BOTH SIDES ARE FIRM

NEITHER STRIKERS NOR DOCK MANAGERS WILL GIVE WAY.

Longshoremen Had Another Meeting and Decided to Continue to Hold Out.

There was practically no change in the situation among the grain docks on the beach yesterday. At the Montgomery dock, Balfour, Guthrie & Co., the numdock, Balfour, Guinrie & Ch., the ham-ber of men at work yesterday was less than Monday. Yesterday morning the strikers' committee, appointed the night before to interview those who had re-turned there, were on hand at an early The men who announced at the Monday night's meeting that they would not go back there kept their word and did not return to work there. There were also a few kept away from the Pacific Coast Elevator Company's dock. At this dock the work of loading the ship Hardock the work of loading the snip, har-lech Castle was in progress during the day. The exact number of men who signed the compact, who were at work yesterday, could not be ascertained, but there were several. The strikers, how-ever, succeeded in calling out the greater partion who went back Monday.

ever, succeeded in calling out the greater portion who went back Monday.

Frank Thorn, manager of the Columbia No. 2, said no men had come around to work at his dock as yet. He did not care to discuss the situation, or say what plans had been formed, if any, for securing new men to take the place of the ing new men to take the place of the strikers. At this dock general overhaul-ing of the electric cleaner is in progress. Also the roof of the big dock and the engine-house on the cast side are being painted. The lull in business permits repairs to be made,

Just what plans the dock managers have in view to get new men are not made public, but it is stated that new men are expected shortly. The closing of the fishing season will release a number of men who are accustomed to work as longshoremen. It is also stated that a good many of the strikers are desirous of returning but are intimidated by the of returning, but are intimidated by the main body. The fact that a considerable number returned to work for Balfour, Guthrie & Co., Monday, is pointed at as an evidence of the desire of the men to go back to work. Dockmen assert their go back to work. Documen assert their ability to get new men when they want them, but they want to give their old hands the preference if they will return. About 25 of the strikers have gone to the harvest fields east of the mountains and it is announced that others will follow today.

STRIKING LONGSHOREMEN.

They Hold Another Meeting at Schrautz' Hall, Lower Albina.

The striking longshoremen held another largely attended meeting last night in Schrantz Hall, Lower Albina, to discuss and size up the situation of the day. There seems no lack of enthusiasm, and There seems no lack of enthusiasm, and Chairman Forney made the announcement that the backbone of the strike was not broken, but the strikers were more determined than ever to hold out for what they asked, considering that their demands were fair and reasonable. Then followed a report of the proceedings of the committees appointed at the former meeting. Members of these committees reported that the regular longshoremen. reported that the regular longshoremen, who had signed the agreement to stand out for 40 cents for regular time, and who out for \$0 cents for regular-time, and who had worked at the Montgomery dock Monday, yesterday left that dock, but about five men, and these were under the impression they were receiving \$0 cents an hour. As to the Pacific Coast Elevator dock, it was reported that about five of the old men worked there yesterday, so that out of the 180 strikers, only about nine or ten had gone back to work for any of the docks. The committees on any of the docks. The committees also reported that nothing was doing at the Victoria, the Irving, Columbia or Oceanic, and that it was known that new men had applied for work there, but had been turned away. The managers of these docks want their old men back, in greference to any other. The report that were more were coming in was discussed. new men were coming in was discussed.

It was considered highly improbable that competent longshoremen, capable of doing longshoremen work, could be picked up anywhere, and that it was the general markable that only now and then one is drowned in the river or killed or naimed. experience that new men would not at to the job very long. Sometimes half by the cars. The skill of those boys who an hour wheeling five sacks of wheat out of a car to the dock, or swinging sacks cars is wonderful. When freight cars up on a pile was enough to make them sick of the job. It was contended that it took more than the ordinary-built man to work successfully on a dock, and that a work successfully on a dock, and that a poor hand was worse than none at all.

At the meeting the report was made sionally one loses a foot. In the river At the meeting the report was made that the elevator would have a crew of new men this morning was conside with concern. One speaker said that he wanted the public to understand that the men were not weakening, were not starying, and that they would stand together for what they have asked, and will not go back to the dock until they get it. considered that they have a good chance of winning if they will stick together. A representative from the steamboatmen was present, and he said it had been stated the longahoremen were seeking work on the steamboats, where men had struck for higher wages. The steamboat-men resented this. This called out a number of statements, in which it was said that longshoremen had been ap-proached on the subject of working on the steamboats, but, as far as heard from, mented to do so, and that

none would do so. It seems that there is some sort of a strike among steamboat hands also. The chairman assured the representative present that the longshoremen would not interfere with their affairs in any way. The meeting closed with the renewed purpose of standing out for 40 cents an hour and 50 cents an hour for overtime.

IN THE SEVERAL COURTS.

Suit to Recover Possession of Grant County Mines.

Frederick Lohman and several other members of the Lohman family residing in Germany have, through their attor-neys, Messrs. Gantenbein & Vessle, com-menced sult in the United States Court here against Fred Yorgensen, adminis-trator of the estate of Herman Lohman, late of Canyon City, Grant County; Peter Helmer and others, also of Canyon City, to secure possession of mining pro-erty. The complaint alleges that He erty. man Lohman was at the time of his death possessed of two quarts mining claims, in Grant County, known as the Fellows lode, and the Prairie lode. Fred Yorgensen was appointed administrator of his estate, and complainants allege that he conspired with Peter Helmer and of their rights. It is charged that Yorgensen sold the lodes and delivered a pretended deed to Helmer, and he and Hines are now extracting the gold there from and diminishing the value of the Complainants ask that an inproperty. function be granted forbidding them from orking the mines, and that complainants be put in possession of the property.

Probate Matters. A citation to Susan Mynatt, which was served on her in Marion County, was filed in the County Court yesterday to appear in Court August 15 and show cause if any there be, why a mortgage she holds against the estate of the late W. A. Brandow should not be paid with funds realized from sale of real property belonging to the estate.

Suttle and H. W. Prettyman George executors of the last will and testament of R. D. Prettyman, have petitioned County Judge Cake for permission to sell 80 feet of lot 2, block 4, Mount Tabor Central Park, to Hanna M. Voories, for the consideration of 200. The petitioners recite the authority granted them as exutors to dispose of real estate belonging Atlan

to their testator by private sale, and set forth that the intending purchaser has entered into an agreement to pay the consideration named, 50 having been paid down and the remainder being due upon execution of a deed.

Court Notes

Judge Bellinger has made an order in the case of C. M. Patterson vs. D. P. Thompson, in the United States Circuit Court, giving R. M. Wade, one of the defendants, until August 10 to answer. Demurrers to answers in the following with cutting timber on Government lands, have been set for hearing before Judge Beilinger July 25: United States vs. Co-numbia Gold Mining Company, United States vs. J. G. English et al., United States vs. A. L. Bisck.

EAST SIDE AFFAIRS.

Yard-Master Ward Injured-Pleasant Home Notes.

Wilbur Ward, son of C. J. Ward, and yard-master for the Southern Pa-cific Railway Company, on the East Side, sustained serious injuries Monday on the switching ground north of East Burn-side street, which will lay him up for the next four or five months. His right leg at the snkle was crushed in a shocking manner. He was directing the moving of cars and stepped onto a car loaded with railroad ties which had been switched onto a sidetrack to permit the passage of the regular evening train. While standing on this car another was pushed against this one with great force and helf a dozen railroad ties were pushed against his one with great force and half a dozen railroad ties were thrown on his right foot and leg, crushing the foot. At first he did not realize that he had been injured and jumped onto the depot platform, when it was discovered that the angle bones had been crushed. The bones were broken in four or five places. He was removed to his home on East Third and East Couch streets and Dr. Parker called to attend him. His injuries are considered very serious, and even under favorable conditions it will be four or five months b:forc he will recover so he can be about. Mr. Ward has been at work in the yard for the past 15 years and this is the first accident he has met with.

Pleasant Home Notes

This is the last week before the ope ing of the 13th annual reunion of the G. A. R., and all will be astir on the grounds putting on the finishing touches and getting everything in first-class shape. The latest addition to the list of speakers is Dr. Blackburn, of Portland. the has consented to be present the opening day, Tuesday, July E, and deliver an address in the afternoon. Colonel H. V. Gates also agreed to be present some time during the week and address his comrades. The committee has secured some able speakers and if all come who have promised, there will be an inter-esting programme for every day next week. Monday will be given up to getting in shape for the opening on Tues-day. The committee of arrangements is determined to spare no effort to make this reunion the best that has yet been held. Every day will have an interest. The hay harvest is about over and the

crop is a heavy one. While some porit was put into the barns in fine con-Wheat barrest has been comme John Louderbeck having cut the first wheat in the vicinity Both wheat and oats have been considerably damaged by

the aphis, which will make the crop light and of an inferior quality.

wned in the river, or killed or ma are coming toward the steel bridge from ower Albina they jump on the cars at all points and ride up to the lower depot ngsters seem as much at home as ducks.

Moving a Landmark

The two-story dwelling on the north-west corner of East Morrison and East Sixth streets, owned by Andrew Kan, is to be moved onto the inside lot. Preparations are making for moving. It is the intention of the owner to clear the out-side and put up a flat on the corner. The house to be moved is an old landmark. It was the parsonage of the St. David's Episcopal Church when the church edifice stood just west on the corner of Grand avenue and East Mor-rison streets, and is one of the landmarks of East Portland. The formerly occupied the half block facing East Morrison street before it moved to East Twelfth street.

Leg Broken. Everett Boyd, a 12-year-old boy who ives at Woodlawn, sustained a fracture of his left leg, Saturday. He and several other boys were jumping down a high bank at the gravel pit of the Portlond Rallway Company. The boy made a longer jump than usual, failed to land on both legs, and his left leg had to hear the shock of the jump. It gave way above the knee. He was taken bome and a physician called to attend him. He is getting along as well as expected.

East Side Notes. The decking of the steel bridge will shortly be renewed. The plank is con-siderably worn and new decking is badly

The funeral of the little son of Mr. and Mrs. Charles Craft, who was drowned in the Willamette, Sunday, took place yesterday afternoon from the ho of his parents in Upper Albina. drowning was a serious shock to the par-ents. He was their only son.

Queen Elizabeth's Autograph. Chicago Chronicle.

An autograph signature of Queen Eliz-abeth of England was recently submitted to Librarian Allen of the Department of State for his opinion as to its authen ticity. It has been in the possession of a prominent Washington family, and was about to be sold. Mr. Allen is a recognised expert in such matters, and parisons with copies of the Queen's andwriting, to which he has access, pro nounced it genuine. It is a very rare specimen. It is on a small square of daguerreotype frame, and was presum ably clipped-perhaps stolen-from some old patent of nobility.

Indianapolis Press.

The recruiting officers of the French
Army in Algiers report the probable survival of hill dwellers, descended from the adventurous Vandals, that conquered Northern Africa 1600 years ago. They are blue-eyed, oval-faced and appreciably much more intelligent than their Kabyle neighbors, whose language they have been induced to adopt. The suns of many hundred Summers have bronzed their hiden but dark-brown beards (unknown amoung the unmixed Semites) are found in every shepherd's cabin of the Algerian

SAME OLD

PORTLAND'S HORN IS NOT TOOTED AT CAPE NOME.

What One Portland Man Writes to Another Having Bearing on Our Trade and Commerce.

The following observations, from the letter of a Portland man in Nome to a Portland man at home, are rather frank and fointed, and call attention anew to a condition of affairs that Portland business men should be made acquainted with. Of course, ships sailing from other ports to Cape Nome would be expected to take the latest news from the port they leave, and their interest would center very largely about the place they make their base. Though Portland may get a large volume of the Cape Nome trade as matters now stand, it is evident that as soon as the producing powers of the country about other bases shall be sufficient to furnish all that shall be required at the North, Portland will be a a marked disadvantage. There is food for thought in every paragraph of the following: "I have just returned from a trip nine miles up the beach as far as Penny River,

and was somewhat surprised to see so many Portland men trying to dig out the coveted yellow metal. I venture to say there is more Portland money invested at the present time in this section of the beach than Seattle and San Francisco together. I have conversed with all of them, and while they are not doing so well as they expected to when they left home, and readily see that there is no fortune in sight this year, still they are making the best of the situation. and all are in good health and spirits "Never before have I realized that Portland is not on the map. I have always shouted for the fair city, and have argued for her until I was hoarse, but since arriving here I, am losing faith is her rapidly. Why? Because here we are

-Oregonians-2000 strong, and the only time we hear the names Oregon and Portland mentioned is when we speak of them ourselves.
"We landed here June 13, one of the earliest boats to arrive here, which goes to show Portland sent the finer-ships and manned by men who under-stand these waters. Some of the ships leaving Seattle before we sailed did not arrive until several days later than we did, but every ship coming from Seattle or Sen Prancisco brings the latest reor San Francisco brings the latest rapers and literature relative to the re

spective cities. The steamship Jeannie has just arrived in with several thousand copies of the Post-Intelligencer, Times, San Frau-cisco Call, Chronicle and Examiner of June 26. These readily sell for 25 cents, and one has to hurry to get a copy. But where is The Oregonian or Telegram or anything to show where Portland is? "The large firms of Seattle and Sai Francisco have their representatives here, who keep in touch with the trade of the camp and keep their houses posted

as to what is going on here.
"If I tell a man I am from Portland, he casts a strange look at me and scena very much surprised that a Portlander should get so far from home. He gen-erally greets you with: 'Yes, I have been in Portland-a very pretty city. I like it very much, but your people are very slow.' This is the opinion of men from Major to New Orleans.

from Maine to New Orleans.
"I had a few minutes' talk with a man representing a large firm in Seattle. He has an immense stock to dispose of, and is very successful so far, for the simple reason his brands are established throughout this Northern country. Two-thirds of this firm's goods are put up by a Portland concern. Yet the same stock. or better, perhaps, with the Portland firm's name on it goes a benging. "Here one eats in the Seattle Restau-

rant, smokes cigars bought at the Se attle cigar stand, drinks Seattle beer walks on streets sprinkled by the Seattle street-sprinkler and sleeps in the Se attle lodging-house. What effect do you think this has on a Portland man? "I have come in contact with men who did not know they could get East cheaper from Portland than from Sentile or San Francisco, I tell you, Portland must advertise and send men to thes camps to keep in touch with the mer these chants if she wants to build up a trade

with Alaska. No matter if it does cost a little to start in with, your merchants will derive great benefit later on. "At present this camp is crowded witu men who are no good to any one or themselves, here or anywhere else. soon as we can get rid of this class, the camp will be all right. Conservative men tell me this is the richest section in Alaska, and next year will be better

"Lucky Baldwin just passed by dressed in overalls and jumper, working like a hired man. He is building a hotel. There are hundreds here richer than he is who are doing good hard labor."

HOW SMALLPOX GOT TO NOME. Was Introduced by Two Steamships From Puget Sound.

WASHINGTON, July 20.-Dr. . Wyman, at the head of the Marine Hospital Serv-ice, in a review of the smallpox outbreak at Cape Nome, has furnished copies of the correspondence had with Government officials relative to the matter. He prefaces his report with the statement that intimation had been received from Puget Sound that there was a possible necessity for guarding against smallpox at Cape Nome. Vessels leaving for Cape Nome were accordingly inspected, and ome were even remanded to Port Townsend quarantine, and all were instructed that if they had smallpox on board during the voyage either way to report at Port Townsend for inspection upon their return. Seven thousand vaccine points were early sent to Nome, and further supplies will be furnished as needed. On June 20 Lieutenant D. H. Jarvis, of Revenue Cutter Service, addressed

the following letter to the Set the Treasury from Cape Nome: to the Secretary of "The steamer Ohio arrived at this port on the 14th inst. with 700 passengers and two well-developed cases of smallpox on board. Learning by chance that the vessel had smallpox on board at Scattle, I was able to board her with the local health officer as she came to anchor, but not before some 15 of her passengers were able to escape in the swarm of boats that surrounded the vessel. There being abso itely no organization, stability or force of the local government, and the question being so vital and momentous to the sit uation here. I deemed it my duty, as the only representative of the department comprehending quarantine and its enorcement, to assume the responsib and take immediate action to prevent the disease reaching the shore. After carefully considering the situation, I selected Egg Island, near St. Michael Harbor, as the most available and desirable place in this region for a quarantine station, is far snough from the shore to precis the possibility of passengers escaping has a comparatively safe anchorage, and can almost always be reached from St. Michael. No other place in this vicinity that is not now filled with people pos-senses these advantages. The Ohio was ordered to Egg Island on the night of the 14th Inst., and arrived on the 15th. I proceeded by another vessel the same day, and with the aid of First Lieutenant P. M. Cochran, U. S. A., commanding Fort St. Michael, a camp was built on the Island, to which the two smallpox patients were removed on the night of the 15th inst. The vessel was then de-

and inspection service for all arriving SUSEWIND ASKS DAMAGES

purpose.
"On account of the conditions here and the total lack of facility it has been impossible as yet to arrunge for the removal of the remainder of the passengers from the vessel, but upon the arrival of General George M. Handall, command-ing the Department of Alaska, an effort will be made to accomplish this. In the meantime, all the passengers of the Ohio have been vaccinated, and so far I have had no reports of new cases among them.
"On the 18th inst. the steamer Santa
Anna arrived with 300 passengers and one
case of smallpox. She also was placed
in quarantine at Egg Harbor, and her smallpox patient removed to the camp

on shore "Since that time the arriving vessels have been found free from infectious have been found free from infectious diseases, and their piesongers have been allowed to land. Out the 18th inst, two cases of varioloid were found on shere at the mouth of Norie River, four miles from this place. The cabin in which they were was immediately quarantined and steps taken to see that no communication was had with it. The persons affected arrived at this port on the steamer Oreson of Seattle, and were landed from

AFTERMATH OF THE MAGDALENE-MARGRETHA COLLISION. German Captain Desires the O. B. & N. to Pay the Bills-Braemar's Good Dispatch.

The expensive collision of the German ships Magdalene and Margretha in Portand harbor last Winter was recalled yesterday by a suit in the United States Court, brought by Captain Susewind, of the Magdalene, against the O. R. & N. Co. to recover damages amounting in the aggregate to about \$18,000. The Magdalene, in charge of Pilot Ferchan and in tow of the steamer Hassalo, while attempting to turn round in the harbor preparatory to starting down the river, gathered so much headway that she crashed into the Margretha, damaging that vessel to the extent of about \$18,000. The Magdulene also sustained damages. Oregon, of Seattle, and were landed from that vessel to the extent of about \$18,000. The Magdalene also sustained damages. The Magdalene also sustained damages. As she was clearly at fault so far as the knowledge of the danger of such a discussion of the danger of such as the was clearly at fault so far as the two ships were concerned. Captain Susception of the danger of such as th

GALLERY OF NEW MEMBERS OF THE OREGON LEGISLATURE



GEORGE H. CATTANACH, A JOINT REPRESENTATIVE FROM GILLIAM, GRANT, SHERMAN, WASCO AND WHEELER COUNTIES.

Few young Republicans of Eastern Oregon are as well known as George H. Cattanach, of Canyon City, who has been elected a Representative from the joint district comprising Gilliam, Grant, Sherman, Wasco and Wheeler Counties. He was born in Charles City, Ia. 22 years ago, and moved to Canyon City in 1876. In the first years of his residence in Grant County he taught school in Fox Valley, and was a clerk in Hacheney's store, at John Day City. Six years ago he was admitted to the bar. Mr. Cattanach has always taken an active interest in Grant County politics, and has been a delegate to every Republican County Convention since he became of age. Two years ago he was a delegate to the State and Second Congressional District Conventions. He has served for several years as secretary of the county committee, and in 1898 was chairman of the committee, and presiding officer of the county convention. Mr. Cattanach was married on April 20, of this year, to Miss Anna Metschan, daughter of ex-State Treasurer Metschan.

master of the Oregon cialms that the cases were reported by the ship's surgeon as being a mild form of chicken-pox. The Oregon's passengers were all on shore and the ressoi practically discharged before the cases were discovered on shore since, but in view of the above circumstances an outbreak may occur at any time. At present there must above circumstances an outbreak may occur at any time. At present there must be fully 12,000 people here, and proper of other pilots who were navigating the accommodation for not more than one fourth of that number. The people are lene and the Margretha are both way all in a continual state. and should the disease become epidemic it would be a calamity and m ikely spread through this whole northern country, with no means of care or prevention. I do not wish to cause unnecessary alarm, but cannot urge too strongly a proper and sufficient inspection of all passengers leaving for this point, the stationing of proper medical of-ficers here, and the shipment of sufficient

vaccine matter." On July 11 he telegraphed the Secretary, making an urgent request for proper assistance and sufficient vaccine matter. He reported 15 000 people in the immediate vicinity of Nome City, where there was an absolute lack of civil au-thority, and he in consequence expe-rienced some difficulty in taking proper steps to prevent the spread of disease. On that same day Dr. Wyman ordered Assistant Surgeon Earle to take the first an ordered steamer from Son Francisco or Seattle for None, and instructed him to arrange with Lieutenant Jarvis and General Randall for the maintenance of a maritime quarantine. The further details have eady been furnished in the dispatches, and such progress as has been made since the date of this last telegram has already

THE THIRST FOR GOLD.

Creates Horrible Condition of Affairs at Cripe Nome. WASHINGTON, July 21.—Surgeon-Gen-eral Sternberg received a report today m Surgeon F. G. Egbert, of the Army dated Nome Harbor, Alaska, June 29, which gives details of the conditions exsting at that place. He says that within two or three weeks the population has increased from 2700 to 30,000, with tents and buildings irregularly located along the beach. The sanitary conditions were crude in the first place, and with the influx of the new population became worse. He describes a horrible condition existing. as there is no method of cleaning up the town and no provision for the destruction of accumulations of sarbage and fith. The thirst for gold existing among the people who have gone to Name City out-weighs everything else, and no attention

There have been 12 cases of smallpox and one death. Measles afto have broken Entertaining Royal Visitors. New York Telegram.

At the time of the historic visit of the Prince of Wales to the White House, in 1880, President Buchanan had to vacate his own bed chamber and sleep in the public ante-room on-the office floor. Even then five members of the Prince's suite had to be turned away from the Execution. had to be turned away from the Executive Mansion and taken over to the British Minister's house. The Prince oc-cupied what is now Mrs. McKinley's boudoir. The Duke of Newcastle, his state advisor, slept in the President's and General Gruce, another of his was placed in the room oppowite the library.

paid to sanitary conditions. Reports cases of enteric fever vary from 175 to

Protecting New England Beaches. New York Commercial Advertiser. The protection of beaches along the New ngland cosat is being successfully accomplished by the "groyne system."
These "groynes" consist of a series of
posts planted firmly in the sand, with
close planks extending from post to post. such time as it is considered safe for her peasengers to be landed. For the station on the island, I engaged Dr. P.

N. C. Jeraula, a nurse and a cook, and instituted at this point a proper boating instituted at this point a proper boating croston.

mony of the pilot, master and a number that number. The people are lene and the Margretha are both way tinual state of unrest and export on the other side of the world by the should the disease become this time, but there are plenty of witnesses available to enable both sides to have a pretty good idea of what happened. The contention of the plaintiff is that the accident was caused by in-sufficient power in the Hassalo. The defense will probably attempt to prove that there was power enough in the Hassalo if it had been applied soon enough. Which ever way the sult goes, it can be ac-cepted as a certainty that the next pilot who tackles a 4500 ton ship in a freshet in the Willamette will get his bells" in a little earlier than Pilot Fer-

RIVER IMPROVEMENT.

Good Results Have Been Secured in the Past Ten Years. WASHINGTON, July 29.-The arvey of the Columbia and Willamette Rivers below Portland, with the prolect for a ship channel submitted therewith, is not the first report of the kind that has been made by the Engineers. As matter of fact this is the second prelnary examination and survey which has been made with this same object in viz., a 25-foot channel from Portland to the mouth of the river. first one was required by the river and harbor act of Spetemper 19, 1890, and re-port of survey was submitted by Major Handbury, Corps of Engineers, under date of Spetember 8, 1891. preliminary examination and of the survey, together with maps and plans, are printed in the House executive document

In his report on the survey, Major Handbury submits an estimate of cost of obtaining the required channel, the work recommended consisting of dredging and

No. 38, Fifty-second Congress, first ses-

dike construction. It is but proper to state that of the dike work recommended in his report, of which the estimated cost aggregated \$443.400, the United States only repaired the St. Helen's dike and constructed Mar-tin Island dike, the estimated cost of both of which was \$42,000. From funds on hand the dike on south side of Swan Island was raised to four feet elevation The Port of Portland Commission, under permission from the War Department, which permission expressly relieved the United States from any obligation or claim for reimbursement in respect there to, constructed the remainder. The dredging recommended by Major Handbury was never systematically carried out, work being done at different places, as a rule, as the exigencies of the moment manded. The works constructed and the dredging have resulted in maintaining a fairly good channel from Portland to the outh of the Columbia of from 20 to 23

The works done in the past have produced great improvement in the river, so that now ships drawing from 20 to 24 feet ascend to Portland, where formerly 15 to 20 feet was the Hmit, while, going still further back, 10 to 12 feet was the limit at low water, in the Williamette, view of the results already secured, if the cost be not prohibitive, the fur-ther deepening should be undertaken and a wider and better channel obtained.

SAN FRANCISCO RING.

Pairplay Makes a Discovery Regarding Pacific Coast Freights.

London Fairpiny, the recognized organ of the British shipowners, seems to th freights should go still higher. Fairplay's information regarding Pacific Coast matters is generally pretty badly mixed.

Francisco for the purpose of oppressing the Cowntrodden shipowner who is re-fusing 40 to 45 shillings for ships which at 25 shillings about three

years ago. Fairplay says in its issue of July 5: "Notwithstanding the recent boom in

California wheat, very little chartering has been done from San Francisco, any transactions which have been recorded having been rechartered at 40s, a rate which the owners of the few spot ships, and those to arrive for August loading open, considered should be improved upon. But as the San Francisco ring does not appear to have this view, chartering business is practically at a standstill for the present, and it remains to be seen whether the owners of the few available ships or the charterers are possessed of the most staying power. Portland is a the most staying power, and dis for September loading was paid last week for a Liverpool ship. It is thought that at least an advance of is 3d to 2s 6d will yet be got on this rate. In existing circumstances it seems hard to believe that the San Francisco ring will succeed in keeping the rate from there under \$28.60 to sos, when the new crop begins to arrive freel yat tide water."

. CHANNEL IN GOOD SHAPE. Braemar, Fully Londed, Goes

Through in Eight Hours. The big Oriental liner Braemar crossed ut for the Orient at 10 o'clock yesterday morning, after making a fine run down the river. She carried 5000 tons of cargo and about 1000 tons of bunker coal, and was drawing nearly 22 feet of water, but Pilot Archie Pease anchored her in Astoria eight hours after leaving the dock in Portland, Monday noon. The channel needs attention at a few points in the river, but on the whole is in better shape than usual at this time of year. Mr. Ogden, of the United States Engineers Office, will leave down the river in a few days with the tug Lincoln, accompanied by a number of the pilots, and the party will make accurate sound-ings in order to ascertain where the work is most needed. The mouth of the river needs attention, but is still in much better shape than it has been at times in the past. The cruiser Philadelphia, drawing 25 feet 9 inches, crossed in at half tide without a pilot a few days ago, and also went out without a pilot. As her navigating officer was unfamiliar with the entrance to the river, his work shows the bar to be in pretty fair shape.

BROKE ANOTHER RECORD. Hamburg-American's Big Schooner

Deutschland Is a Wonder.

LONDON, July 24.- The North Hamburg-American line steamer Deutschland, Cap-tain Ibers, from New York, arrived at Plymouth at 8:30 o'clock this morning, on her maiden trip eastward, making a record run of five days 11 hours and 6 minutes, despite two days of fog. Her big-gest day's run was made on July 13 (ner second day), when 526 miles were logged. The Plymouth record eastward has been held by the Kaiser Wilhelm der Grosse, made on her first trip in October, 1897. It was five days 15 hours and 19 min-utes over a distance of 2962 knots, at an average speed of 21.01 knots, and the best day's run being 519 knots.

ROUND THE WORLD. President Hill, of the Great North-

ern, Will Go on a Cruise. CHICAGO, July 24.-A special to the Chronicle from Duluth, Minn., says: It is announced here that one of the reasons why James J. Hill bought the

elegant steam yacht Wacouta, formerly Eleanor, was that he is planning to make a trip around the world, and that he will go in his newly acquired boat, which has already been twice around the world. The vacht will remain in Duluth for the next two months. It is said Mr. Hill will start with the Wacouta from Duluth on his trip around the world, according to present reports, which will make the trip by for the entire length. The available water 1500 miles farther in belting the globe than any trip heretofore made.

Domestic and Foreign Ports.

ASTORIA, July M.-Arrived at 4 A. M. and left up at 9:15 A. M.-Steamer State of California, from San Francisco. Arrived down at 1:30-German ship Rick-P. M., smooth; wind north; weather cloudy.

San Francisco, July M .- Arrived-Steamer Columbia, from Portland; steamer Ar-cata, from Coos Bay. Salled-Schooner Maggie C. Russ, for Gray's Harbor. Salled July 23-Steamer Grace Dollar, for

Gray's Harbor. Seattle-Arrived July 23-U. S. S. Rosecrans, from Cape Nome.

Hiogo, July 24.-Passed-U. S. S. Grant, from San Francisco for Nagasaki. Gray's Harbor-Sailed July 23-Schooner C. H. Merchant, for San Pedro. Arrived July 23-Schooner Jennie Stella, from San

Seattle-Arrived July 23-Steamer City of Seattle, from Skagway. Tacoma, July 24.—Arrived—Brig Court-ley Ford, from St. Michael. San Francisco, July 24.—Arrived-Ship Berlin, from Tacoma. Salled-Steamer

Slam, for Chemainus; bark Levi G. Burfor Tacoma; steamer Washtenaw, for Tacoma. New York, July 24.-Sailed-Cevic, for Liverpool. Moville, July 24.-Arrived-Laureantian,

from New York for Glasgow. Cherbourg, July 34.—Arrived—Deutschland and Pennsylvania, from New York. Gibraltar-Sailed July 23-Werra, from Genoa and Naples for New York.

Plymouth, July 24.—Salled-Graf Wa'des-see, from Hamburg for New York. Bremen, July 24.-Arrived-Barbarossa, from New York. Plymouth, July 34 .- Arrived -- Pennsylva-

from New York; Deutschland, from New York. July 24.-Arrived-Norwegian Boston. from Glasgow. Moville, July 24.-Arrived-Astoria, from

Southampton, July 24.-Arrived-Kaiserin Maria Theresa, from New York, via. Cherbourg, and proceeded for Bremen. Bouldgne, July 24 .- Arrived-Statendam from New York, for Rotterdam, and pro-

ceeded. Glasgow, July 24.-Arrived-Laurentian from New York, via Moville.

The Dominant Issue

The Independent (New York). In casting his ballot for Mr. Bryan the voter does not support, with respect to the issue declared by the Democratic platform to be the greatest of all, a polwidely from the one pursued by Mr. Mc Kinley: and so far as it does differ from the policy of the present Govern ment we regard it as much less worth; of support. Wild talk about imperial-ism, and impending despotism with military oppression here uld have no weight with sober-minded Americans. Dominant over all other declarations of policy or purpose in the one relating to the currency standard, so un timely, dishonorable and demoralizing and so utterly at variance with the re-quirements of an enlightened civilization, that one wonders how a party in the American Republic could have been induced to support it at a time when the osperity and growth and power of the Nation are exciting the admiration of the world.

How China Is Subdivided. Chicago Chronicle.

Each of the 18 provinces of the ruled by a Governor or estial Empire is Governor-General, who is responsible to the Emperor for the entire administra-tion, political, military and fiscal. Each province is subdivided into departments ruled by Prefects, and each department latest discovery is a ring in San into districts, each with a district ruler.

WASHINGTON'S HARBORS

OFFICIAL STATEMENT OF PROG-RESS OF IMPROVEMENT.

What Remains to Be Bone in the Various Harbors and the Funds Available for Them.

WASHINGTON, July 20.-The annual report of Captain Harry Taylor, of the Engineer Corps, in charge of the river and harbor work in the State of Washington, has just been submitted to the Secretary of War, and received his approval. The report is quite lengthy, taking up in detail the work accomplished on each of the projects now under way, and showing each step taken during the fiscal year just closed. In most instances satis-factory progress is reported, although hard weather has caused more or less delay, and setbacks. The report takes up the work by the various projects, the following extracts being made: Gray's Harbor.

The principal operations at Gray's Harbor were in the direction of completing the jetty on the south side of the entrance, which is to be 3½ miles long, wilen complete, and is designed to give a depth of 24 feet across the bar. On the whole satisfactory progress was made with the work, the contractor at all times being a head of contract requirements in regard to the amount of work done. Dur-ing the year he carned \$182,490, the greater portion being for stonework, for which \$154,561 was paid out. There are now two channels, showing marked improvement, with a depth of 15 feet across the bar, as compared with 14 feet of two years ago. Along a portion of the jetty the depth has been increased to 26 feet, and in one spot to 30 feet. It is expected that the completed jetty will not only create the 24-foot channel, but will main-tain it without difficulty. There is a bal-ance on hand of \$34,90 for continuing this work, but a further appropriation will be necessary to complete the project. The exports of Gray's Harbor for the year aggregated 28,907 tons, valued at \$1,406,329, and the imports were 7,111 tons, valued at \$1,573,669. Puget Sound Streams.

The snagboat stationed on Puget Sound was active throughout the year, working principally on the Skagit River, although snags were removed and overhanging trees cut away on the Snohomish, Stellaguamish, and north fork of the Skagit Rivers, as well as the Hat Slough. The streams that were worked are reported as in better condition than ever before. all 4726 snags were removed, and 120,974 feet of overhanging trees were cut away. Some of the snags were as much as 15 feet in diameter. In several instances earth removed was banked up to prevent erosion of the banks by high water. This snagboat, since it has been in operation has removed 19,604 snags, varying from a few inches to 16 feet in diameter, and cut 460 trees from the banks of the rivers on which it has operated. Had it not been for this service, the streams on which the snagboat has operated would have been practically unnavigable at the present time at any stage of the water, and the surrounding farms would have suffered heavily from high water and overflows. Thirty-two thousand, seven hundred and twenty-one dollars females unexpended, with which to continue the work during the present year. The ex-ports for the past year were valued at \$221,836, and the imports aggregated \$356,-

Olympia Harbor. A 12-foot channel, 250 feet wide, is the

object sought at Olympia harbor from the vicinity of the Fourth-street bridge to Budd Inlet. During the year the dredge extracted 100,199 yards of material from the channel, completing it for its full width for 1900 feet, from its outer 259, and her imports at \$532,326.

"The Seattle Ditch."

Captain Taylor reports that King County obtained title to the entire right of way necessary for the proposed waterway connecting Lakes Union and Wash mer Rickmers. Salled at 19:40-British-steamshipp Braemar, for Hong Kong and release from all liability of adjacent prop-way ports. Condition of the bar at 5 ings, and then deeded the same to the United States. The preliminary steps were all completed during the year, and the deed on the 22d of June. In Captain Taylor's opinion the plans and estimates can now be undertaken and the work of construction commenced without unnece sary delay. Submitted with this statement is a statement of the commerce of Seattle and Ballard, which shows a otal of 714,000 tops of exports, valued at \$19,989,758, and a total of 118,846 tons of im-

ports, valued at \$13,169,259. Everett Herbor. During the past year the work of Everett Harbor was placed under the continung contract system, and will so remain until finished, receiving a new appropria-tion each year. When the project in progress is compfeted. Evrett will have a harbor basin in the shoals and tide lands adjoining deep water near the river's mouth. There will also be a channel from this basin to the water, cut off and controlled by tide gates. There now available \$180,865 for carrying on the work on this basin. The bid of the Seattle Bridge Company, of Seattle, for dredging 2.350,000 yards of material, a part of this project, was accepted last January, and they will commence work on the 22d of July. The exports of Everett are reported at 35 204 tons, valued at \$794,270,

and the imports 7509 tous, valued at \$68,-Other Projects.

850.

Dike repairs constituted the bulk of the work on Swinomish Slough, where there is \$600 available for continuing the work. The year's exports there were valued at \$1,464,200, and the imports at \$564,164. Forty miles of the Okanogan were gone

over by the snagboat, and with \$5000 more it is said the stream can be made navigable for light-draft high-power boats throughout the greater part. The Engineers recommend early action at this as securing the best and most satisfactory results.

Snagging constituted the sum total of the work done on the Chehails River, which still has an avasilable balance of \$2079. The exports here were worth \$1,-

The channel of the Pend d'Oreflle was improved in many places by having pro-jecting rocks removed, which will de-atroy whirlpools and violent currents which have heretofore been dangerous to ravigation. There is still \$1200 available. large appropriation will be necessary to complete the project. Up to this time the commerce is light, but is expected to improve when the river is made

navigable On the Willapa the work was confined solely to cleaning out and widening the channel, and repairing dikes where found necessary. The channel in the North River jam was widered from 5 to 29 feet, giving a high-water channel of 85 Heretofore there had been no available channel in this stream. There is now on hand \$5122 for continuing the work during the current year. The exports of Willapa River amounted to \$55,432, and

the imports to \$230,350. Firemen Will Visit Europe. CHICAGO, July 24.-Chief Hale, of the Kansas City fire department, with 30 men arrived here today en route to New York and thence to Paris to compete in the international firemens' the latter part of August. After that Chtef Hale and his men will make an exhibition tour through Western Europe.

The Boys Will East Green Apples. Mother gives Perry Davis' Pain-Killer.