HEARD THE PROTESTS

"Let Us Reason Together," Say the Committee.

BLANKET ORDINANCE DISCUSSED

Objections Raised on All Sides, but No Remedy Offered—Another Hearing Promised.

How to grade the tax imposed by the new blanket-license ordinance was the problem presented by the mass of objections yesterday made to the license committee of the Common Council. The small dealer complains that he will be frozen out of business by having thrust upon him burdens equal to those borne by large dealers; owners of suburban business property complain that their tenants will be driven to the center of town if some means is not devised of grading the tax; wood dealers protest against the tax on delivery wagons, as well as on their business; so with bakers. Job printers petition for license tax based on the volume of product, and wholesale dealers ask further time for consultation. All who are "hit" cry out, some of them in reasonable language, others in anger and irrelevancy, adding uninvited advice.

Councilmen Mulkey, Branch and Masters, the three members of the license committee, were present, and Mayor Rowe was a very interested spectator. The committee-room of the Council Chamber was filled with representatives of various lines of business, some of whom were there for acting and others merely to observe and listen. Much interest was shown in every discussion. Most of the complaints submitted were in writing. This was partly because the objectors preferred to have their case known only to the committee, and partly because some of the business representatives chose that method of expressing themselves.

Another Hearing Promised.

The hearing yesterday will not be the last. Chairman Mulkey announced that all the complaints would be thoroughly considered, and before the subject went to the Council again another hearing would be given. In every discussion the members of the committee sought information in order to make the ordinance more equitable. Wherever a dealer objected, he was asked for a suggestion as to the remedy. Especially was this the case with regard for a suggestion as to the remedy. The great difficulty with this plan is the inability of the committee to get a correct statement of business from proprietors upon which to base the graduating scale. Every small dealer who appeared was cross-questioned on this point. Some admitted that the difficulty seemed insurmountable, unless there was a radical improvement in the conscience of taxpayers, while others thought "inducements" in the shape of penalties or publicity might be brought to bear with good effect.

Various Protests.

When Auditor Devlin began reading the long list of taxes imposed, an objection was expected from a representative of each business affected. It soon developed that written complaints had been filed for most of them, or the lines of business affected were acquiescent. A representative from a clothing house wanted to know if two licenses would be required for the two lines of goods his concern carried—boots and shoes, and clothin. Chairman Mulkey said the question would be considered.

Henry Weinhard arose when the tax on brewers was reached. He thought brewers sufficiently burdened now, especially since an internal revenue of $2 a barrel was imposed on beer.

A. Christenson, keeping a little store on Mississippi avenue and Fremont street, said his $700 stock barely supported his family and he would have to close out if the ordinance imposed the tax fixed by this ordinance.

One License for Grocers.

A representative from the retail grocers wanted to know if that line of business was expected to take out a license for the grocery business, another for the few cigars usually kept and a third for the little confectionery sold. Chairman Mulkey replied that it was the intention of the committee to impose only one tax on retail grocers, as their cigars and confectionery were merely trifling incidents to the general business, and that the specifications in section 4 concerning distinct lines of business did not apply to that case.

W. M. La Force, in behalf of retail meat markets, said proprietors of such institutions thought it unjust to pay a tax on their business and also a tax for each cart or delivery wagon operated. He asserted that some of the markets would be out $200 or $400 for the carts and wagons alone. The members of the committee were disposed to think this estimate high and asked Mr. La Force to indicate in a communication the grounds for his complaint, including the names of some firms who would be compelled to pay so much.

Hard to Get at Facts.

John P. Sharkey, owning a saddle and harness shop on Grand avenue, presented a strong case for the small dealers in that business. He said there were perhaps 25 concerns in Portland that would fall under the head, some of which were doing a business of not over $1000 a year, while others were doing a business of at least $200,000. To tax all these men equally, as the ordinance proposed, Mr. Sharkey thought a great injustice. He said his firm and some others would pay the tax gladly, but there were some who could not, under the circumstances, pay $20 a quarter and continue business. Perhaps they were composed of only one man, who did all his own work, while the larger institutions employed a score or more persons. "If these smaller men are to continue in business," said Mr. Sharkey, "their tax must be made less than what the large firms can bear easily."

Chairman Mulkey—What would you suggest, Mr. Sharkey, as a means for us to find out the amount of business done by saddlers and harness makers?

Mr. Sharkey—Go to R. G. Dun & Co., Bradstreet's, or some other commercial agency where a rating is to be had. That is the way we business men do.

Chairman Mulkey—These agencies will not give this information to us under any circumstances.

No suggestion was made that seemed practicable. Mr. Sharkey said the largest firms in the city not only manufactured saddles and harness but did a repair business also. There was no line drawn between the wholesale man or jobber, the cobbler and the retailer. Mr. Sharkey also said that there were two or three other branches of the leather business not included in the ordinance, which he thought should be. This information the committee gladly received and promised to profit by it in the amendments.

Some amusement and gratification was caused the committee by Mr. Sharkey's closing statement: "I do not believe there is a city on the Pacific Coast where there is a greater number of tax-dodgers than right here in Portland. I can truthfully say I never in my travels saw a city of 100,000 population where they had what they called streets that were so bad as those we have here."

"That is exactly what our vehicle ordinance is intended to reach," said the chairman.

Suburban Business Property-Owners

A. B. Manley made the argument for suburban real estate owners and small dealers removed from the business center. He said:

"I am not taxed directly by the new ordinance, but my tenants are taxed and threatened. I have tenants in the suburbs engaged in all the various lines of business covered by the ordinance. Some of them carry almost as much of a variety as the large concerns in the center, but their stocks are small. A little proprietor in Albina carrying hardware, dry goods, notions, crockery, glassware and many other things, the whole stock valued at from $5000 to $7000, cannot pay a tax equal to that levied upon Olds & King, Meier & Frank Co. or Lipman, Wolfe & Co. If they are taxed the same it simply means that all the small dealers in the suburbs will be driven out of business. It is unjust to them, to the suburban real estate owner and to the people. I do not mean to say they object to paying some tax under the license ordinance. They are perfectly willing to pay their full share, but want it adjusted equitably so that it will not bear down with such disastrous weight.

"This question has an immense meaning for us who have invested our money in suburban property. For the past seven or eight years it has been hard enough to get tenants for our property. We cannot afford to shoulder this inequitable burden now. It means that our small dealer tenants will be bankrupted and driven out of business, and that the property-owner must soon follow, for what we have paid $30,000 to build will be worth no more than $10,000 if the business tenants are driven out."

Chairman Mulkey—There has not been, nor can there be, any classification by districts. The only possible solution is based on the amount of business. This is the great difficulty we encounter. It is not the purpose of the committee to drive any out of business, or handicap or impede any district more than another. But we cannot learn the amount of business unless the people will tell us truthfully, which, it seems, they will not do.

Suggests Tax on Sales.

H. C. Coleman, keeping a hardware store on Third street, said he resided in Pennsylvania when a graduated tax was imposed on all business. There it was so much of a tax on a dollar of business. Blanks were sent to each business man to fill out. If this was not done, the license officer could be empowered to impose a penalty that would stimulate the proprietor. Mr. Coleman said he noticed that the spirit of jealousy prevalent in certain lines of business induced some firms to give returns of their business even higher than they actually were. One firm returned its gross business at $30,000, and a competitor, with a $15,000 business, paid taxes on a $30,000 business to be placed on as good a footing before the public. Mr. Coleman did not know whether such a spirit would prevail here, but he predicted a larger revenue if the ordinance levied tax on this basis.

Councilman Branch—But don't you think the moral sense of the people in the East is better than in Portland, Mr. Coleman?

Mr. Coleman—I believe the intelligence, moral standing and patriotism of the people of Portland equal to that of any part of the world. (Applause.)

Councilman Branch—I know a firm that paid a few years ago taxes on $280,000 stock, and although the stock had since been doubled, they pay now on about $60,000 stock.

Vehicle Ordinance.

When consideration of the vehicle ordinance began, a representative of the Wells-Fargo Express and the Northern Pacific Express, stated that, in view of the heavy tax already imposed on the express business, and the taxes paid by the two companies on property situated in Portland, the additional vehicle tax of the new ordinance seemed excessive. Especially was this true when it was considered that the delivery wagons of the companies were merely used to conduct the express business, and not as an independent source of revenue.

Mr. Rimbold, of the Model Laundry, complained that the ordinance, as drafted, taxed laundry wagons with one horse higher than similar wagons of other concerns.

Chairman Mulkey explained that this appearance was caused by an error, as it was the purpose of the committee to tax one-horse vehicles of laundries $3 a quarter and two-horse vehicles $5, as in other businesses.

Philip Brady, groceryman, at Seventeenth and Irving streets, made a general complaint. He did not believe the money raised by the vehicle ordinance would be applied to the streets, thought the rich professions had been overlooked, while the struggling grocerymen were picked up, and was generally dissatisfied. He was assured by the members of the committee that the professions and all other lines of business that had been overlooked would be considered in due time.

COMPLAINTS IN WRITING.

Every Line of Business Seems to Have a Grievance.

A large number of communications in the nature of complaints, protests, remonstrances and petitions were handed in to the committee, many of them marked "confidential" or with a request that they be not published. The greater number of them were from small dealers or persons whose income from their occupations is not deemed by them sufficient to enable them to pay the license placed on them. Following is the gist of a number of these communications taken haphazard from the pile handed in:

Wood Men Against Double Taxation

The Pioneer Morrison-Street Fuel Company remonstrated against ordinance 11,711 imposing a license of $15 per quarter on the business of selling wood, and ordinance 11,712, licensing wagons drawn by two horses hauling wood from yards. This amounts in their case to a license of $30 per quarter, which is unjust, considering the amount of business done. The company operates three teams in conducting its business, which is licensed under the first ordinance, and if teams are licensed it amounts to a double taxation or license, entirely too high for the amount of business done. The petitioners are not opposed to paying a reasonable tax or license, but are opposed to the payment of double taxation.

Merchandise Brokers Ask Reduction

Spencer, Clarke & Co. and five other merchandise brokers carrying stock upon which it is proposed to fix a license of $25 per quarter respectfully ask to have the license reduced to $10, which they think will be recognized as an equitable charge. They are willing to contribute their part to the fund for carrying on municipal government, but are particularly anxious to obtain an equitable adjustment of the license tax.

Asks for a Consultation.

F. J. Hard, secretary of the Oregon Mining Stock Exchange, realizing the obstacles the committee is laboring with, asks for further consideration and tho privilege of a consultation, hoping to arrive at an understanding whereby the exchange may pay a small license. It is desired to make the exchange a success, but at the present it is practically all outlay.

Candy Manufacturers Protest.

The J. N. Matschek Candy Company state that manufacturing confectioners employ many men and women and pay out thousands of dollars annually for labor. For this privilege it is proposed to license them $100 per year and for handling some novelty, which they, as well as others, buy somewhere else, it is proposed to tax them another $100 per year. In connection with their own line they are compelled to handle other articles, as cakes, crackers, paper bags, glass jars, dishes, etc., for the convenience of the trade and to cover the expense of selling in the country. They say: "On crackers, you want to charge a license of $200 per year. Our sales amount in this line to about $5000 per year, while another local concern does business in this line from $1,000,000 to $2,000,000 per year, and they are to pay the same amount of license as we are. On the other articles, as paper bags and glassware, you impose a license of $100 each per year. Our sales in these lines may amount to $1000 per year each, while parties handling these or either of these lines who sell hundreds of thousands of dollars' worth yearly, are to pay the same license."

The company does not object to the license on delivery wagons, as it will enable the Council to have the streets repaired.

Then follow suggestions in regard to taxing professional men, women and others, and in regard to saving the salaries of men who are of no earthly use, advice in regard to protecting and encouraging local industries, etc., and the whole winds up by asking to be informed what license the company are to pay, so that they may regulate themselves accordingly.

Object to Inconsistency.

The Novelty Foundry calls attention to the "inconsistency" of the license on foundries. While some are capitalized at about $100,000 and employ 20 to 40 men, others have about $500 invested and employ one man about half the time. The hope is expressed that in modifying the blanket license ordinance every citizen will be compelled to pay his just share.

Would Be Taxed Out of Business.

Dygert & Son complain that as their business is small at present they cannot stand a tax of $10 per quarter. There are several shops which are doing ten times as much business. They are willing to pay what is right, but the proposed license would simply tax them out of business.

License Too Heavy for Florists.

Martin & Forbes and 10 other florists protest that $25 per quarter license is too much for them. There are about 12 florists in the city, and their sales amount to not over $35,000 per year. They ask for a license proportionate to the amount of business done by them.

Will Be Crippled.

J. S. Elliott protests against the license on the dairy business, stating that it would cripple if not eventually ruin him, and asks that the tax be reduced so as to allow him to continue in business.

Wants a Minimum and Maximum.

R. Buetikoffer, wholesale and retail cheese and dairy produce, states that if the proposed license is enforced it will drive small stores like his out of business. He thinks there should be a minimum and maximum license, and adds some suggestions as to the desirability of increasing the tax on real property.

Requests Further Time.

J. N. Teal, representing a number of wholesale dealers, stated that it is impossible to go over the license law and make suggestions at this time, and asks whether suggestions made within the next two weeks will receive consideration. His object is to go over the law carefully, and he hopes that when through their suggestions may be of value.

Unfair in the Extreme.

E. H. Moorehouse & Co. do not especially object to a reasonable license on vehicles, which, if honestly handled and expended on repairs of broken streets and keeping streets clear of rocks and other debris would come back in more ways than one. They say: "As to paying a special merchandise tax upon an already heavy tax of our stock we consider it out of the question and unfair in the extreme and wholly unnecessary." It is suggested that money could be saved the city if its affairs were run as individuals are compelled to run their affairs.

Hard on Small Dealers.

F. McNeil, who is 81 years old and does a small business in milk, bread, cigars and small wares and manages to live and steer clear of the breakers, says if a tax as published is put on him he will have to close shop, and adds that his case is the case of scores of small groceries and stores in all the outlying parts of the city. He then drops into politics and says unless this unjust tax is speedily dropped not a single member of the city administration will ever be elected again to any office under the sun.

Must Compete With Lawyers.

H. K. Hunsaker protests against paying a quarterly license as a Custom-house broker. He says the tax is exorbitant for this kind of business done in this city, besides he has already paid the Government $10 for the privilege of doing Custom-house brokerage here. He alleges that the business is made less remunerative for the reason that some attorneys are doing work that belongs to the Custom-house broker, and they manage to evade the Government tax.

Destres Professional Men Taxed.

William Hall presents a communication which does not reveal his profession or business, and contains no remonstrance against his license, but asks why all professions are not made to pay in proportion, and expatiates on the injustice of making small businesses pay as much as large ones, but suggests that all pay in proportion to the size of business and income and "not to drive out small business of their existence and make trusts of the big ones."

In Strict Confidence.

A manufacturers' agent for Eastern firms writes the committee a long "confidential" communication giving a history of his past career, which has been full of reverses, and states that he is just getting on his feet, and now it is proposed to place a prohibitory license of $10 per day or $50 per week on his business, which if carried out will compel him to return over the international boundary line, where he hopes for better treatment.

Baker Complains of Injustice.

R. Deutsch, baker, protests that $5 per quarter on his bakery and $5 per quarter on each baker wagon is too much license considering the price of bread. He does not object to a small license but considers the amount proposed too large.

Will Be Driven Out.

Charles H. Pio, a shoe dealer in a small way, objects to being taxed as much as large dealers and says a $40 license will drive him out of business.

Bad-Bill Collector Kicks.

James McDonald, "collector of bad debts, telegraph post, 37 Third street," objects to the proposed license of $50 per year. He says the class of claims given him for collection are such as all other collectors have entirely failed to collect, and it is hard to get enough out of such claims to live on. He alleges that he has already paid into the county courts over $1000 and all he has got in return is a lot of judgments against a lot of bilks, men and women, who have taken advantage of the cursed bankruptcy law. He demands to be exempted from payment of this tax.

Disproportionate to Income.

H. M. Grant and William L. Chalmerly, adjusters of fire losses, consider the license imposed on them greatly disproportionate to the income derived from their business in Portland. The greater part of their business is transacted outside of Portland.

Hackdrivers Object.

Over 20 hackdrivers protest against the license of $10 per quarter upon the occupation of hackdriver.

Too Much Tax.

G. N. W. Wilson, dealer in barbers' supplies, protests that $20 per quarter on his business is too much tax.

Ask That Job Offices Be Graded.

Among the most reasonable and satisfactory communications laid before the committee was one signed by several job printers. They expressed the belief that the committee was actuated by pure motives in levying this tax, being forced by circumstances to raise revenue to meet the expenses of the city, and that they will not wilfully lay a tax which will drive any man in the city out of business, but its intention is to make the business men bear a uniform share of the burden of the city government.

The point they make is that it is unfair to tax a small business as much as a large one, and respectfully represent that in order to make an equitable and uniform tax the offices should be graded and either the fee of the larger firms raised or the fee of the smaller ones lowered, and they offer to co-operate with the committee in grading the offices if the committee so desire.

THE NATIONAL LEAGUE.

Pittsburg Won Two Games From New York.

PITTSBURG, Aug. 14.—Pittsburg had an easy thing today, and captured both games from New York. Attendance, 4600. The score of first game:

	R	H	E		R	H	E
Pittsburg	5	8	2	New York	0	4	1

Batteries—Lever and Schriver; Mercer and Gray.
Umpire—Swartwood.

Score of second game—

	R	H	E		R	H	E
Pittsburg	7	7	1	New York	1	3	6

Batteries—Chesbro and O'Conner; Hawley and Robinson.
Umpire—O'Day.

Boston Won Two Games.

CHICAGO, Aug. 14.—Boston and Chicago played two long uninteresting games today, the visitors taking both.

First game—

	R	H	E		R	H	E
Chicago	6	12	3	Boston	7	12	2

Batteries—Taylor and Chance; Cuppy and Sullivan.
Umpire—Hurst.

Second game—

	R	H	E		R	H	E
Chicago	6	9	3	Boston	7	8	2

Batteries—Menefee and Dexter; Dineen, Lewis and Sullivan.
Umpire—Hurst.
Attendance, 3800.

St. Louis Beat Philadelphia.

ST. LOUIS, Aug. 14.—The weather was very warm, and the sun literally baked the field. Wolverton and McGant participated in a fight on the field, landing several blows before the police interfered. Attendance, 1200. The score:

	R	H	E		R	H	E
St. Louis	6	10	12	Philadelphia	2	11	4

Batteries—Young and Criger; Orth and Murphy.
Umpire—Terry.

Game Postponed.

CINCINNATI, O., Aug. 14.—The game with Brooklyn was postponed on account of rain.

National League Standing.

	Won.	Lost.	Per ct.
Brooklyn	54	33	.621
Pittsburg	51	41	.554
Philadelphia	47	42	.528
Chicago	46	44	.511
Boston	45	46	.494
St. Louis	40	47	.460
Cincinnati	39	50	.438
New York	36	49	.424

The American League.

At Cleveland, 0; Buffalo, 3.
At Detroit—Detroit, 2; Indianapolis, 4 (15 innings).

THE DAY'S RACES.

Trotting and Running Events on Eastern Tracks.

GLENS FALLS, N. Y., Aug. 15.—The 2:28 pace was postponed on account of darkness. Summaries:

2:16 trotting, purse $1000—Georgia won in straight heats in 2:14½, 2:14¼, 2:14¼. Lord Derby, Roster, King Jack and Palm Leaf also started.

2:09 trot, purse $1000—Gayton won third, fourth and fifth heats in 2:12½, 2:12¾, 2:14. Charley Herr won the first and second heats in 2:13¼, 2:12¾. Daredevil, Valpa and Lord Vincent also started.

Races at Harlem.

CHICAGO, Aug. 14.—Pat Dunne made a clean sweep of the card at Harlem today, winning with all three of his entries, Sortie, Scales and Gold Badge. Form players made a killing on the three horses, as all were at good odds. Results:

Five furlongs—Sortie won, Natural Gas second, Invictus third; time, 1:05 1-5.

Six furlongs—Josephine B. won, Hermoso second, John A. Morris third; time, 1:17 4-5.

One mile and 70 yards—Scales won, Greenock second, The Lady third; time, 1:52 3-5.

The Lagrange stakes, five and a half furlongs—Gold Badge won, Regea second, Handy Man third; time, 1:09 4-5.

One mile—Eva Rice won, John Baker second, Dissolute third; time, 1:45 1-5.

One mile and an eighth—Macy won, Pay the Fiddler second, Our Nellie third; time, 1:59 4-5.

Races at St. Louis.

ST. LOUIS, Aug. 14.—The results at the Fair Grounds:

Six furlongs—Lasso won, Free Lady second, The Geeser third; time, 1:14¾.

Mile and a sixteenth, selling—Orris won, Joe Doughty second, Morgenstein third; time, 1:51¼.

Five and one-half furlongs, selling—Quick Range won, The Butcher second, Seething third; time, 1:10.

Mile and 70 yards, selling—Jimp won, Guide Rock second, Barrica third; time, 1:47½.

Six and a half furlongs, selling—Eight Bells won, Ostra second, St. Woods third; time, 1:22½.

Five and a half furlongs—Lill Sparks won, Juletta B. second, Empyreal; time, 1:10¾.

Races at Saratoga.

SARATOGA, N. Y., Aug. 14.—Light fields, due to the rain, ruled the afternoon. The results:

Five and one-half furlings—King Leif won, Gold Heels second, Likeness third; time, 1:11¼.

Selling, seven furlongs—Peat won, Protus second, Myth third; time, 1:33½.

Mile and a sixteenth—Bannockburn won, Raffaello second, John Yerkes third; time, 1:52½.

One mile—Elnus won, Cyrano second, Raford third; time, 1:46½.

Steeplechase, short course—Arquebus won. No time taken.

Lipton Will Give a Cup.

NEW YORK, Aug. 14.—David Barry, the American representative of Sir Thomas Lipton, was a guest recently at Station No. 8, of the New York Yacht Club, at the Atlantic Highlands, N. J. With a corps of photographers he boarded a yacht in waiting and visited the scene of the cup race between the Shamrock and the Columbia off Sandy Hook. Negatives of the course, the Hook and the Highlands were taken and forwarded to Sir Thomas Lipton in London.

Sir Thomas intends to select one of the best of the pictures, from which an etching is to be made on a handsome loving cup. This cup is to be presented to the New York Yacht Club and raced for by the 70-footers off Sandy Hook between September 10 and 15.

A Log House of 1850.

PERRYDALE, Or., Aug. 13—(To the Editor.)—Noticing in your issue of The Weekly Oregonian of August 10 a description of the old Young house, of Yamhill County, I think it may not be amiss to write of one of the old landmarks of Polk County, as it is older than the Young house. It was built on the donation land claim of John East, by himself, in 1850. It is of hewn fir logs, and is well preserved. The interior is cozy and comfortable. It is cool in Summer and warm in Winter. It is owned and occupied by J. Bowles, who claims for it the oldest house in Oregon now inhabited. MRS. J. BOWLES.

Keep looking young and save your hair, its color and beauty with Parker's Hair Balsam.

Greve's Ointment makes a healthy skin. 50c.

That bilious taste and loss of appetite are quickly cured by Hood's Sarsaparilla.

PACK 60 PER CENT SHORT

PUGET SOUND SOCKEYE SALMON SCARCE THIS YEAR.

George T. Myers, Veteran Canner, Tells of Losses to New Men Who Went Into Business.

George T. Myers says the total catch of sockeyes this year on Puget Sound will not exceed 40 per cent of the total catch of last year, which was about 538,000 cases. The next run of salmon on the Sound will be the cohoes, formerly called silver salmon. The run will not be heavy until the middle of September, and will end about the latter part of October. Then come the dog salmon, who make a stay of from four to five weeks. Mr. Myers states that with so many appliances in use the schools will be broken up, and he is of the opinion there will be no large catches, as in former years.

Mr. Myers is an authority on this subject. He returned from Seattle yesterday. He asserts that greater outlays than usual have been made this season for entrapping sockeyes, and the result has been anything but favorable to the packers, and that it is currently reported that one of the large companies at Fairhaven, Wash., invested over $300,000 in adding to its previous holdings in traps and appliances, and its pack this year of sockeyes, notwithstanding this additional outlay, is not over 40 per cent of what it was in 1899. This season, he says, a number of Columbia River salmon packers made their advent on Puget Sound, and are no doubt now wishing they had never come. The conditions attending the locating and building of salmon-catching traps is attended with more expense on Puget Sound than on the Columbia River. It is generally conceded on the Columbia River that the cost of the web netting is the most expensive part of the trap. Except in exposed places, large piles and steam drivers are used, otherwise poles and hand drivers, and most of the poles are good for several years. On Puget Sound piles are used from eight to ten inches in diameter, ranging from 35 to 80 feet long, and many longer, which cost in the boom of the seller from 5 to 7 cents a running foot. The cost and risk of getting the piles to the trap is often double the original price, from the fact that frequently many are lost in the event of rough weather. The cost of driving the piles varies with the condition of the weather. In a smooth sea more can be done than in a rough sea. The average number driven a day is usually 5 to 7, and the cost of a driver will average $35 per day. This does not include the expense of the men superintending the driving, or the men that make the web.

The cost of the trap when complete will depend on the size and number of piles in it, and its defenses, and the time taken to put it in fishing condition. There are some that cost $8000 to $10,000. An ordinary trap will cost about $3500. Many, and indeed the greater part, of the traps do not pay enough to take care of them after the end of the season, and the webbing is taken off, and it is seldom that on the commencement of another season any of the former piles have been saved from the elements; consequently, the same expense of driving piles has to be gone over again.

This year there was expected a light catch, but all the same many new locations were made, besides old locations enlarged, and experienced fishermen expected the catch of sockeyes would be greater than it has proved. Much to the disappointment of cannerymen, it has established conclusively the old theory that every fourth year the sockeye run is a very light one. Next year it is supposed there will be a big run of sockeyes and humpbacks. The latter fish do not run except in alternate years on Puget Sound. Last year there were a great many humpbacks; this year there are none. "I am often asked," said Mr. Meyers, "why they don't run every year. The same fish run every year in Alaska. I have asked the scientists, and they also wonder, but cannot explain. Within the past twenty years on Puget Sound I have seen several very light runs of humpbacks. We all hope after a poor year that the next will be better. I can't tell you whether it will be or not. For my part, I think there are too many catching salmon on Puget Sound, for its limited territory. It is fast developing the experience of the Columbia River. Instead of having an average pack of 500,000 to 600,000 cases of sockeyes, it will dwindle down to 100,000 and 150,000, and the Fall catch in the same proportion. The market for canned salmon is splendid. More no doubt has been sold this year than the whole Northwest territory can supply, at large prices."

ANOTHER ON JOHN BARRETT

Acquisition of Dignity and Retirement From Hard-Luck Crowd.

WASHINGTON, Aug. 11.—There are probably some people in Portland and other parts of Oregon who will be very much distressed to learn that a number of Eastern papers have taken upon themselves to speak in flippant terms of John Barrett, who was once a resident of Portland for a short time, and was afterwards appointed Minister to Siam by President Cleveland. It is doubtful if any of these ribald articles will have any effect upon a man of Mr. Barrett's attainments. These articles are no doubt inspired by the envious, by those who begrudge Mr. Barrett his fine figure and voice, not to say the success he had in talking President Cleveland into giving him a position which gave him a great deal of prominence. It is possible, also, that the utterances are inspired by those who do not want to see Mr. Barrett profit by what he has done for the McKinley Administration and intends to do for the McKinley Administration in the way of getting one of the Chinese commissionerships on the bill now pending in Congress becoming a law.

This is not the first time that Minister Barrett has been assailed by those who would poke fun at him. In the Spring and Summer of 1893 there was a large delegation of Oregon Democrats in Washington, all of them seeking office under the new Democratic Administration. They began by putting up at the first-class hotels, but gradually, as hope was waning, they drifted around to the cheaper boarding-houses, and finally they secured cheap rooms far out, and took their meals at the cheaper restaurants in the city.

There was one particular place where the old standbys gathered nearly every night to take the final meal of the day. Into this resort there came Mulcahey, Bob Miller, Dr. Mullinix, John Barrett and one or two others. In the same resort were also found other people who were seeking cheap meals for various reasons, and naturally among them were many of the shop girls and others who had to economize very closely in order to live. In fact, it was a resort of the hard-luck crowd, and it was natural that more or less affiliation and acquaintanceship should be the result. The Oregon men got acquainted with a number of the ladies, and they generally formed a very pleasant coterie at one of the large tables.

It was some of the other Democrats who told this story, and said that one night when they were sitting at the table, with the usual customary crowd, a newsboy came in and one of the Oregon men fished up 3 cents and purchased a copy of the Evening Star. The Star contained the list of the Presidential appointments, and that was the first thing glanced over.

"Hully gec! they have appointed John Barrett Minister to Siam!" was the astonished exclamation of the Democrat, who did not expect Barrett to get anything. It is related that Mr. Barrett immediately arose and started out, although the modest order which he had given had not yet been filled.

"Hold on, John," said one of the party. "Come back and finish your dinner with us. We want to talk this thing over and congratulate you."

Barrett drew himself up and assumed a very haughty attitude, saying, in rather freezing tones: "I scarcely think it comports with the dignity of the position to which I have been appointed to associate or be seen in a company like this." And he strutted out.

It is said that the utterances of Dr. Mullinix as Barrett disappeared were entirely unfit for publication, and yet scarcely did justice to the feelings of the other Oregon Democrats who were still waiting for their bit of political pie.

Mail Between Olympia and Tacoma.

WASHINGTON, Aug. 11.—The Postoffice Department has authorized a daily steamboat service from Tacoma to Olympia, Wash., over the lines of the S. Willey Navigation Company. The route, 29 miles, will be covered both ways every day, except Sunday, from September 1, 1900, to August 31, 1901, with the understanding that the contractor will exchange mails with steamers on the route from Olympia to Shelton, in midchannel, or at any point of meeting agreed upon.

Northwest Pensions.

WASHINGTON, Aug. 11.—Pensions have been granted as follows:

Oregon—Reissue and increase, Stephen M. Eby, Parkplace, $8. Original widows, etc., Amanda A. Johnson, Salem, $8.

Washington—Original, John Algyer, Rainier, $8; John Garner, Cheney, $6. Increase, Daniel Peregrine, Tenino, $8; Charles W. Haines, Deep Creek Falls, $8. Original widows, etc., Margaret L. Utter, Bucoda, $12.

AT THE HOTELS.

THE PORTLAND.

J G Embree & wife, St Louis
Miles C Moore, W W
Geo B Blanchard, Tacoma
E Phelps, Chicago
John A Gill, San Fr
Geo A Liebes, Spokn
I V Weisskopf, St L
Joe P Eagle, Ark
Miss Emma Russell, Ashland, Or
Bee E Jackson, Chgo
Chas J Castillo, Tampa, Fla
Arthur Hill, Saginaw
C B Thurston, San Fr
A F Elliott, San Fr
H W Harvey & w, BC
Allyn A Packard, Chg
C H McCormick, Louisville, Ky
T Godwin, San Fran
Mrs Wm Hume, Eagle Cliff
Miss A Hume, do
B W Freer, San Fran
H Alfrey, Crawfordsville, Ind
C Alfrey, do
John Hewitt & wife, Chicago
Mrs Wm Irwine, do
Miss Alice Irwine, do
Ad M Simons, city
Sig Wertheimer, city
D H Bibb, San Fran
Mrs J H Whalley & dtr, Vancouver, B C
J G Beck
H F Clough, Sioux Cy
Miss S B Sears, Chgo
Edward T Howells, NY
Geo W Hull & wife, Toledo, O
A S Moses, St Louis
H E Coleman, Toledo, Ohio
W Atty, San Francisco
S Soule, San Francisco
Geo W Stone & w, S F
John D Laird, St Louis
Dr & Mrs G O Worther Indianapolis
Chas Rummelsburg, San Francisco
Samuel I Davis, N Y
F W Pettygrove, San F
I K Levy, San Fran

Columbia River Scenery.

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

THE PERKINS.

A H Mulkey, Elkton
F A Sherbaum, N Y
Miss Albrecht, Seaside
M Bailey, Tacoma
C Spencer, Oakland
L M Hidden, Vancouvr
C H Abercrombie, Astoria
C C McGowan, Warrendale
W J Harter, Kerns
J E Woodson, Portland
D F Wagner, Portland
G B Moore, McMurray
E C Warren, Union
F Schtoenberg, do
E L Brunton, Walla Walla, Wash
T A Merritt, Weiser
L W Crocker and family, Walla Walla
H T Moore, San Fran
Mrs Marie Ritchey, St Louis
Mrs Van Orum, Chico
Mrs E L Sunderland, Baker City
A H Willett, Bridal Vl
H F Allen, Kan City
Mrs H F Allen, do
S Livingston, Oakland
H E Wicker, San Fr
Mrs Ogilvie, Dawson
Mrs Coffey, Drummond
W F Martin, Eugene
Mrs W F Martin, do
A T Fox, Tacoma
C H Howard, Kan Cty
Mrs C H Howard, do
W L Bryant, Seattle
Abbie Nelson, Goldendale
L S Metcalfe, St Louis
B F Nichols, Prineville
F C Bonen, Seattle
Mrs F C Bonen, do
G A Warfield, Eugene
W B Hollingshead, do
Olive F Ford, Eugene
F S Dunn, Eugene
A J Henderson, Gastz
Mrs J H Whalley and child, Vancouver
J W Wilkinson, Walla Walla
J B Stock, do
J A Gorman, Portage
H H Martin, Centralia
Mrs M J Creighton, Salem
B F Laughlin, Dalles
C Morton, San Fran
Mrs C Morton, do
D B Kelly, city
J L Lawson, San Fran
G R Ogg, San Fran
Mrs G Hamilton, do
Miss Hamilton, S F
Rev E J Diven, Lancaster, Pa
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G S Race, Salem
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Mrs Cressy, do
A J Wells, San Fran
H J Buckley, Springfield
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Mrs C H McDaffney, Cosmopolis, Wash
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P J Chapman, city
C H Spencer, Oakland
U G Bean, Walla W
Miss M S Creighton, Salem
A B Combs and wife, Seaside
Miss Smith, Hood Rvr
R P Habersham, Astoria, Or
Mrs J N Fordyce, The Dalles
Mrs Crosfield, Wasco
Mrs McDonald, The Dalles

THE IMPERIAL.

C. W. Knowles, Manager.

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A Hamilton, Seattle
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A Dunbar, Astoria
K Olney, city
W A Kimball, city
R S Cavanaugh, Seaside
Mrs Cavanaugh, do
Willie Cavanaugh, do

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Lizzie M Morris, b F
M Elliott, San Fran
A Bruce, San Fran
C Abrams, San Frag
G C Will, Salem
Mrs Will, Salem
J H Busing, Porter, Wash
W E Marsh, do
Mrs Marsh, do
M Washburn, Seattle
F Ford, Seattle
Wm Armstrong, do
Geo Armstrong, do
W T Phillips, Pillar Rock
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F A Dawson, Seattle
L H Pikert, Seattle
L P Darey, Seattle
A W Abraham, Dalles
H G Stewart, Spokn
B G Cole, Spokane
F C Forrester, do
A Harrington, Falls C
L Michaes, Stella
Geo Foster, Goble
W C Anderson, Goble
T M Heppoe, Albany
S H Morgan, Des Mns
P A Sayler, do
Alof Granburg, Reedv
Anders Granburg, do
J C Bradford, do
Mrs F E Guardian, do
Mrs C Griffin, do
Sterling Hill, do
R N Bridges, Astoria
N