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THE McTAVISH MONUMENT.

George H. Himes, assistant secretary of the Oregon Historical Society, denies that he swiped the McTavish monument. In his indignant protest against the accusation that he stole the object which marked the alleged resting place of the old Britisher, he explains that some one stole it for him.

The manumnt, Mr. Himes continues, is in the custody of the Oregon Historical Society (which is graciously holding it for the state of Oregon)—a very worthy institution made up of some 800 fine citizens of the state, of whom James W. Welch does not appear to be one.

Mr. Himes says the monument has been seen by 50,000 people, to whom its historic associations and its relations to Astoria have been explained; and that, in this manner, thousands—not hundreds, mind you, but thou-sands—have become aware of the existence of Astoria, a fact which never in any other manner would have been brought to their notice.

Nor do we fancy the slighting reference which Mr. Himes sees fit to make concerning our graveyard. Whether or not cattle have been permitted to run at will in the cemetery, the spot was selected many years ago by those with dead to bury; and most of us would much rather have the place overrun with innocent cattle, bent solely on a grass-eating mission, than by ghouls whose object was the theft of the gravestones of our forefathers.

We are assured, in Mr. Himes' concluding paragraph, that the Oregon Historical Society—Astoria's self-constituted guardian—will return the monument if it is convinced that the relic will be properly cared for. Let us say to you, Mr. Himes, that you will return the monument without any such assurance. The man who takes what does not belong to him is a thief; and the man who accepts such property, knowing the manner in which it was acquired, is likewise amenable to the provisions of the laws of this very state.

McTavish was a British subject. After his untimely end in the waters of the Columbia, Great Britain ceded back to the United States the Oregon country surrounding Astoria—when Portland was not thought of and the Oregon Historical Society had not come into existence to establish protectorates over mismanaged communities that did not understand the art of caring for their valuable historical relics.

Apart from all this, however, the society should, if it wanted the monument, have made decent ap-

plication for it. The method stooped to to acquire the relics was decidedly questionable, and we can not see that Mr. Himes has any just cause for complaint. Indeed, the people of Astoria are the injured ones. They want their monument.

WHAT WILL BRYAN DO.

Would Bryan bolt, in case the next democratic national ticket or the next democratic national platform is not to his liking? At this distance, it may be doubted if he would, says the New York Commercial. He has been to great a stickler for regularity himself. His chief charge against the "reorganizers" is that they were bolters in 1896 and again in 1900. He is publishing a newspaper whose continued prosperity depends upon a continuance of democratic support.

How account, then, for the course that he is pursuing? One guess may be no better than another; but it is not at all improbable—knowing, as Bryan undoubtedly does, that the "jig is up," so far as his ability to control two-thirds of the St. Louis convention is concerned—that he may be maneuvering for terms with the opposition. He is an adept at such business. It was in this way that he secured the support of the populists and silver republicans in 1896 and 1900. It is quite probable that, with the aid of Hearst, he may be able to control at least one-third of the delegates at St. Louis, and should this prove to be the case he will be in position to "do business" and enforce terms with the "reorganizers."

What reason is there for believing that Bryan might not be mollified with a promise, for example, of the portfolio of state? A number of defeated candidates for the presidential nomination have accepted this post at the hands of successful rivals. Buchanan did so under Polk, Marey did so under Pierce, Seward did so under Lincoln, Blaine did so under Garfield and Bayard did so under Cleveland. The post is of sufficient vanity. It has been held by three men who were already defeated nominees for the presidency—Clay, Cass and Blaine—and the office would give Bryan a chance to pose as an international statesman. In addition, Bryan's views on foreign matters are pretty much the same as those of other democratic leaders.

But all this is by way of suggestion. It is plausible only on the assumption that Bryan will have sufficient strength at St. Louis to "hold up" the opposition and that the latter will be in a conciliatory frame of mind. At any rate it is hard to believe that Bryan is deliberately intending to detach himself from the democratic party.

PRESERVING THE SEAL HERD.

The government of the United States is negotiating with Great Britain for the preservation of the seal herd of Alaska in the following manner: The United States will put a permanent stop to the butchery of seal in the Pribilof islands if Great Britain will agree to prevent her subjects from taking seal anywhere within a radius of 60 miles around the islands.

This arrangement, if carried into effect and not evaded by the placing of Canadian sealers under the Japanese or some other flag, would, in the opinion of the Post-Intelligencer, go a long way toward solving the sealing question. The protection of the seal herd in the rookeries and in the waters adjacent thereto is highly desirable for all who look to the seal to furnish a permanent supply of furs. The Canadian sealers, to this extent, are as much interested as are the people of the United States. Indeed, they are more interested, for under the proposed arrangement and unless the present laws affecting American sealers are modified, the Canadian sealers will have a monopoly of the catch of fur seal.

But, doubtless, if the arrangement is perfected, a modification of our laws will follow. If the slaughter of seal in the Pribilof islands is absolutely prohibited, as it should be, there will no longer be any private interest to urge the onerous restrictions which have driven American sealers to take refuge under the Canadian flag and which have extinguished a thriving industry developed by citizens of Washington to the benefit of our brethren across the line in Canada.

Sealing in the open waters of the ocean is as sportsmanlike an occupation as could be followed. It requires daring, skill and capacity to endure hardships. The seal herd will never be killed by any slaughter of the animals which takes place in the open water of the ocean, when man has to pit his skill against the swiftest and most intelligent animal which inhabits the waters. The suggestion which is made to the government of Great Britain by the government at Washington is the most intelligent one for a settling of the sealing question which has ever been advanced on the other side of the continent. It strikes at the real danger to the seal herd, which comes from the present permission given to a private company to slaughter the seal in their rookeries and during the breeding season in a brutal, cold-blooded and barbarous manner.

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CYCLONE ON RAMPAGE.

Passes Through District in Oklahoma Destroying Property.

Oklahoma City, Okla., May 5.—A special from Bridgeport says that a cyclone passed three miles west of there this afternoon proceeding to the northward. It is also reported that Cordell was visited by a tornado and considerable property was destroyed, but the wires are down west of Bridgeport and the rumors cannot be verified. No loss of life has been reported.

The Great Luck.

Dr. Irones, surgeon on the steamship Coptic, was swindled into \$1250 the last time he was at Hongkong. He attended the races there with some Standard Oil clerks who owned a horse that was to start that day. The Standard Oil nag was favorite and Irones decided to bet \$5 on its chances. The betting scheme at Hongkong is on the pari mutuel order. For each horse that starts there is a separate betting booth presided over by a Chinese bookmaker. The total amount invested, less a commission, is divided in proportion to the amount of the bet among those holding tickets on the winner. Irones got into the wrong booth and bought \$5 worth of a horse that had never won anything. His friends told him of his mistake and the surgeon demanded that the Chinese bookmaker return his money.

"No sabe," was the sum of the satisfaction the Celestial vouchsafed and Irones was searching for a policeman when the barrier went up and the race started.

The winner was the horse whose name was printed on the medico's ticket. He was the only man at the track who had played that horse and he cashed the pasteboard for \$1250.

The Northern Pacific Railway Company will place round trip tickets from Portland to St. Louis and return on account of the world's fair on sale as follows:

- May 11th, 12th and 13th.
June 16th, 17th and 18th.
July 1st, 2nd and 3rd.
August 8th, 9th and 10th.
Sept. 5th, 6th and 7th.
October 3rd, 4th and 5th.

The round trip rate to St. Louis and return from Portland will be \$47.50. Tickets will be good for return via any direct line.

A round trip rate of \$72.50 will also be made from Portland to Chicago and return.

If a passenger desires to take in both Chicago and St. Louis the round trip rate will be \$75.00.

All tickets will be good for 90 days from date of sale. Tickets will be good going ten days from date of sale so that a limited stop-over can be had on the going trip and on the return trip passengers can stop at their pleasure west of the Missouri river or St. Paul. These rates apply via direct lines, but if passenger wishes to return through California tickets can be sold accordingly, but at an increased rate of \$13.50 added to above.

For any additional information desired, call or address A. D. Charlton, Assistant General Passenger Agent, Northern Pacific Ry., 255 Morrison street, corner of 3rd, Portland, Ore.

The World's Fair Route.

Those anticipating an eastern trip, or a visit to the Louisiana Purchase exposition at St. Louis, cannot afford to overlook the advantages offered by the Missouri Pacific Railway, which, on account of its various routes and gateways, has been appropriately named "The World's Fair Route."

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