FEBRUARY SHIP TAKEN

LONG-RANGE CHARTER FOR PORTLAND WHEAT LOADING.

Vessel Has Just Left Hamburg for Honolulu—Poltalloch Court of Inquiry in Session.

Charter rates for ships have now reached a point where exporters are not inclined to take many vessels, but there is still some business doing, and yesterday an engagement came to light which goes farther into the future than anything that has been reported for a long time. The vessel in question is the German ship Lita, which has been chartered to load at Portland in February, 1902, at 38s 9d, with the option of Tacoma at the same rate. The Lita left Hamburg for Honolulu a few days ago, and must sail more than half-way around the world and discharge a cargo and take in ballast, before she will get around to her Portland engagement. She is a 2500-ton carrier, and while she looks cheap at the present time with December ships demanding 42 shillings and refusing 41s 9d, there is time enough for a great many rate-smashing factors to get their work in before next year's valentines are here.

If the Argentine wheat crop is a failure there will be a big fleet of steamships scurrying out of that country in December and January, and a poor rice crop in the Orient and another nitrate combine would leave tonnage to burn in this part of the world. These factors, working together, would cut the value of the Lita charter in two in the middle, without striking the lowest charter rates at which ships have loaded in Portland, and the charterer would thus stand to lose over $12,000. On the other hand, there may be a bumper crop in the Argentine, and in the rice districts of the Orient, and a big demand for nitrate ships, in which case we will see the history of last year repeated to the extent that rates may soar above 50 shillings. One February ship does not make a fleet, any more than one swallow makes a Summer, and it is probably that exporters will await developments before going much past the turn of the year with their engagements.

STEAMSHIPS WILL LAY UP.

Columbia and Elder Will Return to Their Home Port.

The O. R. & N. Co. does not wish to be dragge dinto a strike which had its origin and is still being carried on in San Francisco. If Portland had her business paralyzed by such a strike as is now on in San Francisco, she would get no relief from the Bay City, and this city will accordingly keep her hands off. President Mohler, of the O. R. & N. Co., on being interviewed regarding the situation, stated that in view of the present relations between the various railroad companies of the Harriman system, the matter would be left to take its own course, and in the meantime steamboat traffic between the two ports will remain closed. No attempts will be made to commence operation of the steamships Columbia and Geo. W. Elder while the trouble in San Francisco is on.

"The company expects to bring its two ships to Portland to their home port," said Mr. Mohler, "and very likely, after unloading them, will lay them up. We have no reason to expect any trouble here, as we have had no differences with our men, having adjusted all matters with them within the last year, and they are loyal to the interests of this city and port.

"There is not the same necessity for operating a steamship line between Portland and San Francisco as previously existed, on account of our relations with the Southern Pacific, which can take care of our traffic from the interior, representing nearly 90 per cent of our steamship shipments to and from this port.

"We could undertake to load these ships either at Astoria or Puget Sound ports, from the information received. We should not like to do this on account of its effect upon the prestige of this port.

"It is a well-known fact that our competition is severe with the ports north and south of us, and that we need every aid to encourage the growth of business rather than the reverse, because a port which declines in traffic furnishes less employment to a large number of men and materially affects business generally.

"It is not generally known, but the expense of loading and unloading ships is very much in excess and very much slower than when handled through railroad cars and terminals.

"Further than this the company does not desire to declare its purposes."

THE POLTALLOCH STRANDING.

Court of Inquiry Is Now Investigating the Accident.

A court of inquiry, consisting of His British Majesty's Consul, James Laidlaw; Captain John MacIntyre, of the British steamship Adato, and Captain Gordon, of the British steamship Strathgyle, has been investigating the stranding of the Poltalloch near South Bend last Winter. The court was taking testimony all day yesterday, and the decision will be rendered this morning at 11 o'clock. The witnesses examined were: Captain Young, master of the vessel; First Officer Lewis Evans and Second Officer A. Riseley. The particulars of the disaster were printed in detail at the time of the stranding, and there is nothing new coming out in the present testimony, but in accordance with maritime rules a rigid inquiry must always be held in such cases. The testimony of the officers yesterday was to the effect that the vessel had been set toward the beach in a thick fog by a strong current, the presence of which was not known or understood at the time. Marine men familiar with the coast and with the manner in which the accident happened do not think Captain Young and his officers will suffer by the inquiry, as it was apparently unavoidable under the circumstances. Instead of being censured, Captain Young is entitled to the highest praise for his remarkable work in taking the ship off the sands, from which so few have ever escaped.

REMARKABLE TRIP TO ALASKA.

Tug Tatoosh Did Not Meet an Hour's Bad Weather or Rough Sea.

SEATTLE, Aug. 7.—The following has been received from St. Michael, Alaska, dated July 27:

The tug Tatoosh, of the Puget Sound Tugboat Company's fleet from Seattle, arrived here today, after one of the most remarkable trips, probably, that has ever been made from Puget Sound to Northwestern Alaska. From the day the tug left Port Townsend, on July 6, up to this morning, not one hour's bad weather or rough sea was encountered, and Captain Boliong declares that in all his years at sea has never been on so "lucky" a trip.

The Tatoosh brought up the towing steamer William H. Isom, of the North American Transportation & Trading Company's Yukon River fleet, and the big barge Huron. The Isom was insured for a sum in the neighborhood of $100,000, for which it is said 15 per cent was paid. This big premium was not too heavy, however, according to Captain Boliong, who declares that the river steamer would never have reached this port in safety if stormy weather had been met.

Antarctic Expedition Sails.

BERLIN, Aug. 7.—The Berlin Antarctic expedition, under the leadership of Professor Erich von Drisgalski, of Berlin, noted for his study of Arctic glaciers, sails from Kiel August 11.

Shipping Duties Higher.

LONDON, Aug. 7.—At a meeting today of the India Docks Company the chairman announced that he had this day formally notified the shipowners and brokers that on January 1 the shipping duties would be raised from 1s to 1s 6d per ton.

Mr. Stott, the chairman, explained that increased dock accommodation was imperative, and that they could not hope to raise the capital necessary to bring this about unless they improved their revenue.

Domestic and Foreign Ports.

Seattle—Sailed Aug. 6—Steamer Senator, for Nome. Arrived—Steamer City of Seattle, from Skagway.

San Pedro—Arrived Aug. 6—Schooner J. M. Weatherwax, from Tacoma.

Seattle—Sailed Aug. 6—Steamer Dolphin, for Skagway. Arrived—Steamer Victorian, from Port Townsend.

Tacoma, Aug. 7.—Arrived—Schooner Philippine, from San Pedro.

St. Michael—Sailed July 28—Schooner James Sennett, for Port Townsend. In port—British steamer Wyefield, from Oyster Harbor.

Sydney—Arrived prior to Aug. 6—Bark Falls of Garry, from Vancouver.

Nanaimo—Arrived Aug. 6—Steamer Minneola, from Port Los Angeles.

Falmouth—Arrived Aug. 6—British bark Dundee, from Chemainus; British bark Ancona, from Tacoma.

Queenstown, Aug. 7.—Sailed—Saxonia, from Liverpool for Boston.

Southampton, Aug. 7.—Sailed—Lahn, from Bremen for New York.

New York, Aug. 7.—Sailed—State of Nebraska, for Glasgow; St. Paul, for Southampton; Germanic, for Liverpool; Vaderland, for Antwerp via Cherbourg. Arrived—Majestic, from Liverpool; Kaiserin Maria Theresa, from Bremen.

London, Aug. 7.—Arrived—Mesaba, from New York.

Liverpool, Aug. 7.—Arrived—Ethiopia, from New York.

Queenstown, Aug. 7.—Arrived—Teutonic, from New York, and proceeded.

Antwerp, Aug. 7.—Arrived—Sutlerland, from Philadelphia.

New York, Aug. 7.—Arrived—Kensington, from Antwerp.

Victoria, B. C.—Arrived Aug. 6—Steamer Queen Adelaide, from Yokohama.

Hong Kong, Aug. 7.—Arrived previously—Tartar, from Vancouver.

Queenstown, Aug 7.—Arrived—Rhynland, from Philadelphia, for Liverpool and proceeded.

Liverpool, Aug. 7.—Sailed—Georgic, for New York; Noordland, for Queenstown and Philadelphia.

Hong Kong, Aug. 7.—Sailed—Empress of China, for Vancouver.

THE DEATH ROLL.

Major-General James S. Negley.

NEW YORK, Aug. 7.—Major-General James S. Negley died suddenly at Plainfield, N. J., today. General Negley was a veteran of the Mexican and Civil Wars. He was born in Pittsburg in 1826. He was made a Major-General of Volunteers for gallantry at Stone River in 1862. He was a member of Congress from Pittsburg from 1869 to 1875 and from 1885 to 1887. For some years past he had practiced law in New York City.

Lieutenant-Commander Cressap.

NORFOLK, Va., Aug. 7.—Lieutenant-Commander James E. Cressap, United States Navy, of the Inspection Board at the Norfolk navy-yard, died here today of blood poisoning.

Congregational Educational Work.

BOSTON, Aug. 7.—The 85th annual report of the Congregational Educational Society was made public today. It states that greater sums have been raised in the West than before and that the society has given considerably more to academies and missions than last year, and paid all outstanding claims, is clear of debt and has a small working balance. In the student department all claims have been promptly paid, with a surplus in this department. The report further states that there is no department of missionary work which the society does not touch. The number of men receiving scholarships has been 195, one more than last year. The year closes with 21 academies upon the list of the educational society, as against 17 last year. The four which have been added are: Benzonia Academy, Michigan; Gates Academy, Nebraska; Southern Collegiate Institute, Albion, Ill., and Weiser Academy, Idaho.

Could Not Break Molders' Strike.

CHICAGO, Aug. 7.—Efforts of the members of the National Founders' Association to break the strikes of the machinists' and iron molders' have apparently failed. The men formerly employed by the manufacturers showed no disposition to return to work today. Instead of the proffered increase in wages having the effect of increasing the number of men working, it diminished the force of the workers who, when they learned that nonunion men were being offered wages higher than the scale paid them, refused to remain in the shops.

Two Suspects Arrested.

WHEELING, W. Va., Aug. 7.—John Cline and Clayton Rodgers were arrested here today on the charge of having outraged and murdered May Yost, a 17-year-old girl, and then throwing her body into the Ohio River to conceal the crime. The girl was taken from the company of her sweetheart, Walter Hammond, Sunday night at the point of a revolver. He positively identified the two young men. The girl's body has not been found.

Officers Pursuing Blondin.

BOSTON, Aug. 7.—Officials here believe that the man that State Officers Dunham and Leteny are following through the woods of Quebec is Joseph Wilfred Blondin, suspected of killing his wife at Chelmsford. Canadian detectives have been put on the trail and are now hunting him. They say they will drive him out of the woods if they have to set fire to the forest to do so.

To Arbitrate Silk Strike.

NEW YORK, Aug. 7.—A settlement of the silk strike in Paterson, N. J., is to be attempted by the New Jersey State Board of Arbitration. The arbitrators will call upon the manufacturers with a view to securing a basis for a settlement.

A Cool Day in New York.

NEW YORK, Aug. 7.—The official record of the local weather bureau shows that August 6 this year was the chilliest August 6 in 25 years. The average temperature was 68 degrees, as against 78 degrees for the same date last year.

Sailed From Manila.

WASHINGTON, Aug. 7.—The transport Hancock has sailed from Manila, also the Dix, (formerly the Samoa). The Dix has on board the remains of 313 soldiers which are being brought to the United States for burial.

Mexican Divorce Law.

MEXICO CITY, Aug. 7.—Several Mexican states propose to petition Congress to enact a national divorce law. Mexico has no divorce law and the church party will bitterly antagonize the movement.

Sousa Will Go Abroad.

NEW YORK, Aug. 7.—John Philip Sousa has completed arrangements to take his band abroad again this season for a concert tour in Great Britain. The band will sail September 25.

Floods in Jersey Cities.

NEW YORK, Aug. 7.—Last night's heavy rain caused serious floods in Newark and Jersey City, and today some of the streets in those cities are covered with water.

Chilean Minister Ill.

BUFFALO, N. Y., Aug. 7.—The illness of Senor Vicuna, the Chilean Minister to the United States, has again taken a serious turn and his condition is critical.

The Eighth Victim.

PHILADELPHIA, Aug. 7.—The eighth body, that of a colored man, was today recovered from the debris of the Locust-street explosion of Monday night.

NORTHWEST WHEAT AREA

EXTRACT FROM REPORT BY DEPARTMENT OF AGRICULTURE.

Winter Varieties Gaining Favor in Oregon and Washington, but Not in Idaho.

WASHINGTON, Aug. 2.—The wheat fields of Oregon, Washington and Idaho are somewhat minutely described in the forthcoming report of the Department of Agriculture on the wreat-growing industry of the Pacific Coast. This report is very full, and correspondingly interesting. The following extracts regarding the three states named are here quoted:

Oregon.

"The principal wheat districts of Oregon is situated in the country west of the Cascade Mountains and eastward from Wasco County to Union, covering six of the northern counties of the state.

"Much of the best agricultural land in the state is located in the Willamette Valley, which has long been noted for its large wheat crops. A greater diversification of crops is practiced in this section than in any other portion of the state.

"Dairying has obtained a very strong foothold, and is contributing largely toward the prosperity of the country. Many farmers in this section are entirely abandoning wheat, or planting only a small area in that cereal, and giving increased attention to raising milch cows and forage crops for their feed.

"oNtwithstanding the diversification of interests, however, wheat is still the staple crop of the valley, and will undoubtedly be so for many years to come. The principal wheats sown in this region are the several varieties of Club wheats, Red Chaff and Foise.

"In the northern counties, where much of the wheat of the state is grown, the soil is a rich sandy loam, blended with a trace of volcanic ash, easily cultivated and highly productive. Farms are large, often running into thousands of acres, and work in this section is done on fully as large a scale as in California. Wasco County, the most western of this group, extends eastward about 66 miles from the Grand Canyon of the Columbia River. The soil yields well, holds water admirably, and is practically inexhaustible. Continuous cropping has gone on for many years, wheat being raised each season on the same soil, and crop failure is practically unknown. The ability of the soil to absorb and retain moisture has been amply demonstrated by the raising of heavy crops without a drop of rain from seed time to harvest.

"On account of the low price of wheat, farmers of this section have found it profitable during the last few years to feed much of their wheat in the form of hay to stock and market the stock. This plan, however, while it holds good when the price of wheat is not above 50 cents a bushel on the farm, is not followed every year, for the reason that when wheat is above that price it is more profitable to sell the grain than to cut the wheat for hay. Farmers state that wheat can be grown in all this region for a trifling expense, some even claiming that it can be raised and sacked for 20 cents per bushel.

"The largest compact wheat area in the state is probably to be found in Sherman County, and the average yield in this county for the past six or eight years has been over 25 bushels per acre. The quality of the wheat grown in this county is also of the best, and not surpassed by that raised in any other portion of the state, and the flour made in this region is in great demand both locally and for export.

"Gilliam and Morrow Counties are also large producers of wheat, although in these counties much fertile land, easy of cultivation, is still awaiting the pleasure of the settler.

"Umatilla County is especially noted for its great production of wheat, the average yield being about 30 bushels per acre, and with more careful methods and cultivation it will be possible to largely increase this average. The farms here are also quite large, as is the case through all the northern section of Oregon, and all work is done on a large scale. Wheat hay is cultivated generally on the hilly land, and often pays the small farmer much better than the grain.

"Irrigation is on the increase, not only in Umatilla County, but through all of this region, and while it has not as yet had any appreciable effect on the area of wheat, it is undoubtedly having a tendency to make the land too valuable for planting of cereals; and as irrigation increases, its effects on the wheat area of the state will probably be more marked.

"Union County, while mountainous, has many fertile valleys, and is famous as a wheat-producing section. The most important of its valleys is the Grand Ronde. Climatic conditions are especially favorable to wheat cultivation, and irrigation is unnecessary. The soil is apparently inexhaustible, as each year appears to add vigor to it. A yield of 60 bushels per acre in this valley is not uncommon.

"The general characteristics of all wheat territory of Oregon east of the Cascade Mountains are very similar to those of the famouse Palouse Valley, a description of which is given below.

"The proportions of Spring and Winter wheat planted in the state are about equal. There is no particular locality, however, for either variety, the principal factor influencing their planting being the state of the weather at seeding time.

"Although there is about an equal increase in the areas of Winter and Spring wheat, the present tendency is in the direction of an increase of the area of Winter wheat at the expense of th Spring variety.

Washington.

"Probably three-fourths of the entire area of the State of Washington is devoted to the cultivation of wheat. The western section of the state has the same general characteristics of soil and climate as the Willamette Valley of Oregon. The remainder of the state may be divided into three sections—the Big Bend country, the Walla Walla district, and the Palouse country.

"There are two peculiar features which distinguish the Palouse fro mthat of the Pacific Coast proper, viz, the dryness of the climate and the very finely divided condition of the soil. The particles are often so very fine that the soil is practically mere dust. At the same time the nature of its component parts is such that a very little moisture is sufficient to make it sticky and difficult to manage.

"The capacity of the soil to absorb and retain moisture is another remarkable feature of this region. It is the general opinion that a rainfall of 12 inches is quite sufficient for the raising of a crop of wheat in this district, while in the states of the plains 18 to 20 inches is not considered sufficient for successful wheat growing. The principal varieties of wheat grown in this section, except Paulouse bluestem, are of the club wheat group, and they are usually soft-grained and starchy and generally white; very similar to those of the Coast region proper, but of a little better quality. Palouse bluestem, Palouse red chaff and little club are the principal varieties. Martin amber is also sown to a considerable extent.

"The most damaging agent that the farmer of the Palouse country has to deal with is the annually recurring drouth, which usually occurs about two weeeks before harvest time, and is particularly severe in the western and southern portions of the territory.

"From this cause the wheat is often badly shriveled, and both yield and quality are much affected. This is slightly offset, however, by the larger percentage of gluten in the shriveled wheat, which makes it available in the manufacture of macaroni. In order to escape the effects of the severe drouth, early maturing varieties of seed are exceedingly dsirable, and much experimental work has been done with this end in view. If a variety maturing 15 days earlier could be secured it would doubtless add several million dollars a year to the wealth of this region.

"All of the wheat country of Washington is particularly adapted to the raising of this cereal. The soil and climate are of the best, and crop failures are practically unknown. Farms are more modest in size than is the case in California and Oregon, but no great progress has been made toward the diversification of crops.

"Summer fallowing is practiced on nearly all of the wheat land in the state, particularly in the Palouse and Big Bend country, about half the land being Summer-fallowed each year, so that the average production is about one crop in two years. Following this method of cultivation, the soil of these regions appears to be practically inexhaustible, as the same land has grown wheat continuously for years without fertilization, and crops are as large now as they were a quarter of a century ago, if not larger.

"Irrigation has not thus far had any appreciable effect on the wheat area of the state, having been largely confined to sections where wheat was not raised, or, if raised at all, was not the staple crop. Fruit cultivation, however, has diminished the wheat area in some sections, particularly in the country immediately at the head of the Great Palouse Valley and tributary to the city of Spokane.

"In the central and northern portions of the state Fall sowing is the rule. In the northern and eastern portions a large proportion of the area is seeded in the Spring. Winter wheat, however, is gradually crowding out the Spring variety, and new, hard wheats are constantly being introduced with that end in view."

Idaho.

"The cultivation of wheat in Idaho is practically confined to the northwestern end of the state, the area of greatest average production being contained in Latah and Nez Perces Counties, which form the eastern end of the Great Palouse Valley. Conditions here are practically the same as in the remainder of the valley. Rich soil and favorable climate combine to make this one of the finest wheat-producing sections of the region.

"Idaho is largely an export state, as only about 50 per cent of the wheat crop is consumed at home. The remainder is sent to Portland or to one of the Puget Sound ports for shipment. The same methods of harvesting are in vogue as in the remainder of the Palouse Valley, the principal amount of the wheat being cut with self-binders. The wheat sown in this state is practically all of the Spring variety."

Serenader Cut His Throat.

NEW YORK, Aug. 7.—John Hall, a professional singer, cut his throat last night under the window of the young woman he had asked to be his wife and who rejected his suit. He had gone to the young woman's house to serenade her, but she ordered him away. He walked a few steps, sang a bar of the song, "Because I Love You," and then slashed his throat with a razor. He will probably die.

A SUGGESTION FOR HEAVYWEIGHT GOLF.

—Chicago Tribune.

THE GAME IS TOO STRENUOUS FOR GENTLEMEN WITH EMBONPOINT, SAYS A ST. LOUIS PHYSICIAN.

FISH MUST BE PROTECTED

ONLY WAY TO SAVE THEM FROM EXTERMINATION.

Big Run Should Not Lead to Disregard of Necessity for Artificial Propagation.

PORTLAND, Aug. 6.—(To the Editor.)—Every one says that propagation is responsible for that mighty influx of fishes, and they opine that by propagation is the industry to be saved. It has been claimed that the late run was the greatest in the history of salmon fishing on the Columbia, but the writer has doubts as to this. It must be remembered that the facilities for taking fish are now much greater, the small hand seines have been superseded by huge affairs that seem to stretch half-way across the mighty river. Many times in years gone by were the net boats placed on a "limit," as was the case a few days since. It was undoubtedly a mighty run, however, and worth a great deal of money to our two states. All along this northern coast has the run of salmon been tremendous, from the Rogue River to Alaska. The traps on Puget Sound have been blocked and compelled to liberate fish by the millions to prevent their thrashing themselves to pieces. Something, the cause of which we will never know, impelled these hosts of the ocean simultaneously to make for their home rivers.

With all the good feeling that pervades the air about those who are connected with the fishing industry, the writer does not lose track of his original thought, which is that the chinook salmon has been persistently and fearfully mistreated, and that, unless conditions are changed, one of the greatest money-bringing industries of the Northwest will fall into decadence.

I firmly believe in propagation, and always have. I believe also that under present conditions spawn-bearing fish do not have a fraction of half a chance. I believe that the open season is altogether too long. What is the sense in having an open season in April and May, when the weather is cold and stormy, and when neither the fish-takers nor the packers get enough business to make it pay? Thousands of fish are taken in the aggregate, but the business does not pay, and it would be much better were these fish allowed to reach the headwaters of the streams, there to serve the purposes of artificial propagation or to naturally deposit their spawn. I believe that 60 days is ample open season, and I believe that most of those connected with the industry will agree with me. I believe in giving all a chance to take what fish they may during that period, that no man might say that he was being discriminated against.

To my view, an open season extending from June 15 to August 15 for all points below the month of the Willamette, and from July 1 to September 1 for all points on the Columbia above the mouth of the Willamette would be ample and just for all. It is my belief that there should be no other open season, that all fishing for salmon should then cease, not to be taken up until the following June. We are told that the hatcheries on the Clackamas, a stream most admirably adapted to the purposes of propagation, and the natural spawning bed of the chinook, turn out annually from two to five millons of fry, and we are also given to understand that these are largely from eggs imported from other stations. I believe that stations on this river could and should turn out nearer 100,000,000 fry each year. At Eastern stations, they turn out cod, shad and bass fry by the hundreds of millions, but our people cannot turn out fry if they cannot procure the eggs, and the eggs are not forthcomnig if all or nearly all the fish are taken by greedy fishermen right in the spawning river, almost under the very shadow of the hatchery buildings. It is a well known fact that this pretty nearly describes the situation, and still nothing is being done. A year or so ago no fishing with nets was allowed in the Clackamas at any time, but during the last session of the Legislature a handful of fishermen and a representative or so worked the wires so nicely that this river was again thrown open for part of the season.

It is also said that the residents in that neighborhood do not stop even at this, but fish at all seasons. I look upon this as a great shame, and believe that not a single net should at any time be cast in the Clackamas, or for that matter in the Willamette.

The reader may wonder why those influential in fish matters did not prevent this infamous and fully understood Clackamas graft. My belief is that they were afraid of each other. The net men feared the seiners, the trap men the wheel owners, etc., etc. With a shorter season and a free Columbia they could and would work together.

The salmon industry brings millions into our state, and the people not directly interested should take an interest in laws tending to the perpetuation of the same. Some day the timber will all have been cut and other natural industries will pass from us, but I believe that with reason as to open seasons and with extensive propagation, the great salmon industry may grow rather than shrink. The chances are that artificial propagation will never be a success in Alaska and that a few years hence will see the packing business second in that part of the world.

Then our packed goods will be even more sought after. Let us learn wisdom from Norway, Great Britain, and other countries where salmon are to be found. The government, itself, there takes the reins, and indescriminate slaughter is not allowed. If the United States Government would say that no salmon should be netted in the Clackamas River except by those connected with the hatcheries, it would be a blessing to the industry. Permanently close the Clackamas and Willamette to fishermen and the hatcheries on the former stream will not only turn out countless millions of fry, but send tons of eggs to other stations, and then allow thousands of salmon to escape to the head waters, there to naturally deposit their spawn.

Many of your readers will doubtless be surprised to learn that within a few days following the opening of the season this Spring fully 100 tons, and perhaps more, of grand Chinook salmon were netted and marketed from the Clackamas and the Willamette, near the mouth of the former stream. What a shame. Fish that for months had fought their way up through the Winter waters of the Columbia and Willamette, bent on propagating their species, taken for market by thousands and practically on their spawning beds. Would they tolerate this in Europe? No, indeed, and we in America should not. I claim to be a friend of the Chinook salmon, a friend of the industry. I do not want to see the latter wither and die from greed. At the next session of the Legislature I trust that action will be taken on these matters, that a uselessly long open season will be cut in two, and that a few fishing families at and near the mouth of the Clackamas may not be allowed to ruin that stream for propagating purposes. Were these suggestions followed, I believe that all discussion as to size of mesh in nets, as to length of seines, as to the effect of wheels and traps on the industry will cease, that there will soon be fish enough for all during the open season.

"MORE FISH."

Observed Encke's Comet.

CAMBRIDGE, Mass., Aug. 7.—A telegram has been received at the Harvard College observatory from Professor W. C. Wilson, at Northfield, stating that he observed Encke's comet August 5, 8:9:24 Greenwich mean time. The right ascension is 6 hours 2 minutes 1.8 seconds, declination plus 31 degrees 43 minutes 30 seconds. The time as given in the official announcement is the astronomical time, which reduced to civil time makes the discovery August 6 at 9 hours 25 minutes and 3.36 seconds, reckoned at Greenwich mean time, or 4 hours 25 minutes and 3.36 seconds Eastern meridian time.

Jolly Jack Tar.

"Jolly" is the word generally associated with the jack tar. He is the picture of health, and the health bubbles over in mirth and merriment. When

people are sick, especially when sickness attacks the lungs the doctor often advises a sea voyage. But in the large majority of cases the sea voyage is impossible.

It is to the men and women of the workaday world to whom sea voyages or change of climate are impossible, that Dr. Pierce's Golden Medical Discovery comes as the greatest earthly boon. The effect of this medicine upon those whose lungs are "weak" is remarkable. Even where there is bronchitis, spitting of blood, emaciation, weakness, conditions which if unchecked or unskillfully treated lead to consumption, "Golden Medical Discovery" in ninety-eight cases out of a hundred works a perfect and permanent cure. It strengthens the stomach and other organs of digestion and nutrition, so that the body in all its parts is not merely fed but nourished. And it is by nourishment that Nature builds up the body to resist or throw off disease.

"I had a terrible cough something over a year ago and could find nothing to stop it, or even to do me a particle of good," writes J. M. Parr, Esq., of Cameron, Screven Co., Ga. "I chanced to see an advertisement of yours, and forthwith bought a bottle of your invaluable 'Golden Medical Discovery.' Before I had taken half a bottle I was entirely well."

Dr. Pierce's Pellets cure constipation.

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