LATER ENGLISH EXPLORERS AND DISCOVERERS

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THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON

DISCOVERERS AND EXPLORERS OF AMERICA

BY THE REV. LYMAN P. POWELL.

V.

The earlier explorers had had their day. The Cabots long ago had returned home from their pre-Columbian excursion to the Continent of North America. The pious Hawkins had won for a coat-of-arms the impious picture of a captive negro bound fast with a cord. Drake had "singed the King of Spain's beard" and carried the Queen's flag to the far Pacific. Frobisher, feeling for a Northwestern passage, had all but touched the Arctic circle. Gilbert had mortgaged his estate and lost his life to get to China. Hakluyt, beforehand with his maps and colonizing fervor, was playing with conspicuous success the role of herald to every would-be voyager. Raleigh's little colony on Roanoke had perished of neglect, and its brilliant founder, historian and publicist, as well as colonizer, was languishing, not idly, in the Tower on a false charge of treason.

Old things were passing—not so swiftly, to be sure, as books make out, but passing. The new times were coming on apace. James I, pedantic, self-conscious, was no fighter. The wars Elizabeth had waged with Spain and in the Netherlands were at an end. Soldiers, good, bad and indifferent, were hurrying back to England, restless, discontented and adventurous. The soldier of fortune was still the beau ideal of common folk, but he was not so interesting as the earlier type pictured in the dramatic and admittedly veracious pages of Kingsley's "Westward Ho."

The craze for gold ran like wildfire through the land. Men were eager to be off betimes to the New World which seemed to hold out dazzling hopes of ease and luxury. Some could not wait and some in consequence found out to their discomfiture that the settlement of a hemisphere demands large plans well thought out and put into practice by many minds and many hands in concert. In 1606 some persons on whom Raleigh's magnificent schemes had made a profound impression organized a double-headed company for settling the hither fringe of the New World. The London branch of the company, including Hakluyt, Somers and Gates, took for their name the London Company, while the members hailing from Plymouth and other southwestern parts of England called themselves the Plymouth Company. King James, his mental vision blurred by dreams of gold, gave them his blessing, and along with it a patent to the greater share of all the land that now lies between Maine and Florida, and was then, thanks to Raleigh, known by the name of Virginia. The London Company had the zone which lies between Cape Fear and the Potomac, extending 100 miles inland, presumably to the Pacific; the Plymouth Company the zone between Long Island and Nova Scotia back 100 miles toward the Pacific. The condition that neither company was to make a settlement within 100 miles of any colony established by the other company actually gave the intervening region in advance to the more anticipatory and energetic of the companies.

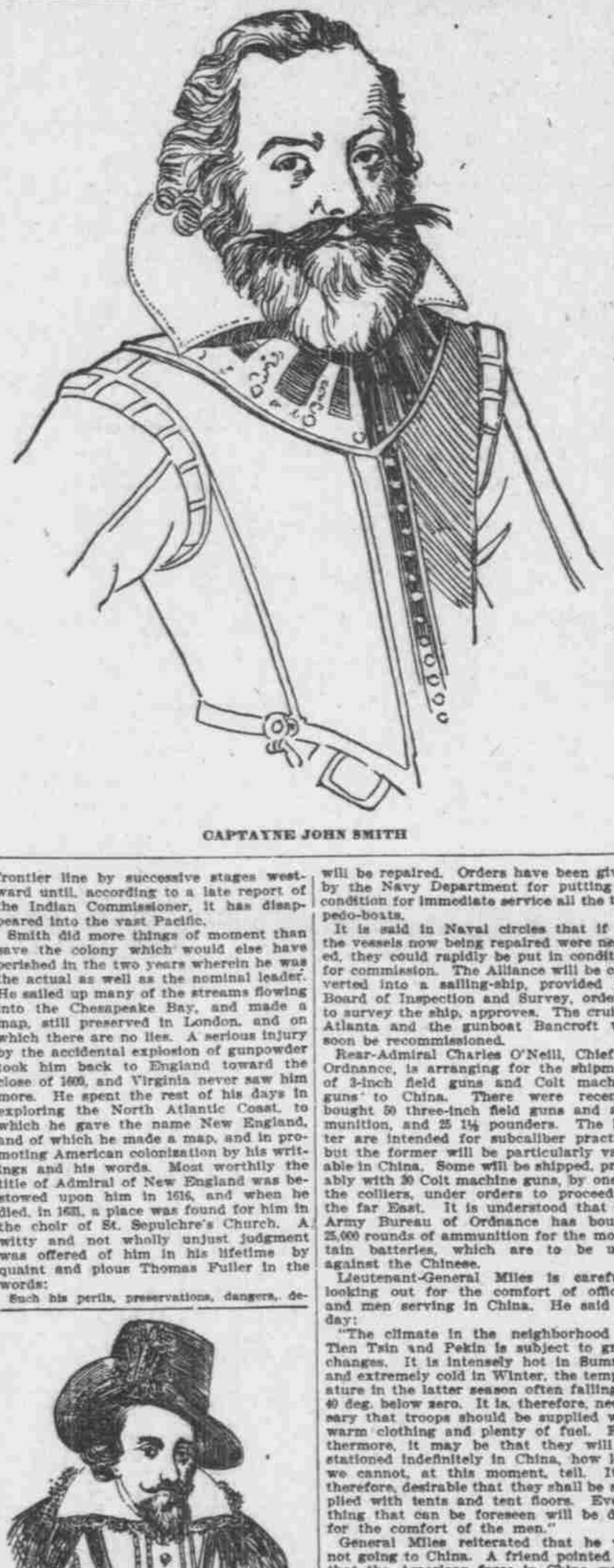
At once, in 1607, the very year that Hudson sought a Northwest passage, both companies hurried off their colonists, the one to success far south on the James River, the other to disastrous failure on the Kennebec. It was New Year's day of 1607 that the first makers of America after some delay set sail from the Downs.

They were a merry, motley company of 105 souls, catalogued by a member of the party as "poor gentlemen, tradesmen, serving men and libertines." The judgment of John Smith, the worthiest of them all, is the judgment of history: "A hundred good workmen were better than a thousand such gallants."

Bartholomew Gosnold, the second in command, was possibly the best-known spirit in the company. He had already made a reputation for himself to which he never added by this voyage to an unknown grave in Jamestown. Awhile before he had been the talk of London. He had shared in Raleigh's unsuccessful venture. In 1602 he had sailed—contrary to all precedent and prejudice—directly across the Atlantic, entered Massachusetts Bay, named Cape Cod, discovered No Man's Land and called it Martha's Vineyard and planted a colony at Cuttyhunk, now in the township of Gosnold, Massachusetts. To be sure, the settlers would not be left behind when Gosnold was about to return to England, and he had in consequence nothing to show for all his trouble. But he was not to be dismayed by disappointment. More eager than ever to plant a colony in Virginia, he talked the matter out in London; others caught the contagion of his optimism, and it was his enthusiasm that filled the sails of the Susan Constant, the Godspeed and the Discovery and sent them sailing merrily away on New Year's day of 1607 to settle Jamestown in the early Summer.

The commander of the fleet, Christopher Newport, was a competent and conspicuous office of the English Navy. Fourteen years before he had won renown in a raid on the Spanish main. He was the very man that brought in the great Spanish carrack for Raleigh. No wonder the London Company expected of him such magic feats as are achieved only in the enchanted pages of the "Arabian Nights." No wonder the unpractical fireside planners of a hemisphere gave Newport such silly instructions as called out from the doughty Smith the judgment that the London Company was made up of fools. Newport had to find either the way to the South Sea or a lump of gold or one of White's lost colonists or else he would better never show his face again in England. It was a hopeless task, but he set about it like a man and won the confidence of the best man in the party. Barely had a week passed after the selection, contrary to Gosnold's judgment, of the malarial spot on which at once they built the little settlement of Jamestown, before Newport, May 21, with 23 companions, started up the river in a shallop on his search for gold or Eleanor Dare and her friends or the South Sea passage. They went as far as the present site of Richmond, made friends with the Indians and returned within a week to find that the settlement had been attacked by 200 savages. Newport completed the palisade about the fort, gave the colonists some good advice by which they profited little and June 22 sailed for England with a cargo of clapboards, the first fruits of the settlement of Virginia. The following Spring Newport came back with some supplies, brought order out of the chaos that he found awaiting him, made an exploring expedition with Smith as a companion, loaded his vessel with bright yellow earth in the vain hope that there was gold in it, sailed away to London, there to find to his chagrin that all that glitters is not gold, and reappears no more in history.

With the first departure of their leader from the scene, disputes broke out in Jamestown. Gosnold, who alone had influence after Newport left, died. Governor Wingfield knew nothing of the gentle art of getting on with subordinates and lost his place in consequence. Ratcliffe, who succeeded him, was a brawler and a scamp and did worse than nothing for the settlement. Peril and adversity, as usual, brought to the front the strongest character in the colony. John Smith gradually took his proper place as head of the settlement. He was a born leader, and was besides well seasoned. A belated Raleigh, he projected into the 17th century something of the romance and the daring of the Elizabethan days. Time was, just after Bancroft died, when Henry Adams, Charles Deane, Justin Winsor and others seemed about to emasculate the story of Captain John Smith of its dramatic elements and reduce him to the ranks of the prosaic thousands who bear his name in swift succession to oblivion. But, thanks to John Fiske and the newer writers who count it no crime to be interesting, the reaction has begun. We know for certain that some of the stories of John Smith are true. He had his faults. He was inordinately vain, as Channing says. He had the Elizabethan facility, too often fatal to veracity, of unrestrained expression, and bore perhaps more than his full share of Elizabethan exuberance of imagination. But he was not, as Deane and Adams think, an arrant liar. He was boastful and arrogant, but so, too, for that matter were Joseph of Hebrew fame, Napoleon Bonaparte and many another strong and stalwart man of history. They do his memory an irretrievable hurt who pronounce him a Falstaff or a Joe Sedley fleeing from Brussels at the first booming of Napoleon's cannon and then in later years daring to name himself "Waterloo Sedley." Allow as largely as you like for any swashbuckling tendency discernible in his character, and you will still have left a hardy, shifty, daring, ready-witted, clear-headed, wholly practical pioneer, the first of a long line of pioneers who have forced our frontier line by successive stages westward until, according to a late report of the Indian Commissioner, it has disappeared into the vast Pacific.



CAPTAYNE JOHN SMITH

Smith did more things of moment than save the colony which would else have perished in the two years wherein he was the actual as well as the nominal leader. He sailed up many of the streams flowing into the Chesapeake Bay, and made a map, still preserved in London, and on which there are no lies. A serious injury by the accidental explosion of gunpowder took him back to England toward the close of 1609, and Virginia never saw him more. He spent the rest of his days in exploring the North Atlantic Coast, to which he gave the name New England, and of which he made a map, and in promoting American colonization by his writings and his words. Most worthily the title of Admiral of New England was bestowed upon him in 1616, and when he died, in 1631, a place was found for him in the choir of St. Sepulchre's Church. A witty and not wholly unjust judgment was offered of him in his lifetime by quaint and pious Thomas Fuller in the words:

Such his perils, preservations, dangers, deliverances, they seem to most men beyond belief, to some beyond truth. Yet we have two witnesses to attest them, the prose and the pictures, both in his own book; and it soundeth much to the diminution of his deeds that he alone is the herald to publish and proclaim them. . . . However, moderate men must allow Captain Smith to have been very instrumental in settling the plantation in Virginia whereof he was Governor, as also Admiral of New England.

James I.

Lyman Powell

Philadelphia.

Liberal Railroad Policy.

PORTLAND, July 13.—(To the Editor.)—I have read carefully and with great interest in this morning's Oregonian the letters of A. B. Hammond, president of the Oregon Central & Eastern and the Astoria & Columbia River Railroad, and that of R. Koehler, manager of the Southern Pacific Company's lines in Oregon. Very recently my wife and self made the trip from North Yakima, Wash., via the Northern Pacific to Hoquiam, Gray's Harbor, Westport, Shoalwater Bay and Ilwaco Railway & Navigation Company's lines to Astoria. We had the opportunity of seeing how thoroughly the coast region of Washington is served by the Northern Pacific's liberal policy of common rates, and how greatly the lumbering, dairying, fishing and all other natural resources of the large country tributary to the harbors and rivers of Western Washington have been developed by such policy. Again, during the past year we have resided in the growing inland town of North Yakima and had much pleasure in observing the wonderful, almost fabulous development, of the Yakima Valley, due in a great measure to the liberal policy of the Northern Pacific towards the producers of that valley.

Let Portland and all Oregon insist that the same liberal policy towards Oregon be pursued by our transcontinental "Oregon roads" (the O. R. & N. and S. P. Co.) as is pursued by the Northern Pacific and Great Northern towards Washington; then immediately a great step forward will be taken by our chief city and splendid state, for undoubtedly what the solid business people of Portland, backed by intelligent efforts of the people of Oregon, want and try to get our transcontinental railroads will quickly give. Mr. Hammond offers a great opportunity for Portland to open her doors to a large and valuable portion of Oregon that has and must always remain practically valueless if water routes to and from are solely to be relied upon.

JOHN ADAIR.

READY FOR BUSINESS.

American Navy in Shape to Do Effective Work in China.

NEW YORK, July 16.—A special to the Herald from Washington says:

Should the American Navy be needed for active service in Chinese waters, it will be able to do effective work. Through the enterprise of Secretary Long, there are but few ships undergoing repairs, and work on them is being steadily pushed, so that they will be ready for service in a comparatively short time. The San Francisco is now at the Norfolk navy-yard; the Olympia at Boston; the Boston at Mare Island navy-yard and the Raleigh at Portsmouth. The Marblehead and Detroit are undergoing repairs, and the Montgomery is under orders to proceed to New York, where she will be repaired. Orders have been given by the Navy Department for putting in condition for immediate service all the torpedo-boats.

It is said in Naval circles that if all the vessels now being repaired were needed, they could rapidly be put in condition for commission. The Alliance will be converted into a sailing-ship, provided the Board of Inspection and Survey, ordered to survey the ship, approves. The cruiser Atlanta and the gunboat Bancroft will soon be recommissioned.

Rear-Admiral Charles O'Neill, Chief of Ordnance, is arranging for the shipment of 3-inch field guns and Colt machine guns to China. There were recently bought 50 three-inch field guns and ammunition, and 25 1½ pounders. The latter are intended for subcaliber practice, but the former will be particularly valuable in China. Some will be shipped, probably with 30 Colt machine guns, by one of the colliers, under orders to proceed to the far East. It is understood that the Army Bureau of Ordnance has bought 25,000 rounds of ammunition for the mountain batteries, which are to be used against the Chinese.

Lieutenant-General Miles is carefully looking out for the comfort of officers and men serving in China. He said today:

"The climate in the neighborhood of Tien Tsin and Pekin is subject to great changes. It is intensely hot in Summer and extremely cold in Winter, the temperature in the latter season often falling to 40 deg. below zero. It is, therefore, necessary that troops should be supplied with warm clothing and plenty of fuel. Furthermore, it may be that they will be stationed indefinitely in China, how long we cannot, at this moment, tell. It is therefore, desirable that they shall be supplied with tents and tent floors. Everything that can be foreseen will be done for the comfort of the men."

General Miles reiterated that he was not going to China. A friend pointed out that the American force in China would be too small for an officer of the grade of Lieutenant-General to command. General Miles would be glad to go, could he be in supreme command of the allied forces, but this is impossible, in view of the determination of Japan to send a Field Marshal.

SUBMARINE BOATS.

Two Will Be Built and Stationed on the Pacific Coast.

NEW YORK, July 16.—A special to the Herald from Washington says:

Under the plan adopted by the Navy Department, submarine boat protection will be spuplied to every important harbor of the United States. In the contract for the six submarine boats, now being prepared by Judge-Advocate-General Lemmy, the Holland Company will be required to deliver the vessels at certain designated harbors. Two of the boats are to be built on the Pacific Coast and four on the Atlantic.

The Holland will be retained at Newport. One of the new vessels will be stationed at Boston, another at New York, a third at Philadelphia and a fourth at Charleston, S. C. The Plunger will be stationed at Hampton Roads for the defense of Norfolk, Richmond and Washington and, if improvements can be made so the vessel can operate in a sea way, Baltimore. On the Pacific Coast, one of the boats will be stationed at San Francisco and the second will be assigned to Portland, Or., or Puget Sound—probably the latter.

First Suit for Damages.

TACOMA, July 16.—The first suit for damages growing out of the Fourth of July street-car accident, in which 43 lives were lost, was filed today by Harry Gaul for the death of his son Harry, for $5000. Many other suits are expected.

Floods in Iowa.

SIOUX CITY, July 16.—A rainfall of over one-half foot has deluged this section. Small streams are out of their banks and it is feared the damage to crops will be great.

Daily Treasury Statement.

WASHINGTON, July 16.—Today's statement of the Treasury balances shows:

Available cash balance	$192,310,443
Gold reserve	60,061,476

TIME FOR BICYCLE TAX

MARION COUNTY WILL NOT FORCE ITS COLLECTION.

County Judge So Requests the Sheriff—Time Extended, Pending Decision of Test Case.

SALEM, Or., July 16.—This is the day upon which Sheriff Durbin had announced that he would begin to enforce the collection of the bicycle tax, but at the request of County Judge Scott the enforcement of the law has been postponed until August 10. The County Court had the matter under consideration at its last term and it was decided to ask the Sheriff to wait another month in order that the outcome of the test case in Multnomah County may be learned. As the time for enforcing the law drew near many owners of bicycles paid their taxes. Last Saturday, 60 tags were issued and this forenoon 18 more were taken. There has been no threat of united resistance to the collection of the tax.

California Hopgrowers Unite.

James Winstanley, local manager of the Oregon Hopgrowers' Association, today received notice that at a State Convention of hopgrowers held at Santa Rosa, Cal., July 5, an organization was effected with the object "to improve the hop industry, regulate supply and demand and maintain fair prices." Seven directors were elected and they will endeavor to gain control of 75 per cent of the hop acreage of California before their next meeting which will occur at Sacramento on August 4.

Angora Goat Association Meets.

The stockholders of the Angora Goat Record Association met in Salem today and elected the following directors: H. B. Thielsen, Salem; J. B. Early, Macleay; J. B. Stump, Monmouth; H. M. Williamson, Portland; William Brown, Salem. The directors elected J. B. Early, president; J. B. Stump, vice-president; H. B. Thielsen, secretary and H. M. Williamson, treasurer. By-laws were adopted providing, among other things, that the annual stockholders' meeting shall be held on the first Wednesday of the State Fair.

Patent Subject to Execution.

In the proceedings supplemental to execution brought by A. H. Lacroix against P. J. Scharbach, Judge Burnett today rendered a decision holding that the defendant's interest in a patent for a bicycle gear is subject to execution. W. H. Hobson was appointed receiver and Scharbach was ordered to execute a conveyance of his patent right to the receiver, the patent to be thereafter sold, and the proceeds applied to the judgment. The defendant contended that a patent is not subject to execution.

To Light State Building.

The Board of Capitol Building Commissioners this afternoon opened bids for wiring and furnishing electric lighting fixtures for the new House of Representatives and library room at the capitol. The bids were of two classes, for new fixtures throughout and for part new fixtures. The bids were as follows:

	New fixtures.	Part New.
F. R. Anson	$1468 00	$1338 00
Port. Gen. Elec. Co	1832 29	1798 50
John Barrett & Co	2350 00	2225 00
Northwest Elec. Eng. Co	1662 00	1632 00
Western Electrical Works	1733 00	1633 00

No contract has been awarded yet, but it is understood that when an award is made it will be for all new fixtures.

Six bids were also received for painting the new rooms, the lowest being $1200, which was the bid of Lemon & Burt, of Salem.

Capital City Brevities.

Governor Geer today issued the annual proclamation cautioning the people against making fires that may endanger forests.

Chief of Police Gibson received word tonight that the thief who recently stole a wheel beloging to Benjamin Irving, of this city, has been captured at Albany. The man gives his name as John Williams.

Local hopgrowers are much pleased with the present hot weather, as it is very disastrous to hop lice.

B. Coffey, a prominent farmer, residing two miles east of Salem, fell through the floor of a haymow today and fractured two ribs. He is 62 years old.

AN ACCIDENTAL DROWNING.

Theodore Greil Found in the River at Oregon City.

OREGON CITY, July 16.—An inquest was held today on the body of Theodore Greil, who was found in the river last night. The jury returned a verdict of accidental drowning. The body when found was in an upright position, slightly stooped and leaning against the bank, and covered by only a few inches of water, as though the man was trying to clamber out when life became extinct. When Mr. Greil did not return home at the expected time, his son sought him and discovered the body in the position described. The deceased was a member of the Catholic Knights of America, who will conduct the funeral tomorrow morning. He was a native of Germany, and left a wife and four children.

This morning while J. J. Worley, an employe of the paper mills, was going to his work he was struck by the engine of the south-bound Southern Pacific freight train while crossing the track, receiving serious injuries. He has a severe scalp wound; his right arm is fractured, and his ribs near the back are considerably injured. He was removed to the Good Samaritan Hospital, Portland, on the evening train.

John A. Howland, who went to Cape Nome on the steamer Geo. W. Elder, returned today, having come to Seattle on the steamer Nome City. Mr. Howland is disgusted with the opportunities presented there, and concluded to return home, selling his outfit at cost. He says that the country is overrun with people, it being estimated that the population is 75,000. It is also estimated that 30,000 came down from Dawson, 4000 having made the trip on the ice before the thaw came. At least 25,000 people had gathered at St. Michael, 350 miles distant, and made their way to Cape Nome as soon as the boats began running. Lots for business or building purposes cost $2000, and are held by squatter's right, pending the arrival of the United States Commissioners. Hundreds of people who have stocks of merchandise of various kinds are unable to secure business locations, and are anxiously awaiting opportunities to set up. The country is swarming with prospectors, and the opportunity for miners is limited.

THREE BURGLARS CAPTURED.

Entered Kalama Building in June and Assaulted an Inmate.

KALAMA, Wash., July 16.—Upon extradition papers issued by Governor Geer, of Oregon, on July 13, in compliance with a requisition from Governor Rogers, of this state, Sheriff Kirby, of Cowlitz County, arrested Joseph Stock at Rainier, Or., last night, on a charge of burglary, committed in Kalama, on June 25, 1900. Simultaneously with the arrest of Stock Charles Turnahan, charged with complicity in the same crime, was arrested at Mayger, Or., by Deputy Sheriff Robinson, of Columbia County, Or., and turned over to Sheriff Kirby about 1 o'clock this morning. This morning Harry Morris, of Kalama, was also arrested, charged with complicity in the same crime.

The crime with which these men are charged was committed on the night of June 25, 1900. The three men entered the house of Levi Summers, at 1 o'clock at night, went to the room of Fred Teigeman, and committed an assault and battery upon him. On the arrival of Mr. Summers and his son, the burglars upset a table and lighted lamp, and set the room on fire. The fire was extinguished without much damage. Both Stock and Turnahan immediately left the state.

Idaho Notes.

Hot weather has injured Spring grain in the neighborhood of Moscow in some degree.

At Buffalo Hump, a couple of men are making $5 to $10 a day hauling logs into camp for wood.

The Idaho State Journal, recently started at Boise, has a new editor—Miss Horace Greeley Perry.

Ex-Governor W. J. McConnell seems to be in the lead for the nomination of Representative in Congress.

The Lewiston Tribune boasts that "capital is pouring into every section of Idaho, developing the state's resources and creating that wealth which is destined to make Idaho great."

Mrs. F. M. Griffiths, who was recently shot by her husband at Troy, is at the Moscow Hospital. The bullet did not penetrate her lung, as at first reported, and it is thought she will recover.

In the town called Hump at present there are five saloons, one dance hall, two hotels, a livery barn and a number of tent structures. Quite a number of families are already in the camp.

Shoshone County's Commissioners have just granted 53 saloon licenses as follows: Four at Gem, four at Burke, nine at Mullan, nine at Wardner, 17 at Wallace, four at Kellogg and one each at Osbourn, Beaver, Kingston, Delta and Pierce City. They are principally renewals.

Dr. Sylvester Hunt, of Boise, is endeavoring to secure his wife and child by writ of habeas corpus. He says his wife's parents keep them from him, and files his petition in his wife's name. Judge Stewart issued a writ and placed it in the hands of the Sheriff of Washington County for service.

A preacher named Thornquist, hailing from Moscow, applied to Pastor Skipworth, of the Methodist Church at Lewiston, for its use to hold a temperance service. The request was granted, and a union meeting was in progress, with attendants from the different denominations, when the Rev. Mr. Thornquist became so violent in his denunciations of President McKinley, calling him "the biggest anarchist in the United States," that Pastor Skipworth arose and objected to his language. Thornquist started to argue the matter, but Pastor Skipworth, after declaring that "the President could not be denounced as an anarchist from his pulpit," pronounced the benediction and dismissed the congregation.

AT THE HOTELS.

THE PORTLAND.

Fred G Aulkley, Denver, Colo
Mr & Mrs G Lombard, Tekoa, Wash
A Cohn, do
Edwin T Coman & wf, Colfax, Wash
A G Bruisman & wf, Cincinnati
Fred H Newcombe & wife, New York
D M Bortick, Oswego, N Y
E W Ward & wf, N Y
J L Fuller, San Fran
Geo G Bromer, Chgo
Mr & Mrs A F Cosgrove, San Francisco
O K McMurray, S F
W I Grubb, San Fran
Mrs Elmer Calvin, SF
Wm Smith, San Fran
Harry Warshauer, Baker City
Jas H & Mrs Beatty, Idaho
A M Grant, Salt Lake
M A Gottstein, Seattle
J M Church, La Grnd
O O Kincaid, do
T Milton Johnson, Denver
E W Backus, Minnpls
P J Baresson, Seattle
Mrs F P Holbrook, Butte, Mont
A Carter, Bowie, Tex
Carroll Seeley, city
Robt G McCraken, do
S N Steel, Albany
Herbert Folger, S F
L B Mandel, San Fr
H R Robertson, Seattle
Miss E Robertson, do
Miss Bell Robertson, do
W A Semple, Albany
E S Snelgrove & wife, Salt Lake
W E Osburn, N Y
W A Doyle, San Fran
I Rosenthal, Winlock
Dr & Mrs Charles Phelps, N Y
John W Linck, Tacoma
J Herrmans, Hoquiam
C W Fulton, Astoria
Victor Staudecker, St Paul
H S Stebbins, Seattle

Columbia River Scenery.

Regulator Line steamers, from Oak-street dock, daily, except Sundays, **The Dalles, Hood River, Cascade Locks,** and return. Call on, or 'fone Agent for further information.

THE PERKINS.

C P Hogue, Oak Point
Mrs C P Hogue, do
Mrs J C Derks, do
W H Cook, Duluth
E R Cook, Duluth
Mrs R J Multon, St Jo
Jas Jordan, Burlington, Ia
S B Reynolds, Oakland, Cal
Mrs E Temple, do
E E Randell, St Paul
M Cannon, St Paul
Wm Grant, La Grand
E L Smalley, Milton
J C Henry, La Grand
W H Cohell, Arlington
Fred B Curry, La Grd
J D Cisney, Princeton, Ind
Mrs J D Cisney, do
W R Roddy, Ark
W E Chandler, Lebanon, Or
R S Carey, Woodburn
Thos Dealey, Astoria
Wm Kelley, Astoria
Miss Clara Welch, do
Miss Emma Crook, do
Miss Nellie Bracke, do
G Nordstom, do
A R Cyrus, do
Mrs A R Cyrus, do
T H Sherman, Steamer Sarah Dixon
E E Brooks, Sumpter
Geo C Helmick, do
Frank Schmidt, do
Geo Burgess, Seattle
E E Williams, San Fr
M Miller, San Fran
J F Shelton, Sumpter
J T Parkinson, do
J Muzzy, do
E V Solomon, do
P Lister, do
E A Rogers, San Fran
Wm Ross, Astoria
J H Kulper, La Grnd
C C Goldsmith, Eugene, Or
Henry Lauer, Seattle
B Franz, Camas, Wn
Mrs T D Seeley, Rosewood, O
Peter Carroll, Pendltn
Mrs M A Moore, Prineville, Or
Ed Deppenburg, do
Geo E Carpenter, Salt Lake Herald
Mrs J W Redlington, Heppner, Or
Miss Redlington, do
Master Redlington, do
A J McVittie, Omaha
J F Blakeley, Astoria
G B Moore, McMurray, Wash
H J Dunn, Goldendale
H D Ferguson, do
Fred Parker, Dallas, Or
Wm Walker, do
Mrs C Schott, Olex, Or
Miss Schott, Olex, Or
John Hackett, Lincoln, Neb
Frank Schwartz, Seattl
Benj Garren, San Fran
John Stewart, Eugene
Lee London, Roseburg
J C England, Harris, Mo
F C Kentine, Tucson
R P Wirts, Forst Grv
A C Giben, Chicago
Henry L Kirk, Dalles
H G Selby, San Fran
James A Bell, San Fr
John W Phillips, Ilwaco
F J Cram, Chicago
W W Bower, Seattle
A McGregor, Kalamazoo, Mich
Cliff Stout, Seattle
P C Gilbert, Albany
Mrs P C Gilbert, do
Albert Daunt, Castl Rk
Miss Nellie Rogers, New Whatcom
Miss Rose Rogers, do
Mrs Craw, Seattle
R C Hubbard, Spokane
R A Harris, Spokane
John B Rego, Ellensbg
Mrs John B Rego, do
E S Collins, Ostrander
Will Buck, Ostrander
H J Doolittle, Cleveind
W Ketchum, Dallas
Mrs E Cline, Dalles
Miss Beulah Cline, do
Miss Luverne Cline, do
Miss Olga Cline, do
D H Morris, Sharon, Pa
J M Hall, Sharpsvill, Pa
H L Dugan, Sumpter
J Sheneman, Pendleton
D H Welch, Astoria
Frank Randell, Sumptr
L Busch Livermore, do
J T Parkinson, do
Mrs Sheiman, Asteria
Miss Barker, Astoria
Chas Barker, Astoria
Chas Duban, Astoria
Jas Phillips, Astoria
B A Elger, Astoria
Al Johnson, Astoria
E R Johnson, Frankfort, Wash

THE IMPERIAL.

C. W. Knowles, Manager.

E C Davis, city
D W Wade, city
W J Cronin, Sumpter
D M Stuart, Astoria
Mrs Prest, Spokane
M Miller, Spokane
M Warren, San Fran
Mrs Warren, San Fran
John Cloughen, N Y
C A Chandler, San Fr
O L Spaulding, Washington, D C
Mrs Spaulding, do
J B Crossen, Dalles
J E Lilly, Skagway
J E Moore, Long Bch
Mrs Moore, do
W E Reynolds, Oaklnd
H W Lamb, K City
Mrs Lamb, do
L E Freitag, Bak Cy
H M Hughes, Boise
Mrs Hughes, Boise
J K Long, Boise
Mrs Long, Boise
Master Long, Boise
C Bartsch, Hood River
Mrs Bartsch, do
J E Rand, Hood River
Alice Jackson, Astoria
Jennie Jackson, do
T G Hayden, Dalles
A J Stinson, Sumpter
H H Thompson, Seattle
J H Gray, Astoria
Mrs Gray, Astoria
Mrs Fox, Astoria
J A Steiner, Moscow
Mrs E M Baker, Astoria
F D Kuettner, Astoria
Mrs Kuettner, Astoria
Mrs A Leinenweber, do
F C Reed, Astoria
Geo Lewis, Astoria
Miss Lettie Lewis, do
J B Horner, Corvallis
A S Mays, Dallas
F W Tobey, Arlington
E L Smith, Hood Rivr
I L Patterson, Salem
Tom Smith, Salem
H Villard, New York
A Schott, San Fran
I L Smith, Tacoma
J N Sheldon, Hutchinson, Kan
Miss Z Corson, Corvallis, Or
J C Collyer, Louisville
E J Rowland, do
Miss W Whitney, do
O E Dunham, Tacoma
W W Chester, Kan Cy
Mrs Chester, Kan City
Miss M Trunder, do
W E Wolfrein, West Bend, Wis
R H Salter, Missoula, Mont
Andrew Simon, Chgo
Ferdinand Haas, Chgo
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Eugene W Vest, St L
Walter H South, W Va
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Mrs. Mary Anna Fry, of Salem.

SALEM, Or., July 16.—Mrs. Mary Anna Fry, mother of Daniel J. Fry, the Salem druggist, died at her home in Salem this morning of paralysis. Deceased was born in Lehigh County, Pa., in 1819, and had lived in this city seven years. She left four children—Marcus Fry, Vineland, N. J.; Mrs. Mary Herbst, Sioux City, Ia.; Mrs. Alice Eppley and D. J. Fry, Salem. The remains will be shipped to Vineland, N. J., for burial.

For Reading in Eastern Oregon.

The young women who constitute the Idlewild Club of Ellis County, Kansas, have given a new and incontrovertible reason for the existence of women's clubs, says a Kansas paper. The lack of hands to harvest the wheat crop is so urgent that these energetic women, acting as a body, have offered their services to the neighboring farmers, and scores of them, clad in suitable attire, have gone forth like Ruth to gather the grain. It is asserted that Ellis County is one of the richest agricultural communities in Kansas, and it may safely be inferred from this helpful action of its daughters that it is likewise one of the most progressive and intelligent.

Mrs. E. C. Tolman, Pioneer of 1852.

ASHLAND, Or., July 16.—Mrs. Elizabeth C. Tolman, wife of General J. C. Tolman, and a pioneer of 1852, died at her home in this city this evening after a short illness, aged 71 years.

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