

will be expended in this manner alone, A quadruple electric arch is to be the most noteworthy feature. This magnificent structure is in course of erection at the intersection of Fourth avenue and Broadway. It will be 82 feet high, will be illuminated by 5000 16-candle-power electric lamps, and cost \$8000. A great cross and crown, one of the most prominent of the Templar emblems, will sur-mount the dome and will be kept con-stantly revolving by an electric mechanism. M. J. Domer, a Chicago sculptor, has the contract for the erection of the structure, which was designed by Charles D. Meyer, a Louisville architect, and is said by artists to surpass in beauty the famous Dewey arch.

Conspicuous among the other decora-tive features will be Floral Square. This will cover the lawn in front of the Jefferson County Courthouse and the adja-cent streets. Two handsome fioral arches will be erected over the street at this point. California Commandery, No 1, of San Francisco, will erect a beautiful Templar arch, 50 feet high, in front of its headquarters, at a cost of 3550. The week of the conclave will be one of the structure of the structure of

of rare atractions. The state's reputa-tion for hospitality is to be maintained at the Louisville Custom House, where the grand commandery of Kentucky will have headquarters. This is one of the handsomest buildings in the South. The entire second floor will be at the disposal of the grand body of the state Templars, and seven elegant entertainments are scheduled for the week.

Other public buildings that will figure ntly in the exercises that mark the week will be the City Hall, an ele-gant building that will be converted for the time being into an electric palace, and where several of the important com-mandery entertainments will occur; the Jefferson County Courthouse, where a number of commanderles will have head quarters, and the Female High School, where the official sessions of the grand encampment of the Knights Templar will be held.

Attractions are continually being added to the week's programme, so that it is impossible to announce the complete schedule at this date. Divine services will iducted on Sunday afternoon, August 25, at Broadway Methodist Episcopal Church, South, by Rev. J. C. Coxe, D. D., of Washington, La., grand prelate of the grand encampment. An escort of the grand encampment. An escort committee of 20 Vortuber for Vortuber

\$30,000,000 given to Spain, cash investment comes to more than \$229,000,000, and it has been taken from the whole American people by taxation. Of course, the islands we have captured and purchased are worth a great deal more money than that, but what we have acquired is sovereignty, not property. The same people inhabit them as of old, and their property rights remain as of old. If we wish to make a point of material

gains we shall have to turn to the question of trade and commerce, and even then no man can tell what the commercial gain might have been without sovereignty, since there is no absolute ratio affecting politics and commerce. We exported as much or nearly as much to Cuba in the year ending with June, 1893, as we did during the last fiscal year, when the island was under our control.

Miss Mary Lewell Watkins,

Owensboro.

ing the the cash

was under our control. Looking, however, to the places that have been reduced to permanent posses-sions we discover that there has been an increase of American exports to them which may properly be attributed to a politically stimulated market for Ameri-can commodities. The figures for the year just closed which are much larger then just closed, which are much larger than Just closed, which are much larger than those for the previous year, are some \$5,000,000 greater for Porto Rico than they were before the war, and not quite \$4,600,-000 greater for the Philippines. But there

tual cost of the Army during that period has been \$500,110,636, and of the Navy. \$340,-136,984. The excess on the first account is expected to follow the usual course and alarted out as a phenomenal one, it was expected to follow the usual course and last only two or three days, but today from every indication there are more sal-mon in the river than ever. The fish are \$400,110,636, on the second, \$100,196,984. Addnot matured for spawning, and have not gone above Puget Island, except the few of the regular July run, which are mixed up with the others,

Miss Gertrude Vogt,

Louisville

The feature of today's fishing was the drop in the price by the cannerymen from 6 cents to 5 cents, with a tendency to go still lower on account of the action of some of the fishermen. All gillnetters controlled by canners are imited in the amount of their catch, and this fixed amount is paid for at the rate of 5 cents per pound. Many fishermen deliver this amount and then sell the remainder of

one another. Tonight 60 tons of fish were shipped to the canneries of Warren, Mc-Gowan and Seufert at The Dalles, and it is expected that at least this amount will be shipped every day while the run

weeks, in connection with the fishing industry, is the absence of loss of life or accidents. One fisherman fell from his boat while intoxicated and was drowned and a Chinaman was killed by the explo-sion of an old retort but buy our of the

amount, and then sell the remainder of their catch to Seufert, of The Dalles, who has opened a station here, for 3 cents per pound. This has demoralized prices until fish may be bought at any figure if the different interests desire to conflict with

continues. One noticeable fact about the past two

sion of an old retort, but beyond this no accidents of any kind have been reported. It was expected that the limits placed on boats would be removed today, but it

pment work is being done in this district than ever before. More pay ore is also in sight than at any time in the history of the district. Fifteen men are at work for Messrs. Brewbaker and Yerington on the Uncle Sam mine, over on the west side of Gold Hill, and the necessary ma-chinery for a new sawmill for that company is on the road. The mill will be set

Miss Bessie Gray Dunlap,

up as soon as it arrives, and commence cutting timbers for a five-stamp mill, which it is intended to complete before snow files. The Lucky Boy mill is busy day and night, crushing 20 tons of ore daily. A new concentrating table is on the ground ready to be put in the mill. The latest new strike in this district is by J. E. McCauley in the Morning mine, where he has found a ledge about 20 feet wide, carrying free gold in large quantitles. The Mo of Gold Hill, The Morning is on the north side

A new wagon road is about to be built by C. H. Park to the Treasure mine, connecting with the Lucky Boy road at the latter's sawmill.

TRANSPORT FROM MANILA. Brought Many Soldiers and Body o

First Woman From Islands.

SAN FRANCISCO, July 28 .- The trans-SAN FRANCISCO, July 28.-The trans-port Meade arrived today from Manila in the record-breaking time of 21 days. The Meade brought 135 men of the Eighth Field Battery; 21 Hospital Corps men, cas-uals; 35 insane, 369 convalescent sol-diers, one time-expired prisoner, 202 dis-charged soldiers from Manila, and 103 bodies, including that of Helen D. Coch-rane, a contract nurse who died in Mable to do so, although ane, a contract nurse, who died in Mathe limit may be reduced by tomorrow. One of the largest canneries here is at least 12 hours behind with its work. The nila of acute nephritis. It is the first body of a woman to be brought from the Philippines. There were about 100 passengers, including Brigadier-General R. R. Hall, Colonel C. R. Greenleaf, Colonel arrival of extra help from the outside has increased the capacity of the can-neries, and the daily pack is now larger Moale, and a number of other Army offithan it has been. Gillnetters formerly delivered their fish to receiving stations at different points along the river, and from there they were taken to the cancers. Doctors Humphreys and G.mert, of the United States solar eclipse expedition, were also on board. Four deaths occurred during the voy-age-those of Lieutenant E. J. Hinchen, Forty-fourth Infantry; F. A. Bradley, Secneries, but this system has been done away with, at least temporarily, and the gillnotters must deliver their catches to ond Cavalry; John Blue, Third Cavalry, and John Murphy, Fifteenth Infantry. the canneries, as it is impossible to tell more than a few hours ahead how many Information was brought by the Meade urry. ish can be received and handled, Frank M. Warren, who is the ruling that the transport Sheridan will arrive here about August 9, bringing General MacArthur and party and the men of the Fourteenth Infantry, United States Army.

ment of 23,000 tons. The biggest passenger steamship now afloat is the Oceanic of the White Star line. The dimensions of the Oceanic are: Length, 704 feet; width, 63 feet: depth, 49 feet; displacement, 28,500 tons. From these figures it can be seen that while the Oceanic is longer than either of the two mammath freighters either of the two mammoth freighters building at New London, the Great Northern's boats have, nevertheless, a greater displacement. The displacement of a displacement. The displacement of a freight steamship is, as a rule, a reliable indication of the ship's cargo-carrying capacity, and the new boats, therefore, will each have a greater carrying space than the Greenie than the Oceanic, even if that vessel were fitted for transporting freight instead of

There will be no place for fripperies on the new ships. Each will be about as ome as a mud scow, but as useful as a pin. There will be no accommodation for passengers, if the original plans are carried out, although it is possible that, later, as is the case with many of the big English freighters, enough cabins will built to accommodate a dozen or so select travelers. The ships of the Glen line, for instance, are nominally cargo boats, but they have excellent passenger accommodations beside and are able to obtain higher prices for passage to China than even the regular passenger steam shins

Each of the Great Northern's freighters will have four masts, but these masts will carry powerful derricks instead of sails. There will be some sails carried aboard these ships, as there are on the trans-Atlantic steamships, but it is very seldom normderse that, but it is very seldom nowadays that a big steamship has to hoist a sail. If there is an utter breakdown of all the engines the accident usually occurs in one of the regu-lar steamship lanes, which are as well traveled as a country street. A brokenthe war. down sicamship, therefore, will have its choice of tows or of wasting time with sails. Usually it will take a tow. Ships' masts, in these days, are used as derricks, as signal posts and for the display of lights at night; in fact, for everything except sails. except sails.

It is the intention of the Great North-rn Railroad Company to make these two big freight steamhips not only the larg-est, but the swiftest, cargo-carriers in the world. They will be furnished with twin screws and will have triple-expan-sion engines almost as powerful and swift as those vessels designed entirely for smeed. The smines of the Duried for sion engines almost as powerful and swift as those vessels designed entirely for speed. The engines of the Deutschland, of the North German Lloyd Company, yield 35,640 horsepower, and it is prob-able that the engines to be built for

can shipbuilders as the best for cargo

boats.

man up aloft and the one at the curb the first move in his ment for trade su-premacy in the Pacific. If the two boats are as successful as they are expected to be, they will be followed by five more steamships of the same dimensions and

AT THE HOTELS.

capacity. Other railroad magnates are watching Mr. Hill's work very closely THE PORTLAND. E D Rogers, Chleago Hoyt Sherman & wife, Salt Lake effy M P Burton, Seattle J Stovel, do James Stokes & valet, N Y C E Curry, city C M Cotter, N Y A Walcotter, N Y A Walcotter, N Y J W Fuller & wf G W Hishop, Mommin Midred Fullsz G W Hishop, Mommin Miss J G A Gray, Des Motnes Miss Davis, do Stuart Davis, do R de Berman, Civredal G H Barnes & Wf, Midred Fullsz G W Grand, Astor G W Hishop, Mommin Mrs J G A Gray, Des Motnes Miss Davis, do R de Berman, Civredal G H Berman, Civredal M Bowland, City F B Grinnell & xt, Seattle M Say, S F C D Helwig, K C E Hetchkins, Comm G F Heint & wf, NY M Salter, NY Washington Mass Schenck, Newark Miss A C Hinder, NY M Washington, Seattle G H Berman, Civredal M Rowland, City F B Grinnell & xt, Seattle Abert Winter, NY T E Gay, S F C D Helwig, K C E E Hotchkins, Comm G F Heint & wf, NY J M Lilly, wf & daa, Indnjs H J Coulding Cont watching Mr. Hill's work very closely and already several competing lines have been planned. .ere is supposed to be a war between the Morgan and Hill in-terests, but the developments of the last few weeks make it seem likely that the two will combine their interests so as to control the shipping situation. There seems to be a very general idea among that class of moneyed men who seldom make mistakes, that a situation is im-THE PORTLAND. make mistakes, that a situation is im-pending in China which will open the whole of that country to American enterprise and commerce. When that time comes-if it ever does-the men who are now either building or designing rali-roads and steamship lines to the Orient mean to be in a position to profit by it. The war has done a great deal toward opening the eyes of American financiers to the trade possibilities of China, but many of them seem to forget to take into consideration that the effect of the intervention of the powers did not raise in the Chinese heart any overwhelming feeling of affection toward the white man. Any trade that is done with China for the next 10 years is likely, in the opinion of such men as Sir Robert Hart, to be carried on almost by force. Noth-ing but the fear of retaliatory conse-quences will, he thinks, prevent the Chiwf & Wash F Heint & wf. N Y M Lilly, wf & dau, Heiler & wf Indpis H J Conkling, Cintt Mrs W G Ferguson, Williamson, Seattle Dornitzer, Seattle I Stalker, Baker & Acrine Edries ar Standecker, St P naman from declaring a strict boycott on Mrs W G Ferguson, Harrisburg Miss Ferguson, do Miss M M Ferguson, Harrisburg W C Fitzpatrick, U S all foreign goods. In any event, he thinks it likely that the conditions of trade in China will be more difficult than before Mrs S E Ostrander, NY S Dr L Adete Curich, NY Mrs E B Havens, N Y Mrs A Bura, N T Miss Nuttall, Mass Mrs Z Nuttall, Mass Mrs Z Nuttall, Mass Mrs Z Nuttall, Mass Mrs Z Nuttall, Mass Mrs C Nuttall, Mass Mrs C Nuttall, Mass Mrs Z Nuttall, Mass Mrs Z Nuttall, Mass John A Shepard & Wr, elly Army J G Fullerton, Mpls T Fullerton, S D Mrs C D Johnson, Nome It hardly seems likely that Mr. Hill G Fun F Fullerton, Mrss C D Johnson, Nome Miss C D Johnson, Nome Miss Pellen, city Wash Bishop Rowe, Nome F N Jones & W S Ward & wf. Cin J S Perguson, Low W S Ward & wf. Cin J S Perguson, Low W S Ward & wf. Cin J S Perguson, Low W S Ward & wf. Cin J S Perguson, Low C J Ryan, N Y ght C C L Horsay, Md Dese M L Hovey, Induks G T Wentworth, Tacu G T Wentworth, Tacu G L Rennington, Miss, Mrs J H Van Wie, G L Rennington, Miss, Mrs J H Van Wie, Miss I Van Wie, do Miss I Van Wie, do Miss I Cos S B M Toung, Col W R Smedberg, U A S F Mary Tacop and the men who have supported him in employing \$15,000,000 for the development of a swift freight-carrying line of steam-ships, have made any mistakes about the Chinese situation. It is believed by those Chinese situation. It is believed by those who are in a position to know something of the facts that much of the freight which will be carried to the Chinese coast by the big ships will go into the interior of Asia by way of the Trans-Siberian Railroad. Then, too, the con-sumption of American wheat and cotton in China and Japan is already so large that it has reached a point where the who are in a position to know something of the facts that much of the freight which will be carried to the Chinese coast by the big ships will go into the interior of Asia by way of the Trans-sumption of American wheat and cotton in China and Japan is already so large that it has reached a point where the volume of business is only limited by the transportation facilities to the Orient. Even with China left out, Japan and Eastern Russia are sufficiently large cus-tomers to make the transportation of mode profitable. The railroad lines of tomets profitable. The railroad lines of

Danville.

whil be on duty from Saturday until Tuesday morning. All incoming delega-tions will be met at the railway sta-tions and escorted by uniformed Tem-plars with bands of music to their stop-on Monder.

Monday evening the Kentucky grand commandery headquarters will be opened. Tuesday morning the conclave will be inaugurated with the grand parade. Indications point to the appear-ance of 30,000 uniformed Knights Templar, and 125 bands of music in the procession. The route of the parade covers the handsomest and broadest thorough-fares in the city. On Tuesday evening a monster laws fele will be given at the a monster laws fele will be given af the Masonic Widows' and Orphans' Home, a fireworks exhibition accompanying this feature. The same evening a chorus of 500 negro voices, under the direction of 200 negro voices, under the direction of Colonel Will S. Hays, author of "Moilie Darling," and other popular songs, will give an entertainment at the Horse Show iding.

The second day of the conclave will be devoted to the competitive drills. Five magnificent sterling silver trophies, valued at \$5000, are to be awarded in prizes. Not since the triennial of 1883, at San Francisco, have the Knights Ten held a similar contest. There will be two divisions in the drills, one for infantry corps and one for mounted troops Nine of the crack drill teams of the country are entered as follows: Infan-try division-Columbia, No. 2, Washing-ton, D. C.; Alleghany, Pa., No. 55; Cal-vary, No. 3, Parkersburg, W. Va.; Han-selment, No. 16, Constituted of the con-selment No. 16, Constituted of the confor its dinner. selmann, No. 16, Cincinnati; St. Bernard No. 3. Chicago: Colorado, No. 1. Denver; Golden Gate, No. 15, San Francisco; Mounted division-Mt. Vernon, No. 1. Columbus, Ohio, and California, No. 1. San Francisco; San Francisco. In connection with the drills, 27 Kentucky belies will appear as sponsors for the Sir Knights entered in

the contests. The conclave ball will take place Thursday evening at Confederate Hall, a great building that will accommodate 15,000 dancers at one time. This function bids fair to surpass in brilliancy any social event ever given in the South. A horse show, with Kentucky thor-

him.

noe more.

oughbreds, trotters and pacers on exhi-bition, will be one of the features of the week. It will be held at Churchhill Downs, the famous race-course, where the, Kentucky derby is run. Every afernoon and evening excursions will be given for the benefit of the Templa visitors and their friends. Railroad side trips are to be run to Mammoth Cave, Chickamauga battlefield, and other points of interest during the period the Sir Knights are on the conclave pilgrimage.

Quarters for the week have been cured to date by about 29,000 visitors. In spite of the fact that so many contracts for accommodations have been closed, there is still abundant room for all strangers in the hotels, boarding-houses, or private residences.

August weather in Louisville has roved an interesting topic to prospecat length steps up and leads the distive visitors from Northern and Eastern states. A special bulletin prepared by Major H. B. Hersey, the local official comfited hunter within doors, at the same time telling the crowd which always stands watching that "the show's over for the night." weather forecaster, shows that the last week of August-the time of the con-clave-is always considerably cooler than Muffins watches the disappearance of his crestfallen foe with triumphant glee the preceding portions of the month. It is a noteworthy fact that during the recent heated spell the number of prostra-tions reported by the Louisville Health Department is the smallest of any of the larger cities, while not one fatal sun-stroke has occurred in the city during evenings unpleasant. the Summer.

Shingle Manufacturers Alarmed. OLYMPIA, Wash., July 28 .- The shingle stem round imp

But continued large expenditures on military account would far more than offset all possible gains, even if tariffs were abolished and it were permissible to balance a government debit with a trade credit. For the ratio of military cost to exports is now about as 9 to 1 and the latter cannot have any very great expansion because the importing people are not a people of highly cuitivated wants. Our

principal satisfaction from our must lie in the fact that we have spirit in the cold-storage plant of Trescott & Co., made his employes happy last freed these people from oppression, and it will be the more convincing when a costly Army establishment is no longer night by raising the salaries of all \$10 per month, and those who had been working for the company since the opening of the needed among them. season had their advance date from that time.

Mischievous Broadway Mouse.

When an up-town Broadway fruit store The steamer Sue H. Elmore will leave noved out to make way for a raliway licket office, one of the few things left The steamer Sue H. Limore will leave out tomorrow morning with a pliedriver in tow for Quilayute River, Clallam County, Washington, M. J. Kinney, the veteran canneryman, began last season packing salmon on this river, and it behind was a mouse, says a New York paper. It has become quite a pet with the railroad men because of its intelli-gence and general air of good-fellowship. The office boys take turns in buying milk proved so successful that he will enlarge plant and at least double his pac there this season.

When the office closes at night the nouse has the run of the place, much to the chagrin of a fine cat owned by the janitor of the building, for the mouse knows very well that the great plate HAS NO LEGAL COURTHOUSE. Thurston County Court Fails to So glass window is an impenetrable barrier for its hereditary foe and neighbor. So it takes a wicked delight in promenading in full sight of the tantalized and hapless

An electric light on the corner makes the window as bright as day, showing Muffins, as the mouse has been named, with the utmost distinctness to his persistent hunter. The cat will sit on observing every move of Muffins, fol-lowing him back and forth along the window, or sitting with switching tail and quivering whiskers while the impudent youngster sits up to make faces at

Every little while the cat makes a present, and at once objected to the sale proceeding, on the ground that it was not being made from the Courthouse, as was announced in the printed notice. In or-der to be on the safe side, the Sheriff not only made the sale from the old Court-house, but immediately afterwards re-peated it from the main entrance of the McKaupy building the attorney who has jump for the mouse, banging up against the plate glass window every time. When-ever this happens the mouse beats a hurried retreat, as though not absolutely certain of the protection afforded by the transparent barrier. But it never runs very far, and as soon as pussy's claws stop acratching across the pane, back comes the mouse and begins its antics McKenny building. An attorney, who has a similar sale to be made in the near future, has gone to the extreme of not

Puss may forget from one jumping time to the next, or she may not understand the nature of the obstruction at all, only naming the McKenny building in the notice, but also describes it by metes and ounds, thinking perhaps that it will become in-tangible as well as invisible. However that may be, she repeats her fruitless

HAS REVOLUTIONIZED FARMING. leaps for the mouse many times a night, and night after night, until her owner Logan Cheese Factory a Good Thing for Stockholders and Community.

gives a inst mischlevous swifch with his tail, and hies himself away to sleep the sleep of the innocent and to cogitate upon new methods of making puss's' evenings unpleasant A Massachusetts farmer claims to have id an apple that was outwardly perfect, but the inside of which was entirely consumed by a worm that evidently crawled in through the

Three Young People Drowned. TACOMA, July 28 .- Earl Jenkins, of Seittle; Miss Florence 'Nevins and Miss

Anolia Cole, of Puyallup, were drowned this afternoon by the collapsing of a row-boat on Spanaway Lake. David Hanshaw, of South Tacoma, was with the party, but managed to retain hold of the boat until rescued. The bodies of the three young people were recovered sev-eral hours after the accident.

Held Up and Robbed.

VALE, Or., July 28.-George Sears and T. L. Arnold, of Beulah, were held-up and robbed Friday at 11 o'clock on the summit of Bender Mountain, some dis-tance this side of Agency Valley. The robber secured \$75 in coin and checks and a gold watch, besides other articles. Sears and Arnold came to Vale late Friday night and informed Sheriff Lawrence.

Northwest Postal Orders.

WASHINGTON, July 24 .- The postoffice at Emery, Crook County, Or., has been discontinued.

been discontinued. Mail messenger service to supply the office of Fort Flagler, Wash, has been authorized by the Postoffice Department. The postoffice at Ophir, Curry County, be unloaded by these electrical machines in one-third the time needed when work-ing with steam winches. In the construction of the freighters the usual materials and methods will be em-ployed, although the electricity and com. Or., will be discontinued July 31, mail going to Wedderburn.

Marooned Japanese Found Helpless. VANCOUVER, B. C., July 28 .- A Japancese fisherman, who is alleged to have been marconed by white fishermen last Monday, was found yesterday in a help. less condition near Kinson Lighthouse. He was in a small shanty and had not had any food or water for five days. There is no clew to the men mixed up in the alleged marconing.

Mrs. Mary E. Callow.

OLIMPIA, July 28 .- Mrs. Mary E. Callow, wife of County Auditor A. L. Cal-low, died at her home in this city yesterday, after a short illness. The cause of her death was peritonitis. Deceased was well known in this and Skagit Counties, and was a prominent lodge and society

Record From Dawson Broken. VICTORIA, B. C. July 28.-The steamer Islander, which arrived from Skagway today, had passengers who came from Dawson here in less than six days, break-ing past records. She brought \$70,000 in

Brotherhood of St. Andrew

DETROIT, July 28.-The final session of the convention of the Brotherhood of St. Andrew was held tonight, the bishop of Vermont, Right Rev. Arthur C. A. Holi,

goods profitable. The railroad lines of the West and Northwest have appreci-ated this situation, and Mr. Hill, for the Great Northern's boats will be most as powerful. The speed of these passenger ships is a shade better than ated this situation, and Mr. Hill, for the Great Northern Railroad, has been 22 knots an hour, and it is the hope of the designers of the new big freighters to approach the speed of the trans-Atlantic first in the field to make a bid for the the business with his big, swift steamsteamships as nearly as the differences of ships

construction will allow. The demand at present is for freight steamships of great carrying capacity and of high speed. The freight rates charged by the swift passenger steamships which HERRON AND WILSON. ross the Atlantic and Pacific are Some Doubt as to Scriptural Basis high, but the prices are gladly paid by merchants who want their goods in a of Their Views. San Francisco Bulletin. We suppose that theologians will never agree upon what Christianity is. The sim-ple view of it as a life to be lived, and not a document is sent to be lived. The company which is building these big ships is making no experiment. It is merely meeting what it considers to be a well-marked demand for bigger

Die view of it as a fife to be fived, and not a dogma to crack heads and cut throats about, is not generally accepted, perhaps because it is simple. But one is at a loss to find in what little the New Testament teaches any authority for deboats and higher speed. Speed, in fact, is to be the keynote of the plan of the Great Northern's freight steamships. Electricity will be apiled to every service for handling the cargo, as far as possible. In fact, wh

ever the quicker power can be used it will be employed in preference to steam. Instead of handling cargo by means of the slow, cumbersome and clumsy steam winches, electrical machines will be used. These electric derricks are operated by a switch so ingenious that its movements exactly resemble those of a human hand. When the operator wishes to lift a piece of freight from the hold of a ship and place it on the deck he has only to move his hand in exactly the same way as he would if he were himself lifting a have more and live better. No one has yet shown how the civilization we have small box, in order to have the electrical derrick duplicate the action. When the controlling switch is grasped, every movecould have grown on the foundation advocated by Herron and Wilson. With all the resources of the universe ment of the hand and wrist is close fal. lowed by the powerful derricks. A down-ward turn of the hand depresses the der-

in public ownership, what stimulus would there have been to the ambition rick hook; an upward turn raises it. and the inventive genius of man? Movements to the right and left, with either a downward or an upward slant, Would a government have invented and perfected the steam-engine? Would it have invented the telegraph and teleare made in the same way. It has been found by experience on the ships of the North German Lloyd Company in which electrical derricks are used that cargo can phone, the turbine wheel, electric light and the appliances of electric power?

Governments do not invent or improve anything. Government cannot even de-fend itself without the help of the inridual who, under the much abused competitive system, has felt moved and spurred on by the necessity that he excel in order that he may live better and in

pressed air are being largely used. Each vessel will be divided into three great water-tight boxes. The middle "box" will more agreeable circumstances. The evidence appears to be on the side of the declaration that if the conditions ontain the engines. The other two are for which Herron and Wilson declaim had existed and been maintained among men to this day we would have neither for cargo. Except for such obstructions as are formed by the necessary bulk-heads, there will be nothing but cargo science, nor art, nor civilization. If this space in the fore and aft compartme be so, to introduce those conditions now may mean the loss of science, art and civ-The freeboard will be cut away at each end of the boat, so that the bulwarks ilization by processes as gradual as those can be temporarily removed during the by which these have been gained by man. handling of heavy freight. This construc-tion, originally peculiar to English freighters, has been adopted by Ameri-

New Use for Megaphones.

New York Times. "All ready for that next column!" Passers-by on Liberty street, between Nassau and William, on a recent after-When the big ships are put into comwhen the oig snips are put into com-mission they will be used almost at once in the China trade. Their first cargo will probably be American coal, which will be transported to Hong Kong or Shang-hal by the same route which the battle-ship Oregon took when she came around the Horn. After unloading the biggest noon, were much mystified by this cry It seemed to come from somewhere away up in the clouds, and was uttered in a deep, unnatural tone that caused everybody to stop. Its origin was not far to seek, however. In the street a gang of men were busy passing iron chains around a huge iron column, making it ready for hoisting. Up on the fourteenth floor of the new annex to the Mutual Life build-

ing stood a man with a megaphone. These instruments are constantly in use on the big buildings now going up in the down-town section. When structures were

the Horn. After unloading the biggest cargo of coal that has ever been sent across the Pacific, the ships will take aboard a cargo of Oriental merchandise and return to the United States across the Pacific to either San Francisco or a more northern port. It is likely that one boat will make its home port at San Francisco. At present it is the intention boat the ships in Pacific waters, but this is quite likely to be modified. The man who planned the big freighters is J. J. Hill, president of the Great is J. J. Hill, president of the Great Northern Raliroad. Mr. Hill wants to control the China trade, in which he sees a great future, and these two boats are

J S Guitek, N J A Grisand, U Mins H E Shirrell, N J J A Grisand, U C A Pease & wf, J S Kean, Tat-Hartford

Columbia River Scenery-Regulator Line steamers, Oak-St. dock. The Dalles, Hood River, Cascade Locks and return.

 Inte steamers, Gaak-St. dock. The Dailes, Hood River, Cascade Locks and return. THE FERKINS.
 Chas Butler, Pt Town J F Glade, do P Kearns, Spokane
 P Kearns, Spokane
 P Kearns, Spokane
 C La Valley, do C C La Valley, do Mrs J C Conn, do C N Hall, Tenn S C Swallow, Pa Mrs J S Coon, do C Swallow, Pa Mrs J S Coon, do C Swallow, Pa Mrs J S Conn, do C Swallow, Pa Mrs J S C Conn, do C Swallow, Pa Mrs F D Leete, do Mrs F D Leete, do Mrs F P Parker, do Mrs F P Parker, Mass Robt C Parker, do Miss C Graves, do Miss C Graves, do Miss Connet Forson, Miss Iona Hill, do Miss Cona Amalson, C E Dant, do a loss to many authors, statement teaches any authors, The brief state ownership of property as sinful and anti-Christian. The brief assage which describes the foriorn fra-ternity of the Disciples and accents their trials by saying that "they had all things for common" cannot be taken as authority for the overthrow of an industrial system that has developed out of the frictions, the ambitions and the energies of man. The competitive system is as old as the methilion to be better than his fellows to work more or the work more o

 Mrs Clara Nisonger.
 B K Bown, St Joseph

 Tcom
 J S Pias, Dos Mounes

 Mrs Linn Munroe, do Mrs J S Pias, do

 Mrs M J Everett, Lou- C P De Luaitte, Minn

 Isville Ky

 binses Kathrine and

 Agnes Stein, Wis

 E Burke, do

 Mr M NeSar, Seattle, A C Little, Tacoma

 F Haley, S F

 J A Weeks, S F

 H M Fischer, SI

 M Weeks, S F

 H M Hull, Green, III

 Jahren, S F

 H M Fischer, S F

 H M Hull, Green, III

 John Eithet, do

 Mrs R A Hoscal, S F

 E B Greenup, Astoria

 H C Daniel, Iowa

 Mrs W T Wayght,

 F Ogree, La Grandle,

 Roseburg

H C Daniei, Iowa Mrs W T Wayght. R P Greer, La Grande Rossburg C W Ridgway, La GriA Christinon, Lewiston C W Ridgway, La Gri A Christinon, Lewiston THE IMPERIAL. C. W. Knowles, Manager. Chas Thomas, S F Fred Hoimes, S F F Walker, Walla W Mrs Walker, do H O Dreser, St Louis Mrs Disson do Mrs Gasen, Valla W J Wechsler, S F Mrs Mason Towie, Va Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Greene, do Miss Adams, do C L Bane, Va S Louis J C Phillips, Gorard F F McAllister, do C L McAllister, do Miss J Stewart, S F Mrs G L McAllister, do Miss Stewart, S F Mrs J Bruaswick, Seattle. THE IMPERIAL.

Hotel Brunswick, Seattle. European; first-class. Rates, lic and up, one block from depot. Restaurant next

Tacoma Hotel, Tacoma. American plan. Rates, \$3 and up.

Donnelly Hotel. Tacoma. European plan. Rates, 50c and up.

Fairbanks for Monks. PNDIANAPOLIS, July 28 .- The Sentinel

says: "It is reported that Senator Fairbanks

only seven or eight stories high a man with a good voice had no difficulty in making himself heard from the roof, but nowadays the ironworkers at the top of a 20-story skyscraper do not try to over-come the noises of the street. The fore-

for Stockholders and Community. OREGON CITY, Or., July 28.-The Logan cheese factory, which has been in operation a little over a year, has revo-lutionized farming conditions in that sec-tion. The cheese factory is a co-operative concern, and during the month of May 30 stockholders delivered about 78,000 pounds of milk to the factory, The milk was converted into 7800 pounds of full-cream cheese. The factory is on a paying basis, and the stockholders are well sat-infied. In fact, some of them say it is the best investment ever made in the community. B. Failert, one of the most antusiastic stockholders in the factory, has erected a large barn that required \$0.000 feet of lumber in its construction.

Designate Temporary Quarters. OLYMPIA, Wash., July 28 .- Consequent to the removal of the county seat of government from what was the Courthouse to the McKenny building, a knotty legal question has arisen. When the removal

Quilayute Cannery to Be Enlarged.

was made during the past week, the Com-missioners neglected to name the Mc-Kenny building as the temporary Courthouse, and now from a legal standpoint the county is without a Courthouse. Sher-iff Mills yesterday attempted to make a sale of some property on a judgment, and, in making the sale, offered it to the highest bidder from the main entrance of the old Courthouse, now the Capitol. The attorney for the judgment debtor was present, and at once objected to the sale