STRANGE EXPERIENCE REPORTED BY THE DORIC.

Sound Like a Whistle Heard, Lights and Wreekage Seen, But No Sign of a Vessel.

The steamer Empress of Japan, which arrived a Victoria Tuenday night, brought news of a strange occurrence in mildocean, which was reported at Yokohama by the Doric. The Japan Herald

mys of the incident; "The steamer Doric had quite an ex-perience between Honolulu and Japan. On the night of July 18 about 9 o'clock a fight was seen from the Doric by both cers and crew of the steamer and sengers, and then a distinct sound of some sort was heard, apparently a steam-er's whistle. The Doric was hove to, but as the light had disappeared, she proas the light had disappeared, she had ceeded on her way again. Shortly afterwards, however, a piece of broken wreckings was sighted, painted white and black, and the captain ordered the steamer to be stopped again. A boat was then lowered away and an attempt was made to procure the floating board, but owing to fis being a dark night, and the weather being foggy and dirty, the boat returned to the stoamer. The Doric then returned in the direction where she had first heard the sound and seen the light, and hove to, remaining there until daylight, burn-fing blue lights throughout the night, so as to enable any boats or other dis-tressed vessel to see the Doric, but nothing turned up. The steamer then made a large circle at daylight to try to ascertain if anything further could be seen, but, failing in this, she proceeded on her

GRAY'S HARBOR JETTY.

An Average of 48 Feet a Day Added In the Past Year.

During the fiscal year just ended, tres-le construction on the Gray's Harbor etty progressed at the rate of about 48 set per day. Captain Harry Taylor, the er day. Captain Harry Taylor, the eer in charge, reports as follows to the Chief of Engineers;

the Chief of Engineers.
"During June, a survey of the bar and vicinity was made. This survey shows a material improvement in the channels across the bar. There are two channels across the bar, in which there is a depth of its feet. Two years ago, the greatest depth in any channel across the bar was 14 feet. Immediately south of the jetty and near the inner end, there has been considerable accumulation of sand. About a mile south of the jetty, however, there appears to be a material wearing away of the send. In the last two years, the four-fathom curve has approached the shore in places as much as 1200 feet, and the five-fathom curve has approached about the same distance. Along the line of the jetty, about two years ago, there was only six feet of water, where now there is over 24 feet, and in one place the M-foot curve approaches very close

the N-toot curve appronches very those to the line of the jetty.

"Immediately west of the entrance there has been comparatively little change in the position of the four or five-fathom curves. North of the enrance these curves have gone out from trance these curves have gone out from the shore a short distance. The survey this year shows that the depth in the proleogation of the channel across the bar increased very rapidly, a depth of 10 feet being found at a distance of 1700 feet from the five-fathom curve."

Loss by the Hoboken Fire.

The loss to the North German Lloyd by the Hobsken disaster is estimated by the officials of the company at \$2.-250,000, which is nearly covered by the Insurance reserves. Should it prove, how-ever, that the employs and boilers of the three damaged versels are uninjured, the loss will be reduced to \$150,000 or \$1,000,000. One of the directors of the company, speaking of the disaster a few days ago at Bremen, said that the consequence at Bremen, said that the consequence had been greatly exaggerated. "Although the loss is certainly a serious one," he raid. "It occurs in a year when the earn-ings promise to be amply sufficient to logs fromes to be amply suitistent so cover the duming without involving any loss of dividend to the shareholders. The profits gained in the first half of the cur-rent year are about \$150.00 greater than in the corresponding period of last year, and the position of the freight market. be expected in the next few months make it quite safe to estimate that the second half of the year will also yield higher profits than the second half of last year. As the share capital remains at its former level, notwithstanding the heavy less caused by the fire, a dividend equal to that of last year may confidently be reckoned upon."

New Oriental Liner.

The Shinane Maru, of the Nippon Yu-sen Kaisha, has arrived at Yokohama. She will be put on the line between Victoria and the Orient. The Shinano Maru was begun at Glasgow on May I last year, and took a year to build, being completed in May of this year. Her displacement tonnage is 6002 tons, and she has a speed of 15 knots per hour. She cost 1,000,000 yen. The Shinano will again complete the line, the Idzumi having also been put on to replace the two steamers taken by the Japanese Government for transport service. The date of the first sailing of the Shinano has not been

Paget Sound Naval Station.

A committee of the Scattle Chamber of Commerce has made the following report regarding the Puget Sound naval sta-

tion at Bremerton:
"The conditions at our naval station are very gratifying as compared with former years, due to the large appropriations secured by our present Senators and Representatives at the last session of Congress, to the more favorable ac-tions of the several bureaus of the Navy Department in promptly authorizing the expenditure of these appropriations, and scially to the ability, energy and en

Prench Scillers on Strike.

NEW YORK, Aug. 10-A dispatch to The French Northern Squadron has arrived off Havre. Two of its cruisers will farmish the engine-room and stoking staff for the Lerraine to enable her to leave on Saturday. A telestam from Chericours states that in consequence of the Havre strike, the Compagnic Gen-erale Trans-Atlantique and the marine department have agreed to bring the insing liners to Cherbourg and there land the mails, passengers and cargo. This applies to the Aquitaine and the Touraine when she arrive. The arrange-ment will continue until the Havre strike

No Chance for an Appeal.

SESTILE, Aug. 16.—The officials here and at Diamond Head, Port Townsend, have decided that all versels passing in from Nome and going direct to Seattle must go back to Port Townsend without the formality of an appeal. This was put in effect last night when the steamer Aberdeen, from Nome, was ordered back without a chance to appeal, for inspection

Second Mate Drowned.

Henry S. de Veulle, second officer of the British ship "lan Mackennie, was struck by a heavy sea while the vessel was bound for Vokonama, May 3, swept overboard and drowned. A life buoy was thrown, but no further effort could be made to save him.

Billings Will Be Floated. The steamer Billings is still fast on a Captain Whiteomb

Domestic and Foreign Ports. ASTORIA, Or., Aug. 10.—Condition of the bar at 5 P. M., moderate; wind, north; weather, cloudy. Arrived-Steamer Harri-

on, from Tillamook.

San Pedro, Aug. 19.—Arrived—Steamer Coguille River, from Gray's Harbor, London, Aug. 19.—Arrived—Michigan, from New York, Glasgow, Aug. 12.—Salled—Sardinian, from New York.

rom New 10rk.

Moville, Aug. 16.—Salled—Ethiopia, from liasgow for New York; Parisian, from Averpool for Montreal.

Liverpool, Aug. 16.—Salled—Cevic, for New York.

New York.

Boulogne, Aug. 10.—Salled—Beigravia,
from Hamburg for New York.
Cherbourg, Aug. 10.—Salled—Fuerst Bismarck, from Hamburg and Southampton.
Boston, Aug. 10.—Arrived—New England, from Liverpool

Port Townsend, Aug. 10 .- Outward-British steamer Glenogle, from Tacoma for Hong Kong. Arrived-Schooner Lindede, from Nome. British ship Cabul, from Rotterdam. Salled-Chilean bark Emma Louisa for Vainaraiso.

Neah Bay-Passed August 3-Steamer Aberdeen, from Cape Nome for Seattle. Seattle, Aug. 10. Sailed-Steamer Cleve-land, for Nome; steamer Dirigo, for Skagway Arrived-Steamer Aberdeen, from

Sharpleas—Arrived August 8—British ship Trongate, from Tacoma.
San Francisco, Aug. 10.—Arrived—Steamer City of Puehia, from Victoria; steamer Empire, from Coos Bay; barkentine Garden City and schooner Abbie, from Gray's Iarbor. Sailed-Steamer Wellington, for comox; schooner Lonis, for Willapa Har New York, Aug. 10.-Arrived-Alsatia,

Havre. Aug. 10.—Arrived—L'Aquitaine, from New York, and proceeded for Cher-New York, Aug. 10.-Arrived-Olbers, from Rio Janeiro; Auguste Victoria, from Southampton and Hamburg.

INVITING REPRISAL.

Southern States Tempting Congress to Reduce Their Representation.

New York Times. The voters of North Carolina have ratified the amendment to the state constitution limiting the right of suffrage, ap-parently by a large majority. It is stated that the negroes in the state took but little interest in the election, and even that some of them voted in favor of the amendment, which was openly declared to be intended to abridge and largely destroy their right to vote. However this may be, the amendment was adopted after a campaign in which passion ran high among the whites, and in which the right of free discussion was abolished in large ections of the state. The result must sentiment rather than of intelligent conviction based on reflection and guided by

good sense and justice.

The scheme for depriving the blacks of the suffrage was a peculiar one. Following is the section containing the gist of

ing is the section containing the gist of it:

Section 4. Every person presenting himself for registration shall be able to read and write any section of the Constitution in the English language; and, before he shall be entitled to vote, he shall have pald on or before the 1st day of May of the year in which he proposes to vote his poli tax for the previous year, as preseribed by article V., section 1; of the Constitution. But you male person who was on January 1, 1857, or at any time prior thereto, entitled to vote under the laws of any state in the United States wherein he then resided, and no lineal descendant of any such person, shall be denied the right to register and vote at any election in this state by reason of his fall-ure to possess the educational qualification herein prescribed, provided he shall have registered in accordance with the terms of this section prior to December I. 1888. The General Assembly shall provide for registration of all persons entitled to vote without the educational qualifications herein prescribed, and shall, on or before November I. 1898, provide for the making of a permanent record of such registration, and all persons so registered shall forever thereafter have the right to vote in all elections by the people in this state, unless disqualified under section 2 of this article, provided such person shall have paid his poil tax, as above required. The population of North Carolina has increased with some arcoldity since the The population of North Carolina has increased with some rapidity since the close of the Civil War. In 1870 it was a close of the Civil War. In 180 it was a little more than 1,000,000; in 180 it was somewhat over 1,600,000. Its Governor last year estimated that the population had reached 2,000,000. But it is still plain that the white voters of 1857 and their lineal descendants constitute the great body of the white voters of today. They are very sure to include practically all the illiterate whites who are permitted by this amendment to vote. The clause we have quoted was distinctly intended the illiterate blacks and admit whites in spite of their illiteracy. It is to be noted also that the amendment goes into operation only on July 1, 1902. It is understood that this provision was inserted because the majority of the Supreme Court is at present anti-Demo-cratic, and it is hoped to change it before the amendment will come before the

There are three other states of the South that have substantially the same scheme for disfranching the blacks as this just adopted in North Carolina— South Carolina Louisiana, and Mississippi. These four states have a total colored population of about 250,000, or one-third of all the colored population of the country. In all the states except North Carolina the colored people outnumber the whites, and in Mississippi and South Carolina the majority of the blacks is considerable. That the whites had be-come convinced that they were exposed to the domination of the blacks and that the only way legally to preserve their own supremacy was to distranchise the blacks cannot be denied. Nor can it be denied that the evils of what is described as black domination might be very great,

morant and blindly prejudiced, Nevertheless we are convinced that the whites of the South are proceeding in a most mistaken way to protect themselves from such evils. The protection they provide is at best but partial, for they actually invite and perpetuate the igno-rant and prejudiced white vote. It would surely have been wiser and more manily to legislate for the exclusion temporarily of the illiterate of both races by means of a careful and honestly applied educa-tional test. If to this had been added a small property qualification, the effect must have been to offer the suffrage as a prize for education and thrift, while the affairs of the states in the mean-time would have been in the hands of

since the mass of the colored vote was

those best fitted to care for them. Apart from the obvious superiority of this method of dealing with the matter, there is another consideration of great importance. By the policy they have adopted these states challenge the Reanopen these states chained the republican party to reduce their vote in the House of Representatives and in the Electoral College. This it is within the clear constitutional power of a majority in Congress to do at any time. The section of the 14th amendment to the Constitution of the United States declares as follows: "When the right to vote at any election . Is denied to any of the male inhabitants of a state being 21 years of age and citizens of the United States, or in any way abridged, except for par-ticipation in rebellion or other crime, the mass of representation therein shall be

years of age in the state." Clearly this covers the cases of the states to which we have referred. If the power thus conferred were used it would reduce the representation of three of the states by one-half, and of the fourth by nearly one-third. The policy is already being discussed. Should it be carried out the Southern whites would have only themselves to biame for it.

reduced in the proportion which the num-ber of such male citizens shall bear to

the whole number of male citizens Il

MYSTERY OF THE OCEAN Rever. Captain Whiteomb says the INSPECTING THEIR ROAD

OFFICIALS OF NORTHERN PACIFIC IN PORTLAND.

Party Headed by President Charles 5. Mellen Making a Tour of All Western Lines.

Charles S. Mellen, president of the Northern Pacific Railroad, is in Portland with a party of the officials of the road and a number of the heavy stockholders, who are making an inspection of all the branches and feeders of the line. They have been spending a week or more on Puget Sound, and will leave Portland to-

paper comment, I have only to say:

PRESIDENT MELLEN'S ANSWER TO PORTLAND.

The Northern Pacific Will Not Discriminate Between Any of Its Ter-

In reference to the change in tariffs between the Northern Pacific

That it is a matter with which the public is not concerned, being

The Northern Pacific has its own route into Portland; it does a

and the O. R. & N., which has been the occasion for so much news-

purely a controversy between railroads regarding the proportions

large business to and from the city, but not large enough to fur-

nish its freight trains with their maximum load. Under these cir-

cumstances, the addition of sufficient tonnage to make the maximum

load, at a very low rate, will leave a small margin of profit, and it

has not seemed wise to our management at a time when our reve-

nues, through poor crop conditions in the East, are to be reduced,

to turn away anything to a connecting line, especially a competitor,

haul from Wallula to Portland \$1 75 per ton on wheat; when the busi-

ness has been taken to Portland by our own line, it has exacted

\$1 50 per ton for the switching charge between Portland and Albina,

Northern and the Northern Pacific, there is no competitive point

wherein either charges the other for service similar to that between

Portland and Albina, more than \$3 per car, and at Duluth, where

the terminals of both companies are very expensive and the invest-

ment is vastly in excess of that at Albina, this rate prevails, and

land; is not proposing to; and will haul freely from all stations upon

its line to this city at the same rates it charges to the Sound cities, so long as business offers; but it will not deliver (paying these ex-

cessive switching charges) business at Albina. It does not reach

that point with its own rails, and the charges for switching are pro-

hibitory, as any one who notes them as stated above will appreciate.

of export; its rates are the same to Portland as to Tacoma, although

its haul is very much longer, and its rates to Seattle are the same

omy is always the result of concentration of property and business,

If the business is efficiently handled. But it wholly disregards these

economies in the making of its rates, and exercises no influence

whatever over the destination of its business, leaving that wholly in

the hands of its patrons, except when that business seeks to leave

its own line for that of another reaching the same points, and it

does discriminate then, as all other companies do, and as it is its

road, but to do its own business, at its own terminals, in its own way;

and so long as its rates are uniform, and it does not discriminate, it does not concern the public by what route it handles its business

Portland, I would state that it is cheaper today for the Northern Pa-

cific to send its wheat business to Astoria than to send it to Port-

land. The rates offered by the Astoria & Columbia River Railroad

for handling our business from Gobie to Astoria are very much

lower than those offered by the O. R. & N. for switching from Portland to Albina, with many conditions favoring Astoria as a port of

of the Astoria & Columbia River Railroad for this reason, but has hesitated so to do, fearing this course would be misunderstood by

the merchants of Portland, and it is glad that this controversy has

been made public, that the people of Portland may understand the

ested in the O. R. & N. to misstate and misrepresent the cancella-

tion of these wheat tariffs by trying to ally the community in a

clamor against us that it may inure to the benefit of the O. R. & N.,

while the action taken really does not affect the interests of the peo-

mon with Portland in all its territory, but for the fear this mis-

representation, which has now been attempted on the part of the

O. R. & N., of discrimination on the part of our company toward

Portland, might operate to our disadvantage in connection with the

routing of competitive business, and it is not at all unlikely that

criminate in favor of any port of export. Let all of them stand on

an equality of rates, and the natural conditions of each place will

business which Astoria has yet to supply it has little to fear for

many years to come from competition. I do not believe the making

of Astoria a common point would seriously affect for many years to

come the trade of Portland, and it certainly would remove a discrim-

ination at Astoria which would promote good feeling and stop a

that place, Portland would receive, I believe, benefit, as well as all

the rest of the state. It is a poor policy to restrict the growth of

any place. Portland must always be the commercial center of the

State of Oregon, and whatever the other cities increase in wealth and

run its own trains into Portland over the tracks of the O. R. & N.

It is still anxious to make such an arrangement, and is willing to pay

a rental commensurate with the value of the privilege conferred. It

is through no lack of effort on its part that the negotiations so long

protracted have reached no satisfactory conclusion. But in every

way it has been fenced off by the older road, and prevented from

doing business here on any satisfactory basis, except where it had

to their fullest extent, as the Northern Pacific is glad to use them

if a reasonable charge be made, rather than that business should be driven to other ports, or be confronted with the necessity for dupli-

cating an expenditure here that in our judgment is unnecessary and If the public will only appreciate at its true significance the ac-

tion of the Northern Pacific in connection with the wheat tariffs as

in no way depriving any patron of its lines from sending his busi-

ness to Portland as freely as ever before, and that the only effect has been to deprive the O. R. & N. of the exorbitant, unreasonable

and unprecedented charge for a switching service-greater than

many roads make for a 150-mile haul-for handling business be-

tween Portland and Albina, I believe they will soon lose interest in

what is purely a railroad controversy, in which they have only be-

come interested up to the present time through gross misstatement of

Is it not better that the facilities already here should be utilized

The Northern Pacific has tried for years to secure the right to

population will surely induce a larger tribute to this city.

its own facilities free from any interference or control.

From the removal of this discrimination and the development of

great deal of the contention between the two places.

determine the proportion of business which each shall secure.

The true policy of any railroad company is to offer the widest market to its patrons; it is not the policy, in my judgment, to dis-

Portland is so well established, it ought not to fear the rivalry of a city like Astoria. With its tremendous facilities for caring for

There has been an apparent effort on the part of parties inter-

Long ago the Northern Pacific would have made Astoria com-

The Northern Pacific would be glad to avail itself of the services

The Northern Pacific was not built as a feeder to any other rall-

To show the absurdity of the present conditions prevailing at

The Northern Pacific does not discriminate in favor of any port

The Northern Pacific has a large concentration of terminal property at Tacoma-much larger than at any other point-and econ-

The Northern Pacific has not canceled its wheat tariffs to Port-

The O. R. & N. has exacted from the Northern Pacific for the

With all the active competition that exists between the Great

they shall receive from each other upon joint business.

that will leave any margin whatever of profit.

a very large business is done.

as to Tacoma.

right and duty to do.

between terminals.

export.

situation.

ple in the least.

such may yet be the result.

minals-A Good Word for Astoria.

vice-president; J. W. Kendrick, of Minneapolis, second vice-president; J. M. Hannaford, of St. Paul, third vice-president and traffic manager; Charles S. Fee, general ticket and passenger agent; A. E. Low, of Minneapolis, acting general superintendent; S. L. Moore, of St. Paul, general Freight Agent; E. H. McHenry, of St. Paul, chief engineer, and E. D. Adams, George F. Baker. W. H. Sevard, W. R. Potts, all heavy stockholders living in New York, and Count Lunberg Sterul, of Berlin.

Mr. Mellen spent yesterday in confer-

Sterui, of Berlin.

Mr. Mellen spent yesterday in conference with Mr. Mohier, of the O. R. & N., but whether any agreement was reached continuing the truce in the Clearwater country, which expired August 5, neither official would say. Mr. Mellen says the road is looking forward to a big business in the West, which it will need to make up for the slump caused by the failure of the wheat crop in the Middle West. The new line in the Clearwater, he says, is going to do a good business. As for furthering the interests of Portland, he said the road would do so as far as such action furthered its own interests, but it was doing business primarily for morrow for Walla Walla, from which, furthering the interests of Portland, he place they will go to the Clearwater branch, proceed to Butte, inapeet the Bitter Root branch and take in Yellowstone but it was doing business primarily for Park, taking about two weeks to make the trip back to St. Paul.

As tor the trip back to St. Paul.

In the party are: Daniel Lamont, first Mr. Fee spent the afternoon in the of-

fice of Assistant General Passenger Agent
Chariton. He says travel over the lines
of the road is good, particularly to the
Yellowstone Park, and that the outlook
for the future is very bright. The party will embark in its special car today for Walla Walla. It will not return to Puget Sound before making the trip

Need of Diversified Farming. Newberg Graphic.

Nothing is becoming clearer every day than the fact that our farmers are going to have to revolutionize their mode of farming or else allow their farms to go under the mortgage to others who can adapt themselves to changing conditions. For years this valley has been wheated and wheated with the idea more or less and wheated with the idea more or less prevalent that the soil was inexhaustible, and could be imposed upon at pleasure. A few experiences like this year's, how-ever, demonstrates very painfully but none the less effectually, the mistake. The outlook for the large farmers who have always devoted their large farms entire-ly to grain, and who still persist in that agricultural policy, is certainly far from promising. But to the man who keeps up with the times and can adapt himself to new conditions there is no room for discouragement. There is a better way than the old one and if this year's ex perience, though a dear one, teaches the needed lesson, it may after all be a bless-ing in disguise. Just let farmers turn some attention to growing wool, raising stock and patronizing the creamery and they will already have found at least a partial solution to the problem that faces

City Board of Charities. Following is a statement of the work done and money expended by the City Board of Charities during the month of

July:
Number of applications for reilef.
Number of cases relieved.
Number of times relief was given.
Number of families relief was given.
Number of families relief was given.
Number of families relief.
Persons given meals and lodgings.
Persons given clothing.
Per of a given shoes.
Persons given work.
Persons given work.
Persons given medical aid.
Persons sent to hospital.
Amount expended for reilef.
New cases applying for aid.
Dese-virg. New cases applying to a property of the proper

AT THE HOTELS.

THE PORTLAND. THE PORTLAND.

J Pfister, San Fran cobs, San Fran Alex Cohn, San Fran Cobs, San Fran Cobs, San Fran Cobs, San Fran Land Cobs, San Fran Cobs, San Fran Cobs, San Fran Land Cobs, San Fran L Mrs N D Hozie, Los
Angeles
G H Cole, Los Angeles
M J Fontana, San Fran
H Richardson, Seattle
G W Wittman and wt,
San Francisco
H S Hagan, San Fran
H Richardson, Seattle
G W Wittman and wt,
San Francisco
H S Hagan, San Fran
H Richardson, Seattle
G W Wittman and wt,
San Francisco
M S H S Hagan, San Fran
H S C Cieminshaw, Troy
G W J Wittman and wt,
San Fran
M C Cieminshaw, Troy
G C Cieminshaw, Troy
G W J W C C E Hail, N Y
M S E Hail, N Y
M F F A Graham and
son, San Jose
G Tapkan
Fran
M San Jose
G C Cieminshaw,
Troy
G C Cieminshaw,
Troy
G M J E E Hail, N Y
M F F A Graham and
son, San Jose
G Tapkan
Fran
M S C C Cieminshaw,
Troy
G W J E Hail, N Y
M F F A Graham and
son, San Jose
G Tapkan
Fran
M San Jose
G M T Cary, San Fran
M S C C Cieminshaw,
Troy
G M J E Hail, N Y
M F F A Graham and
son, San Jose
G Tapkan
Fran
M S A Graham
And
Son, San Jose
G Tapkan
Fran
M S A Graham
And
Son, San Jose
Gon, San Jose
G Tapkan
Fran
M S C C Cieminshaw,
Troy
G M J E Hail, N Y
M F F A Graham
And
Son, San Jose
Gon, San Fran
M M San Jose
Gon, San Jose

Columbia River Scenery. Regulator Line steamers, from Oak street dock dally, except Sunday, 7 o'clock A. M. The Dalles, Hood River, Cas-cade Locks and return, Call on, or 'fone Agent for further information.

THE PERKINS.

THE PERKINS.

W H Sherrod, city
R T Daniel, Spokane
A T Peterson, St Paul
W B Steele, Portland
T Balfour, Lyle
N W B Steele, Portland
Neille Paimerton, do
Lulu Drumheller,
Spokane
Mrs T A Wintler, Colville, Wash
Miss Jacobs, Pasadena
W E Crittenden, New
Haven
Mrs C C Brown, Sac
W E Fow, New Haven
Mrs C C Brown, Sac
W E Fow, New Haven
Mrs C C Brown, Sac
W E Fow, New Haven
Mrs C C Brown, Sac
W E Fow, New Haven
Mrs C C Brown, Sac
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Mrs C C Brown, Sac
W E Fow, New Haven
Mrs C C Brown, Sac
W E Fow, New Haven
Mrs C C Brown, Sac
W E Fow, New Haven
Mrs C C Brown, Sac
W E Grossman, do
Mrs C C Boulton, Tacoms
ingham, Ala
J E Pampiln, Shanghi
W T Macy, McMinn
Mrs L C Palmer,
Falmer
B A Gifford, Dalles
W Summer, St Joseph
A J Henderson, Loutin
M P Burnett, Corvailis
J C McKern, N Tambil
Mrs M P Burnett de
Mrs J C Vara W Summer, St Joseph E Clark, Corvallis M J Honderson, Loutin Harold Heit, Corvallis M P Burnett, Convallis J C McKern, N Yamhil Mrs J C Kern. do Mrs S E Hanbury, Chicago J M Kutch, Crabires G Livingston, Oakland G C Fulton, Astoris G C Fulton, Astoris M J Shahaur, Seattle M O'Brien, Wardner J B Mann, The Dalles R W King, McMinn W N Boots, Monmouth Mrs R W King, do Col M C Nye, Prinevill Master King, do THE IMPERIAL.

THE IMPERIAL. C. W. Knowles, Manager.
C. T. Bacon, La Grand Mrs Kinney, Astoria
B. F. Mitchell, S. P. R. R. G. G. Chapin, Tacoma
M. L. Robinson, city
J. J. Greggs, Wenatchee
Mrs Fesse, do
Mrs Fesse, do
J. L. Smith, Tacoma
Mrs W. A. Murphy,
Bureka
R. W. W. Alverson, S. Finn
E. W. Parics, Tacoma
E. W. Parics, Tacoma
D. McIntosh, San Fran
D. McIntosh, San Fran
G. O. Moon, Astoria
E. J. Seey, Albany
J. Atkinson, do
K. G. Clesen, Stoughtin, W. Thompson, do
C. S. Cole, St. Paul
E. F. Dirking, San Fra
Thos Sims, Salem
M. J. Haas, Salem
M. J. Hass, Salem
M. J. Hass, Salem
M. J. Hass, Salem
M. J. Hass, Salem
M. J. C. Harles, Mrs. Jones, do
THE ST. CHARLES. C. W. Knowles, Manager THE ST. CHARLES.

THE ST. CHARLES.

F Weist, Stelia
W W Fratt, Shedi
W W Fratt, Shedi
W W Hauran, Justown, E English, Vancouver
W H sturghardt,
Salem
J C Smith, Rainler
W M Welch, Genesee
Mrs W H Warren, do
Mrs S F Cooley, do
W M Welch, Genesee
Mrs W H Warren, do
Mrs S F Cooley, do
W Redfield, Gray's R
G Ledford, Everett
N B Gardner, Troutdale
D Scott, Troutdale
D Scot

Hotel Brunswick, Seattle. European; first class. Rates, 75c and up. On-block from depot. Restaurant next door,

Tacoma Hotel, Tacoma American plan Rates, \$2 and up. Donnelly Hotel, Tacoma. European plan. Bates, 50c and up.

EJECTED PASSENGER SUES O. R. & N. CO. FOR \$25,000.

Conductor Thought It a Scalper's Ticket, but Plaintiff Says He Was Original Purchaser.

C. R. Babcock, who was put off a train at Troutdale last Sunday, filed suit in the State Circuit Court yesterday against the O. R. & N. Co. for \$5,000 damages. The plaintiff alleges that he purchased from and paid the defendant \$3 30 at Chicago for a round-trip ricket from Chicago to Portland, and while returning from Portland on the car of defendant, attached to its regular grain, the conductor took the ticket, and not returning it to the plaintiff, notified him that he must leave the train, and thereupon stopped the train the train, and thereupon stopped the train at Troutdale and assaulted and ejected plaintiff from the car, where he had a right to be and remain.

Babcock avers that the return passage in the tighter was softened although he

on the ticket was refused, although he presented it and identified himself as the purchaser, the reason given by the de-feridant being that it was a scalper's tloket, when in truth and in fact the plaintiff was the purchaser of the ticket and complied with every part of his agreement, and the refusal to recognize the ticket was entirely due to the wrongful conduct and fault of the agents of the

Babcock further asserts that the cars were filled with passengers, and that he was humiliated and his feelings shocked by his forcible expulsion from the train.
The point made by the plaintiff is that
he was not traveling on a scalper's
ticket, but was the bone-fide and original holder of the same, and the conductor had no right whatever to force him to leave the train. He therefore says he was very badly used, and, further, that the return of his ticket was refused.

TO GET ENGLISH PARTRIDGES

Marion County Club to Import the Birds-Tront and Grayling.

SALEM, Or., Aug. 16.—The Marion County Rod and Gun Club, at its regular meeting this evening, decided to stock meeting this evening, decided to stock the county with gray English partridges. The club will purchase 14 pairs of these game birds, which they expect to receive late in the Fall, when they will be turned loose in different parts of the county.

Acting upon the notification received by J. Baumgartner, secretary of the club, from George M. Bowers, United States From George M. Howers, United States Fish Commissioner, that a consignment of grayling and brook trout had been assigned to Salem, to be distributed in streams throughout the county, which is expected to arrive within 60 days, the club solected a committee composed of Dr. J. C. Griffith, Dr. J. Richardson and T. O. Barker, to furnish suitable vessels for the reception of the fish. These vessels are to be free from any injurious matter, partly filled with fresh, cool water, and are to be in readiness and conently placed for the immediate trans for the moment the train arrives. matter of distributing the fish in the various streams throughout the county will be considered at the next meeting of the club.

In addition to tabular statistics, the blennial report of the State Superintendent, Ackerman, shows by countles many facts of general interest. In 1899 there were 355 men and 797 women holding first-grade county certificates. In 1900 462 men and 1104 women hold this grade of certificates. There are 649 second-grade teach-ers this year against 766 last year and 461 third-grade teachers in 1900, against 563 in 1898. This year 349 teachers were granted permits, while only 257 received them last

Of the 3742 teachers employed in the schools of this state, it appears that 3673 hold county certificates. The remainder hold state certificates and state and life diplomas. In 1899, the private schools of this state employed 351 teachers to In-struct 5943 pupils; in 1900, 307 teachers were employed in private schools which enrolled 4954 pupils. There were 2063 schoolhouses in the state last year, and 2070 this year, yet the reports show 72 new statistics show that th re were 31 univer-

tions, employing 270 teachers and instructing 4783 pupils.
The following comparative table shows the number of persons in the state be tween the ages of 4 and 20 years, the total enrollment in the public verage daily attendance for the past M

rollment. YEAR. 132,408 55,270 61,234 123,151 89,405 64,411

The following comparative table shows the average number of days in the school year, the average salary of teachers, men and women, for the past 20 years:

verage men ter . 5 YEAR. #ch \$31.7 31.6

William Hubbard, who was arrested vesterday for stealing two saddles from the livery barn of Page & Stephens, waived examination today and was held to the Circuit Court. In default of ball he was committed to Jam.

Hattle Garretson today began a suit for divorce from N. W. Garretson, to whom she was married in Idaho in 1891. The plaintiff, who alleges that she was formerly the wife of a man named tlark, pleads descrition as a ground for divorce, and asks that she be allowed to resume grocers.

the name of her former huband. All property rights have been amicably set-

Flora L. Montgomery has begun a suft

for divorce from John S. Montgomery, on the ground of desertion. The residence of Frank Starz, on Front street, caught fire this marning under circumstances which indicate incendiarism. It appears that lace curtains hanging It appears that lace curtains hanging over an open window were the first to catch fire, and it is supposed the fire was set by some one on the outside.

The residence of George L. Neal, in North Salem, was burned to the ground at an early hour this morning. The loss on building and contents was about \$700. The family was away at the time, and the cause of the fire is not known. Governor Geor today issued a regular-Governor Geer today issued a requisi-tion upon the Governor of the State of Washington for the rendition of W. B. Cassil, who is wanted in Fortland to answer to a charge of obtaining money under false pretenses. Cassil is under ar-rest at Walla Walls. The 1888 tax roll more which collections

The 198 tax roll, upon which collections are now being made, will be closed October I, and all taxes not paid by that date will be delinquent.

Races for Baker County. BAKER CITY, Aug. In-Some of the citizens here are arranging for putting Baker City on the circuit for the regular Fall races. A meeting will be held in a few days to take the necessary steps. The race course here at one time was the fastest in the state, but through mismanagement and other causes it was al-lowed to fall into disuse. Those having the project in charge are meeting with encouragement on all sides, and a great many of the business men have pro

substantial support. The people of Sumpter are also trying to have a meet there this Fall. A meeting has already been held, at which it was decided to raise \$150 for a five days' race meet, and three committees were pointed to have charge of raising the

Bills for Registering Voters.

ALBANY, Or., Aug. 10.—The County Court last evening allowed the bills for the registration of voters previous to the Justices of the Peace. Out of a registration of 5120, over 2000 were registered by the notacles and Justices, the others by the County Clerk. The latter re-ceived nothing, but the notaries and Jun-tices are allowed 10 cents a name for those who actually vote. A reduction of 10 per cent on those who registered was made, and expenses of postage allowed, the total bill being \$22 d. This will no doubt be taken as a precedent for future action.

Indian School Teachers' Institute. WASHINGTON, Aug. 10.-Miss Estelle teel. Superintendent of Indian Schools, be held at Chemawa August 14 to 17. In-clusive, will be unable to reach Salem in time for the opening, but on the final day will deliver an address on "The day will deliver an address on "The Benedit of Educational Institutions for Indians." Miss Reel personally arranged this entire conventi-longs all the credit. ntion, and to her be

May Soon Build to Republic. SPOKANE, Ang. 10.—President Hill, of the Great Northern, arrived here this morning going East. He said:
"We will be very glad to build to Re-public as soon as we can find an easy grade. I will say nothing about dates."
President Hill also stated he believed business would soon justify double daily

usiness would soon justify double daily rain service between Spokane and the

Bremerton or Mare Island.

WASHINGTON, Aug. 6 -At a recent interesting session of the Naval Board of Construction, Rear-Admiral Hichbern, Chief Constructor, proposed to send the torpedo-boat Goldsborough to the Puget Sound station instead of having her taken to the Mare Island yard for equipment. He described the situation at Mare Island as being impossible to repair or equip more slips than were already assigned to that yard. Four hundred feet of the seuwall has fallen into the water, another lurge section is taken up by the con-struction of a new dry-dock, and only a small place is left available for the acmmodation of ships. Three vessels are now side by side at the seawall, an ar-rangement which makes the prosecution of work difficult and awkward. The other ships are anchored in the stream. houses erected. It would thus appear that 62 were destroyed or abandoned.

There are 243 graded achools in the state, employing 1025 teachers and giving instruction to 40,721 pupils. Last year's believed that it was in the interest of conomy convenience and prompt comeconomy, convenience and prompe seem pletion of the work on the Goldsborough to have that vessel taken to the Puget Sound station. The board out-voted the Chief Constructor, but Secretary Long before leaving for his vacation, decided that the Goldsborough should remain at the Duret Sound station. sities, colleges and academies, employing 270 teachers and instructing 4783 pupils. This year there are 42 of there instituthe Puget Sound station,

> Taxing Lawyers and Doctors. Taxing Lawyers and Doctors.
>
> GEARHART, Or., Aug. I.—(To the Editor).—I agree with those of your correspondents who criticise the blanket ordinance, because it does not tax lawyers or doctors. I de not see why a cab driver, for instance, should be required to pay an exorbitant tax out of his meager earnings, while the 200 lawyers and perhaps the same number of doctors pursue their vocations free from the tax.
>
> There are other particulars in which the ordinance is plainly inequitable. The tax upon canvassers for shocks, maps and periodicals of 110 per day is prohibitory, and will not produce any reve-

will not produce an because it is prohibi will and reasonable license tax properly equalized upon all vocations and control equalized upon all vocations and occupations with-out distinction would not be objectionable out distinct the authority of the charter.
Of course, lawyers are not excessively eager to be taxed, but I do not think t is complimentary to my profession ne that we are in favo MARTIN L. PIPES.

Improvement of Schuyler Street.

A petition has been got up for the mprovement of Schuyler street from the east line of East First to the center line of East Nineteenth street. It is pro-posed to grade and gravel the street with gravel free from clay. Between Grand venue and East Sixth street it will be necessary to build an elevated roadway. The improvement of the street will be a fine one, and will add much to the value of the property.

SOUTHERN GIRL

Visiting Friends in Knozville. "I had been greatly troubled by being kept awake at night whenever I drank coffee. It also disagreed with my dignation. Last Summer I was visiting a friend in Knoxville who had been suffering from rheumatism caused by coffee-drinking. She had quit using coffee and was using Postum, and had recovered; also her delicate daughter, who had been an invalid for a long time, was greatly benefited by the use of Postum Food Coffee.

"I found while I was there and using Postum regularly that I slept much better

"I found while I was there and using Postum regularly that I slept much better and grew so strong in my nerves that the change was wonderful. I trust my testimonial will be the means of inducing others to try your magnificent beverage. These are true and honest facts." Miss Frances Smith, 631 Douglas street, Chattanooga, Tenn.

The reason Miss Smith and her friends improved in health is that coffee acts as

mproved in health is that coffee acts as improved in many delicate organisms.

When it is left off, the cause of the
trouble is removed; then if Postum Food
Coffee is taken, there is a direct and
quick rebuilding of the nerve centers all
through the body, for Postum Food Coffee contains the elements needed by the

system to rebuild the nerve centers.

Made at the pure-food factories of the
Postum Cereal Company, Ltd., Batrle
Creek, Mich., and sold by all first-class