OUT ON A STRIKE

Longshoremen to the Number of 150 Quit Work.

THEY DEMAND 40 CENTS AN HOUR

All the Docks on the Water Front Are Affected—No Settlement in Sight.

The longshoremen on every grain dock along the water front are on a strike, the purpose of which is to secure for them 40 cents an hour, and 50 cents an hour for overtime. They are now receiving 30 cents an hour. About 150 longshoremen are out, besides a crew of a dozen men engaged in loading cars with piles, who struck in sympathy with the wharfmen. The strike came as a surprise to the managers of the docks, who had been considering a petition from the men demanding more wages, and, although it is probable that rather than employ new hands they will make some effort to reach an agreement with the men, nothing of this kind was done yesterday.

Although the strike really has no connection with the walk-out at the Ainsworth Dock Sunday morning, it was undoubtedly precipitated by the trouble there. That it was not merely a sympathetic strike, however, was proven by the fact that when yesterday afternoon the O. R. & N. Co. yielded to the demand for higher wages and set a crew of men at work handling the cargo of the Braemar at 40 and 50 cents an hour, the grain laborers continued to remain out. When the strike began yesterday morning they had no organization. The union was broken up five years ago, and there was no one vested with authority to order the walk-out. The men employed at Victoria Dock, probably spurred by the news of the strike on the Ainsworth Dock, decided that they had waited long enough for an answer to their petition for higher wages, and left work, proceeding to Irving Dock, where they gathered in the laborers there, and crossed the river to Greenwich Dock, enlisting as recruits to their army of voluntarily unemployed all the longshoremen at that wharf. The strikers, now numbering a considerable force, went from the Greenwick Dock back across the river, visiting Columbia Dock No. 2, Oceanic, Montgomery, and finally the dock of the Pacific Coast Elevator Company, in every instance inducing the men to quit work.

Having thus succeeded in tying up work, they adjourned to Schranz' Hall, on Helm street, in Lower Albina, where they effected a temporary organization, without, however, choosing any officers, and passed resolutions declaring their intention to stand together until they secured the wages demanded. It is their intention to meet today in the same place for the purpose of forming a union.

No Disorder Among Strikers.

There was not the least disorder or unruly conduct on the part of the men. They talked quietly among themselves, argued quietly with the men whom they desired to quit work, and made no threats or bluster. They appeared to be in the best of humor all the time, talking and joking among themselves. After the meeting many of them went to their homes, while others collected in the Albina Exchange and Curtin's saloon, both near the East Side docks, and played cards or discussed the situation.

At the Oceanic Dock the men remained about the premises, having apparently quit work with great reluctance. Manager Scott went out during the afternoon and talked to them a few minutes, advising them to go back to work until they received a reply to their petition. This they seemed disposed to do, but were evidently loth to take any action that would get them into trouble with the main body of the strikers. It was finally agreed to find out, if possible, who was at the head of the strike (this being a matter which not even the strikers themselves seem to know) and address a letter to him, stating that they would return to work this morning and remain at work until the end of the week, or until they heard from their employers, Balfour, Guthrie & Co. A letter was prepared, and some of the men took it to the saloon where the other strikers were gathered, but they declined to say whether or not they had presented it.

Trouble Long Brewing.

The dissatisfaction which culminated in yesterday's walk-out has been growing for about two weeks. At that time the impression became general among the men that they ought to receive the same wages as were paid five years ago—viz., 40 cents an hour through the day, and 50 cents an hour for overtime. The matter was very generally discussed, and a week ago the managers of each of the several docks received petitions, signed by all the men in their employ, requesting that the old rate of wages be restored. Friday the managers of the docks held a meeting to discuss the petitions, but arrived at no conclusion. Sunday afternoon they held a second meeting, at which it is said that an agreement was reached, but desiring to communicate with their owners before replying to the men, they adjourned to meet today. Yesterday morning the walk-out occurred, and now the matter will be left entirely to the owners of the docks, who may or may not meet the demands of the men, as they see fit.

Mr. Scott's Statement.

W. K. Scott, manager for Balfour, Guthrie & Co. of the Oceanic, Montgomery No. 2 and Mersey Docks, was seen yesterday afternoon regarding the strike. He said:

"I think it was hardly fair for the men to walk out before we had time to consider their petition. I do not believe that the men on this dock wanted to strike, and I think they would be glad to go to work now. Some of them have been here for 12 years, and all of them are steady men and fine longshoremen. We had a meeting yesterday to discuss the petitions for more wages which have been addressed to every one of the dock managers. We were going to have another meeting today, and it is very possible that something might have been done for the petitioners, had they not been so hasty in their action. They came down here in a crowd and simply took the trucks out of our men's hands. They went on down the beach and visited every dock, inducing the men to walk out everywhere.

"The men have always been treated well by our company. They get plenty of overtime, which enables them to make good money, and it is seldom that a man leaves here Saturday night without a $20 gold piece in his pocket. Five years ago, when it was necessary to cut down wages, the men accepted the cut without a murmur. I can see no reason why they should have walked out, at least without giving us some warning."

Manager Brush's Statement.

Manager Brush, of the Pacific Coast Elevator Company, was seen yesterday evening at the office of the dock, and gave a statement of the situation there. He said:

"We had at work this morning loading a ship about 40 men. The best of feeling prevailed. The request from the men for an increase of wages had been received from them and had been turned over to the owners of the dock, but it had not yet been answered. I had a conference with some of the other managers of the other docks Sunday afternoon, but as not all were present, we took no action, but deferred doing anything until Tuesday, when we were to meet again, but owing to the strike I don't think we can do anything. The matter, of course, is now in the hands of the owners of these docks to say whether or not they will accede to the demands. We had been paying 25 cents an hour, but recently advanced wages to 30 cents an hour. Our work in the elevator docks is generally continuous, and a good man can make at 30 cents an hour from $2.40 to $3 per day, which is fair wages for unskilled labor. We had a good gang of men here, and there was no complaint. We never had any trouble before. I don't suppose my men would have quit until they had received an answer, at least, to their request, but the crowd from the other docks coming around where they were at work, they swarmed around and we could not continue work. Probably half quit out of sympathy with the others. I don't know what will be done. That is in the hands of the owners of the docks, now that the men have walked out before receiving an answer to their demand. We have much work on hand here loading ships. I received 50 cars of grain this afternoon. We are blocked up, of course. I consider that we give fair employment in the docks. In the Winter and rainy weather, handling grain here under cover is much better than outside work can be. On the whole, the man handling a truck makes about as much as a carpenter the year round, and perhaps more on an average. Then it does not take a man that is vigorous long to learn how to handle a truck. Two or three weeks' practice and he can get along all right. We have only one class of skilled workmen on the docks, and that is the sack-sewers. The others are unskilled workmen. All on this dock are excellent men, and I haven't a word of blame to utter. I trust the matter will be adjusted at an early day. We have plenty of work for the men."

While Mr. Brush was talking, he was engaged in paying off his men. They laughed and joked together, and seemed on the best of terms.

Manager Fairfoul's Statement.

Manager Fairfoul, of Irving Dock, was at the dock yesterday. He said that the men employed there had joined in a petition to the owners of the dock, asking for an increase of 10 cents an hour—from 30 to 40 cents. They had quit with the others. The matter, he said, would probably be adjusted this afternoon, when there would be a conference. There were about 12 men employed there. The strike did not cause any blockade at present, owing to slack shipment of wheat from the interior. He spoke in the highest terms of the men. Manager Hedges, of the Irvington Dock, was absent. His men presented him with their petition. He indorsed it and sent it to the owners of the dock.

Strikers' Side of the Case.

The men state that they are fully entitled to the increase asked for, on account of the hard work, its temporary nature, and for the reason, they assert, that they had been promised it. They state that during the depression a few years ago they accepted a reduction, on the promise that with the return of better times their wages should be restored to what they had been. They represent that the work is very uncertain. One of the men gave an instance where he showed up at the dock every day for a week, and then only received 50 cents for his week.

"We received, many times," remarked another, "only $5 in a week for our work, and we have to support our families on that small sum. If we got work all the time, it would be another thing; but we don't. We may get two, three, four or five days one week, and then next week perhaps none at all. The work is terrific. It breaks down the big Swedish young men in a short time. There is not an easy place anywhere about a grain dock. To stick to the work of trucking grain and swinging the sacks on the high stacks will wear out and kill the best man that ever lived. I can show you young fellows who a few years ago were vigorous, but who are now broken down under the physical strain of the heavy work, and this work is worth 40 cents an hour, if anything. It is little enough that the men are asking. The times are better, and the dock-owners can well afford the little advance of 10 cents that we are asking."

There was no sign of yielding yesterday evening. The men say they won't work for 30 cents an hour. They will quietly stay away from the docks, and there is no expectation of any trouble. Except at the Pacific Coast Elevator and Oceanic Company's Docks there is little grain being handled at any of the docks, although there has been some work in progress at all of them.

Some Action Today.

It is likely that some action looking toward a resumption of work on the docks will be taken today. While a continued strike at this time will not necessarily paralyze business, it will seriously inconvenience the railroad company by tying up its cars, and it will probably not be the policy of the owners of the docks to allow the wheat to stand still, even though they are forced to employ men other than the strikers. It is not believed that the full demands of the men will be acceded to. In Tacoma the maximum wages for longshoremen is 35 cents an hour, and an advance to 40 in Portland would not be calculated to make this a cheaper port. The shippers most concerned are Balfour, Guthrie & Co., Girvin & Eyre, Kerr, Gifford & Co., G. W. McNear & Co. and the Pacific Coast Elevator Company.

Work Resumed on the Braemar.

At noon yesterday work unloading the cargo of the Oriental liner Braemar was resumed by the regular steamship longshoremen of the O. R. & N. Co. This was a concession on the part of the company, which, however, refused to take back any of the men who struck Sunday, although paying the wages demanded. The men went to work at once, there being plenty of them to handle the cargo, and the dock was full of the sound of rumbling trucks all the afternoon.

DAILY CITY STATISTICS.

Real Estate Transfers.

W. H. Hopper and wife to A. F. Washburn, lot 7, block 16, Mount Tabor Villa, July 9	$ 1
Octavia S. Seymour to E. L. Thompson, N. ½ of lot 2, block 20, King's Second addition, Twenty-second and Kearney streets, July 7	3000
A Lampert to E. H. Lampert, lot 4, block 31, Central Albina, April 19, 1898	1
Anna Krimbel, Joseph Reiff et al., to Kate Ryberg and Lizzie Arnold, lot 2, block 207, Couch addition, July 12	3000
J. H. Hovedogaard and wife to C. V. and E. X. Pfaff, lots 17 and 18, block 2, Midway, July 14	180
Annie M. Rodney and Henry F. Rodney to A. E. Latourette, trustee, lots 1 and 2, block 4, Hawthorne Place, July 12	1000
M. C. Dammeier and husband to J. H. Montgomery, 17½x55 feet, lot 4, block 5, Buckman's addition, July 13	65
E. F. Riley et ux., to United States, lot 7, 8, 9, 10, section 16, T. 1 S., R. 6 E., containing 146 acres; also N ½ of S. E. ¼ of the N. W. ¼ of section 24, T. 1 S., R. 5 E., July 10	1
Adam Schmitt to Franciska Schmitt, 1½ acres Thomas Stephens' D. L. C. Milwaukie, July 14	1000

Marriage Licenses.

John M. Elskamp, aged 28, Mary Fay, aged 22; Reinhold Schmidt, 26, Sophie Rehmann, 22; L. C. Chapman, 29, Carrie Parrott, 21; George Burgess, 30, Kate Briggs, 26.

St. Paul as a Horse Market.

Spokane, Spokesman-Review.

The July sales of horses at the St. Paul horse market exceeded anything in the history of the yards, more than 25,000 horses being sold. They were disposed of at the rate of 40 carloads an hour, the buyers being from all parts of the country, a few foreigners being represented. The majority of these horses are from the ranges of North Dakota and Montana. The bidding was sharp and the prices ran high, showing a good demand, which, though prevailing for several months, has never reached the present proportions. The sales at the St. Paul horse market during the past six months put it in the lead, as the chief market in the United States. More than 10,000 animals were disposed of. Of this number, the Northern Pacific brought to St. Paul from the ranges 50,000 horses.

Women with pale, colorless faces, who feel weak and discouraged will receive both mental and bodily vigor by using Carter's Little Liver Pills.

IS IT UNCONSTITUTIONAL?

BICYCLE TAX CASE SUBMITTED TO JUDGE SEARS.

An Early Decision Is Expected—Comment on Conflicting Opinions of the Supreme Court.

The bicycle tax case was argued and submitted before Judge Sears yesterday, and a decision as to the constitutionality of the law will be handed down soon. J. A. Ellis, whose bicycle was seized because he refused to pay the tax, is the plaintiff in the suit, and Sheriff Frazier is the defendant.

District Attorney Chamberlain defended the law for Multnomah County, and Robert G. Morrow appeared as attorney for bicyclists interested in paths, who desire to see the law upheld. J. D. Fenton made the arguments as attorney for the plaintiff. He asserted that the law is contrary to no fewer than eight different sections of the constitution, all of which are set forth in his complaint. The point is that the law is special, in its action and provisions, as it applies only to a few counties in the state, and that it grants certain citizens and classes of citizens privileges and immunities which do not belong to all citizens. It is also contended that the bill originated in the Senate, and should have originated in the House of Representatives.

Judge Sears questioned at the outset of the argument whether the law was not unconstitutional because it is local and not general in its character, according to the decision of the Supreme Court in the case of Manning vs. Klippel. Mr. Chamberlain, in answer, said that when the case was first presented to him he was of the opinion, and believed the law was unconstitutional, not only in theory but because of this decision. But on examination he discovered the opinion in the case of Manning vs. Klippel has been overruled, and reasoned out of existence by other decisions, not yet published in the Oregon reports, but reported in the Pacific Reporter.

Mr. Chamberlain went on to say that he thought the Supreme Court had gone to unreasonable lengths in sustaining laws of this character; in his judgment they were clearly unconstitutional, but the Supreme Court had almost invariably upheld them, except in the case referred to by the court, and now it had practically reversed itself even in that case. Hence, in spite of his personal judgment and opinion as to the constitutionality of these special laws, applying only to certain counties of the state, he would contend that by virtue of the decisions of the Supreme Court this law is valid and constitutional also.

"I think counsel for the plaintiff will admit," he said, turning to Mr. Fenton, "that the decision in the Manning case has been reasoned out of existence and consideration by the decision in the Bell case."

"Well," Mr. Fenton replied, "I am free to say that I am not at all satisfied with the reasoning in the Bell case."

Mr. Chamberlain held that the law ought to be held constitutional in consequence of the decisions of the Oregon Supreme Court, and he cited notably the wagon road case. As to the bill originating in the Senate, instead of the house, he showed that under the decisions of the Supreme Court this was not "a bill for raising revenue," in contemplation of the constitution. That means only the general revenue law.

Mr. Fenton made a strong argument in favor of the complaint, and submitted numerous authorities sustaining his position. He also dissected the various decisions of the Oregon Supreme Court, which, he asserted, were not adverse to his case.

Francis M. Warren's Will.

The will of Francis M. Warren, deceased, was admitted to probate in the County Court yesterday, and Frank M. Warren, named in the instrument, was appointed as executor. The estate is valued at about $30,000, and is devised as follows:

To William J. Warren, a brother of the testator, and his wife, of Cathlamet, Wash., lots 6, 7, 8 and 9, block Q, town of Cathlamet; also $50 per month during their lifetime, to be paid out of the income of real estate at Park and Salmon streets; to Mrs. Eliza W. Copp, of Waquoit, Mass., a sister, $300 per annum for life. The rest and residue of the estate is devised to Frank M. Warren, a son of the deceased. The will is dated April 13, 1898. A codicil of the same date provides that Mrs. Nellie G. White, a niece, shall receive $500, and Mary E. Illsley, a niece, a like sum; Charles A. and William J. Warren are also devised $500 each. Frank M. Warren, as trustee, is to invest $1000 and pay the income to the poor fund of the First Congregational Church. The codicil also provides for the payment of $1000 towards the payment of the $20,000 indebtedness of the First Congregational Church, when the indebtedness shall first have been reduced to $10,000 within five years, by other subscriptions. If this is not done, the $1000 is to be paid to the poor fund trustees, and the income applied to the poor fund.

EARLY MINING LAW.

Local Rules of a Southern Oregon Camp in 1852.

Lewiston (Idaho) Teller.

E. J. Northcutt, of Melrose, hands the Teller a copy of the first mining laws ever enacted north of the California line. He says the meeting was held on Canyon Creek, a tributary of Josephine Creek, on the first day of April, 1852. Forty miners assembled under a big fir tree, and organized by electing Mr. Northcutt chairman and Philip Althouse clerk. This meeting laid the foundation not only for the laws that now govern all the camps in this district, then included within the Territory of Oregon, but the whole United States. These simple but comprehensive rules are surely historical items for the consideration of not only miners and prospectors, but the legal fraternity, as well, may study them with profit. Following is the copy:

"Know all men by these presents, that the miners in council assembled, on this the first day of April, A. D., 1852, do ordain and adopt the following rules and regulations to govern this camp:

"Resolved, First, that 50 yards shall constitute a claim in the bed of the creek, extending to high water on each side.

"Resolved, Second, that 40 feet shall constitute a bank or bar claim on the face extending back to the hill or mountain.

"Resolved, Third, that all claims not worked when workable, after five days, be forfeited or jumpable.

"Resolved, Fourth, that all disputes arising from mining claims shall be settled by arbitration, and the decision shall be final. E. J. NORTHCUTT,
"Chairman.

"Attest: Philip Althouse, Clerk."

Mr. Northcutt adds by way of identification the following personal history:

"I claim the honor of being one of the earliest pioneers, having landed in Portland, Or., on the 17th day of September, 1851, having made the journey across the plains from Springfield, Ill., with ox teams that year. After a rest of four days at the Skidmore House, in company with three others, I started to the gold mines. We went in a boat up the Willamette River, through Umpqua Valley, to the gold mines of Northern California; met Aaron Rose and stayed with him over night at the first camp that he made, where Roseburg now stands; fell in with a pack train going to the mines, and landed on Josephine Creek the 10th of October, 1851. This was the only mining camp in Oregon Territory at that time, which included all the country from the southern line of Oregon to the British line, and east to the Rocky Mountains, where there are thousands of mining camps today. I was a partner with A. G. Walling, the printer, in 1852, on Althouse Creek; was with General Lang at the Indian fight on Evans Creek, where he was wounded in the arm, in 1855; was with General A. J. Smith (then Captain) at the battle of Hungry Hill, in 1856; was with the Oregon Cavalry in 1863-64, in this country; and in 1867 with the First United States Cavalry, under General Crook. I have been in 18 Indian fights—twice wounded. I am a well and hearty man today; never have been sick an hour on this Coast, and I am now 70 years of age.
Yours truly, E. J. NORTHCUTT."

GENERAL LAFAYETTE.

His Nephew Objects to Carlyle's "Prejudiced View."

BALTIMORE, July 10.—(To the Editor.)—Your editorial reading of "La Fayette" is quite true, but Carlyle's idea of La Fayette is one of prejudice against all French and Frenchmen. Carlyle never spoke or wrote a kind word for the French. General La Fayette was my uncle, and knowing of uncle perhaps as much as Carlyle, I wish to refute his (Carlyle's) ideas. Again, please remember La Fayette's time was one of transition from monarchy to republicanism, and like all changes from the earliest times to date, there will be vacillations and a pendulum swinging of ideas, which you call "failure in La Fayette." Hardly a correct fact. La Fayette changed and vacillated as he observed the American experiment, and saw its future for Europe, and the revolution brewing in France, its outcome was uncertain. Please kindly bear in mind that as a foreigner and with French or Latin ideas, what is vacillation is only searching after the truth. I know your paper is just, for Judge Goodwin, of the Salt Lake Tribune, has told me so. Kindly look at uncle with American eyes of freedom, as he foretold, and not out of Carlyle's prejudiced eyes, as an Englishman looks at a Frenchman.

WM. WODSWORTH GOODRICH.

Train Wreck in California.

STOCKTON, Cal., July 16.—An Eastbound Santa Fe passenger train, going 50 miles an hour, crashed into a freight train about a mile west of Antioch at 10:20 last night. Three freight cars and the freight train caboose were wrecked. No one was hurt.

GALLERY OF NEW MEMBERS OF THE OREGON LEGISLATURE

FRANK. A. HEITKEMPER, A REPRESENTATIVE FROM MULTNOMAH COUNTY.

Frank A. Heitkemper, one of the Representatives from Multnomah County, is of German descent, and was born on Jackson day, January 8, 1871, in Springfield, O. In 1876 his parents moved to Winneshiek County, Iowa, and in 1879 to Nebraska, where he attended school until he was 15 years of age. At the age of 14 he was employed by the First National Bank, of Columbus, Neb., as messenger, and soon worked up to assistant bookkeeper. The family resided also in Hastings, Neb., for several years, and in 1889 came to Portland, where the young man engaged in the jewelry business with his father. Mr. Heitkemper is a Democrat, and the present year is the first time he was nominated for a public office, and the results are very gratifying to his friends. Although one of the younger men on the ticket, he received the second highest vote of the Representatives elected. He served seven years in old Company I, First Regiment, O. N. G. and has taken a lively interest in National Guard matters. He is also an ardent fisherman, and takes great interest in wheeling. National Guard affairs, game laws and bicycle laws will undoubtedly receive his attention, along with the more important and weighty measures which will come up during the next session of the Legislature. Mr. Heitkemper was married in 1894 to Miss Maud M. Allard, daughter of Mr. J. J. Allard, a well and favorably known pioneer of Portland.

FREIGHTS STILL SOARING

RATES TO EUROPE ARE NEARING FIFTY SHILLINGS.

Nine-Hundred-Ton Salmon Ship Chartered at 47s 6d—Bark McNear Lost—Marine Notes.

If there are any longer any doubts about a good stiff market for ocean freights they should be set at rest by the charter yesterday of the British schooner Rimac to load salmon at Victoria or the Fraser River, for United Kingdom, at 47s 6d. The Rimac is a four-masted steel schooner which has just reached Esquimalt with a cargo of coal from Cardiff. She was sent out to the Coast to engage in the foreign lumber trade, but the rate offered for an outward cargo of salmon was so attractive that she was pressed into that service. A schooner in the round-the-Horn trade is something of a novelty but this is the second time the Rimac has attempted it. She is a steel vessel of 885 tons net and 946 tons gross register, built at Glasgow in 1892. Her dimensions are: Length, 210 feet; beam, 35.5 feet; depth of hold, 18.8 feet. On her previous trip to the Coast she loaded lumber at a northern port for the west coast of South Africa, and from there took a cargo of nitrate to England. It was also reported that a larger vessel had been taken for salmon loading with the option of wheat at 46s 3d. Thus far 45 shillings is the highest rate paid for a straight grain charter, but at least four vessels have been chartered at that rate for Portland loading, among the latest reported being the Blairhoyle and the Portia.

THE CIRCUS COLLAPSED.

One of the "Greatest Shows on Earth" in the Bottom of Umpqua.

The Australian circus, a mammoth aggregation of wonders, came to grief on the Umpqua River, in Southern Oregon a few days. It came up the Coast by wagon from California until Gardiner was reached. At this point it started up the river on a scow in tow of the steamer Eva, and after making a few miles, the scow suddenly went to the bottom in about 15 feet of water. It contained eight horses and four wagons, as well as a tent, and a lot of other paraphernalia, with three men on board to look after it. The men and five of the horses escaped, but the rest of the outfit went down with the scow. A span of mules and a portion of the circus property were on the steamer Eva, and these with the remnants of the circus were taken back to Gardiner to await the settlement of losses and the reunion of forces.

Steamboat Inspectors Edwards and Fuller, of this city, are at Gardiner this week, and will probably make a rigid examination of the trouble and may insist on the circus having a new boiler before it can commence running again.

TO PORTLAND FOR REPAIRS.

Tug Maggie Rescued From Siuslaw Bar Nearly Ready for Service.

The tug Maggie, which came so near to being a total wreck on the Siuslaw bar a few months ago, is due at Portland this week, to receive the finishing touches on her engines and boiler, which were damaged at the time of the wreck. The vessel was hauled out near Florence, by Captain H. Andersen, of this city, who built ways for this special purpose, and since she has been out of water, she has been so thoroughly overhauled, that she is now better than before the accident. The schooner Berwick, which was thrown on the beach at the same time, has been making regular trips to San Francisco for several weeks, and is apparently none the worse for her thrilling adventure. The experience of these vessels will lessen the terrors of the Siuslaw bar, as both of the victims are a long ways from being total wrecks.

BARKENTINE M'NEAR LOST.

A Well-Known American Vessel Wrecked on a Reef.

SAN FRANCISCO, July 16.—The steamer Coptic arrived here today from Chinese and Japanese ports, via Honolulu. From the latter place news comes of the loss of the American bark McNear, on Dowsett Reef, near Laysan Island. The treacherous currents in the vicinity of reef were responsible for the wreck, which occurred during the night of May 14.

The crew and passengers, numbering 33 persons, took to the boats, and after spending two days on the water, sighted Laysan Island, where they landed. On June 24, the bark Ceylon left Laysan for Honolulu, with the survivors of the McNear disaster, and arrived in Honolulu, on July 7. The McNear was bound for Laysan when the wreck occurred, and was to have returned to Honolulu with a cargo of guano from that place.

Marine Notes.

The British bark Mistley Hall, Captain Logan, ship and master both well known in this port, was towed into Montevideo a few days, while en route from Liverpool, for San Francisco.

The Ocklahoma, which has towed more big ships in a shorter space of time than any other boat that ever stirred the waters of the Willamette, arrived up from Astoria early Sunday afternoon with her double tow, the Rigel and the Nithsdale.

The French bark Marechal de Villiers left down the river yesterday in tow of the Ocklahoma. The Lizzie Bell is still in the stream. Dispatch of the other vessels in port has been delayed by the strike among the longshoremen.

The barkentine Tam O'Shanter arrived in San Francisco yesterday afternoon after a flying passage of less than five days to San Francisco. This is not equal to her record, but is pretty fast fast time for a lumber drogher.

Domestic and Foreign Ports.

; ASTORIA, July 16.—Sailed—British bark Fifeshire, for Queenstown, or Falmouth, for orders. Arrived down—French bark Marechal Villiers. Condition of the bar at 5 P. M., smooth; weather, hazy; wind, northwest.

Redondo, July 16.—Arrived—Schooner La Gironde, from Gray's Harbor.

San Francisco, July 16.—Arrived—Barkentine Tam O'Shanter, from Knappton. Sailed—Schooner Laura May, for Willapa Harbor.

Seattle, Sailed July 14.—Steamer Cottage City, for Sitka; steamer Roanoke, for Nome.

Honolulu, Arrived July 6.—Steamer Warrimoo, from Victoria; July 8, Barkentine Klikitat, from Port Gamble. Sailed July 2—Ship Hera, for Port Townsend; July 4—Bark Carondelet, for Port Townsend; British steamer Miowera, for Victoria.

Seattle, July 16.—Arrived—Steamer Humboldt, from Skagway.

Shanghai—Arrived previously — Bark Elizabeth Nicholson, from Port Blakeley.

New York, July 16.—Arrived—Servia, from Liverpool; Manitou, from London; Ethiopia, from Glasgow.

Antwerp, July 15.—Arrived—Kensington, from New York.

Plymouth, July 14.—Sailed—Rotterdam, for New York.

Marseilles, July 16.—Arrived—Karamania, from New York, for :Leghorn.

Yokohama, July 14.—Arrived previously—China, from San Francisco, via Honolulu, for Hong Kong; Glenogle, from Hong Kong, for Tacoma; Idzuma Maru, from Seattle, for Hong Kong and Manila.

Hoquiam, Wash, July 13—Sailed—Schooner Laura Madsen, from Aberdeen, for San Francisco; schooner Ida McKay, from Aberdeen, for San Francisco. Arrived—Schooner Eureka, from Hawaiian Islands; schooner Jennie Thelin, from Bristol Bay, Alaska, for Hoquiam.

Boston, July 16.—Sailed—Peruvian, for Glasgow.

Gibraltar, July: 1:6.—Passed—California, from Genoa, for New York.

CENSUS BAKE-OVEN.

Bureau Crowded With Work and Crowded for Space.

WASHINGTON, July 11.—Whereas a short time ago the Census Office in Washington was, because of its busy appearance, termed the "Census Workshop," its name has subsequently been changed to the "Census Bake-Oven." And the change of name is well warranted. The building occupied by the census is, except for the front, a vast one-story shed, erected in a hurry, and for the express purpose of accommodating the census force. The front is a two-story structure, where are located the offices of all the officials of the bureau, but the "punchers" and most of the poor clerks are packed away in the back or body of the building, two vast halls, covering half a square, under a huge skylight. Being a one-story affair, and in the direct rays of the sun, it can easily be imagined that there are cooler places to be found. It is a fact that Washington, with its miles of asphalt pavements, is one of the warmest cities in the United States, and, with few exceptions, nowhere is the heat felt more, on account of the almost always present humidity in the atmosphere. A one-story building, into which are crowded nearly 3000 persons, under the unhindered rays of the sun, with the mere protection of a whitewash coat over the glass, is a place of torture to the poor census employes on the many hot days that Washington has so far experienced. It is a fact that there are a number of trained nurses constantly present in the office to look after clerks who succumb to the heat, and are prostrated at their desks. The great trouble is that the Government has no building of its own in which to quarter the census every 10 years, and rented quarters have to be resorted to. This year one of the local real estate sharks, with a vast tract of land that was once used as a coal-yard, but which he could not sell at a desirable figure, brought his influence to bear, and was authorized to put up this cheap, shoddy building for the census, on the promise that the Government would rent it. He well knew that when the census was completed, his same influence would insure the further rental of the building for storage-rooms for either the House or Senate, if it would not insure the purchase outright of the property at a good round figure. His shrewdness is of the first degree, but as a result the hundreds of poor clerks are subjected to daily torture, when a properly constructed building might have saved them. As a matter of fact, there will never be a satisfactory Census Office, until the Government takes the matter in hand and constructs a suitable Census Office for itself.

PERSONAL MENTION.

D. H. Welch, of Astoria, is an arrival at the Perkins.

P. C. Gilbert and wife, of Albany, are at the Perkins.

J. M. Church, banker, of La Grande, is at the Portland.

Mrs. S. P. Holbrook, of Butte, is registered at the Portland.

L. Michael, Mayor of Stella, registered at the St. Charles.

W. H. Cook, a Duluth timberman, is registered at the Perkins.

C. W. Fulton, of Astoria, registered last evening at the Portland.

H. S. Stebbins, a railroad man, of Seattle, is at the Portland.

Mrs. R. J. Mutton, of St. Joseph, Mo., is a guest at the Perkins.

Judge Dean Blanchard, of Rainier, is registered at the St. Charles.

John Rego and wife, of Ellensburg, Wash., are guests at the Perkins.

D. W. Harrison, a railroad man of Salt Lake, is at the St. Charles.

George W. Taylor, a hotel man of Castle Rock is a guest at the St. Charles.

E. Waldo Ward and wife, of New York City, are guests at the Portland.

Judge J. H. D. Gray, and wife, of Astoria, are registered at the Imperial.

J. W. Baird, a merchant of Kelso, registered yesterday at the St. Charles.

Walter H. South and Miss South, of West Virginia, are registered at the Imperial.

D. M. C. Gault, a well-known newspaper man of Hillsboro, is at the St. Charles.

John W. Linck, a Government employe at Tacoma, is a guest at the Portland.

H. R. Robertson and the Misses Robertson, of Seattle, are registered at the Portland.

Dr. Charles Phelps, a prominent New York physician, and wife, are guests at the Portland.

E. L. Smith, of Hood River, chairman of the State Horticultural Board, is at the Imperial.

F. D. Kuettner, auditor of the Astoria & Columbia River Railroad, accompanied by his wife, is at the Imperial.

H. M. Hughes and wife, and J. K. Loree and wife, of Boise City, are staying at the Imperial for a few days.

O. L. Spaulding, Assistant United States Treasurer, of Washington, D. C., accompanied by his wife, is at the Imperial.

Dr. Herbert S. Nichols returned a few days ago from Europe, where he has been pursuing the study of his profession for the past year in London, Berlin and Vienna.

NEW YORK, July 16.—Northwestern people registered at New York hotels today as follows: C. Weyer, of Spokane, at the Giesey; C. S. Tilton, of Falls City, at the Cosmopolitan; M. Harris, of Olympia, at the Albert; P. Baxter and A. D. Walker, of Seattle, at the Park-Avenue.

NEW YORK, July 16.—L. Q. Swetland, of Portland, called at the Eastern office of The Oregonian today. Mr. Swetland is attending the Elks' reunion at Atlantic City, and is visiting a brother at Point Pleasant, N. J., en route to Vermont and Maine.

New York, July 16.—William Selover, of Portland, Or., called at the Eastern office of The Oregonian July 14.

Persons suffering from sick headache, dizziness, nausea, constipation, pain in the side, are asked to try one vial of Carter's Little Liver Pills.

Work is easy
when you eat
Grape-Nuts
the fascinating
brain food

NEW TODAY.

CHOICEST PROPERTY
In Holladay and Irvington
Locality on Tillamook st.; two car lines, graded streets, sewer, fine residences.
ONLY $375 TO $500 PER LOT; easy terms, monthly payments.
EVERY LOT WORTH FULLY $1000.
F. B. HOLBROOK & CO.,
Room 100 Sherlock building.

DAILY METEOROLOGICAL REPORT.

PORTLAND, July 16.—8 P. M.—Maximum temperature, 77; minimum temperature, 58; river reading at 11 A. M., 10.5 feet; change in the last 24 hours, —0.7 foot; total precipitation, 8 P. M. to 8 P. M., 0.00; total precipitation since Sept. 1, 1899, 38.68 inches; normal precipitation since Sept. 1, 1899, 46.11 inches; deficiency, 7.43 inches; total sunshine July 15, 10:30; possible sunshine July 15, 15:24.

WEATHER CONDITIONS.

A trough of low pressure extends from Northern California northeasterly to Northern Idaho. The barometer continues relatively high along the North Pacific Coast. No rain has fallen in the Rocky Mountain and Pacific Coast States during the last 24 hours. It is warmer in Nevada, Idaho, Eastern Oregon and Eastern Washington, and temperatures in this district range between 88 and 92 deg. The indications are for fair weather, and it will be cooler Tuesday in Northern Idaho, Eastern Washington and Eastern Oregon.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Tuesday, July 17:

Western Oregon and Western Washington—Fair and continued warm; northerly winds.

Eastern Oregon, Eastern Washington and Northern Idaho—Fair and cooler; southwest to northwest winds.

Southern Idaho—Fair; southwest to northwest winds.

Portland and vicinity—Fair and continued warm; northerly winds.

EDWARD A. BEALS, Forecast Official.

AMUSEMENTS.

METROPOLITAN THEATER—
All the week, including Wednesday and Saturday Matinees,
THE SENSATION OF THE HOUR,
"SAPHO,"
"SAPHO,"
"SAPHO,"
"SAPHO,"
"SAPHO,"
"SAPHO,"
With Miss George Elliott as Sapho. An elaborate production; a great cast.
Popular prices.

ALISKY'S WINTER GARDEN CAFE,
THIRD AND MORRISON.
There is no abatement of the tremendous patronage. Fourth of July is over, and still it continues. Tonight there will be a popular Sunday 50-cent dinner, never before equaled in this city. The demand for reserved seats was so great the management had to decide that first come, first served. The dinner will open promptly at 5 P. M., continue until 8 P. M. The orchestra has been augmented for Sundays, and a select musical programme will be given until midnight. The 25 electric fans are keeping things cool and comfortable, to which next week, on the arrival of the big motor and fan, there will be added ventilation through and direct to the roof. Manager Harvey says things must be right and up to date. Portland says we want the Winter Garden, and they must have it. To please them no expense will be spared to perfect everything as fast as brains and labor can accomplish it.
Tonight prompt, courteous and efficient service will be given by the new corps of waiters. The dinner will be up to the highest expectations, and, with the fine musical programme, no one can fail to enjoy themselves.

FREDERICKSBURG MUSIC HALL—
SEVENTH AND ALDER STS.
IVANHOE, the Famous Extemporaneous Singer.
THE DI DOSCA BROTHERS, the World-Renowned Electrical-Musical Experts.
Rojetta and La Jess, Marvels of the Gymnastic World.
Lillian Walther, "a Favorite."
Elaine Forrest, Vocalist.

20—ROUND—20
20—ROUND—20
GLOVE CONTEST,
GLOVE CONTEST,
FOR $100.00.
FOR $100.00.
SATURDAY, JULY 21, 1900, 9 O'CLOCK SHARP, AT TROUTDALE, OR.,
EDDIE MURPHY, of Portland, vs. RICH JENTESS, of South Portland.
Preliminaries—Two 4-round contests, Hanson vs. McDermott, Cross vs. Murry.
Trains leave Portland Saturday 6 P. M. and 9 P. M.

NEW TODAY.

LOOK AT THIS
TODAY ONLY — WHITE ENAMEL IRON BEDS (special), with brass knobs, neat and durable, $3.85.
WM. GADSBY
Corner Washington and First.

Floss Mattresses
Genuine silk floss mattresses for a few days; special for 25 pounds, full size, $9.00.
W. GADSBY

12 CANS DEVILED HAM, 45c; 7 LBS. ARM and Hammer soda, 25c; Schillings' baking powder, 1-lb. can, 35c; ½-lb. can, 20c; 12-lb box soda crackers, 55c; 6 bars Babbitt's liest soap, 25c. McKinnon Grocery Co., 173 Third street.

WE HAVE A FURNISHED COTTAGE OF 7 rooms at Seaview, which we desire to rent for the season, or will sell same at a price which should suit any intending purchaser. Rountree & Diamond, 241 Stark, cor. Second.

ANTON ZILM, teacher of violin, string quartets for entertainments, A. O. U. W. Temple.

MINERS AND OTHERS SHOULD SEE CAPP Nome Coal Oil Burner. 106½ First st.

FOR SALE—NICE SIX-ROOM COTTAGE, ON easy terms, by Parrish & Watkins.

FOR SALE—CHOICE QUARTER-BLOCK IN Couch, by Parrish & Watkins.

HELENA
Pays next dividend July 25. See Wagy, Hansen & Wagy about this stock.

MORTGAGE LOANS
On improved city and farm property.
R. LIVINGSTONE, 224 Stark st.

NEWCASTLE COAL
Has been leading coal on coast for 20 years. Pacific Coast Co., 249 Washington st. Tel. 229.

Knight's Drug Store
Opposite Oregonian building, 126 Sixth. Drugs and medicines. Prescriptions a specialty.

Mortgage Loans
On improved city and farm property, at lowest current rates. Building loans. Installment loans. Macmaster & Birrell, 311 Worcester blk.

Mortgage Loans
On improved city property, at lowest rates.
Title Guarantee & Trust Co.
7 Chamber of Commerce.

$2.00 for $1.00
100x100, with 6-room hard-finished, redwood trimmings, basement, modern cottage; cement walks, windmill, large and small fruits; convenience of two car lines; elegant view. Time on part payment.
J. A. McCULLY, 322 Chamber of Com.

I
AM GOING
TO LEAVE PORTLAND
And am offering to sell my home, the east half of block 55, Holladay's Addition (the old Cunningham home place), with its fine nine-room house, with full basement and large attic, furnace heat, gas, electric bells and hot and cold water; 25 years' growth of choice shrubbery and fruit; cement walks and steps; 100 feet to one car line, and two blocks from two others; all for the price asked for bare half-blocks in the same addition; none of which compare with it in location or sightliness. It is a beautiful, home-like home, and some one is going to get a bargain. Time on a portion of purchase price if wanted. Principals only; no agents. F. A. HUGGINS, 188 Third st.

AGENTS WANTED
No capital necessary to sell our
TEAS, COFFEES AND SPICES
In every city and town in the State of Oregon outside of Portland. Ladies or young men who have two or three hours per day to spare will find selling our teas, coffees and spices pleasant work, and very profitable. Write for full particulars and catalogue.
GREAT EASTERN TEA CO.
326 Washington st., Portland, Or.
Largest tea, coffee and spice distributors on the Pacific Coast.
100 stores in successful operation.