#### HE IS INFLUENTIAL IN WASHINGTON

He Is Supposed to Have an Influence With Puerto Rico and Philippine Bills.

WASHINGTON, March 11 .- A Washington paper prints a story about the part Henry Oxnard played in the passage of the Puerto Rico bill. A great many people do not know who Oxnard is. He registers from Nebraska, is not a very large man, but he seems to be of considerable power. He is interested very largely in the beet-sugar production. How much money he has in it personally no one knows, but his shrewd business capacity has been recognized to such an extent that the beet-sugar interests place unbounded faith in him, and he is their recognized lobby. There has not been a tariff bill considered in the last ten years that Oxnard has not appeared in Washington for the purpose of lobbying in the beet-sugar interests. Some times he is fighting the sugar trusts, but before long there is usually a compromise, and Oxnard and the trusts are supposed to be working together. When the proposition for free trude with Puerto Rico came up in the President's message, he made no demonstration. It was not until after Chairman Payne had introduced a bill to carry out that free-trade recommendation that Oxnard appeared on the scene. He set to work in his usual quiet but vigorous manner and contributed in no small degree to the action of the House. By the way, Oxnard appears at other

times when tariff legislation is not under consideration. Oxnard was here when the treaty of peace with Spain was pending. It may be rather marvelous that this main representative of the beetsugar interests should come, and that the beet-sugar interests should cut such a figure in the determination of the peace treaty. Just what promises were made at that time it is hard to under stand. It was absolutely sure that if the peace treaty was not ratified by the last Congress the present Republican Senate re-inforced by a few Democrats who favored ratification would have passed the treaty early last March. But this was made unnecessary, because every pronounced sugar man in the Senate voted for the peace treaty. It was well understood that at least two votes, and those two were necessary to ratify the treaty, were only secured after consultation with Oxnard and the agreement as to future action relative to Philippine sugar. There is no doubt about the power of Oxnard on sugar legislation.

While this is not printed in criticism of him, because every man has a right to look after his own interests, it is one of the things that cause a great deal of criticism throughout the country, and while every man has a right to come to Congress and make representations in his own interest and in the interest of his constituents, yet criticism will always be made when any great consolidated interest appears in Washington and thwarts the will of the majority of the people or ences either the foreign or policies of the Government.

### WINTER SEES MODJESKA.

Veteran Critic on Performance of

New York Tribune, March 2. In the Fifth-Avenue Theater last night Mr. Clinton Stuart's drama of "Mar-e Antoinette" was represented for the first time in New York, and Mme, Modjeska impersonated the beautiful, indomitable, unfortunate and unhappy Queen of France in the terror-stricken days of the great French Revolution. Mr. Stuart's play is a series of episodes in the latter part of the life of Marie Antoinette, beginning with a picture of her sportive conduct at Little a picture of her sportive conduct at Little Trianon, in 1789, when she was 33, and ending with a picture of her exit from the Conciergerie, on her way to the guillotine in 1783, when she was 87. The intermediate pictures show an in-terview between the Queen and Mirabeau in 1791 (the year in which that eloquent orator, wily politician and gross libertine so suddenly died); the confrontment of the revolutionary mob. with Louis XVI and the Queen at the Tulleries, on the terrible 10th of August, 1792, when the King and his consort were compelled to take refuge in the hall of the General Assembly; the parting of the King from his wife and family, on the fatal 2let of January, 1782, when he was beheaded; the climax of the iscovery of a plot (not shown, but merely ned), to effect the escape of the royal children, Louis and Maria Louisa Charlotte, afterward Duchess of Angou-leme, from the Temple; and the violent and brutal separation of the deposed and widowed Queen from her young and idolized son. These episodes are not connected by any thread of story or by any enforced sequence of continuous and cumulative dramatic action, nor is any one of them especially felicitous in characterization, or animated with incident, or irradiated with eloquence. The intrepid spirit and imperial demeanor of Marie Antoinette, when assailed by the angry populace, are, how-ever, well denoted, and the frenzy of the afflicted Queen, when her husband has been slaughtered and her son torn away from her arms, is effectively expressed, in a brief speech of passionate invective, closng with an appeal for Divine vengeance.
As a prelude to the final picture—the ex-

ecution, with its incidental indignities and horrors-the Queen is displayed asleep, in prison, and murmuring, as she dreams of the mingled giories and miseries of her strange and darkly troubled career. The best passage in the drama, alike for character, invention and style, is a colloquy between Marie Antoinette and Mirabeau, after the model of Glacometti, but less diffuse. All the plays on this subject follong distance—Shakespeare's Queen Constance and Prince Arthur, in "King John," and Queen Elizabeth and her boy princes, in "King Richard the Third": Mr. Stuart's play is not an exception. The appeal is to sympathy with monarchs unjustly degraded, parents despotted, and a mother cruelly and terribly afflicted; but, as this appeal, in Mr. Stuart's drama as in that of Giacometti (1867), is made by means of tableaux, and not by propulsive action in the develop ment of an interesting plot, the effect, necessarily, a pictorial rather than dramatic; and this pictorial effect is monotonous and somber. An abstract of history may be measurably authentic, but, intrinsically, it is not attractive. Mme. Modjeska, with her rare faculty of imagina-tion, to form an ideal of character, her extensive learning, to inform and guide her judgment, and her ample and exqui-sitely trained power, to create and sustain an illustve impersonation is, of course, able to vitalize these historical tableaux with the diversified charm of her sweet womanhood, her dignity, her passionate intensity of feeling, and her deep and touching pathos. Her portrayal of the character of Marie Antoinette is potential with knowledge of human suffering and valuable for truth. In the long and sad story of afflicted Kings and Queens, no fig-

ure is more foriorn, wretched and lament-able than that of Marie Antoinette. Unhapy in her impulsive temperament, her lack of adequate education, her juvenile might better have been a blacksmith than a prince, her helpless innocence amid the intrigues of a corrupt court, her complete misapprehension of the social and political movements of her time, and, above all, the fate that transferred her. while yet a budding girl, from a happy home in Austria to the vortex of all that was vile, dangerous, ominous and terrible in France, she had a brief time of frivol-ous pleasure, but no comfort, no domestic peace, no compensative tranquillity of royal eminence; and she passed, within a few years, from glittering girihood to ravaged, gray-haired age, and so, shattered in nerves, partly blind, prematurely de-crepit and wholly heartbroken, she was led out and butchered to please the foul and hideous Parisian mob. Mme. Mod-jeska's embodiment of this dethroned mon-arch and most miserable woman should at least suggest solemn thought upon the guidance that the present may learn from the past. In an essentially dramatic set-ting it would, no doubt, arouse a livelier interest and prove more potent in its in-fluential effect. In its present pictorial environment it is fraught with mournful beauty, and it imparts a certain sad phil-

osophy, tending to lighten those burdens

of anguish that the human spirit is or-dained to bear, by showing with what grandeur of fortitude and what celestial

patience they have been borne. On Saturday afternoon, Mme. Modjeska will present "The Ladies' Battle" ("Bataille des Dames"), and will impersonate the Comtesse d'Autreval, a part to which she is especially well suited. This good old comedy, by Scribe and Legouve, current on our stage for about half a century, has seldon been even here but it well deseldom been seen here, but it well de-serves revival and prominent presentment. Its three acts tell an exciting story, display fine contrasts of character idly, and, while they touch the heart with sympathetic feeling, they please the mind with playful humor. This piece was first acted in New York in 1852, at Brougham's Lyceum, with Julia Bennett (afterward Mrs. Barrow), as the Comtesse, George Jordan as Henri de Flavigneul, John Brougham as Gustave de Grignon, and Julia Gould as Leonie. Mme. Modjecka
has engaged Mes Lottus—hitherto chiefly
known as an imitator of stage celebrities
—for Leonie, long famous as one of the representative ingenue parts ever young lady will likewise presently favor us with a performance of Viola, in "Twelfth Night." Next week Mme. Modjeska will present "Macbeth." The dramatic season begins to grow interesting. Thus blessings frighten as they take their flight.

Sanson
Marie Therese. Guelha L. Baker
Madame Elizabeth. Kate Daigish
Madame Adelaide. Hannah E. Sargent
Princess de Lamballe. Mary Hall
Madame de Tourzel Hattle Buskirk
"Queen" Audu. Mary Hall
Citizeness Bauit. Hannah E. Sargent
Marie Antoinette, Queen of France.
Modjeska

#### HOTEL ARRIVALS.

THE PORTLAND.

M H McCarthy, Dubyoue, Ia

Edwin H Fowle, S F
Harry E Lewis, San Fr
Couver, B
Couver, Couver, B
Couver, B
Couver, B
Couver, Couver, B
Couver, B
Couver, B
Couver, Couver, B
Couver, Couver, B
Couver, Couver, B
Couver, B
Couver, Couver, B
Couve THE PORTLAND.

C C McDonald, San F |
THE PERKINS.

Mrs F S Iliff, Astoria J B Troutman, Chgo R Crose, Oregon City W F Carter, Vanc. Wn Thoe Huff, Wilsowille Mrs Young, Oak Point R C Wallis, Rufus, Or J R Venable, Rufus John McKee, Stella P Planch, Portland John H Loper, Duluth M Fransell, Portland John H Loper, Duluth J R Venable, Rufus
P Planch, Portland
M Franell, Portland
Jerry Ruben, Portland
J W Bailey, Helena
O J Sorensen, La Cross
W H Staley, city
J A Freeborn, Toronto
O J Sorensen, La Cross
W H Staley, city
J A Freeborn, Toronto
D J K McLean, Oakid, Cal
D Fitch, New York
C O Lord, Cape Nome
Mrs J A Richardson, Bris E J. Lake, Spokane
Mrs H Steele, Spokan
Mrs Lake, Spokane
Mrs C Nomen, Mrs Lake, Spokane
Mrs L Shreve, Dalles
L L Shreve, Dalles
L L Shreve, Dalles
L L Shreve, Dalles
L H Fox, Olympia,
S Campbell, Astoria
T S Mack, Seattle
Mrs E Wilson, Grat Pass
C A Fore, Denver
C Merritt, Pendicton
J W Gault, McMinnvill
Mrs D Lund, Seattle
Mrs D Lund

THE IMPERIAL

C. W. Knowlea, Manager.

W. W. Pearson, San Fr.
H. B. Harlow, San Fr.
P. Greenberg, San Fr.
C. J. Smith, San Fran
C. E. Ghurien, San-Fran
G. E. Ghurien, San-Fran
G. E. Ghurien, San-Fran
G. E. Ghurien, do
Henry Osterman, W. W.
H. W. Hare, Hillsboro
Hrank Schilling, S. F.
Jas H. Suilivan, Chicago
Mrs Suilivan, Chicago
Mrs Suilivan, Chicago
Mrs Suilivan, Chicago
Mrs House, Canada
Mrs J. H. McNary, Salem
Mrs J. Young, Logansport
Mrs Nelson, N. Y. City, J. L. Tucker, San Fran
C. P. Casey, Albany
Frank W. Hees, U. S. A.
F. D. Kuettner, Astoria S. E. Hammond, Sumpter
Mrs F. Leinenweber, do, Harry Spencer, Spokan
Master H. Kuettner, do
THE ST. CHARLES.
J. H. Douglass, Troutdal
G. W. Matney, Dalles
G. W. Manney, Dalles

THE ST. CHARLES.

G W Matney, Dalles
G W Matney, Dalles
W J Dyer, Dalles
W J Dyer, Dalles
D H Thomas, Stella
Ed Groves, Stella
Ed Groves, Stella
E H Beach, city
Gliver Eyerly, Astoria
T Talbot, Cornellus
T H Miller, Cornellus
T H Miller, Cornellus
C W Loregren, Quincy
G Farak Tracey, Sumpler
C W Loregren, Quincy
G Farak Tracey, Sumpler
G V Johnson, Jeffersson, J J Putman, Amity
H Austin, Jeffersson
H G Groyane, Cornellus
G Groyane, Cornellus
G Groyane, Cornellus
C Groyane, C Groy M G Howatson, Clate kanle
W F Jones, Hubbard
W Worley, Hubbard
A H Richtor, BattlGrd S
J D McKenzie, do
E G Donald, Keleo
W W Waters, Brownsy
J Y Bethum, city
T Helger, city
E E Hough, city
E E Hough, city
C H Gibreath, Stella
J B Yeon, Cathismet
J E Miles, Cornellus
J E Tuttle, Tillamook, John E True, Maygers
W J Smith, Wilson R, Mrs True, Maygers
W J Smith, Wilson R, Mrs True, Maygers
Mrs Caldwell, Rockfrd
Mrs True, Maygers
Mrs Caldwell, Rockfrd
C H Aldright, Tacoma
Mrs J C Wingfield,
The Dalles

Hotel Donnelly, Tacoma. European plan; headquarters for com-mercial men. Chilberg's restaurant in connection.

### A Possible Candidate.

Boston Record. The way that Major-General Miles has several times of late referred to his sym-pathy with the struggling Dutchmen in South Africa confirms a suspicion which we have had for some time, that his name is likely to be submitted to the Democratic convention next summer as a candidate tion from high officials which I was carryfor the Presidency. That it would be the most popular stroke it could make, of course, goes without saying.

## ACROSS URAL MOUNTAINS

DISTANCES AND SCENES AND MODES OF TRAVEL.

Mountains Like Those of Marylan or Virginia at the Same Time of the Year.

OMSK. Siberia. Aug. 16.-When one is at home in the United States Omsk seems far into the heart of Siberia. Once here, with a map of the Russian Empire in view, it eems hardly more than a starting po in the journey across the great expanse of Asia. As a matter of fact, this famous Siberian city is 2271 miles from St. Peters burg, by the route of the railway, and 497 miles from Chellabinsk, the frontier sta-tion, or as far as from Chicago to Los Angeles and Omaha, respectively. If the measurement of time instead of miles be applied to the distance, however, the comparison will not hold. To travel from St. Petersburg to Omsk requires at least 24 hours more than the journey from Chicago to Los Angeles, if trains of corre-sponding class are taken, and from Cheliabinsk here the fastest time is 36 hours, instead of the 14 hours that are ample population about equal to that of Indiana for the run between Lake Michigan and The industries include cattle- and grainthe Missouri River. raising. In the town there are tallow In addition to the special immigrant factories, tanneries and a few other small

sleeping and dining cars, with all sorts of

Even on that train it is a long journey

the running time between terminals being

nine days. Thus far I have seen nothing

of that famous train except as we have

waited on sidetracks to let it hurry by

or two on the "flyer" to test its comfort

in comparison with our own limited trains. If one wants to see this country and its

the local trains, and stop at the smalle

towns, as well as the larger ones.

people just as in every other land, it is necessary to travel slowly, make use of

iaily train service across Siberia is very

different from that of the extra-fare ex-

press. From Samara to Omsk, for in-stance, the daily train requires some 15

hours more than the other, even if one

goes through without a halt. It offers no dining car and no sleeping car for the

comfort of passengers, changes are re-quired at various places through which the more pretentious train runs without

a break, and in many ways the trip be-comes a more difficult and a more trying one. But the people aboard are the peo-

ple who are making a new country out of

Siberja—the traders, the merchants, the immigrants—instead of forming a passen-

ger list made up chiefly of Russian army officers and government officials going to their posts, and the German, Belgian and

French promoters who are already enter-ing the newly opened regions to find what

Russian Empire are named for the import-ant cities on the lines. The line from

Riaisk to the Volga River is called the

Syzran-Viazma Railway, and all passen-

new train made up at Syzran just before

profit there may be for them.

omforts to make the long journey easier

manded that his journey be forwarded in every way possible. The suggestion of an American addition to the Franco-Russian alliance, made by my companion to the official, proved irresistible, and another passenger car was ordered and coupled on.

I am told that a rule of the railway resisted that a rule of the railway rule of the quires that another car be added at any time when the passengers wanting places on the regular mail train are too many for the vacant seats. That may be true, but I am quite certain that the rule is not carried out except with difficulty. When after all our trouble we induced the addi-tion of another car, it was still most un-comfortably crowded, and several passeners decided to wait another day, in hopes me of those who went on with us, too had been waiting at Samara for two days in the effort to get aboard a train. Dusk fell soon after we left Samara, that it was not until the next morning that it was possible to watch the char-acter of the country through which the line passed. No towns of particular con-sequence were missed in the night ride. It was nearly noon the next day that we reached Ufa, the largest place between the Volga and the Urais. Ufa, a city of some 35,000, more than 300 years old, is the chief town of the province of the same name. The province is about the same size as the State of New York, with a



manufactories and industries, while the trains which are run at certain seasons, when that class of travel is heaviest, and the freight trains, which are not very place contains very creditable churches and schools, a theater and a museum. frequent at any time yet, the Siberian Railway carries two kinds of train serv-ice for passengers between the Ural A Familiar Country. Until we began to reach the foothills of Mountains and the present terminus at express, which runs once a week between Mescow and Irkutsk without change, a train de luxe, which includes luxuri

The

the Ural Range the country adjacent to the railway was similar to other great areas of Russia which I have crossed-a prairie land showing rich agriculture wherever cultivated, and excellent grasses elsewhere. The country is gently rolling like many a Kansas prairie, with its few water-courses bordered with a growth of timber. The villages are rude and poor, but in almost every one stands an ele-vator, proving that the grain crops of the region are the chief source of local pros-perity. At Ufa is the union of the Belaya and the Ufa Rivers, and these streams cor

city and the region. The scenery of the foothills of the Urals and of the range itself is picturesque and attractive in the extreme after the monotony of the Russian prairies, but by no stretch of the imagination can it be called grand. The range occupies an important position on the maps, as the boundary between Europe and Asia, through very long distance north and south. roughens the face of the country considerably, and has to be reckoned with by the railway engineers, but as a mountain range, in comparison with the other fa-mous systems of the world, it makes a very poor showing. The Russians, indeed have eliminated it as a boundary between Russia and Siberia, for some provinces now overlap the mountains, and the eastern slopes of the range are included geographically in the administration of Russian Government. The entire length of the chain is about 1700 miles and the highest summits reach an eleva tion of some 6000 feet, but there are passe from Europe to Asia at an aititude of not more than 2000 feet above the level of the sea, so that the Urais really offer little insuff difficulty to railway construction

Omitting the train de luxe from the present consideration, there are, then, two For many miles after leaving Ufa the train climbed gradually to a higher level, following the course of a little river that came down from the mountains, sometrains daily on the European side of the Ural Mountains and one on this side. As in other countries, railways here in the times tumbling over rapids and falls, but more often keeping a fairly steady course, albeit at a good rate of speed. As we ascended, the mountains became more heavily wooded. The air was cooler and fresher. The villages were more pictur gers have to change cars and board the esque, and even cleaner, it seemed to me Sometimes there were rafts of logs on the



HOUSE OF STATIONMASTER AND RJ ILWAY STATION OF MEDVEJYA. ON THE SIBERIAN RAILWAY.

Samara-Ziatoust Railway, which extends from the Volga to Chellabinsk, passing through Eastern Russia and over the Ural Mountains to the junction with the

liberian Railway itself.

Insufficient Train Facilities. At this meason travel is very heavy, and the trains in service are by no means adequate for the number of passengers who want to ride. When I was leaving Samara

it happened to be the day on which the through express train from Moscow to Ir-kutsk would pass. On the chance that I might be able to patronize it for the first stage of my journey, I went to the station in the morning and attempted to secure a ticket. At least a dozen travelers who had the same idea were waiting at the ticket window of the station when the train drew up to the platform, but every place in every car was occupied, and no tickets would be sold. The result was that none us took that train. Late that afternoon the regular daily mail train came along, and it proved almost as difficult to get a place there. Every car was full, and we got aboard in haste, plling our hand-baggage in the aisles in order to pre-empt some sort of a claim to a place. By the time every one of the Samara contingent had crowded into the train every aiele was crowded. It looked very much as if we were in for the long ride to Chellabinsk without even a seat. My companion was a Frenchman whom I had met at the hotel that morning. He had been teaching the French language in a school at Saratov, and was on his way to Irkutsk, where a similar position was awaiting him. We decided that the case justified desperate measures, so we sought the station-mas-ter. Professor Raufast told him some astounding tales of the eminence of both of us, overwhelmed him with a rapid dis-play of the array of letters of introduc-

stream and several times toward evening in the middle of a delightful rapid a boy stood in the water, bare-legged, dangling fishline into a pool where there must have been trout.

The hills and streams, the coloring of the trees and the general atmospheric effect, the quiet and the beauty of it all seemed familiar enough, and except for the differing form of the little houses in the villages and the dress of the villagers this crossing of the Ural Mountains from Europe into Asia was for all the world like a scene in the mountains of Mary land or Virginia on the same sort of

#### TRUMBULL WHITE. Will They Want Us.

New Haven Palladium, Rep. Boston Herald explains Mr. Olney's meaning when he charged that the United States, in taking possession of the Philippines, had made an "entangling alliance" with Great Britain. It is that we could not have taken the islands without Great Britain's willingness or tacit assent, and we cannot retain them except by her per

Mr. Olney meant by an "entangling alliance" that the Philippines are ours by Great Britain's consent. Did he state an untruth? Can she not take them when she wants them? And if we are going to blunder as egregiously in dealing with them as we are doing with Puerto Rico, would they not be justified in preferring

### Purchased the Old Homestead.

New York Times. Workmen have begun the repair and nlargement of the McKinley cottage in Canton, O., where so many delegations were welcomed in the Presidential camwere wincomed in the Presidential cam-paign of 1836. The President and Mrs. Mc-kinley began married life there, and he purchased the property a few months ago.

#### fessor Raufast and his importance in the educational system of Siberia, which de-OVERDUE ANNIE THOMAS

SEVENTY PER CENT REINSURANCE PAID ON THE VESSEL.

Under Charter to Lond Wheat at Portland-Frisco's Poor Tug Service-Marine Notes.

charter to load wheat at this port, is days out from Cardiff, for Acapulco, and reinsurance has climbed up to 70 per cent, and is still being taken. Opin-ion as to the vessel's safety is about evenly divided "on the beach" in this city. The contingent who think that the vessel will yet be heard from have figured out that Captain Meredith got tired of bucking up against the contrary winds which are prevalent off Cape Horn, at the season when he was reported there, and has borne away for the Cape of Good Hope. The ship sailed from Cardiff July 29, and was spoken October 11, in 57 south, 79 west, by the British bark Invermay, which arrived at San Francisco December 31. At that time she reported "all well," but eight days later she was again spoken by the Invermay in 36 south and 70 west, with her foretopgaliant mast gone, and several sails carried away. This would have left her at a disadvantage in mak-ing headway under favorable circumstances, and circumstances are seldom if ever favorable off the Horn. If she bore away for the other Cape af-

ter parting company with the Invermay, she would not be making a remarkably long passage if she did not reach Acapulco, like Panama, is a hard port to enter and get away from, and vessels sometimes wallow in calms for many weeks within a few hundred miles of the port. It is hardly probable that the vesse came on up the coast after being sighted by the Invermay, and it she is heard of again, it will be from the Cape of Good Hope route. The vessel was chartered for March-April loading in Portland, but as she was taken at a low rate, she is not likely to be released by the charterers, even though she does not get here until

#### NOT A MODEL PORT. San Francisco's Bar Tug Service Is

Unsatisfactory. The foreign shipmaster on his first visit to this port, as a rule, makes it a practice to grumble and find fault whenever the opportunity offers, and if he has pre-viously visited the Bay City he invariably has some disparaging comparison to make in favor of "dear old 'Frisco." Just at present matters have taken a turn, and there is considerable grumbling from the Bay City, about high-priced sailors, poor tug service, etc. The tugboat grievance seems to be the worst, and the San Francisco correspondent speaks of it in the London Fairplay as follows.

"As conditions are at present, much cause for dissatisfaction exists, the two companies which control the business here having combined a couple of years ago to divide the pool; hence there is no bid-ding for "free" ships, these being taken alternately by the two companies as they arrive. The absence of competition in towing has also tended to make the tugowners increasingly indifferent to the claims of contract vessels. It is freely said that the tugs consult their own convenience in attending to shipping in the offing, and within the past four or five months complaints have frequently been made by masters of deep-water vessels that they have been compelled to lay outside the heads during the prevalence of strong head winds, owing to the fact that towboats, except in rare cases, will not go out unless they have a tow for sea. On the other hand, vessels outward bound complain of undue detention owing to the attitude of the tugbouts in giving preference to inside work, when such is offer-ing, urging as an excuse for decilning to out that the bar is too rough. This results in some instances in delaying ves sels for a day or so unnecessarily.

"The fact of the matter appears to be that as a measure of economy some of the tugs are constantly laid up, leaving an dle the work of the port, and, further they naturally find it more profitable to postpone making the outward tow until there is a reasonable prospect of securing a charge for the return trip."

### IN FROM THE OFFING.

Isle of Arran and Harvester Reached

Astoria Yesterday. The British ship Isle of Arran arrived in yesterday after a good passage of 43 days from Santa Rosalia. This port, like nearly all of the ports along the Southern Coast, is at times a very difficult one to get away from, and the passages vary from 25 to 100 days. Once clear of the land, and the calms which hang close to it, a vessel will come along all right; but most of them put in a few weeks in mak-ing a start on the journey to the north. Another arrival at Astoria vesterday was the American bark Harvester, which comes to Astoria to load cannery supplies for Alaska. The Harvester has for several years been engaged as a lumber drogher and all-around coaster, but 15 or 20 years ago she was one of Arthur Sewall's regular freight packets, sailing round the Horn. In the service she had the reputation of being a pretty "hot" ship, and before she secame a lumber drogher she figured extensively in the seaman's "Red Record."

#### FOR THE FAR NORTH. Five Vessels for Revenue Service in

Alaska. SAN FRANCISCO, March 15.—The rev-enue cutter Bear has arrived here from San Diego, where she has been for the past five weeks. During her stay at the southern port, the timbers of the vessel were thoroughly fried. She will now be prepared for her cruise in Alaskan waters. All the vessels of the revenue fleet will leave here about May 2 and will assembly at Seattle, May 20. They will then start on the northern trip. The fleet include the Bear, Rush, Grant, McCulloch and Manning, the latter vessel now being on her way here from New York.

To Investigate Wolcott Wreck. SEATTLE, March 15 .- An official inves tigation of the wreck of the steamer Wol cott, which was lost on the shore of Kadisk Island, is to be made. It will be held by Lehners and Whitney, United States Marine Inspectors for Alaska, in which waters the disaster occurred. As yet no date has been set for the Wolcott investi. gation, but it will probably be taken up early next week, as Captain Snow, master of the vessel, and other officers desire to leave the city. He and Pilot Keen will be the principal witnesses. The latter was in charge of the Wolcott at the time she ran on the rocks

The Oriental liner Abergeldie, and the steamer State of California are both due this morning. The Abergeldie was about due yesterday, but a thick fog off the mouth of the river last evening undoub edly prevented her getting in.

The old steamer Idaho, at one time the crack steamer of the middle river, has de generated into a floating quarantine sta-tion, or hospital, at Seattle. She has passed her 25th birthday, and is old and eeble enough to enter a hospital on her wn account.

Workmen are getting out a lot of knee for river boats at the yard just above the narrow-gauge depot. There are ru-mors that a number of steamers will be built this summer for work on the Colum-

ers, and engines, which are usually the first parts of a steamboat to be con-

Shipbuilding in 1899. According to a consular report from Bremen on the shipbuilding record of the past year, the United Kingdom still leads

in tonnage output. In 1896 British ship-yards turned out steamships to the amount of 1,414,000 tons, and saling vessels to the unt of 2000 tons, or 1,415,000 tons altogether, exclusive of warships. This, the report states, was "one-afth less than the entire steamship fleet of Germany." War-ships were turned out to the amount of The British ship Anme Thomas, under 168,000 tons, making the grand total of construction for the year 1,584,000 tons. Of the warship tonnage, 121,000 tons were added to the English fleet. Most of the remainder (42,000 tons) was for Japan, while 4000 tons were for the United States. Of the 1,415,000 mercantile tonnage built in the United Kingdom in 1899 the portion built for Germany was 68,000 tons, for Aus-tria 37,000 tons, for Norway 28,000 tons, for Spain 26,000 tons, for Denmark 24,000 tons, for Holland 22,000 tons, for Russia 15,000 tons, for Sweden 2000 tons. Of the remain-der, 1,149,000 tons were added to the British mercantile fleet and 18,000 tons went to British colonies. Other countries built altogether 881,000 tons-563 merchant vessels and 56 warships. Germany built 252,000 tons, the United States 253,000 tons, France 155,000 tons, Italy 67,000 tons, Holland 39,000 tons and Russia 34,000 tons. The tendency toward larger vessels, as being most profitable, is shown in the fact that of the steamships built in the United Kingdom nine were over 10,000 tons, six were over 12,000 tons, and the Oceanic was of 17,274 tons. Germany produced the Patricia, of

> Domestic and Foreign Ports. ASTORIA, March 15. - Arrived-British ship Isle of Arran, from Santa Rosalia; American bark Harvester, from San Francisco; schooner W. F. Jewett, from San Francisco; steamer W. H. Harrison, from Tillamook. Condition of the bar at 5 M., rough; wind, northwest; dense fog. San Francisco, March 15 - Arrived -Schooner Melancthon, from Coos Bay; schooner Neptune, from Gray's Harbor. New York, March 15. - Arrived-Lahn,

13,293 tons, the Grosser Kurfurst, 12,500 tons, and six other vessels of over 10,000

Queenstown, March 15.-Arrived-Germanic, from New York, for Liverpool. New York, March 15. — Arrived—Cuffe,

from Liverpool, San Francisco, March 15.—Salled—Steamer Leander, for Vladivostock; steamer sper, for Bristol Bay; steamer Thistle, or Bristol Bay. Seattle - Arrived March 14-Steamer St.

Paul, from Oyster Harbor; steamer City of Seattle, for Skagway; steamer Dirigo, for Skagway. Tacoma—Sailed March 13—Quickstep, for

Hong Kong, March 15.-Sailed-British steamer Empress of Japan, for Vancou-Rotterdam-Sailed March 12-British ship Cabul, for Seattle, Arrived March 14-Rotterdam, from New York, via Ply-

Palermo, March 15. - Arrived-August Victoria, from Constantinople for New York. Manila, March 13.-Sailed-Victoria, from Hong Kong, for San Francisco.

touth.

Queenstown, March 15.—Salled-Teutonic from Liverpool, for New York. New York, March 15.-Sailed-State of Nebraska, for (Casgow; Fuerst Bismarck

for Hamburg.
Port Townsend-Sailed March 14-British steamer Dainy Vostock, for Hong Kong. New York, March 15.—Arrived—Steamer H. F. Meler, from Bremen. Queenstown, March 15.-Sailed-Belgenland, from Liverpool, for Philadelphia, Bremen, March 15.—Arrived—Saale, from

New York. Genoa, March 15,-Arrived-Kaiser Wil-helm III, from New York.

PROMISE OF A REVOLT. Party Can't Stand the Administration's Wobbly Insular Policy.

Pittsburg Dispatch.
A number of the Eastern papers are commenting on the fact that the Chicago Inter Ocean, a thick-and-thin Republica paper of the most organic character, is Puerto Rican tariff proposition as a most significant indication of the Western revoit. Moreover, of seven leading papers in Chicago, comprising four pronounced Republican papers and only one that has heretofore been clearly anti-expansionist, not a single one has failed to be outspoken against the proposition to deny constitutional rights and equal trade privfleges to Puerto Rico. This gives additional point to the propounding by an avowed organ like the Inter-Ocean of the following pointed and unanswerable ques-

"Why do we redeem our pledges to exwhy do we redeem our piedges to extend liberty, prosperity and equal rights to Hawaii and not to Puerto Rico? Why do we open our arms to the islands of the Pacific and turn our backs on the island of the Atlantic? Why have we nothing but imperialism for an island a few hundred miles from our shores while we confer the gift of territorial government upon the islands in mid-ocean? Why do we wantonly violate our promises and our obligations to the one and gladly fulfill them to the other? Why do we follow the traditions of the American people for our possessions to the West and cast tend liberty, prosperity and equal rights to Hawali and not to Puerto Rico? Why for our possessions to the West and cast

them into the sea with our possessions to

The Inter Ocean answers its questions that this incongruity is established at the dictation of powerful and greedy influences. This gives pertinence to another indication of the revolt, fully as significant as that of the Chicago paper. Washington Star is, by the nature existence, a Government organ. Yet that paper on this subject adds to the

of unanswered and searching questions in the following words:
"There was a change of front, and it was made swiftly. The inspiration did not come from the White House. Whence did it come? What was the source of the discovery that bars, even low ones,

should be erected against territory unde-niably American and certain to remain When the most unquestioned organs are talking in this way, the party managers

will do wisely to inquire whether it is a riot or a revolution.

Philadelphia Press. The largest dredger ever built was designed by a Chicago man, and handles 7800 cubic yards per day. Now comes a new type of excavator, which almost walks through the earth. The machine consists of a series of projecting blades or cutters which revolve around a cylin-drical conduit of sheet iron. Within this conduit revolves a screw conveyor, which carries the material to the upper end of the conduit, where it falls to the belt conveyor and is carried away. The machine is operated by three engines.

#### Where the Ancestor Missed It. Chicago Times-Herald.

The Wig elums, Waglums, Woggelums, Wagloms, Wiglums, Woglums and Wagloms have held a convention in New Jersey and decided that they will all here-after be Woglums. Their ancestor was Jan van Woggelum, of Holland, and he might have saved a good deal of trouble and confusion if his children had all been girls.

#### Taste or Parsimony?

Boston Transcript, Closeman-After all, I much prefer a Franklin-You mean that you enjoy saying money more than you do smoking to-

> Grand Athletic Carnival Meeting of the Glants

EXPOSITION BUILDING. Saturday Night, March 17



## LEWIS CANNON

Of Chicago, III., weight 205 pounds. The acknowledged American champlon of Graeco-Roman wrestling. The only rival of Sandow in muscular de-

## D. A. McMILLAN

## Wrestling Match Gracco-Roman catch-as-catch-can, best three in five falls. If the fifth bout is necessary, the winner of the quickest fall to decide style of fifth fall.

For a Purse of \$500.00 Match must be to a finish. No draw. Win-ner to take 75 per cent and the loser 25 per cent of the purse. This context must be for blood, and to the entisfaction of management and referce, or money will be returned at the

four-round contest between Young Fitzsim-none and Dudley Evans, for scientific points, mone and Dudley Evans, for scientific points, for a purse.

Lightweight wrestling match, Graco-Homan, best two in three falls, between Young Whistler, of San Francisco, and Fred Frisch-korn, of Portland, for a purse of \$50, winner to take all.

# Sneezing Yet?

Eyes scalding, nose running, throat sore and inflamed, temples throbbing, severe pain in back, head and back of neck, cold chills chasing up and down the spine, aching in every bone and muscle, fever, general weakness and a feeling that you are done up-you've got the grip, and got it bad. Soothe the irritated nerves, stop the bone-racking aches and pains, and build up the resistive powers so as to throw off the deadly grip germs. Nothing will do this so quickly and surely as Dr. Miles' Nervine. It soon overcomes the excessive exhaustion, stimulates the appetite, invigorates digestion and brings sweet, refreshing sleep to the weary brain. Get it now, before your strength is too far gone and dread pneumonia takes you off.

"Every winter for several years I had a siege of La Grippe lasting from four to six weeks. It commenced with cold chills running up my back, with terrible headache and scalding fluid running from my eyes and nose. I would have fits of sneezing and would sneeze fifteen or twenty times before I could stop. Last winter when I was taken down and confined to my bed my husband sent for Dr. Miles' Nervine and Dr. Miles' Anti-Pain Pills. I was almost insane from pain when the medicine came, but that night I slept better than I had for weeks. I began to improve at once and was soon entirely free from the grip and its terrible MRS. JOSEPHENE REINIER, Franklin, Ind.

# Dr. Wiles' Nervine

antee. Write for free advice and booklet to

Dr. Miles Medical Company, Elkhart, Indlana,

MANHOOD RESTORED "CUPIDENE"

ble Vitalizer, the prescription of a famous French physician, will quickly our you of all

nervous or diseases of the generative organs, such as Loss Hanhood, Insomnin,
Palius in the Buck, Seminal Emissions, Nervous Debility, Pimples
Lustiness to Marry, Exhausting Drains, Varicoccle and Constipation,
Listops all losses by day or night. Prevents quickness of discharge, which if not checked
issais to Spermatorhos and all the horrors of tempotency. CUPIDENE cleanes the
liver, the kidneys and the tirinary organs of all impurities. CUPIDENE cleanes the
all weak organs.

sod restores small weak organs.

The reason sufferers are not cured by Dectors is because 20 per cent are troubled with Prostatitis.

The reason sufferers are not cured by Dectors is because 20 per cent are troubled with Prostatitis.

CUPIDENE the only known remedy to cure without an operation, 5000 testimonials. A written guarantee given and money returned if 6 boxes does not effect a permanent cure. \$1.00 a box,6 for \$4.00.

Send for Fugst circular and testimoninia.

Send Francisco, Cal.

Send Francisco, Cal. For sale by Aldrich Pharmacy, Sixth and Washington streets, Portland, Oc.