptoms of dyspepsia, and the longer it is neglected the harder it is to cure it.
Hood's Sarsaparilla and Pills
Radically and permanently cure it—strengthen and tone the stomach and other digestive organs for the natural performance of their functions.

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Hood's Sarsaparilla promises to cure and keeps the promise.

ment which they are fiercely assailing.

In their demand for an immediate declaration of the final policy of the United States towards the Philippines, the Democrats are endeavoring to have a matter settled which, from its very nature, is incapable of decision. As Senator Foraker said in his speech on the pending bill, "I believe it would be most impolitic for Congress now to declare absolutely what the Government will do at some future time." There can be no advantage in making promises based on conjecture or the visions of enthusiasts. The attempt to commit the government irrevocably works harm to ourselves and to the Philippines. It keeps the latter in a state of unrest, and in the past kept the insurrection alive long after the time it should have terminated. It has retarded the establishment of an orderly government, and the giving to the people such a degree of political power as they may be fitted to exercise without detriment to the welfare of themselves and to the development of the resources of the Philippines.

Mr. James H. Eckels, who was comptroller of the currency in Cleveland's second term, is a Democrat, but he takes the proper view as to what the attitude of his party should be on this matter. He says: "The Democrats should take the position that the Philippines have come into the possession of the United States, whether permanently or not we cannot say. However, we do know that the islands will be ours for a long time, so we should enact legislation that will result in the wise and just exercise of governmental authority in our new possessions."

His position is the correct one. Future questions should be left to the future. The Filipinos should not be promised independence, of course, because they are not fitted for it. They must be educated, civilized, and grow out of the tribal idea into homogeneity as a people. The right and proper course is to give them a good government, enforce peace and order, and have them understand that whatever of good the future has in store for them must be determined by their own conduct as a law-abiding and industrious people.—Toledo Blade.

THE FOUR-PER-CENT PROVISION

The United States owes the Oregon to the 4 per cent provision in the naval appropriation bill of the year the contract with the Union Iron Works was signed. The provision was simply a recognition of the well-known fact that materials and labor are higher on the Pacific Coast than in other cities in the United States. If the Union Iron Works Company had put in a bid low enough to secure the contract

without the 4 per cent provision, it could not have built the battleship that steamed round Cape Horn and reported itself at Key West "fit for duty." But this is only a part of the record of the Oregon. Another part will be found in Admiral Schley's testimony about the early events of the memorable 3d of July. There were moments on that day when the issue was in doubt. In one of these dark moments Admiral Schley saw the white prow of a battleship breaking through the cloud of smoke in which the squadron was enveloped. His quick eye took in two things—first, that the white prow was that of the Oregon, and second, that her speed was equal to that of the cruiser upon which he was standing. From that moment the issue was no longer in doubt. The Oregon was more heavily armored than the Brooklyn, and its speed was equal. The two steamed after the flying Spanish vessels with a speed and a precision of fire that drove the enemy ashore. Of the battleships, the Oregon was the only one that could keep close to the Brooklyn. Four per cent of \$2,000,000 is \$200,000. That is what the Oregon cost the Government in excess of what an average battleship would have cost. Two hundred thousand dollars! What American would take one hundred times that sum of money for the record of that day's work, a record that would have been incomplete had the Oregon been just an average battleship! Still, the Naval Committee proposes to economize—to strike out of the appropriation bill the 4 per cent provision which placed Pacific Coast shipyards on an equality, so far as the cost of construction goes, with Atlantic Coast shipyards.—San Francisco Bulletin.

AVOIDING THE ISSUE.

Signs are not wanting elsewhere than in the Senate Philippines Committee that the assassination of the Army's character as a Democratic policy is going out of favor. So long as it seemed possible to blacken the reputation of the boys in blue who are shouldering the burden of the white man in the East the treacherous American amigos took devilish pleasure in their occupation. When their miserable campaign summoned the whole country to the defense of the soldier who is fighting its battles far away at the front they began a retreat. All along the line now they are fleeing before the blazing fire of popular wrath which they have drawn upon themselves. Notably in the Oregon campaign, where at the beginning of May the people were told that the Army in the Philippines was pursuing a policy of wholesale torture and massacre, the Democratic party is running

away from the "issue" with which it was congratulating itself it had insured success in the election next month. In Oregon, therefore, resentment and indignation aroused by the calumny against our soldiers has reacted with telling effect. The Democratic orators now seek to cloud the Philippine issue, and to make the people forget their vilification of the Army by putting purely local issues forward. They now rest their hopes of success on the alleged personal popularity of a good-natured candidate for Governor, who is reputed to be so amiable that he can say "No" to nobody. But the issue in Oregon, all the same, is scuttled or stay as to the Philippines. It is so written in the Democratic and Republican platforms, and the voters will make their choice in the first week of June. If they do not return a ringing verdict approving the Republican party's conduct of the Philippines, a verdict vindicating the honor of the American soldier and administering a crushing reproof to his traducers, then they will be false to those traditions which make the Americans a really great people.—New York Press.

Breezy John Jeffries is setting the people of the country that the election of a Senator to succeed Jos. Simon is only a secondary matter. It is nevertheless the paramount issue before the people in this campaign. It is as important that Republicans be sent to the Legislature as that Republicans be sent to Congress. A Republican can no more justify a vote for Jeffries than he can for Weatherford, for a vote for a Democrat for the Legislature is a vote to place a Democrat in the United States Senate. Nothing would be so detrimental to Oregon as to send a Democrat to the Senate. It would be a disaster of the worst kind. W. H. Hobson is one of the best men in this county. He has lived here

Summer Normal
OF SIX WEEKS

Beginning Monday, June 23, will be conducted in one of the rooms of the Portland Business College, corner Park and Washington streets. It will be strictly a school of study, designed to aid teachers in higher grades in the August examination. Further particulars on application.

OPEN ALL THE YEAR

The Portland Business College is open all the year. Students may enter at any time, for special branches or a regular course, and receive individual or class instruction, as preferred. Call or send for catalogue. Learn what and how we teach.

A. P. Armstrong, L. L. B., Principal.

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THE "NORTH COAST LIMITED"

Will resume service January 5, 1902. The train will be even better than it was in 1901. It will be a complete home on wheels, Parlor, Dining Room, Sleeping Room, Library, Smoking Room, and Bath Room—they will all be there, and all lighted by electricity and heated by steam.

First and second class tickets both good on this train. Use this CRACK TRAIN of the NORTHWEST on your way to the Pan-American Exposition, Buffalo, New York. You can go either by way of St. Paul and Chicago, or Duluth and the Great Lakes.

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A. D. CHARLTON, Ass't Gen'l Passenger Agent, Portland

a long time. He is a heavy taxpayer and has the interest of the people at heart and the ability to accomplish something. Jeffries' ability to generate hot air is his only qualification that furnished a reason for placing him on the ticket. Aside from this he has neither ability nor energy, and he has accomplished almost nothing in his official career.

Jeffries pretends to be a great friend of the soldiers and patriotic and loyal to the flag. Yet as sure as he is elected to the Legislature he will vote to send a man to Washington to traduce our soldiers in the Philippines and favor pulling down the "banner of the stars" in dishonor and disgrace.

When Jeffries promises to support a man for United States Senator who does not stand for the abuse of our soldiers and the pulling down of the flag then he may appeal to patriotic people to send him to the Legislature.

John Steiwer is a plain, unassuming farmer. He does not wear a diamond or kid gloves, but he is a gentleman, and a vote for him is a vote for courteous treatment for every one and efficiency in the discharge of all duties in the sheriff's office.

No man should fail to vote. If he has not registered, he should go to the polls early and take the necessary steps to enable him to cast his ballot.

CHAMPION BINDERS

5 ft., 6 ft. and 7 ft. sizes.



An Improvement In Elevators.

Ever since twine binding harvesters have been in use, serious defects have been apparent in the elevator, and many efforts have been made to overcome these defects, some going so far as to omit the elevator altogether, and make what was termed a "low down" binder, but until this invention of the force feed elevator of the Champion none of the efforts toward improvement were successful. The Champion force feed elevator is the only departure from the old style which has proven practical and valuable. On all binders except the Champion the old type of elevator is still used. The force feed elevator is not an entirely new method of elevating grain, but an old method improved. The improvement is in changing the direction of the stream of grain as it leaves the elevator and continuing to force it along gently without stopping until it reaches the packers.

The Force Feed Elevator, which prevents choking and loss of grain.

The Eccentric Wheel, which gives increased power for binding and relieves the machine and horses from strain during this operation.

The Relief Rake, which keeps the inner end of the cutter bar clear of weeds and undergrowth in all conditions.

These inventions are found only on the Champion binder. In all other features the Champion is at least as well adapted for all kinds of work as other binders. In many other features besides those of supreme importance above mentioned it is superior to all others.

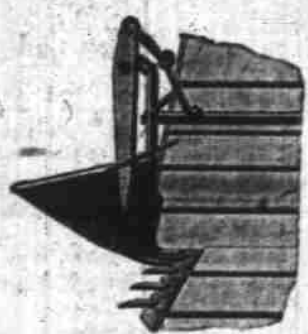
We lack the room in this ad to say all that we would like to for Champion binders. There is so much that can be said in favor of each and every part that we would refer you for complete information to the factory catalogue, which can be had for the asking. We simply illustrate here some of the principal features, trusting to the well known keen perceptions of the American farmer to see at a glance the advantages claimed.

Champion Force Feed Elevator

The back is taken off to show how the elevator works

The Force Feed Elevators do not thresh the grain against the binder cover, nor let it stop at the top of the binder deck, but deliver it positively to the packer arms. There is no choking at the top of the elevators. There is no grain lost between the elevators and the binder deck.

The Force feed Elevator on the Champion binder is warranted to waste less grain than the elevator on any other binder.

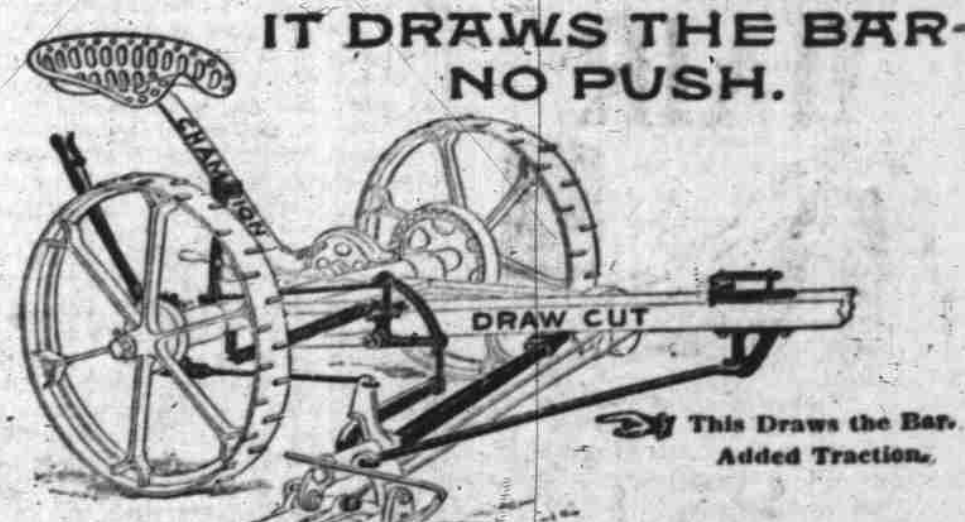


Champion Relief Rake

The Relief Rake of the Champion will keep the inner end of cutter bar clear in all conditions. In clean standing grain the relief rake may not be needed, but it is not in the way and takes no power to run. In weedy or grassy grain, or in down and crinkled grain it is worth \$25 in a single harvest. With the Champion the driver never has to get down to pull grain from the corner or use a long stick or whip for clearing it, or, as is often done with other binders, he need never drive out and not cut a full swath because the inside guard fingers are clogged by an accumulation of weeds or grain.

CHAMPION MOWERS

Are named for their principal feature
....Draw Cut....
Knife can be lined up with pitman when wear occurs.



Wheels cannot lift; balanced adjustable finger-bar; flexible swath board. Draw Cut sizes 4 1/2 ft. and 5 ft. Big Draw Cut sizes 6 ft. and 7 ft. Every Champion mower has two knives.

IT DRAWS THE BAR—NO PUSH.

THE WHEELS WILL NOT LIFT FROM THE GROUND.

The Champion is draw cut and has increased traction and power in hard cutting—that is, the resistance of the grass in cutting draws the wheels tighter to the ground. It is light draft and has no neck weight. The master wheels on the Champion Draw Cut mower are warranted not to lift from the ground when the finger bar meets an obstruction.

The finger bar in which the knife runs is drawn from a point in front—not pushed from the main frame of the machine. All other mowers push the finger bar more or less, and that is what reduces the cutting power and makes them dangerous to ride on. When the finger bar is pushed—much or little—there must be a bar to push it, a push bar. All front cut mowers have push bars except the Champion. The Champion has none. The Champion finger bar is drawn—not pushed in the least. If a mower has a push bar it is dangerous to ride upon it, and it loses cutting power when in tough grass, because the tendency is to lift the wheels. On other mowers the finger bar is almost entirely pushed. Some other mowers have a small draw rod, but remember they also have a big push bar. ALL SUCH MOWERS ARE PUSH CUT. When the finger bar of a push cut mower strikes forcibly a fixed obstruction the inside wheel raises off the ground. Tough grass acts as an obstruction to the cutter bar, and when the cutter bar of a push cut mower is obstructed, however little, the tendency of the wheels is to lift. It is only when the obstruction takes the form of a fixed obstacle that the wheels will actually lift clear of the ground, but the tendency to lift is still there, and the tougher the grass the lighter the wheels press on the ground and the less traction you have, just when you need it most.

Bring in your old buggies & trade them for new ones

MITCHELL, LEWIS & STAVAR BRANCH,

Salem. F. F. GARY, Manager