TRADE OF THE PACIFIC

OPENING OF THE ORIENT TO THE WESTERN STATES.

Great Development in the Steamship Service on the Ocean in the Past Ten Years.

The Pacific commercial public has for a year past eagerly noted strides in freight carrying on this ocean. Practical shipping men of the six greater railroad ports of this Coast, says a Seattle letter in the New York Journal of Commerce, are profoundly interested as to its future and wondering what is planned in freight-carrying matters by the master minds who have lately revolutionized transcontinental railroad control, and that evidently with Pacific-Asiatic freight developments the great incentive. The laity, too, of this Coast's ports throb with considerable local pride and stake their money extensively in real estate futures, knowing broadly that Asia is big and the Pacific Coast its nearest commercial neighbor of importance. Today the most general commercial topic at Seattle, San Francisco, Tacoma, Vancouver, Portland and San Diego is the dividing up of United States railroads as linked in interest with the trans-Pacific traffic.

American-Asiatic traffic revolution is basic in the present excitement. In 1891 there sailed from the Pacific Coast for Asia (which in this article means Japan, China, the Philippines, Straits Settlements and all East Indies, but not Oceania, Australasia and Polynesia) steam vessels making 40 clearances of 92,061 net tons, and these all from San Francisco with one exception. In the present year there are scheduled on regular lines only 61 large steamships operating across the Pacific, 19 going through the Suez to England, and the remainder to Hong Kong and ports and return. These make 250 round trips per year on the Pacific. Included in them for the perfect illustration of the present condition are the six large new steamships of the Pacific Mail, the Great Northern and the Siberian Railroad Steamship Line, not yet in commission, and the three of the Hamburg-American line, proposed, but the enlargement of the Canadian Pacific line, barely mooted, is not included. The actual regular sailings for the next three months make an entrance and clearance of Pacific liners at Pacific ports every other day of 6800 tons freight carrying capacity. Again, half the steam merchant marine tonnage building today in the United States—71,750 gross tons, is for the Pacific. This is the outgrowth of the single steamship of the Pacific Mail, which sailed out of San Francisco harbor January 1, 1867, inaugurating trans-Pacific freight carrying from American shores by regular lines contemporary with the Union Pacific's building to the awakened Occident. It appears as if this Northern section is to get back its name! In the last 10 years the ports of the North have increased their regular liners to 40, and, excluding the unsettled Siberian Railroad connection on this Coast, the Southern ports count only 19 steamships engaged. This is a most important feature of the study.

Asiatic Trade.

The big matters involved are directly these: The hope of the Pacific Coast to reach a share of Asia's world traffic and the bulk of America's Asia freight; the question of the Siberian Railroad's freight influence; the deflection of Suez traffic, this both to and from Europe; the deflection of the Asia clipper Horn or Cape traffic; the organization or consolidation of freight interests in the Orient, this being incidental; the larger influences growing in connection with the Nicaragua Canal. These questions are not now treated by your correspondent, but some data bearing on them has been collected. All data given are essentially working data, all official reports being corrected or explained to give the true bearing on the freight discussion; for instance, in Treasury Department returns Chicago is credited with a large share of the freight in which Seattle should figure as the economic point!

Supposing some master minds developing changes in the Asia freight carrying matter or bent on making the Pacific Ocean a pet carrier, with what have they to deal? Primarily it is the world's Asia commerce. The world here means the Northern world. Africa and South America have little to do with Asia's world. Extend a draughtsman's compasses by scale to cover 30 degrees of latitude on the world's chart and meander it across the chart, following with the one leg the line of the Trans-Russian Railroad from Vladivostock, the other leg hanging south of the road will creep below the Malay Peninsula, include India, follow the Suez and the Mediterranean. And if the compasses are drawn over the Atlantic with the Summer route of the liners there for guide, and again over the North American Continent, with the Canadian Pacific as the northernmost line, and again over the Pacific, with the northern trans-Pacific route to guide the upper point of the compasses the instrument will meet the latitude and longitude from which it started and will have included the whole Asiatic commercial world and more, so far as is essential to any present freight study. Australia's traffic will have incidental mention. Asia's merchandise exports, from the latest figures obtainable, are $1,006,245,600 a year, and imports $989,127,000—roughly a $2,000,000,000 trade. This is the foundation of all the freight carrying premises. The United States and Canada, which is immediately involved with its transcontinental line and trans-Pacific line, had of this in 1899-1900 $213,000,000. Of the United States' share the Pacific Coast had $74,000,000 (actual merchandise loaded and discharged at the six Pacific ports). Inward the Pacific Coast had $46,625,000 and outward $27,000,000. Following is another interesting statement:

United States-Asia Commerce.	Imports from Asia.	Exports to Asia.
1891-92	$ 80,138,251	$19,590,350
1899-00	139,842,230	64,768,475

This shows primary importance and growth. Further detail will be given later. It must be noted that a large share of Pacific Coast imports was the tea and silk, valuable freight; the bulk is light.

To indicate at once the present railroad interest in these Pacific Coast merchandise exports and imports it may roughly be stated that of the import freight the roads take overland some 90 per cent, and of the export freight 65 per cent. The Pacific Coast is not yet a large distributer or manufacturer for the entire United States. Except for insignificant lots of merchandise transferred at San Francisco for South America, the entire imports are for United States consumption.

Transportation.

The Pacific Coast freight subject may be reduced immediately to a steamship basis for the purpose of this study. The merchandise stated above is carried mainly by the regular steamship lines, all lines, with one exception, being under contract with transcontinental railroads and in the freight conference agreement on rates, but, it is believed, in no pool as to volume of traffic. The one exception is the latest arrival—the China Mutual Steam Navigation Company, of Seattle, which obtains freight independent of railroad agreement, though on the same rate basis. The traffic also includes all the lumber sailing fleet; also the independent tramp steamships, a very rare article at date; the independent sailing vessels offering for flour and other freight, including lumber, also rare as to flour at date, though, with the tramp steamships, quite a figure before the regular lines assumed present proportions. In the freight subject also there figures the ballast, Orient fleet for the Pacific Coast for wheat, these vessels being largely China and Japan oil carriers from America, Australia coal-carriers to the Orient and Hawaii and miscellaneous vessels. The latter include an India jute vessel or two, the United States transport fleet to and from the Philippines. Taking out the wheat, lumber and transport fleet, the regular steamship lines, with the exception of the India wheat sack and hemp ships only are left; in fact, they have about monopolized the direct Orient business.

In detail: The entrances from Asia at Puget Sound ports, San Francisco, Columbia River ports and San Diego, but excluding Vancouver, were, in 1899-1900, according to official figures, 172 sail and steam in cargo of 407,243 tons net, and 173 of 298,844 tons in ballast. The clearances were all cargo, excepting one transport in stores, and amount to 254 of 548,170 tons. The discrepancy between entrances and clearances shows the large number of sailers clearing for other than Asia. The clearances given include 26 sail of 20,-740 tons, one or two being flour ships, the rest lumber, taking 33,500,000 feet. There cleared 227 steamers of 525,318 tons, and in addition about 18 from Vancouver of 50,000 tons—these being of the Royal Mail line, in connection with the Canadian Pacific. The steamship clearances include some 75 transports. They cleared 127 for Hong Kong, 21 for Japan, 10 for the Chinese Empire, 1 for British China, 1 for German China, 7 for Russian Asia and 75 for the Philippines. The comparison with 1891 has already been made—only 40 clearances then from the Pacific Coast. It must be remembered that the year 1900-1901 just closed shows a remarkable development compared with the previous year, 1899-1900, of the above figures, in the way of tonnage, if not in merchandise handled. The Russian Asia clearances are notable: Two vessels from Puget Sound are regularly scheduled for this traffic, a beginner this year of probably a large future traffic. The 70 steamships returning in ballast were all transports. The 11 sail in cargo which are shown in the returns, included the jute or burlap fleet, two ships, and some Japan, Hong Kong and Russian Asia vessels, with much less than more cargo as picked up in a casual or accidental way—there is very little sail cargo offering in Asia for this side. Again, it is often the case that an American, or British, laden ship will discharge part cargo in Asia and the remainder on the Pacific Coast, where she will take wheat. This analysis brings the subject still more closely to the regular liners.

Steamship Groups.

There are three distinct groups of regular trans-Pacific liners at present operating, and all in the field earnestly to stay, and five distinct railroad interests in touch with them, the latter statement presuming the Great Northern and Northern Pacific systems to be merged in one interest. As previously noted, the China Mutual, of Seattle, is independent of railroad contracts or ownership. The groups are, first, and most important at present, the Northern, or Puget Sound, group, including the lines operating from Seattle, Tacoma and Vancouver, B. C., and at present in touch respectively with the Great Northern, Northern Pacific and Canadian Pacific—the one Seattle line independent getting outward freight over the Great Northern, or locally, and shipping inward freight over that road. The next group might be included in the Northern, but its steamships operate exclusively from the Columbia River in connection with the Union Pacific Railroad system to Portland. The third group is the Southern, the San Francisco lines in connection with the Southern Pacific Railroad system and the San Diego line in connection with the Atchison, Topeka & Santa Fe Railroad, and also obtaining freight at San Francisco, the two ports to that extent being involved in the one group.

What do these vessels carry, and for what? It is sufficient to use only private data gathered by your correspondent for this question at present. The first feature is the strange lack of import cargo and the fairly good export cargo, and this in face of the fact that the entire United States imports from Asia are much greater than the exports to Asia. The reason of this is that the exports of the United States to the British East Indies, including, of course, India proper, are very small, while the imports are very large; in fact, in some East India products, sugar, skins and hides, spices and the like, the United States comes close to the entire import of Europe, including Great Britain. Yet of all this East India traffic the Pacific Coast gets little, and the regular liners have but a tiny account on their freight ledgers against this big East India traffic. It may here be asked, Will not the Pacific extend its liners' grasp farther than Hong Kong? An examination of the import and export cargoes of the Pacific liners follows. Data of the Nippon Yusen-Kaisha fleet for the calendar year make almost a complete study for the other lines. This fleet coals at Seattle or Moji, Japan, generally at Seattle; but if cargo promises light it takes coal as ballast. It takes cargo at Seattle at its own wharves, on which the Great Northern runs trains direct, and which are modern in their design and equipment. The vessels pick up cargo at Yokohama or other ports for the further route to Hong Kong. The round trip takes 70 days. Connections are made at Yokohama or Hong Kong with lines throughout the East, and shipments make direct connections for Calcutta or Melbourne or other points. In figuring freight time from the Atlantic seaboard 12 to 18 days must be included for the rail trip for non-dispatch cargo, but only five days for silk, which goes special or passenger, and eight days for tea, which goes special. The Empress line has made a 10-day record from Yokohama to Vancouver with silk, and to New York 15 days. This fast line's regular schedule to Shanghai is 19 days from Vancouver.

Exports and Imports.

The outward work of the Pacific Mail steamers from San Francisco shows in general the same features, but small shipments reach ports farther—Colombo, Sourabaya, Bombay, Rangoon, Macao, Samarang, Batavia, Penang, Calcutta, Macassar and Cebu. This is due to San Francisco freight connections of long establishment and to the fact that San Francisco has been a buyer in some of these sections for some time. The items are small, Singapore showing only some $25,000 for the year. From official data the following is gathered, showing accurately the Pacific Coast exports by districts during 1899-1900, which is a normal year for this study:

Pacific Coast exports to—	
Chinese Empire	$2,426,695
German China	29,202
Russian China	75,236
British East Indies	139,237
Hong Kong	5,538,204
Japan	12,983,082
Corea	122,507
Russian Asia	670,215
Other Asia	5,552
Total	$21,990,120

The Philippines item of $1,732,270 is omitted as being mainly freight for Army account. The item of some $3,000,000 for account of the Canadian Pacific or Royal Mail exports from Vancouver is also omitted.

The Pacific Coast merchandise imports from Asia are only available accurately as bulk packages. They include a small variety of items in the main, however, and are easily computed with the exception of the miscellaneous merchandise. It is impossible, also, to state the export points, though these can be readily judged from the bulkier articles.

Returning to the exports, the principal items of the last year's traffic have been flour, other breadstuffs, cotton, machinery, lead, tobacco, rails, hardware, oil, beer, canned goods, coffee to Japan, drugs, biscuits, groceries, hops, malt, sugar, wine, spirits and wool. But the exports include the whole gamut of American manufacture and produce with little exception. The conditions of trade have a direct effect on freight carrying outwards. The cotton conditions the past year have caused a loss to Puget Sound boats alone, compared with the year previous, of 27,-000,000 pounds. The Siberian Railroad construction, with the improvements in fortifications and general works at Port Arthur, the railroad construction in Japan, the same in China and the increased demand (for instance, nails) generally throughout the far East, particularly also for flour, are some of the many factors in this freight-carrying outwards.

These facts show prominently a great growth within the past decade, and that in one section, namely, the Pacific Coast and the East Asia mainland. This growth will continue in that section. Will it expand outside that section? Is there a possibility in schemes evolving to extend the Pacific carriers to the East Indies? Columbus' dream of the western route to Cathay may yet turn out of prophetic inspiration!

Progress of the Pacific Coast.

Commenting on the letter of its correspondent, the Journal of Commerce says:

"The very interesting array of facts and figures furnished by a Seattle correspondent in regard to the activity of ports of the Pacific Coast suggests, among other things, a serious awakening as to the possibilities of Oriental commerce on the part of the nearest commercial neighbors of Asia. It has taken some time to bring this about, and but for the competition for Asiatic freight among the transcontinental railroads, and the substantial evidence given by these great corporations of their faith in the future of our business dealings with the far East, the awakening would probably have been less thorough. Now that the enterprise of the Pacific Coast States is being stimulated from without and from within, the expectations that were early formed of its future triumphs may at last be realized. It is but fair to remember that the foreign commerce of these states is of very recent origin. As late as 1860 there were only 23 miles of railroad west of the Rocky Mountains, and it was not until 1861 that the first telegraph line from the East reached the Pacific Coast. It was on January 1, 1867, that the first steamship of the Pacific Mail sailed out of the harbor of San Francisco, and only four years ago the English statistician, Mulhall, writing about the progress of the Pacific States, found that all their foreign commerce was concentrated in San Francisco, and that the other ports had no trade worth mentioning. The actual growth of population between 1890 and 1900 in the three states of California, Oregon and Washington, was a good deal less than had been generally estimated, but it amounted to 29 per cent, against 20 per cent for the country at large, and the ascertained total was 2,416,692. Of the three states, California shows fewest signs of progress, the growth of population in the state at large being only 23 per cent, and in the city of San Francisco less than 15 per cent. In 10 years San Francisco has dropped two points in the scale of urban rank, having been the seventh city of the Union in 1890, and the ninth in 1900. On the other hand, Los Angeles has come forward with a rush, having a population of 102,479 against 50,395 in 1890, while Portland follows hard upon with a population of 90,426 against 46,385 and Seattle makes a good third with 80,-671 against 42,837 at the preceding census.

"Our correspondent points out that in 1891 there sailed from the Pacific Coast for Asia steam vessels making 40 clearances of 92,061 tons, and these all from San Francisco with one small exception. In the present year, on the regular lines alone, there are scheduled 61 large steamships plying across the Pacific, 19 going through the Suez Canal to England, and the remainder to Hong Kong and other East Asiatic ports and return. These make 250 round trips a year on the Pacific; the actual regular sailings for the next three months making an entrance and clearance of Pacific liners at Pacific ports, every other day, of 6800 tons freight-carrying capacity. Moreover, half the steam merchant marine tonnage building today in the United States is for the Pacific. The Northern ports show most of this gain, having in the last 10 years increased their regular liners to 40, while, excluding the unsettled Siberian Railroad connection, the Southern ports count only 19 steamships. The growth in the volume of the Asiatic trade—a considerable portion of which still goes from Atlantic ports by way of Suez—has been more rapid than that of any other great department of our commerce. The imports have increased from $80,000,000 in the fiscal year 1892, to $140,000,000 in 1900; and the exports from $19,000,000 in 1892, to $65,000,000 in 1900. That a very large proportion of Asiatic imports does not come by the Pacific is obvious from the fact that, as entries at Puget Sound ports show, the amount of tonnage coming that way from Asia in 1900 was only 407,243 tons net, against clearances of 548,170 tons. In the last fiscal year 173 vessels of 298,-844 tons arrived from Asia in ballast. It is explained that the discrepancy between entrances and clearances shows that a large number of sailing vessels cleared for other ports than those of Asia, but it also shows that most of the large import cargoes from the British and Dutch East Indies find their way by the Suez Canal across the Atlantic.

"The question is pertinent, 'Will not the Pacific extend the grasp of its liners south of Hong Kong?' Probably not, while freights from New York to Shanghai are cheaper by way of Suez than by the Pacific. In the one case the distance is 12,360 miles, and in the other, via San Francisco, only 9920 miles; but the fact that 3250 miles of the latter route is by rail, throws the advantage in cost of transportation on the side of the all-water route. The place of origin, however, of most of the freight for the far East is the South, Southwest and Northwest, and there is no reason why the railroads should not, with their steamship communications, compete with the tramp steamers from New York in carrying all of that freight. If the recent combinations made by the transcontinental lines have any commercial import, it must be toward a more nearly complete command of the traffic to and from the Eastern shores of Asia. Nor is it unreasonable to assume that there is feasibility at least in schemes to extend the range of the Pacific carriers to the East Indies. San Francisco is 1000 miles nearer Singapore, the clearing house for a large part of the Easth Indian Archipelago, than any of the ports of Northern Europe. For our North Atlantic ports, even a trans-isthmian canal would leave all Asiatic ports west of Hong Kong nearer by way of Suez than by way of the Pacific. But the combination of railroad and steamship transportation which is being pushed so vigorously ought to make the Pacific route the cheaper as it is the shorter for all Asiatic trade sent from or destined to any part of the United States west of Chicago. Those who look for a great economic and social development among the still dormant countries of the far East are sustained by the examples of Japan and India. Within living memory the whole foreign trade of India has changed, and the commercial and industrial revolution is still in progress in Japan. It will follow upon the heels of the railroad contractor in China. The question has been asked with obvious force: 'Do we realize all that is implied in the fact that of about 470,000 miles of railway in the world Asia has not more than 24,000—that while Europe has a mile of railway for every 2400 inhabitants, and the United States for every 400, Asia has one only for every 28,000? The very thought of the work involved in remedying the disproportion is overwhelming; but when we know what railways and steam and mechanical invention have done for the peoples in the Atlantic area, can we even in fancy place a limit on the possibilities of the Pacific?'"

Got the Information.

New York Times.

The great criminal lawyer was questioning the witness in the murder trial as to the exact location of the wound in the murdered man's body.

"You witnessed the shooting, you say?" he asked.

"Yes, sir; I did."

"Where was Brown shot?"

"On the second floor, sir."

How Customs Vary.

She—In some parts of Australia when a man marries each of the bride's relatives strikes him with a stick by way of welcome into the family.

He—Yes, and in many parts of America when a man marries each of the bride's relatives strikes him with a loan by way of welcoming him into the family.

Civil War Veteran.

SOUTH BEND, Wash., July 27.—Thomas Shopsline, who went through the Civil War in Company S, Ninth Iowa Cavalry, died suddenly of heart failure.

COOKING IN THE WOODS

FOOD THAT IS GOOD AND WHOLESOME FOR CAMPERS.

Plain, Substantial Diet Is What People on an Outing Require—Timely Hints.

Plans for the daily bill of fare, while of a far simpler nature, are as necessary in the camp as in the home, says the Rochester Herald. For, although conventionalities and ultra-fastidious tastes have been left behind, in their place have appeared unwonted appetites for hearty food that in a party of healthy people can be relied upon three times or more a day. As the object of such a trip is recreation, it is well to heed this fact, for no one can have a good time while he is as hungry as the proverbial bear and sees no good dinner in prospect. People spending their first Summer in the woods in primitive fashion, are invariably astonished by their sudden fondness for cooking that at the home table would be scorned. Doughnuts and crullers, for example, assume new flavors, and, with coffee for the morning meal, in the woods excel the choicest confections. It is a good idea to take along enough of these cakes to least at least a week, taking pains to use recipes that insure them against drying too quickly. Once there, they can be put in a food bag and kept in a cool, and, if posible, not too dry a place. Waterproof food bags in various sizes are among the conveniences supplied by houses that sell sporting goods. Two or three bakings of molasses and one or two of sugar cookies will also be appreciated.

Among the utensils should always be included a covered iron pot, for baked beans after a long day's tramp, or even for breakfast or dinner, if the supply of game falls short, are not only nutritious, but appetizing. The baking is an over-night or all-day operation.

The Sylvan Fireplace.

First dig a hole in the ground that is three or four times the size of the pot. Start a fire in the bottom with pieces of bark, and then fill with good hardwood. Let it burn for two or three hours until the surrounding earth is well heated and there is a glowing mass of coals in the bottom. Have the beans soaked in cold water for a day or a night previously. Then wash and parboil them, throwing off the first water, to which some people add a little soda. Rinse the beans, cover them with boiling water, add a piece of pork (about a half pound or so to every quart of beans) and cook over the range until the skins loosen easily. Remove the pork and drain the beans, saving the liquor. Put the beans in the pot without breaking them and bury the pork in them, season the liquor with salt and pour it over them. Sprinkle with pepper, and if molasses is to be had, pour a tablespoonful over the whole. Put on the cover, place the pot in the improvised oven, cover with the ashes and coals and some of the earth, and leave for at least 10 hours.

If bread cannot be bought it must be baked. Bread and biscuit can be made the same as at home, the only difference being that they are baked before an open fire, in a pan that comes for the purpose. Compressed yeast cakes that will keep all Summer, should be among the supplies. A brown bread made of one-third rye, one-third flour and one-third corn meal has staying qualities desirable for journeys requiring a good deal of physical exercise. It is made like the ordinary white bread.

A broiler in camp is not one of the needfuls, for a few shingle nails and a plank, a clean pine board or even a piece of log will answer its purpose. If fish are to be cooked before the fire, nail the heads against the wood, flesh inside out, of course, and place them before the heat. A steak, bird, rabbit or squirrel can be prepared in the same way.

For a squirrel stew, a famous dish among epicures who hunt forest deeps, the old admonition to "first catch your hare" should be remembered. If the day's shooting has been a success (from the hunter's, not the squirrel's, point of view), skin and dress them, cut into pieces, and soak for a time in cold salt water to draw out the blood. Rinse and cook them with a small slice of salt pork in fresh boiling water, and add about 15 minutes before they are done potatoes and onions cut up fine, a pinch of oatmeal for thickening, and salt and pepper. A little beef extract improves the flavor of the stew.

Canoe pie, a masculine invention, for those of the party who insist on city ways to the extent of an occasional dessert, excels, so claims its originator, all the over-baked concoctions in the world. That it can be made—providing the material is at hand—on a moment's notice is an undisputed advantage. Have ready a dish of fresh stewed berries, sweetened to taste. Toast pilot bread, reduce it to crumbs, sprinkle over the top and the pie is complete.

A Man-Made Menu.

The following menu, a strictly man-made one, is contributed by a frequenter of the wild lands of Maine: Blueberries fresh from the bushes (hand-picked by Chaddie). Dry hot-toasted bread, assorted pickles. Sizzling hot broiled bacon. Cold water, hot tea. Soaked toast with maple syrup. Fine, soft, home-made bread, apple sauce. More hot tea. Music furnished by the gurgling Penobscot.

Tepid food and cold grease on the plate do not contribute to the delights of a repast, even in the woods; but to avoid the same, ingenuity must be used, for it is a well-known fact that to a certain point foods cool quicker in the open air than in the refrigerator. A hot-water plate for each of the party is a great convenience, but if these are not to be had, heat the plates hot. There will be no danger of injury to the polish of the dining table. Keep the dishes that are cooked first buried in the ashes at one end of the fire until all are done. Then get the crowd together—not the easiest of efforts when all sorts of interests are at stake. When all are seated, bring on the hot food.

There is no excuse for poor coffee anywhere. The usual difficulty with it is overboiling and allowing the aroma to escape. For the coffee, boil fresh water. Scald the coffee pot, put in a large tablespoonful for every one in the camp, and throw in an extra one, according to the tradition, "for the pot." Add a cupful of cold water. As soon as it boils, draw it to a cooler part of the stove and pour in as many cupfuls of boiling water as there are campers. Fill the spout with soft paper and let it stand where it will keep hot, but not boil, for 10 or 15 minutes. Just before serving pour in half a cupful of cold water and let it stand to settle for two or three minutes. Eggs, with the hens far away, are a valuable commodity, and cannot be spared for the coffee, but the cold water will answer every purpose.

Cold water can take the place of milk in all recipes for Johnny cake, molasses ginger cake, plain cake, biscuit, muffins, etc., by adding a teaspoonful more of butter than the directions require. The water should always be fresh and cold, not tepid, or the production will be tough.

Too Late to Mend.

New York Times.

Her sewing machine wouldn't run, so she sent to the office for some one to come and repair it. The machinist looked at it, tried to run it, and finally said: "Why, madam, it needs oiling; that's all."

"Oiling?" snapped the woman. "Why, I haven't put a drop of oil on it the whole 10 years I've had it, and I guess I'm not going to begin now."

Renewed complaints are being made of the increasing frequency of night attacks in Paris. The fact is that Paris has not enough police. It is well known that the Champs Elysees late at night is anything but a safe thoroughfare, and the insecurity of the Bois de Boulogne at night is a scandal to the city.

Downing, Hopkins & Co.

ESTABLISHED 1893.

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Free delivery of letters by carriers at the residence of owners may be secured by observing the following rules:

Direct plainly to the street and number of the house.

Head letters with the writer's full address, including street and number, and request answer to be directed accordingly.

Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left-hand corner, "Transient." This will prevent their being delivered to persons of the same or similar names.

Persons calling for these letters will please state date on which they were advertised, July 29. Letters will be charge for at the rate of 1 cent each.

WOMEN'S LIST.

Adams, Miss Calla
Adams, Mrs Carrie
Adams, Lillian
Alden, Mrs J F
Affie, Mrs Henry
Bauldrin, Mrs Addie
Banker, Miss Elizabeth
Barber, Mrs Ellen
Bate, Mrs Edith
Bayne, Mrs M E
Beecher, Miss Gertrude M
Beard, Mrs H L
Block, Miss Lottie
Borland, Miss Grace
Brady, Mrs Mary
Buckmaster, Mrs H
Burrill, Mrs Mary
Carey, Cora E, M D-2
Carey, Miss Maude
Cassiday, Mrs Maria
Chembertin, Miss Clara
Chapman, Mrs J
Clark, Mrs Julia
Clark, Mrs N
Clark, Mrs Roy
Conger, Mrs E, Jr
Crockett, Miss Luella M
Crowe, Anna M
Daniels, Mrs Will
De Hermilly, Mrs Nettie
Demmen, Miss Anna
Demorest, Mrs E
Dickson, Miss Mamie E
Dolan, Miss Clara M
Donigan, Mrs
Eagleton, Miss Mary
Edwards, Mrs Rose
Ebert, Mrs Carl
Erskin, Miss Minnie
Erikson, Mrs E A
Everett, Mrs May
Evans, Miss Jennie
Fastabend, Mrs J A
Flint, Mrs Agnes A
Forsythe, Ellen B
Forward, Miss Anne
Fredricks, Miss Anna
French, Mrs S A
Gallagher, Mrs J C
Gegax, Mary E
Gehrts, Dorathea
Gibson, Miss Nellie
Gill, Mrs Dr
Grant, Mrs Nellie
Glosser, Mrs H
Griffin, Mrs M
Grosser, Mrs H
Guy, Mrs Charles
Haik, Miss Lucey
Halvorsen, Miss Elsie
Hamlin, Mrs F M
Hanson, Miss Hilda
Hanson, Mrs Bergithe
Harvey, Mrs Mary
Hayes, Miss Sade
Hazeltine, Mrs Wm
Hazeltine, Miss E
Hedger, Mrs W F
Hemenway, Mrs J
Henry, Mrs S D
Hillwell, Mrs J B
Hill, Miss Julia
Hill Mrs Chas M
Hill, Mrs Lola
Hoey, Miss Ella
Hoffman, Emma
Horne, Miss Emelia
Hoyle, Mrs Edward
Huesten, Mrs Cora
Ingle, Miss Delia
Joseph, Mrs E W
Johnson, Mrs Maud
Johnson, Miss Myrtle
Jones, Eva
Kinkade, Mrs Mabel
Knighton, Miss Alice-2
Laverty, Mrs Elsie
Lemery, Miss Cecilia
Leger, Mrs C
[illegible], Mary L
Logan, Miss Lenne
Logan, Miss Ruth
Luke, Mabel I
Lucy, Mrs A M
McCamant, Mrs Thos
McCartny, Miss Birdie
McKeen, Mrs Josie
Mahon, Mrs Delia
Mables, Mrs Grace
Malloy, Mrs Sarah R
Mallett, Mrs Ray
Mansfield, Miss Mabel
Mann, Mrs Nellie
Marquam, Mrs E N
Marth, Miss Mary
Melvil, Miss Fay
Miller, Caroline E
Miller, Miss Antoinette
Miller, Mrs Dora
Miller, Miss Gussie
Minnen, Nan Belle
Minor, Mrs
Mitchell, Mrs F E
Moehnke, Miss Lizzie
Moser, Mrs Mary M
Montgomery, Mrs Fannie T
Moore, Miss Emma
Monroe, Louisa
Murphy, Clara L
Morrison, May
Murphy, Mrs Jno
Myant, Mrs J J
Nugent, Grace
Oatfield, Mrs R E
Paddock, Miss Pettey
Padrick, Mrs Hattie
Parsons, Miss Belle
Patterson, Mrs L L
Pickrell, Mrs E B
Price, Helena J-2
Price, Miss Lillie
Ramsey, Miss C J
Reed, Miss Mattie
Rife, Bertha E
Robb, Miss Grace
Rollins, Mrs C E
Running, Mrs Clara
Schaefer, Miss Hazel
Schleckla, Mamie
Sears, Gladys
Seaman, Mrs A D
Shrader, Miss Gussie
Shub, Mrs L
Shute, Mrs Hattie J
Sharon, Miss Loretta
Shea, Miss Mamie
Surber, Mrs Lida
Smuck, Miss Kate
Smith, Mrs Kitty
Smith, Miss Pearl
Soule, Miss Mary T
Spurlock, Mrs J R
Sturgeon, Sarah A
Stricker, Mary
Svenson, Miss Bertha
Svanson, Augusta
Talbott, Mrs Cora
Taylor, Miss T M
Tebon, Mrs Fanny
Thim, Mrs Jno
Thomas, Lucy E
Thomas, Miss L I
Thompson, Mrs S
Tweedy, Mamie
Tittle, Lidda G
Uplinger, Mrs
Wiedemans, Mrs Sarah
Welle, Mrs Edw
Welch, Mrs H N
Whitmore, Blanche
Wilson, Mrs Philla
Wood, Miss Jessie
Wright, Dolly
Younker, Maggie
Young, Mrs Sarah

MEN'S LIST.

Aaron, Bennie H
Adams, Chas E
Aldrich, E W
Allen, J
Anderson, Chas
Appel, S C
Aylsworth, C R
Baird, E F
Baker, John
Bauere, Wm
Bak, M
Ball, Max
Bayson, Aleck
Barrett, William F
Barnes, M
Barliford, Rev J W
Bartle, Fred
Beimer, R A
Beima, John
Biddle, M Z
Bills, C B
Biswell, Roger
Blabon Co, Geo W
Blue, Dr R-2
Blue, Rupert, M D-2
Boehlke, L F
Bohser, John
Boni, Albert
Bosnett, Bert
Bowen, Fred K
Brandset, Nils
Brown, John J
Bueaman, Commodore
Buhler, Gottlieb
Burrier, Chas
Burns, B
Campbell, T E
Cannon, Dr C L
Cansler, L R
Carson, Frank
Carry, Dr C E
Carberry, E
Carter, Neal
Church & Co
Clark, Lewis
Colburn, J L
Colby, Frank
Cope, Merton
Corinson, Chas L, M D
Damios, Will
Darling, Clement
Davis, W G-2
Deady, Dr Henderson B
Delmar, Romey
De Monge, Edward
Denner, J J
Dimock, Eddie E
Dimmick, J W
Dodge, C A
Dodd, Dr S W
Donney, Jack
Donney, J W
Duyself, John and
Dumore, Andrew
Earp, D P
Edmunds, J W
Edgertons, The
Editor Daily Times
Edwards, U P
Elseler, L E
Elliott, Vint
Foster, Chas M T
French, Dr A E
French, M D, Augustus E
Freeman, F
Galvin, John G
Glen, Frank
Grant, M B
Grebe, Frank
Grimshaw, S
Gunalle, E G
Guruea, Mr
Gwin, Thomas S
Hagle, Johnnie
Halsell, George-2
Hanahan, Jas
Hanno, W H
Harrison, E P
Hardisly, H
Harrice, U F
Hauffman, Sidney M
Hayes, S T
Heath, Joseph
Heidel, F G
Henriksen, L C
Herman, B
Higgins, C L
Hill, Isaac N
Hobson, Geo
Holey, John
House, Roy R
Hubbard, Al
Hubbard, Mr
Hulse, J H
Hurley, Jack
James, Jas
Joelsohn, S L
Kelly, R M
Kinzerger, Eldred N
Kotch & Co
Lantrey, I A
La Moree, Dr D M
Laughlin, Jas
Larson, Oscar
Lawson, A
Lehman, Ben P
Lewis, W H
Lindsey, W A-2
Lotterstein, Jno
Lyon, Wm
McCauley, S D
McDole, Arthur
McDonald, J S
McMillan, Jas
Macabee, Ralph
McMillan, B F
Mack, Dr C H
Malloy, Nicholas
Marsh, Geo
Marshall, Jas
Marshall, D
Mayo, Mass
Matteson, Dr A L
Mathieson, F R
Meservey, Randolph
Medsker, Mr
Mears, S E
Milloy, G B
Miller, A E
Miller, Helman
Morrill, Dr L B
Moury, A W
Morgan, Chas
Myers, Geo
Meier, Mr
Nusin, Geo
Noble, O
Osborne, Rev H-2
Painine Mfg Co
Paul, W
Pelton, Henry F
Peterson, Ernest
Picol, Dr H
Pitman, Frank
Pick, Henry M D
Portland Furn Co
Preble, Ruel
Raymond, Amer
Ramsay, Chas
Rodden, W A
Ruffell, C H
Rydall, Robt
St Mary, Pete
Schmid, W
Shephard, Albert
Smith, Jno W
Smith, Dr S A
Spaulding, W W
Sprague Com Co
Stanleis, Mr and Mrs Harold
Sterling, W H
Stevenson, Jno W
Swanton, T E
Skillin, A S
Syder, E F
Svane, Rasmus
Tackaberry, Edw
Tanner, T H
Taylor, A
Terriff Perfect Washer Co
Thomas, Chas-2
Thomas, Jno
Thomas, Jack
Titus, F F
Tourlettotte, Edw H
Tribby, S K
Turman, Albert
Tumblin, Mr and Mrs J
Tucker, Jno C
Urquhart, Howard C
Vandernaux, Neal
Walker, Jno C
Wallbridge, Willie
Warren, Edw K
Whipple, F M
Whaley, C F
Wild, Wm
Williams, Wm
Williams, Fred
Williams, Lambert
Wintle, Chas
Wolfe, Jno
Yasuda, T
York, A B

PACKAGES.

Hatcher, Mrs M B
Dresser, Miss Lillian, photo
Bradley, Mr D, photographs
Chase, Miss Marion, photo
Lanten, T H
Luce, Miss Echo
Pifer, Fred
Parry, Mrs K B
Rowe, Mrs L E
Shainwald, Jesse
Thompson, Elizabeth
Tillman, John N
Vaugh, Minnie

TRAVELERS' GUIDE.

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	Leaves.	Arrives.
"North Coast Limited"	2:00 P. M.	7:00 A. M.
Twin City, St. Louis & Kan. City Special	11:30 P. M.	8:00 P. M.
Olympia, Tacoma, Seattle, South Bend and Gray's Harbor Exp.	8:35 A. M.	5:15 P. M.

Two trains daily to Spokane, Butte, Helena, Minneapolis, St. Paul and the East.

A. D. CHARLTON, Asst. Gen'l Pass. Agt.
255 Morrison St. Portland, Or

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Ticket Office, 122 Third St. Phone 680

LEAVE		ARRIVE
No. 4 6:00 P. M.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	No. 3 7:00 A. M.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

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STEAMSHIP KAGA MARU
For Japan, China and all Asiatic points will leave Seattle
About July 23rd

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Leave Seattle 9 P. M.

Steamships QUEEN, COTTAGE CITY, CITY OF TOPEKA and AL-KI, July 5, 9, 12, 14, 19, 22, 24, 29; Aug. 1, 3, 8, 13, 14, 18, 23, 25, 28.

For further information obtain company's folder. The company reserves the right to change steamers, sailing dates and hours of sailing, without previous notice.

AGENTS—N. POSTON, 249 Washington st., Portland, Or.; F. W. CARLETON, N. P. R. R. Dock, Tacoma; Ticket Office, 618 First ave., Seattle, M. TALBOT, Comm'l Agt., C. W. MILLER, Asst. Gen'l Agt. Ocean Dock, Seattle; GOODALL, PERKINS & CO., Gen'l Agents, San Francisco.

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Commonwealth, Twin Screw, 13,000, Aug. 28

PORTLAND to LIVERPOOL

Cambroman ..Aug. 3 Dominion.....Aug. 10
Vancouver ...Aug. 31 Vancouver .....Oct. 5

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STR. BAILEY GATZERT.

DALLES ROUTE.

Daily round trips. Leaves foot Alder street every morning at 7 o'clock, except Monday. Arrive at The Dalles 3 P. M. Leave The Dalles 4 P. M. Arrive Portland 10 P. M. Landings—Vancouver, Cascade Locks, St. Martin's Springs, Hood River, White Salmon, Lyle and The Dalles.

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Leaves Portland daily every morning at 7 o'clock, except Sunday. Returning, leaves Astoria every night at 7 o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351.

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SS. SIERRA, Honolulu, Auckland and Sydney..........Thursday, August 1, 10 A. M.
SS. AUSTRALIA, for Tahiti—Aug. 6, 10 A. M.
SS. MARIPOSA, for Honolulu, Saturday, Aug. 10, 2 P. M.

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TRAVELERS' GUIDE.

O.R.&N.

OREGON SHORT LINE AND UNION PACIFIC

THREE TRAINS DAILY FOR ALL POINTS EAST

UNION DEPOT.	Leave.	Arrive.
CHICAGO-PORTLAND SPECIAL. For the East via Huntington.	9:00 A. M. Daily.	4:30 P. M. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Gt. Northern Points.	6:00 P. M. Daily.	7:00 A. M. Daily.
ATLANTIC EXPRESS For the East via Huntington.	9:00 P. M. Daily.	6:10 A. M. Daily.

OCEAN AND RIVER SCHEDULE.

FOR SAN FRANCISCO. Str. Columbia sails July 6, 16, 26; str. Elder sails July 1, 11, 21, 31.	8:00 P. M. From Ainsworth Dock.	4:00 P. M.
FOR ASTORIA and way points, connecting with str. for Ilwaco and North Beach, str. Hassalo, Ash-St. Dock.	8:00 P. M. Daily ex. Sunday. Sat. 10 P. M.	5:00 P. M. Daily. Ex. Sun.

Str. T. J. Potter, for Astoria and Ilwaco, leaves Ash-street Dock daily except Sunday and Monday. For time of departure and arrival see seaside schedule, to be obtained from O. R. & N. agents.

FOR SALEM and way points, str. Elmore, Ash-St. Dock.	6:45 A. M. Mon., Wed., Fri.	3:00 P. M. Tues., Thurs., Sat.
FOR DAYTON, Oregon City and Yamhill River points, str. Modoc, Ash-st. Dock.	7:00 A. M. Tues., Thurs., Sat.	3:00 P. M. Mon., Wed., Fri.

TICKET OFFICE: Third and Washington. Telephone Main 712.

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INDRAVELLI SAILS JULY 28.

For rates and full information call on or address officials or agents of O. R. & N. Co.

EAST via SOUTH — SOUTHERN PACIFIC COMPANY — SUNSET OGDEN & SHASTA ROUTES

Leave	Depot Fifth and I Streets.	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.	At Woodburn daily except Sunday, morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield and Natron, and Albany Local for Mt. Angel and Silverton.	*7:20 P. M.
*4:00 P. M.	Albany passenger	*10:10 A. M.
*7:30 A. M.	Corvallis passenger	*5:50 P. M.
‖4:50 P. M.	Sheridan passenger	‖8:25 A. M.

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $21.25 first class and $14 second class, including sleeper.

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Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, *9:40 A. M.; 12:30, 1:55, 3:25, 4:40, 6:25, 8:30, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *6:35, 8:30, *10:50 A. M.; 1:35, 3:10, 4:30, 6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:05 A. M. on Sundays only.

Leave for Dallas daily, except Sunday, at 5:05 P. M. Arrive at Portland at 9:30 A. M.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at *3:50 P. M. Returns Tuesdays, Thursdays and Saturdays.

*Except Sunday.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. & Pass. Agt.

Northern Commercial Co.

Nome---St. Michael---Yukon River

Sailing dates approximate only.

	From San Francisco.	From Seattle.
St. Paul	July 25	....
Conemaugh	July 23	Aug. 1
Portland	.....	Aug. 23

Connecting at St. Michael for Dawson City and all intermediate points.

For rates of passage, freight and other particulars apply to

Empire Transportation Co.

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Astoria & Columbia River Railroad Co.

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8:00 A. M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside, Astoria and Seashore Express. Daily.	11:10 A. M.
*1:55 P. M. †2:30 P. M.	Astoria Express. Daily.	9:40 P. M.

*Daily except Saturday. †Saturday only.

Ticket office 255 Morrison st. and Union Depot. J. C. MAYO, Gen. Pass. Agt., Astoria, Or.

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M. V. HARRISON, Agent, Portland. W. C. ALLAWAY, General Agent.

For Oregon City, Salem and Way Landings

Steamers Altona and Pomona, for Salem and way landings, daily except Sunday, 6:45 A. M. Steamer Leona, for Oregon City, leaves week days 8:30, 11:30 A. M., 3 and 6:15 P. M.; Sundays, leaves 9:30, 11 A. M., 1, 2:30, 4, 5:30, 7 P. M., Oregon City, round trip 25c. Office and dock foot Taylor st.