

"How Oregon Was Saved."

REVIVAL OF THE ROMANCE OF MARCUS WHITMAN'S WINTER RIDE—THE TRUTH PERVERTED.

ATTEMPT TO MAKE SENTIMENT AT THE EXPENSE OF HISTORY—AN OLD STORY IN A NEW DRESS—DR. NIXON AS THE CHAMPION OF HISTORICAL ROMANCE—CISTS OF OREGON.

BY FRANCIS FULLER VICTOR.

It strikes as curious the mind of a conscientious nineteenth century historian that any man or set of men should undertake to foist upon an intelligent public, history constructed on the plan of the Niebelungenlied, the tales of King Arthur's round table or the story of William Tell. Yet this is what Dr. Oliver W. Nixon, "for seventeen years president and literary editor of the Chicago Inter-Ocean," has done in his book, "How Marcus Whitman Saved Oregon," which he very properly in his sub-title names, "A True Romance."

As if it were not called by name to defend itself from the calumny of being styled "a defamer" of Dr. Nixon's hero, a natural reverence for what I am convinced by my judgment and assured by the facts is the truth on the subject of Dr. Whitman's agency in Oregon affairs, would impel me to take notice of Dr. Nixon's book. Why a man who is killed, as the natural sequence to a course of events in which he has taken a principal part, should be idealized as a martyr because he failed to accomplish what he had undertaken, my reason is too obtuse to discover. Why a man who during his lifetime had absolutely nothing to do with the politics of Oregon, and who has left not the least record of desiring to have any, should be nearly half a century after his death, a shining example of devotion to his country's interest as against another power, with whose subjects he was on terms of amity if not of dependence, my darkened intellect fails to comprehend.

The real author of Dr. Nixon's "true romance" was W. H. Gray, the carpenter and general assistant of the Wallaitup mission in the Walla Walla Valley, which was the superintendent's or Dr. Whitman's station. Besides this there were other stations—that in charge of Rev. H. H. Spalding at Lapwai, eighty miles or more distant from Wallaitup; another in charge of Messrs. Walker and Eells in the Spokane country, and for a year or longer a fourth among the upper Nez Percés. Mr. Gray was sometimes employed at Wallaitup and sometimes at Lapwai. I mention these particulars to show the ground covered by the Presbyterian missions, and for another reason, which is to account for my own error as an historian. The "true romance" narrative in my "River of the West," I naturally supposed that a man for years employed about the missions and intimately acquainted with their affairs must be able to give the truth about them, and went into print before I found out my error. When I found it out I sought to rectify it, and it is this conscientious effort to correct my own, and incidentally others, mistakes, which has brought down on my devoted head the heavy blows of the Gray-Nixon controversialists. But although they have attacked my position by the press and from the pulpit they have not been able to overturn, because I had no devoted hands to help them, they have only the resource of repeating unfounded assertions. In the columns of a newspaper I am limited, but a brief review of Dr. Nixon's book will bring out some of the points which I desire to bring out.

Taking up chapter VI, entitled "The Ride to Save Oregon," Nixon closely follows Gray, making a difference sufficient to give an appearance of independent knowledge. He writes that the two parties, Dr. Whitman, happening to be at Fort Walla Walla, the Hudson Bay Company's post on the Columbia, and at dinner with some newly arrived Catholic priests, heard Gray, emphatically replying to the question from the Red River country were about to arrive, who would give the balance of power to the British in Oregon. He also states that Sir George Simpson, Governor of Hudson Bay, had ordered that the colony to Oregon for the purpose of holding the country, but accompanied it himself. Gray further represents that Dr. Whitman on the occasion of this dinner, in a momentary fit of anger, declared that he would bring a thousand settlers for his sixty, and jumping on his horse rode home, a distance of thirty miles, in great haste, and before dismounting from his horse, he had written to Mr. Whitman that he was going immediately to the States to bring out a large immigration and save Oregon to the United States. He also says that he did set out within two or three days. In the same chapter in which he relates these exciting incidents he tells us that Sir George Simpson went to Washington that winter to take a hand in shaping the boundary treaty which was Whitman's chief concern. All this is romantic enough, unfortunately it is not true. If any one interested to know the facts (and we might assume that Dr. Nixon should be such a man) will take the trouble to open Sir George Simpson's "Voyage Around the World," he will find that the purpose of Simpson's visit to America was solely to look after the affairs of the London company; that this took place in 1841 and not in 1842; that in Red River country he arrived in 1841 instead of 1842; that Sir George, after paying a visit to St. Louis to investigate the causes which led to the killing of Dr. McLoughlin's son, and a visit to Washington, returned to London through Russia, and that in his whole narrative he makes no mention of having seen or met Whitman's territory, much less that he had said anything to Washington to interfere with treaty-making.

So far from any Catholic priests arriving with or before the Red River settlers in 1841, the Hudson Bay Company had only two priests who wished to come to Oregon that year from Canada the privilege of traveling with their express, a privilege never refused to the American missionaries. I have not the space required to go into explanations of these apparently contradictory acts of the British company. I can only state facts directly opposed to the Gray-Nixon romance. As Dr. Whitman did not go East in 1841, but in 1842, all that interesting story of the utterances of the avant-couriers of the Red River settlers, Whitman's impetuous reply to their boast of occupying the country, and his hasty departure for Washington, falls flat. Gray, in his ignorance of history, has said that Whitman made his visit to Washington to prevent Webster from trading off Oregon for a codfishery on the coast of Newfoundland with Lord Ashburton, and that he did prevent it, the truth being that the Oregon boundary was not considered in the correspondence between Webster and the British plenipotentiary in 1812, but only the Maine boundary, which had never been settled. Had Whitman intended to influence international negotiations he would have been unable, as the Webster-Ashburton treaty was concluded in August, 1842 before he had thought of leaving Oregon.

Now all these errors of Gray are just as open to discovery by Dr. Nixon as by myself, because they are all matters of record. Yet he chooses to write as if he believed the romance he offers in place of history. Another statement which cannot be sustained against the evidence to the contrary is that Dr. Whitman brought a wagon train to the Walla Walla Valley in 1836. Dr. Nixon makes Whitman, with his secretary Webster in March, 1843, "Six years ago I was told there was no wagon road to Oregon and it was impossible to take a wagon there, and yet in despite of plead-

out to meet and trade with the immigrants, of whose expected arrival they had been apprised, piloted the companies down Snake River and over the Blue Mountains into Oregon. The latter, and most difficult, part of the journey, was made by the Indians, as Dr. Whitman was intercepted at Grand Rond and hurried to Lapwai to attend Mrs. Spalding, who was very ill. All this is clearly untrue, for the method which Dr. Whitman reported to the board thereafter contradicts it.

In a letter to the Secretary of War he uses these expressions: "I have succeeded in making an important discovery in piloting across the route described in the accompanying bill, and which is the only eligible wagon road, not less than 300 families, consisting of 1000 persons of both sexes, with their wagons, amounting to 120 oxen and 773 loose cattle. The emigrants are from different States, but principally from Missouri, Arkansas, Illinois and New York. The majority of them are farmers, lured by the prospect of a better land (longed for by Congress), by the reported fertility of the soil, and by the desire to be first among those who are planting our institutions on the Pacific Coast." Further on he says: "The wagons were drawn by oxen or mules, and the route was the Rocky Mountains to the Columbia River, contrary to all sinister assertions of all those who pretended it to be impossible to make a wagon road."

Coming now to a consideration of the real motives which led Whitman to make his winter journey to the States. My Gray-Nixon opponents allege that it was solely to "save Oregon," which was in no way in danger, and that he was only to prove to himself, that he was on his own private business and the affairs of the mission, and that whatever he said or did while in the East that seemed to bear upon national politics was simply an effort to lead the public eye to the East in those days might have said or done these things. To come from the Pacific Coast in 1842 was to have done something remarkable. To go all the way to the States, to describe a vast and wilderness country was to gain an interested audience anywhere. Especially were the President and Cabinet alert to learn everything relating to Oregon, a territory whose title was in dispute between the United States and Great Britain; and every man, whether he was a mountain man or a missionary, who had been in Oregon was closely questioned. Before Dr. Whitman returned to the States, he had been sent for to go to Washington and answer questions. He answered them so intelligently that he was told to proceed to the West and collect information for the Secretary of War, who were waiting for the bound land act, and lead them to Oregon that season. He was made sub-Indian agent, paid a salary, and commissioned with other extraordinary powers. At the same time he was sent to explore the country as far as the Red Divide, it being intended that his reports of the land passage should connect with Commodore Wilkes' reports on his explorations on the Pacific Coast, and that his presence at this action by the Government were told that Oregon was in danger of being traded off for a codfishery on the Newfoundland coast.

Dr. White gathered up about 130 persons by advertising and lecturing and proceeded to lead them to Oregon. As he had not previously traveled by sea and from the Columbia River and knew nothing of the road before him, he prudently left his wagons at Fort Hall and depended upon the Red River drivers to take him over the mountains. By this course he arrived at Whitman's station by the middle of September. Mr. Grant, the Hudson Bay Company's agent at Fort Hall, assured Dr. White that he could not take his wagons through the Columbia, and pointed out the road. It ran, after leaving Fort Boise, through Burnt River Cañon and down the Snake River to the Blue Mountains to the Umattila. This road had been pointed out to Farnham in 1839 by the company's agent at Fort Boise as a feasible wagon route while commenting on the fact that the Hudson Bay Company was at the time of the charge that Grant endeavored to discourage the taking of wagons to the Columbia. As a matter of fact, this route was not used until the year 1843, when the Hudson Bay Company, which was fully described to them by Grant, who furnished the captains of divisions with a chart of the country. No credits for exploration were given to Dr. Whitman, who performed the labor of opening the road to wagons by grading or felling trees. As all this is susceptible of proof, I beseech my opponents to refrain from saying hard things about me for stating the facts.

But to return to the motives which led Dr. Whitman to go East as suddenly as he did. The cause lay, first of all, in the intractable disposition of the Indians in that part of the country. Dr. Whitman, who was usually at his place no more than three or four persons, including Mrs. Whitman, retaliation, if it had been Christian policy, would have been unsafe, and the people of that country were not Indians, being only grown-up children, presumed more and more upon the immunity they enjoyed, until at last they were quite beyond control. In 1841 Whitman, who by the way, had performed these troubles, which he reports in his "narrative." Apparently all that held the Cayuses in check was the presence of the Hudson Bay Company. When matters became too serious to be tolerated, McKimley, the chief in charge of Fort Walla Walla, a firm and kind friend of Dr. Whitman, paid a visit to the chiefs and gave them to understand that unless they conducted themselves quietly they would be treated as enemies. The missionaries might expect to lose the trade of the company, this argument usually being sufficient to quiet them for that time.

But as they beheld the prosperity of the Hudson Bay Company, and the energy had built up a comfortable home, farm and flouring mill, and compared with their own failures, they were consumed with envy and jealousy. They assumed that the source of their prosperity was the Hudson Bay Company, and consequently they destroyed the doctor's water ditches because they were not allowed to use the water for their gardens and stole the wheat from the mission garden, besides practicing many other annoying acts. At the other missions there were similar complaints made, as the reports printed in the Boston Missionary Herald amply demonstrate.

At the time of the arrival of Dr. White with the first real emigration to Oregon, the affairs of the superintendent were becoming desperate. The home board, dissatisfied because the missions were not self-supporting after six years, and warned by the missionaries themselves, that they were in danger, had ordered that the Cayuse and Nez Percé stations should be abandoned, and that Mr. Spalding should be sent to the East with a company of men should join Walker and Eells at Spokane. Such an ending to six years of constant effort was not to be thought of. Besides, the arrival of an immigration furnished an argument, which the home board presented to the board and they were ordered closed could not only, with an annual influx of immigrants, hungry for the plains, become self-supporting, but the source of their prosperity was lacking was more help, and that he intended to demand. But there was no time to be lost, as his orders were imperative. In the night after Dr. White's arrival Dr. Whitman was informed of the news, and explain the new situation and to ask for reinforcements. His friend McKimley fitted him out with the dress of a Hudson

Bay man, the better to insure his safety, and with a guide to other of the company's forts, whence he would be forwarded along his route. No sooner was Dr. Whitman well started on his way than the Cayuses commenced hostilities. One of their chiefs invaded the chamber of Mrs. Whitman at night, she being protected by a single white man. Alarmed at this outrage she fled to Fort Walla Walla, and was sent to The Dalles, where the Methodist mission was located, and spent the year of her husband's absence in visiting different places in the Columbia and Willamette valleys. Even in the matter of the Indians' desertion in the midst of an Indian party, Dr. Whitman descends to subterfuge, giving the impression that the doctor provided for his wife's removal to The Dalles before leaving his station, although if he knew his subject, as all his opponents have known that he left her in charge of the mission, with only one man for a helper. All the writers of that day, namely, Himes, White and Lee, comment on the report of the lady's desertion, and the flight of Mrs. Whitman and her male assistant, the doctor's mill was burned down, with the grain it contained. From this time until 1847, when the November 23, the history of the missions is one of failure. Convinced at last that he could not hold out much longer Dr. Whitman purchased The Dalles station, but, before he could move, and the appearance coming further north, and the appearance among them of a fatal disease introduced by the immigration, he paid the penalty of his determination with his life.

FRANCIS FULLER VICTOR. San Francisco, July 28, 1895.

SCIENCE AND INDUSTRY

EMPLOYMENT OF WOMEN IN ENGLAND.—An investigation into the employment of women and girls lately conducted by the labor department of the British Board of Trade presents results somewhat at variance with those disclosed by the census investigation in the United States, the statistics of which have recently been made public. So far as England is concerned, the current view that women's employment is rapidly expanding and that women are replacing men to a considerable extent in industry is not confirmed. The employment of married and elderly women has, on the whole, diminished, and the employment of women in casual occupations has also declined. The significance of an increase in the employment of women and girls under 25 is impaired by the fact that there has been a concurrent and similar extension in the employment of young men and boys. Miss Collet, who has examined some of the reasons for this discrepancy between preconceived notions and the facts, points out two main causes of error in the public opinion as to the extension in the employment of women. One is the somewhat too hasty assumption that the recent tendency in the direction of the greater employment of middle-class women is representative of general changes in the field of employment for women of all kinds. On the contrary, the great increase in productive power through the introduction of machinery has greatly increased the number of Englishmen who are able to support their daughters, while the need for the services of the latter at home has decreased. Therefore, it is pointed out, in the middle-class, the high standard of comfort and diminished pressure of marriage and apprehension with regard to the future, have all combined to encourage the entrance into the labor market of middle-class girls. At the same time, however, among the less prosperous classes, by whom the benefit to the family to be derived from the services of women at home is only gradually being realized. As a result of the statistics given in the report indicate that the total increase in the employment of women and girls as compared with the population was very slight during the decade of 1881-91. A serious error in the question of female employment is found in an unsound method of statistical comparison. A fact of great importance is brought out in the report—there is not a single case of a decrease in the number of females employed which does not also show an absolute decrease in the number of females employed.

RIDE WITH YOUR MOUTH CLOSED.—It is quite time that the perils of the wheel should be formulated. With the ordinary dangers, over-exertion, or injudicious exertion, the public are quite familiar; but the ailments engendered by the use or abuse of the wheel have yet to be classified. As an advance guard comes the statement of a dentist that an over fondness for indulgence in bicycling is developing a diseased condition of the gums and teeth. The chief danger in this connection is that the extra effort in climbing hills and running races, and the short, quick breaths of cold air that strike the overheated gums through the open mouth, develop a congestion of these parts. The face is made like hot iron, and the sharp, pus forms around the teeth and loosens them. The pain is intense, and the teeth often have to be extracted. A leading dentist has confirmed the fact of the existence of this ailment in a number of cases. He says, from an abnormal current of air, from fast riding, striking the gums, and if the popularity of the bicycle continues, it will develop a new and permanent feature in dentistry. The only preventive is to ride with the mouth closed. Breathing through the nose may to some people be a little difficult at first, but the trick is soon learned, and besides its special value in bicycling, it is most essential to the general health.

SEA GULLS AS CARRIERS.—With the approach of the yacht-racing season, when quick pigeons are required for the transmission of the result of contests, the old question of "carrier pigeons for sea service" is revived. A correspondent insists that gulls, which are more powerful birds than pigeons, might be efficiently trained and used to much greater distances than are practicable with the latter. In some parts of the country it is a common sight to see tame sea gulls around the fishermen's boats, who by the way, are trained to come from the sea. They live and feed with the domestic fowls and learn readily to come when called. It is suggested that if the "homing" instinct could be developed in the gulls, the present method of communication by the pigeon, it will be invaluable for the work of carrying messages from vessels far out at sea. Its powers of vision are much greater than those of the pigeon, and there is no limit to their range of flight. Moreover, their greater strength would enable them to carry bulkier messages.

IMPORTANT DISCOVERY IN NAVAL SHIPBUILDING.—The announcement of an important discovery in naval shipbuilding has been made before the German Reichstag. During a discussion in committee on the question of construction of a ship to replace the "Preussen" the admiral said that successful experiments with a new armor plating had been made at Messrs. Krupp's works. It was discovered that a substance had been discovered which gave extraordinary results and was the means of considerably increasing the resisting power of the plates. Valuable experience had also been gained from the naval experiments of the China-Japanese war. Of all the foreign orders who had applied for permission to accompany the Chinese fleet German armor plating had been allowed to make a large part of the armor of the battleships, which, it should be noted, possessed a much greater power of resistance than the Japanese vessels.

NEWS OF THE CHURCHES.

An Eminent Greek Scholar Goes to the University of the Pacific.

TRINITY'S NEW FRESCOS.

The Probable Pastor for the Episcopal Mission of the Good Samaritan.

Rev. M. S. Cross has been appointed dean of the University of the Pacific to succeed Dr. Sawyer. Mr. Cross is considered one of the best authorities on the Greek language in America. In addition to making a special study of the classics, Rev. Mr. Cross has spent some years at the University of Athens where he acquired a thorough knowledge of modern Greek, and where his mastery of the classics earned him a high place among the professors. Dr. Cross is a brother of the Hon. C. W. Cross of this City. Dr. J. M. Beard, president of the University of the Pacific, has moved from

that carry away windmills of ordinary construction. It is fitted with an automatic "cut-out," which makes contact as soon as the gearing is moved around, so that the electricity generated passes along two overhead wires to the cells situated at a building 150 yards distant. The machine takes up very little room, and it stands the wear and tear of work so well that it promises to become, in possibly a smaller size of cheaper construction, a favorite means of water pumping. Professor Mitchell, who has subjected the vertical windmill to a thorough test in the generation of electricity, claims that such mills are especially applicable for lighting lighthouses, private country houses and factories so situated that the mill could be placed on the roof, and thus be in an exposed position.

A LIQUID ELECTRIC FORGE.—Great interest was evinced when it was announced some time ago that a discovery had been made in Germany whereby iron could be melted in a pair of tongs. A lead plate was connected to the positive wire of a source of current and a pair of tongs to the negative. The metal to be heated is then grasped with the tongs and immersed in a vessel containing the positive electrode and a good conducting solution of dilute sulphuric acid or soda. The temperature of the metal will rise, and if the operation be continued will reach the melting point. The change in temperature is followed closely by the operator, and can be arrested at any moment by the withdrawal of the metal. This method, which requires considerable current, has been improved upon by a Niagara Falls blacksmith, who devotes himself to the shoeing of horses. His

REBUILDING ST. ROSE'S.

The Insurance Has Been Satisfactorily Settled With the Pastor.

HE HOPES TO COME OUT EVEN.

Work Begun on the Brick Church. The Poor People Suffered but Little.

The insurance on St. Rose's Church on Brannan street, near Fourth, that was destroyed in the recent conflagration, has all been settled with Rev. Dennis Nugent, the pastor, so satisfactorily that he has begun rebuilding with considerable enthusiasm and encouragement. The temporary wooden church, 95x50 feet, erected on the site of the old wooden one, proved amply large for the accommodation of parishioners. Four masses have been held in it on Sundays since it was opened, and at each service the church was comfortably filled, while at the 9 o'clock mass it was crowded every Sunday morning.

This rude building will serve as a parish headquarters until a handsome Gothic church will be dedicated for divine worship. The people who worship beneath its roof are satisfied to accept, so long as they are under the trying circumstances. Meanwhile, the time is being lost in repairing the burned brick walls of the partly finished new edifice.

After the fire it was seen that the granite facings and heavy bases for piers and pillars had broken and disintegrated between intense heat and streams of cooling water. Even the massive granite blocks, nearly buried in the mud beneath the basement, had split in two. Higher up the granite blocks, which had chipped and exploded, while the bricks stood the heat remarkably well.

The damage done to stone and brick is now being repaired, under the supervision of the architect, Mr. J. J. McLaughlin. The new structure may have an absolutely safe foundation. The new church was covered for \$30,000 with the Etna Insurance Company, but the damage done was adjusted by the Etna company for \$10,000, and that amount is to be paid him.

"I felt gratified," said he yesterday, "over the treatment I received from the insurance company. They were very fair, particularly the Etna company. I find now that I may come out even after rebuilding, though there is still a doubt about it." "The first consideration now is a residence near the church, so I intend building a home there right away, where my parishioners can see me and I can be among them. As for the school building, I will duplicate the one that was burned." "I don't believe that any of the poor people who were driven out of home by the flames suffered really. A great deal of money, clothing and furniture was distributed among them, and there was no real suffering after all. Over \$300 passed through my hands to be distributed in coin and \$100 for furniture and clothing. The Society of St. Vincent de Paul and the ladies of the parish did wonderfully good work in alleviating the distress."

AUSTRALIAN TELEGRAPHY.—A clever bit of telegraphy has been done in Australia. Through the co-operation of the telegraph authorities in all the five colonies on the mainland of Australia, a very interesting experiment was lately made in the long distance transmission of telegraph messages. The points selected were Rockhampton and Breeme in Roebuck Bay, Western Australia. Breeme is on the northwest coast of Western Australia, and is the point where the cable crossed the sea and so from Europe, is landed in that colony. It is also the furthest point north in Western Australia to which the telegraph has been carried. At the time arranged for the experiment, the cables between Rockhampton and Breeme were connected, and thus a continuous circuit was made between the two points. The signals received from Rockhampton from Israelite Bay, about 4000 miles away, on the southern coast of Western Australia are described as being as clear and sharp as if they had come from the point where the cable crossed between Israelite Bay and Breeme there was a defect which somewhat impaired the distinctness of the signals. But the experiment was decidedly a success, a perfectly readable message was exchanged and a conversation was carried on between the telegraph masters at Rockhampton and Breeme, which, following the route of the wire, are 6275 miles apart.

AN IMPORTANT ELECTRIC RAILROAD SCHEME.—The public is already aware that important developments in the installation of electric railroads are close at hand, but the enormous scope of this movement is yet but imperfectly realized. In the matter of the agricultural industry alone, the electric railroad is destined to bring prosperity to extensive sections of the country whose agricultural development has always been restricted by the inability of the farmers to carry their products to market. A road which will well illustrate the bearing of this important issue is now under consideration, and its successful installation and operation would doubtless lead to the opening up of a large number of agricultural communities by the running of electric roads. It is proposed to connect by a single line the St. Lawrence and Merrimack river valleys from water to water. The line would run from Haverhill, N. H., to Nashua, twenty miles west through one of the most fertile farming countries of New England, then northward through a thickly populated manufacturing region to the White Mountain country and on to Quebec, the strongest fortified town in America. The road will open up through the length and breadth of New Hampshire a means of pleasant passenger service as well as a cheap, convenient and speedy method of transporting the products of the land to the most remunerative markets.

The word supercilious comes from the Latin word signifying the eyebrow. The habit of lifting the eyebrows in scorn suggested the present signification. Pragmatical originally meant nothing worse than complete absorption in business affairs.



THE INTERIOR OF THE NEW TRINITY CHAPEL. [Sketches by the "Call" artist.]

Napa to San Francisco, and the university's headquarters will henceforth be permanently located here.

It is believed that strong influence will be brought to bear upon Rev. W. I. Kip, pastor of the Mission of the Good Samaritan, on Second street, to induce him to accept the call he has received to St. Mark's Episcopal Church, Berkeley. Mr. Kip will be spared at the mission, where he has done a line of work which is considered unique in the Episcopal church in San Francisco. Most of the Episcopal congregation belong to the well-to-do class, but the Good Samaritan Mission has catered especially to the toilers and the poor, and, in return, the people have rallied round it and have shown an enthusiasm in its work which many fashionable congregations might envy.

It is believed, however, that Rev. W. I. Kip is just the man for Berkeley. He is a young man and a graduate of the State University, and would therefore be likely to have the power of appealing to the students. At present Mr. Kip is enjoying a two weeks' vacation at the Fairview, his decision will most likely not be known till his return. If he agrees to accept the call to Berkeley the probability is that Rev. F. H. Church will be offered the pastorate of the Mission of the Good Samaritan. He is well known in Episcopalian church circles as an active church worker, and is moreover a popular preacher. Mr. Church came from the East as curate to Rev. Dr. Easton of old Trinity Church, during the time of Rev. Mr. Davis he was curate at St. Luke's on Van Ness avenue, and at present he divides his time between Christ Church Mission, San Jose, and the mission at Fruitvale.

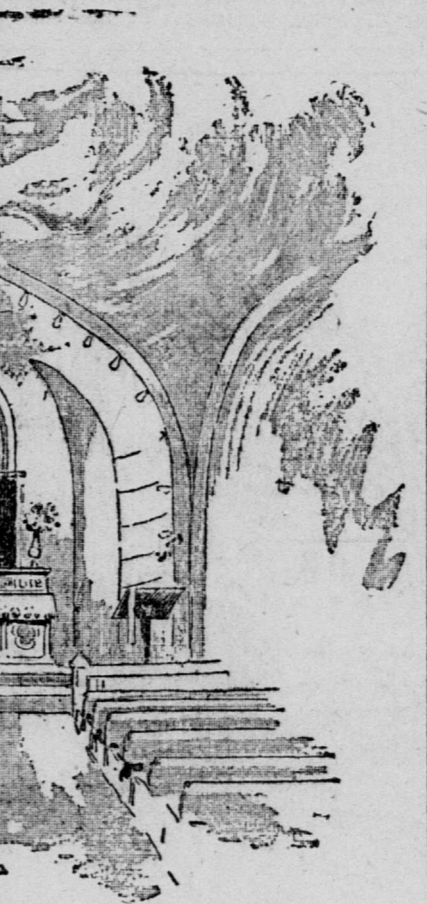
The decorations of the Memorial Chapel at Trinity Episcopal Church have just been completed and service will be held in the building next Friday morning. The walls and roof have been covered with cement, which has the appearance of stone, and the roof has been beautifully frescoed. The furniture of the chapel is an "omnium gatherum" of cherished relics from old Trinity Church. The altar, the lectern, the cross, even the carpet and the pews, have been taken from the old building on Post street.

Rev. T. M. Tai, the oldest presbyter of the Episcopal church in Japan, has taken the house 421 Powell street, where he will open a Japanese Episcopal mission, with the aid of several American teachers. Rev. Mr. Tai, who belongs to the warrior caste, is a highly educated man, and his eloquence has already made a name for himself among his compatriots since his arrival.

NEW THINGS IN ELECTRICITY

A NEW WINDMILL FOR ELECTRIC LIGHT.

A successful electric light installation on somewhat novel lines has been effected at a New Brunswick lunatic asylum. Near the asylum, to the north, is a piece of high ground upon which a vertical windmill of 10 horsepower has been erected, to be used for driving a dynamo to generate electricity for charging the storage cells at the institution. This mill differs materially from the ordinary windmills so much in vogue in Holland and other continental countries, as well as from the more modern American type, all of which have to be brought up to the wind by means of a vane or worked round by hand, thus losing time and wind. It is constructed to move in a horizontal plane about a vertical axis, thereby bringing quite a new feature into practice for the utilization of the much-neglected wind power. It consists of eight semi-circular boxes, each 12 feet long by 6 feet, neatly and securely fixed on the ends of eight pitchpine arms 21 feet long by 6 inches square. These are connected to an upright shaft attached to a pit-wheel, which moves a fly-wheel connected to a 100-horsepower dynamo. For two months the mill has worked steadily day or night, without requiring any attention whatever, thus saving the wages of attendants. It is found to be exceptionally staunch and is unaffected by breezes



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NEW THINGS IN ELECTRICITY

A NEW WINDMILL FOR ELECTRIC LIGHT.

A successful electric light installation on somewhat novel lines has been effected at a New Brunswick lunatic asylum. Near the asylum, to the north, is a piece of high ground upon which a vertical windmill of 10 horsepower has been erected, to be used for driving a dynamo to generate electricity for charging the storage cells at the institution. This mill differs materially from the ordinary windmills so much in vogue in Holland and other continental countries, as well as from the more modern American type, all of which have to be brought up to the wind by means of a vane or worked round by hand, thus losing time and wind. It is constructed to move in a horizontal plane about a vertical axis, thereby bringing quite a new feature into practice for the utilization of the much-neglected wind power. It consists of eight semi-circular boxes, each 12 feet long by 6 feet, neatly and securely fixed on the ends of eight pitchpine arms 21 feet long by 6 inches square. These are connected to an upright shaft attached to a pit-wheel, which moves a fly-wheel connected to a 100-horsepower dynamo. For two months the mill has worked steadily day or night, without requiring any attention whatever, thus saving the wages of attendants. It is found to be exceptionally staunch and is unaffected by breezes

Manufactured by S. HERNSHEIM BROS. & CO., New Orleans, La. RINALDO BROS. & CO., Pacific Coast Agents, 300-302 Battery Street, S. F. Branch Store—29-31-33 South First St., San Jose, Cal.