# THE WEEKLY OREGON STATESMAN

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THE TWICE-A-WEEK STATESMAN.

With this number, the Weekly Oregon Statesman commences its Twice-a-week edition. It will henceforward be issued in two sections, of eight pages each, on Tuesdays and Fridays, and the price is reduced from $1.50 for the Weekly issued once a week to $1 for the paper issued twice a week, four more pages, too, being added for each week. That is, each section will contain at least eight pages.

This is made possible only by the addition of improved machinery. There has been set up in this office a Cox Duplex perfecting press, direct from the factory, capable of printing an eight-page paper somewhat larger than this at the rate of six or seven thousand copies an hour, complete, folded, cut and pasted ready for mailing. This issue of the paper is printed on the old press, and the next one may be; but thereafter the paper will come from the roll.

The announcement of the appearance of the paper in this form has met with generous response. Already, since the 10th of October, more than 600 new subscribers have been added to our lists, and new ones are coming in now at the rate of over a hundred a week. This is evidence of the appreciation of the public of our efforts to serve them better with the news, and to give the news to them fresher, and at the same time at a lower price.

All the old subscribers will receive this issue of the paper, and probably two or three more, but not one of them who has not paid in advance will be charged a cent for it beyond the first of January. All accounts are closed up on that date, and the pay-in-advance system will be strictly adhered to. It must necessarily be. Such a paper could not be furnished excepting at a loss, if the expense of collecting for it were added. The only reason any are carried over, is because our mechanical force is very busy, and it is quite a task to make the necessary changes in the mailing lists.

If you have not paid in advance, your paper will be discontinued as soon as the workmen come to your name on the lists. We do not insist that you pay your old account, if you have one, before getting onto the new lists. We will carry you in a ledger account if you are unable to pay. But you must pay for the Twice-a-week paper, in advance, if you are to receive it, and your name will be taken off the lists at the time your payment expires.

The first issue of the Twice-a-week Statesman goes to its subscribers today. The list has nearly doubled since October 10th, and it will more than double again before October 10th of this year.

A re-enforcement of several thousand men will arrive at Manila during the next ten days. There could be no more effective reply to the guerrilla operations threatened by the Tagals and harped on by their American assistants.

Farmers who observe that "territorial fine medium scoured" wools are now worth 60 cents a pound in the New York market against 30 cents in 1895, under the democratic free trade tariff law, and that "XX Ohio" wools now bring 32 cents in the same market against 16 cents in 1895, will not advise their democratic friends to make the tariff a leading issue in 1900.—Potsdam, (N. Y.) "Courier."

The reported reorganization of the Fenian brotherhood for the purpose of invading Canada, in case the Dominion sends any more volunteers to South Africa, is denied. This government would not for an instant tolerate the organization of any such movement in the United States. It is doubtful if our Irish-American fellow citizens would countenance another Fenian invasion of Canada. It would be a poor way of attacking England. Numbers of American sympathizers with Oom Paul's cause are contributing liberally toward the Boer hospital fund and sending supplies to the Transvaal, via Delagoa bay, and they are taking a much wiser and far more praiseworthy course.

The government postoffice building in Salem should be completed this year. The plans should be ready soon, the bids should be advertised for, the contract let and the work begun by the opening of spring. Congress should at this session make the balance of the appropriation, $50,000, as provided by the law authorizing the construction of the building. Can we hope for such a business-like and expeditious management on the part of the cumbersome federal machinery?

There is too much laxity and laziness among the federal departmental officials and clerks. This well illustrated in the case of the Salem postoffice building matter. It will soon be a year since the law was passed, and half the appropriation was made available. So far, there is no information that the title to the site has been accepted as satisfactory. Then the supervising architect will have to go through a long course of incubation, and, after all that, the various other departments will take their tedious turns. There is too much civil service in the federal business—to much killing time. If the government business were transacted like the affairs of a private business concern, the ground would now be broken for the postoffice structure, and it would be pushed to completion during the favorable weather of the approaching dry season. If the government's business were conducted in a business manner, half the men in the various departments could be dispensed with, and the expense could be reduced by half. But we can scarcely hope for such a transformation. In fact, the tendency is strongly in the opposite direction—towards shorter hours, more holidays, and a greater amount of red-tape and perfunctory work. This was especially so under the last administration of President Cleveland.



BADLY BROKEN UP.

Stayton Mail, Dec. 29th:

Both wrists dislocated and the humerus of the right arm broken, is the extent of injuries received yesterday by Homer Weaver, 15-year old son of Isaiah Weaver, living near town. The lad was assisting workmen on the David Mangle farm in tearing down an old building and fell about fifteen feet from the rafters. The boy has been very unfortunate of late years. Before he had fully recovered from a broken leg he shot part of his hand away with a shotgun, and now follows a mishap serious enough to keep him bedfast for many weeks at least.



# HOW RHODES GOT HIS START

## A Reminiscense of Early Days in the Kimberley Diamond Fields.

Residing upon his ranch in Southern California is a gentleman—the Hon. John Studdy, late of Kimberley, South Africa, and an ex-Colonial Minister of Finance—who, from a personal knowledge of the subject, describes how the first diamond was discovered which led to the building up of the beleaguered City of Kimberley, and how Cecil Rhodes laid the foundation of his colossal wealth and power.

"It was in 1869," says Mr. Studdy, "that I first met Herbert Rhodes, the pioneer of the Rhodes' family fourune, at Du Toitspan, where we joined in the rush to Old De Beers, and in which latter place we worked together upon very friendly terms.

"In a short time Herbert Rhodes was followed by Frank, now Col. Rhodes, when the two brothers entered into a partnership, working a good-paying upon Road No. 8.

"Both brothers were very popular at the diggings. Herbert was a strong, good all-round man, and, if he possessed a fault, it was his big-hearted generosity, which at times carried him to lengths of expenditure perhaps not warranted by the extent of his find, and who surely deserved a better fate than that horrible one of being burnt to death, which subsequently overtook him when gold prospecting on the coast of Zanzibar.

"I had worked for over a year at Old De Beers with fairly satisfactory results, when I went out, in company with a friend, upon hat memorable hunting trip which led to the discovery of New Rush, or Kimberley, and, incidentally, to the making of the fortune and the fame of the Rt. Hon. Cecil Rhodes.

"It was on a Sunday afternoon, I remember, that we had pushed our way across a plain of high Tamboke grass, when, in searching for some partridges I had brought down near a clump of minora bushes, I found a prospect to which I at once called the attention of my companion.

"On making a careful survey of the ground, seeing that it was of a similar formation to that of Old Beers, I sat down and sorted out some of the dirt, when, in less than five minutes, I picked out as many small diamonds.

"With this evidence of an important discovery before us, we decided to give up the 'shoot,' and, returning to camp at Old De Beers, I immediately urged upon my partner the advisability of starting for the new ground. My partner, however, happened to be a man of a very conservative disposition and was skeptical of the value of my discovery, asking if there were not enough diamonds right where we stood to satisfy our needs, instead of madly rushing all over the country, and in the hunt of a shadow perhaps lose the substance.

"Still, impressed with the belief that I had made a big find, I went over to the tent of an old Natal friend, Popham, by name, with whom at the time was Herbert Rhodes. I told them of my discovery, and we three at once decided to organize a stampede for the new field.

"Popham and Rhodes got away in less than two hours, and I fully intended to accompany them, but deferred to the wishes of my partner, to remain with him at Old De Beers; sending on four Kaffir Zulus, however, to help stake out our claims.

"It was but a few hours after, through the instrumentality of the friend who I had taken with me on the hunting trip, that the news was spread abroad through the camp; and before 7 o'clock the next morning Old De Beers was deserted, and in twenty-four hours later there were from 3000 to 4000 men on the ground on which now stands the city of Kimberley.

"In a few days the country all around that clump of mines, where I had shot the partridges, was staked out, and it was almost on that spot, right in the center of the crater of the extinct mud volcano now forming the celebrated De Beers mine, that Popham, Herbert Rhodes and myself secured three of the best paying claims.

"It was about five or six months after this, when we had all moved to New Rush, that Cecil Rhodes, the youngest brother, unexpectedly turned up at the diggings.

"Cecil Rhodes was, both in appearance and character, quite different to his brothers, being at that time tall and thin, darker in complexion than Frank Rhodes, but not so dark as Herbert.

"His constitution appeared to be very delicate, and it was generally understood that he had come out more with the idea of building up his health than making a fortune.

"He took up his abode in a tent close to my own, and for some months, on account of the intimate relations existing between his brothers and myself, I saw a good deal of him; in fact, dining with the three almost every night.

"While, as I said before, Herbert and Frank Rhodes were open-hearted, generous fellows, Cecil, on the other hand, was of an altogether different character, being very reserved and hard to draw out. He was, at first, evidently not bubbling over with delight at all he witnessed and heard in his new surroundings, taking rather unkindly to the situation which did not tend to make him popular in the camp, and even his brothers seemed a little shy of his presence.

"On the morning of his arrival in camp Herbert Rhodes asked me to take his brother Cecil down and show him over the claims, where they were working from eighteen to twenty Zulus. To this request I readily agreed, and while in the pit pitched out a small diamond from the side wall and handed it to him—his first stone in South Africa. He was, however, very reticent of all he saw, only remarking that he had no idea it was like this or that, and apparently by no means enthusiastic over the prospect of becoming a diamond digger.

"Having made up his mind to stay, he settled down to work with a determination and unflinching purpose that seemed out of keeping with his delicate health and build. From the first, he eschewed the convivial habits of his brothers, criticised their actions severely by saying that he did not see the reason or necessity of squandering money in giving champagne suppers to the other diggers, and, that for his part, his only object was to make a large enough sum to go home and never set eyes on the beastly place again."

Mr. Studdy here interposes, that, with regard to Kimberley at that time, Mr. Rhodes' criticism was perfectly just.

"It was not long after Cecil Rhodes came upon the scene," Mr Studdy continues, "that I foresaw that, sooner or later, there was going to be a split in the camp. In this prognostication I was eventually proved to be right, for Herbert, first of all sold out his interest to Cecil, and then Frank did the same; when Cecil, who would hardly spend enough on his food and clothes to keep body and soul decently together, began, with the aid of his savings, to engineer those plans which have raised him to be one of the two foremost men in South Africa."

One important trait in Cecil Rhodes' character, that of his well-known fondness for animals, is emphasized by a story related by Mr. Studdy, when the former had only been a short time in South Africa. It appeared that upon a certain afternoon when Cecil Rhodes was returning to his tent, having knocked off work for the day, a mangrel dog, fleeing from the lash of an inhuman Boer, took refuge at Mr. Rhodes' side, jumping up and licking the young fellow's hand and whining piteously for protection.

"Kick that brute over here," shouted the Boer," and I'll thrash the life out of him."

"I'm not in the habit of kicking any animal," calmly rejoined Mr. Rhodes. "What has the poor beast done?"

"That's no business of yours," retorted the angry Boer. "He's my dog, not yours, and I'll do what I like with him."

"Will you?" replied Mr. Rhodes, resting his hand upon the dog's head. "I rather think not; at least, not while I'm here," and he stood confronting the Boer, while the dog cowered at his feet.

"Well," said Mr. Rhodes, after a pause, which the Boer threateningly handled his whip, "what are you going to do? Thrash me and the dog, both? I think not. I think, perhaps, you had better pass him over to my care. Here!" and drawing a coin from his pocket he tossed it over to the Boer. "Take that and leave the dog with me. Come along, doggie," and, with the poor brute at his heels he strode on to his tent.

"And for many a long day," continued Mr. Studdy that mongrel dog was probably the only confidant which Mr. Rhodes possessed—the only creature which might have heard whispered many an ambitious design and far-reaching project."



MACHINE FOR MAP DRAWING.

A New Device That Is to Be Used by the Engineer Corps in Cuba.

A new machine that looks something like a bicycle is to be used by the engineer corps of the army for map-making purposes in Cuba. Two wheels, each over three feet in circumference, the rear one following in the track of the other, work the mechanism of the machine. As three soldiers push the machine forward the map is drawn automatically, showing the compass direction of the route traversed and also the differing levels along the route, for a line indicating altitude will show a change of fifty feet in level for every inch recorded on the paper. The machine is called an orograph, because it records these differences in level.

If it will do what is claimed for it, it will make a route survey far more rapidly than it could be carried out in any other way, and a combination of these surveys will give a fairly approximate idea of the lay of the land. The machine will thus serve the purposes of topographic map-making, and the maps produced will be more accurate than a good many pioneer maps, and will serve the needs of the regions mapped fairly well till in time they are supplanted by scientific topographic maps based upon triginomical surveys.

A while ago a teacher in Brooklyn used a bicycle during his summer vacation to help him make a tourist map of a very interesting district in the Catskills. His cyclometer recorded the distances, and he took compass bearings at every important bend in the roads and paths and noted the big hills and ranges as he went along. He took distances between all the towns and even included in his survey the rough woods and the paths down steep slopes half hidden in the underbrush if they led to some fine outlook on the hillside that would delight the heart of the summer boarder. His survey carried him over many a mile where the roads or paths were not adapted for bicycling but the cyclometer records were all right whether he rode the wheel or trundled it.

Every little while he would stop to fill a page of his notbook with distances, directions, streams crossed and other interesting information and in the evening he would put the results of his day's work o his map, drawing it in carefully to scale. He stuck quite faithfully to this amusement though he would sometimes take a few days off and seek variety in the mild diversions common to the Catskills, but at the end of the summer he had a fine map that showed all the highways and byways in the heart of the mountains for miles around; and in order that the benefit of his toil might not be confined to his own family he had his map engraved when he returned to the city and it is a bit of cartographic work that is worth possessing if one spends a little while in the region where it was done.

The ingenious cartographic bicycle which the government will send to Cuba will do its mapping as it goes along and will show differences of level as well as distances, but it is safe to say that the men in charge of it will not have half as much fun as the Brooklyn teacher got out of his bicycle mapping tours. They cannot ride their machine and it will take three men to push it; but if all goes well they may accomplish a good deal of useful work in an interesting island that is still very poorly mapped.

CORN IN HISTORY.

The interest which the United States is taking in making an interesting corn exhibit in the Paris Exposition of 1900 is chiefly economic, of course. Corn is the most valuable of all the products of the United States. It represents more money than any other one article produced in this country. Moreover, its lead is lengthening instead of shortening. Corn crops which pass the 2,000,000,000 bushel mark have grown common in recent years. They will undoubtedly occur still oftener in the near future. It is to the interest of the country to popularize this article of food in the rest of the world to the greatest possible extent.

A writer in the St. Louis Globe-Democrat says: "Corn at one time may be said to have figured in the political history of the United States just as prominently as it now does in the country's economic development. The earlier white men on this continent record their surprise at the extent to which the Indians used this cereal as an article of food. The length of time which the red men could conduct campaigns through the forests on a small supply of dried corn, which they would sometimes pound into a meal with stones and eat raw, and at other times bake into a sort of bread, or roast it on the ear, was a revelation to the Spaniards, French and English visitors to the present territory of the United States two or three centuries ago. The new comers, however, quickly adopted the usages of the aborigines in this particular, and corn was thus made to figure with a good deal of conspicuousness in American history.

"One of the reasons why the French of Canada could never hope to maintain themselves in the content for supremacy with the English and the residents of the thirteen colonies was that corn could be grown north of the lakes and the St. Lawrence in limited quantities only. This valuable American product, which the Indians with their stone implements could plant between the stumps of their rude clearings or on the prairies, could be utilized to an important extent by those Indians only who resided in what is now the United States. The more northern tribes could grow it only in trifling quantities, and their French allies were thus deprived of a valuable aid in the maintainance of their power. Corn was one of the factors which gave the victory to the English and the Americans in the war which expelled the French from North America in 1755-63. It thus reserved the better part of the continent to the younger and more progressive branch of the Anglo-Saxon race, who appropriated it a dozen years after the French were driven out. Here is an additional reason why Americans should take an interest in the expansion of the market for corn, and happily they are introducing it to a larger and larger portion of the world. The exports in 1899 186,000,000 bushels, have been four times as great as they wer five years ago."





SAILORS ARE SCARCE.

The Demand of Them Now Exceeds the Supply—Causes for the Shortage.

At the beginning of 1899 the total number of men in the service of the German navy was 23,400, including the officers and engineers and a few surgeons, gunsmiths and paymasters. From Berlin it is reported that with the rapid growth and proposed further increase of the German navy there has been an increasing scarcity of trained young sailors. A few years ago Germany furnished a large part of the crews of English vessels, but today the crews of German vessels are partly composed of foreigners. With the doubling of the German navy, as contemplated, this difficulty will increase and steps are being taken to meet it. At Bremen the North German Loyd company is organizing a cadet school to train young men for the company's service.

The demand for additional sailors in Germany is not limited to the government service, however, for the two chief German lines of ocean steamships have, collectively, crews of 4,800 sailors, exclusive of the lines connecting German ports with other countries in the enormous and constantly increasing German shipping trade. Heretofore a country supplying many other countries with sailors has been Sweden, but the increase of foreign commerce of that country and the demand for Swedish sailors for Surrian ships has diminished the number of such sailors available. Moreover, Germany is only one of the countries in which there has recently been an extensive development of the naval armament and an enlarged demand in consequence for sailors.

At the beginning of the year 1898 the total number of men in the naval service of Great Britain was 100,000, of whom 70,000 were officially described as "officers and seamen," and 20,000 were "marines." Since then a further increase of 6,000 naval men has been authorized and the transport service of the English government to South Africa has made necessary the increase in the number of sailors.

There has been a very considerable increase of sailors in consequence of the enlargement and improvement of the United States navy, and the demand for them in the merchant marine of the country has been increasing correspondingly. The American Line employs 2,500 sailors and the enlargement of ocean travel this next summer to and from the Paris exposition will make further demands upon the service of sailors in all trans-Atlantic lines. Two European countries which are adding considerable to their naval equipment are France and Russia, and the increased Dutch commerce makes necessary the employment of a considerable number of Dutch seamen under the home flag, Dutch sailors having excellent repute and numbering in all more than 40,000, of whom less than 10,000 are in the naval service of the country.

Sailors almost uniformly, it is an axiom of the sea, come from countries having a large water coast and from parts of the country nearest to the coast line. There are, it is computed, a quarter of a million sailors connected with the navies of the various countries and 750,000 sailors employed in commercial navigation, England, the United States and Sweden ranking in this order in that regard. Germany, France, Italy and Holland are large commercial nations, too, and it has been observed generally that German sailors come from the Northern provinces of the country, particularly the Baltic and the North sea, while French sailors almost uniformly are drawn from the two provinces of Brittany and Normandy.

The threatened dearth of available sailors, which some German companies are seeking to provide against by the establishment of a cadet school, affects other countries as well, and unless all indications are at fault the demand for sailors next summer will be more extensive than ever before in the world's history.