LUMBER TRADE GROWING

FLEET OF BIG TIMBER CARRIERS EN ROUTE FOR PORTLAND.

New Records Will Be Established This Year for Lumber Shipments and Steam Tonnage.

Like several other Portland firms, the Pacific Export Lumber Company is a thorough believer in expansion. Bigger lumber shipments are now being made than ever before, and a new record for Portland's timber carrying trade will probably be established by the end of the year. The company now has four big cargo steamers listed or en route for here, the smallest of these, the Southerland, having a tonnage of 2279. The first ship due is the mammoth Oceano, the widest craft that ever made this port. Her dimensions are: Length, 270 feet; breadth, 52, and depth, 29. This beam is nearly three feet greater than the big Oriental liner Indrapura, and the ship can take 2892 tons under her deck, besides 475 tons in the bunkers and 1729 tons of water ballast space. With all this immense capacity the Oceano draws but 24 feet when carrying 7200 tons of dead weight, and so is admirably suited to this trade. She left Mororan, a coaling port on the northwestern coast of Japan, about the 30th of the month, and is due here Monday or Tuesday. She may be reasonably expected to take out by far the largest lumber cargo ever loaded here, one that will make the Strathgyle's 3,600,000 feet look like the Prohibition vote in Kentucky.

The Oceano will be followed by the Sutherland, of 2279 tons, the Palatinia, of 3660 tons, and the Guernsey, which registers 2845 tons. These will all come here from the Orient with at least part cargoes of one sort and another. The Guernsey, for instance, will have a big consignment of hemp for San Francisco and Portland. The Palatinia is now on her way over from Mororan and should arrive here about the first week in September. She will load only a part cargo of lumber, putting some 7000 measured tons of hay for Manila under deck and taking also a comparatively small deck load of about 400,000 feet of timbers. The other steamers will follow as closely as cargo getting permits.

These four ships will bring Portland's export steamship fleet up to a total of 36 big vessels for this year. The Oriental liners and other craft which may be reasonably expected later in the season will certainly break last year's record of 40 steamers for foreign ports.

Not satisfied with all this, the Export Lumber Company will also load the British steamship Salfordia, 3667 tons, a sister ship to the Palatinia, at Vancouver, B. C. She is now coaling at Mororan and will leave there about August 24. The foreign lumber trade of the Pacific Northwest seems in a fair way to realize some of its possibilities within the coming year or two. Our timber and other resources are obtaining abundant recognition throughout the Orient and the good work will doubtless go on, as no one seems to be losing any money by it.

STEAMSHIP FOR MANCHESTER.

New Lines Being Arranged From America to That Port.

NEW YORK, Aug. 22.—In the interests of the Manchester Ship Canal Company, of England, Herbert M. Gibson, chief traffic superintendent of the company, who is now in New York, will start for the West, accompanied by R. Dawson Harling, the representative of the Manchester Ship Canal Company in Canada and the Northern States. Mr. Gibson is of the opinion that the canal has only touched as yet the fringe of the trade which it will eventually secure. He is convinced that when new lines of steamers are started for American ports the owners will not be dissatisfied with the results.

Mr. Gibson has been commissioned by the director of the companies to visit the United States and Canada for the purpose of negotiating for the establishment of new lines of steamers between Atlantic ports and Manchester, and of invigorating the trade by the existing steamship lines. Arrangements have been made for new lines both in this country and Canada.

In an interview last night, Mr. Gibson said:

"Canada has already a large direct trade with Manchester. The Manchester Lines, Ltd., have for upward of three years run a regular, frequent service of large fast steamers to Manchester from Montreal and Quebec in the Summer, and Halifax, N. S., and St. John, N. B., in the Winter. Some of the vessels employed in the service have a dead-weight capacity of 8500 tons, have accommodation for about 700 head of cattle and are fitted with cold storage. The operations of the line have been very successful in opening up an increased outlook for Canadian produce. In addition to the lines of steamers from the United States and Canada, lines of steamers are now trading regularly between Manchester and Australia, the Persian Gulf, Bombay, Syria, Egypt and all the principal ports of the Continent of Europe.

"Manchester is also receiving large importations of grain in full cargoes from the Western ports of the United States and from the River Platte. The importation of timber from United States and Canadian ports has assumed large proportions; the quantity imported last year from all ports was 300,000 loads. Many illustrations can be given of the savings in interior transportation which are being effected by traders who are importing merchandise direct by steamer to Manchester.

"The importation of cotton during the season just closing from United States ports amounted to 420,000 bales, which were forwarded to mills in Lancashire on the Manchester docks at a saving of about $1 35 per ton, as compared with the cost of forwarding from vessels on the Liverpool docks. One-third of the English import of Egyptian cotton also comes direct to Manchester."

JESSIE DIFFICULTY SETTLED.

F. D. Winton Sells His Interest in the Vessel.

ASTORIA, Aug. 22.—The difficulties over the deep-sea fishing schooner Jessie, which in reality were nothing more than a disagreement among the partners, have all been amicably settled. Last evening the partners held a conference and W. W. Whipple and Alex Grant purchased F. D. Winton's interest. This gives Whipple and Grant a three-fourths interest in the craft and Captain Charles F. White owns the other fourth. The mortgage held by Robert Carruthers has been paid and the Jessie will leave out next Tuesday for the halibut banks. Whether she will make her headquarters here or at Seattle has not yet been decided. The present expectation is that within the next few days a fishing company will be incorporated that will operate the Jessie and two other schooners. Astoria is to be the company's headquarters and the fish will be handled through one of the local cold-storage plants.

Log Raft Still Stuck in the Mud.

After working all day yesterday and today, the combined efforts of the two tugs and the dredge were not sufficient to move the Robertson log raft from its position in the mud at the entrance to Westport slough. Work will be continued until the raft is released and floated into the river.

James Sennet Ashore in Alaska.

PORT TOWNSEND, Aug. 22.—The steamer Roanoke, which arrived from Nome this afternoon, brings news of another marine disaster in the North. The four-masted schooner James Sennet, Captain J. F. Holstrup, is high and dry on the north end of Unimak Island, having went ashore August 7, during a dense fog. Captain Holstrup came down on the Roanoke and reports the Sennett as resting easily on the beach, and if no storm comes up she can be floated. The vessel was built this year at Coos Bay and, is owned by C. A. Hooper & Co., San Francisco, but was being operated by the North American Trading & Transportation Company, between Puget Sound and St. Michael. She was in ballast on the return trip when she went ashore.

The crew of wrecked whaler Grampus sailed from Nome on the steamer Valencia on August 11. The Valencia had no other passengers, as she intended visiting various canneries along the Coast to gather up this season's pack.

Whaler Grampus Lost.

SEATTLE, Aug. 22.—Private advices via steamer Nome City, arriving today, bring news of the loss of the whaling steamship Grampus of San Francisco, which was caught in the ice on July 24. The entire crew was saved and will be returned south in the steamer Valencia.

Ordered American Elevators.

NEW YORK, Aug. 22.—It is understood that an elevator company in Yonkers is at work on two elevators for Buckingham Palace, England, on an order from King Edward, sent indirectly to this country.

Philadelphia in Commission.

BELFAST, Aug. 22.—The work of reconstructing the American line steamer Philadelphia, formerly the Paris, has been completed, and she sailed today for Southampton, from which port she will sail for New York August 31.

Marine Notes.

The coasting steamer Alliance left out from Astoria yesterday at 10:30 A. M. with a mixed cargo for Oregon coast points.

The Sussex has been hauled up to her berth, and is now busy discharging ballast. The Galgate, Hilston and Ecuador are idle, and will not begin to take on cargo until September wheat commences to arrive.

The Oriental liner Indrapura has discharged her cargo, loaded about 2500 tons of flour at the Flouring Mills dock, and was yesterday taken up to the Albina dock to take on about 2000 additional tons of flour and some quantity of timber.

Domestic and Foreign Ports.

ASTORIA, Aug. 22.—Sailed a 10:30 A. M.—Steamer Alliance, for San Francisco. Arrived at 1 P. M.—American bark Tam o'Shanter, from Manila for Knappton. Arrived down—British ship Poltalloch, from Portland. Bar at 4:15 P. M., obscured; wind, northwest; weather, hazy.

San Pedro, Aug. 22.—Sailed—Schooner J. M. Weatherwax, for Columbia River.

New York, Aug. 22.—Arrived—Sardinian, from Glasgow.

Queenstown, Aug. 22.—Arrived—Belgenland, from Philadelphia for Liverpool.

London, Aug. 22.—Arrived—Marquette, from New York.

Liverpool, Aug. 22.—Arrived—Majestic, from New York; Nomadic, from New York.

Bremen, Aug. 22.—Arrived—Kaiserin Maria Theresa, from New York via Southampton and Cherbourg.

Hamburg, Aug. 22.—Arrived—Pennsylvania, from New York via Plymouth and Cherbourg.

Liverpool, Aug. 22.—Arrived—Celtic, from New York.

Yokohama, Aug. 22.—Sailed—Empress of China, from Hong Kong, etc., for Vancouver.

Queenstown, Aug. 22.—Sailed—Germanic, for New York; Westernland, for Philadelphia, both from Liverpool.

Glasgow, Aug. 22.—Sailed—Peruvian, for Boston.

New York, Aug. 22.—Sailed—Friederich der Grosse, for Bremen via Southampton; Columbia, for Hamburg via Plymouth and Cherbourg; La Gascogne, for Havre.

Cape Town, Aug. 22.—Arrived—Bark Pactolus, from Whatcom.

San Francisco, Aug. 22.—Arrived—Steamer Sailor Boy, from Gray's Harbor; steamer Neko, from Seattle; steamer Titania, from Nanaimo.

Honolulu—Sailed Aug. 8—Steamer Sierra, for Sydney. Sailed Aug. 10—Ship J. B. Thomas, for Puget Sound. Sailed August 13—City of Hankow and bark Rufus E. Wood, for Puget Sound. Sailed August 10—Bark Albert, for Seattle.

Port Hadlock—Sailed Aug. 21—Schooner Ethel Zane, for Tacoma.

Hamburg—Arrived Aug. 21—German bark Niobe, from Oregon.

Yokohama—Sailed Aug. 16—British steamer Empress of China, for Vancouver.

Hilo—Sailed Aug. 14—Schooner Expansion, for Puget Sound. Sailed Aug. 10—Schooner Defender, for Puget Sound.

Honolulu—Arrived Aug. 10—Schooner S. F. Redfield, from Port Ludlow; ship Henry Vineyard, from Seattle. Arrived Aug. 12—Bark Kaiulani and barkentine Skagit, from Port Gamble; schooner Nokomis, from Puget Sound. To sail Aug. 14—Schooner Expansion, for Puget Sound.

San Pedro, Aug. 22.—Arrived—Schooner Louise, from Umpqua; schooner Azalea, from Eureka; barkentine Northwest, from Everett. Sailed—Steamer Dispatch, for Fairhaven.

Port Townsend, Aug. 22.—Passed—Steamer Nome City, from Nome for Seattle; steamer Charles Nelson, from Seattle for Skagway.

Hong Kong—Arrived Aug. 21—British steamer Empress of India, from Vancouver.

Hoquiam, Aug. 22.—Arrived—Schooner J. F. Miller, from San Francisco for Aberdeen. Sailed—Schooner Latitia, from Aberdeen for San Pedro.

Liverpool, Aug. 22.—Arrived—New England, from Boston.

Rotterdam, Aug. 22.—Sailed—Amsterdam, for New York.

Liverpool, Aug. 22.—Sailed—Vancouver, for Portland, Me.

New York, Aug. 22.—Arrived—Patricia, from Hamburg.

KAISER SPARED A SLEEPY TAR

"Today Is Sunday; Let Mercy Prevail for Once Over Justice."

New York Sun.

Berlin—The Kaiser, who is now visiting the exquisite scenery of the fiords of Norway, is in the best of health and spirits and thoroughly enjoying his trip.

He preached to the crew of the Hohenzollern last Sunday afternoon on the great virtue of implicit obedience to superiors.

A sailor found nodding on deck was sentenced by the captain to three days' arrest. On making his usual report to the Kaiser that night, the captain mentioned the fact of the sleepy sailor.

"Inquire," said His Majesty, "if the man was on duty the night before."

The captain found that the sailor had been on night duty for three nights running.

"Then order his release," said the Kaiser. "Today is Sunday; let mercy prevail for once over justice."

The Kaiser takes two salt baths a day, one in the early morning, the other in the afternoon after a short nap, and spends most of his time in the open air.

On deck there is a large awning under which he sits. When calm he is busied with papers containing plans and drawings, chiefly of naval matters. He is also studying the ground of the August military maneuvers with large scale maps, and is developing a tremendous plan for the joint co-operation of an army and navy on the coast of the Baltic, which will be supposed to guard that part of the fatherland from an attack from the north and east.

The Kaiser himself will command an army corps of 50,000 men.

OREGON COAL WILL COKE

COOS BAY ARTICLE HAS DEMONSTRATED THIS FACT.

Mr. Whitehouse, of the Portland Gas Company, Says Development Is All That Is Needed.

WASHINGTON, Aug. 22.—According to a report of the Geological Survey on the production of coke in the United States in 1900, Washington is the only state on the Pacific Coast manufacturing this commodity. The operations are said to be not particularly important when compared with the output of other states, and are of interest principally as establishing the fact that it is possible to produce coke from Washington coals. The production in 1900 amounted to 33,387 tons, an increase of 10 per cent over the previous year, while the value of the output was $160,165, or $4 79 per ton, a very high price, as compared to the price of most cokes.

In regard to the above, B. G. Whitehouse, of the Portland Gas Company, says the coal of Coos Bay, Or., will coke. In 1881 his company tested it and found that it produced 4000 feet of gas to 1000 pounds of coal. The gas company used several cargoes of it, but found its coke small, and that it could do much better with foreign coals that came here in ballast and yielded more fuel. The gas company is now using Washington coal from South Prairie.

Mr. Whitehouse thinks there is good coking coal in Oregon, which only needs development.

PRODUCTION OF COKE.

It Is Increasing, but Not Nearly So Fast as the Price.

WASHINGTON, Aug. 22.—The production of coke in the United States last year, according to the United States Geological Survey, was 20,553,348 short tons, valued at $47,443,331, against 19,668,569 tons, which sold for $34,670,417 in 1899. There has been a steady increase in coke production in the last four or five years, and the price has been going steadily upward. While the production in tons was but 4.4 per cent more in 1900 than for the year previous, the increase in the price was 37 per cent. There was an extraordinary demand for coke in 1899, and this continued in 1900. The production fell off during the Summer months in sympathy with unfavorable conditions in the iron and steel trade. In spite of this, prices were well maintained. Connellsville coke was quoted at $4 to $4 25 and foundry coke at $4 25 to $4 50, figures which are without a precedent in the history of the region. The increased activity in the coke industry was general throughout the coke-producing states. This is indicated by the fact that the number of ovens in operation in 1899 was a little short of 5,000, while in 1900 they had reached 58,484. At the close of the year there were 5804 ovens in course of construction. A number of new by-products were developed, and at the close of the year there were 1096 new plants for their development in course of erection. The extent of this new industry in the development of by-products is indicated by the fact that the number of new plants in course of construction was more than had been in operation during all previous years.

Mining Stock Quotations.

SPOKANE, Aug. 22.—The closing bids for mining stocks were as follows:

	Bid.	Ask.		Bid.	Ask.
American Boy	7	9½	Morning Glory	2¾	2⅞
Black Tail	9½	10	Morrison	2¼	2¾
Butte & Bos.	1	1½	Princess Maud	1¾	1¾
Crystal	4	5½	Quilp	20	26
Conjecture	2½	3½	Ramb.-Carlboo	48½	50½
Deer Trail	2½	2¾	Republic	3½	4½
21 Caliph	2½	3½	Reservation	4½	5½
Gold Ledge	1½	1¾	Rossland Giant	3	3½
Lone P.-Surp	5¾	5½	Sullivan	9¾	10
Mount. Lion	26½	28¾	Tom Thumb	12½	13

SAN FRANCISCO, Aug. 22.—The official closing quotations for mining stocks were as follows:

Andes	$0	03	Mexican	$0	12
Belcher		05	Occidental Con		02
Best & Belcher		09	Ophir		75
Caledonia		25	Overman		09
Challenge Con.		27	Potosi		04
Chollar		04	Savage		06
Confidence	1	05	Sierra Nevada		13
oCn. Cal. & Va.	1	80	Silver Hill		32
Crown Point		06	Standard	3	25
Gould & Curry		11	Union Con.		11
Hale & Norcross		24	Utah Con.		05
Justice		05	Yellow Jacket		26

NEW YORK, Aug. 22.—The official closing quotations:

Adams Con.	$0	25	Little Chief	$0	08
Alice		45	Ontario	7	50
Breece	1	40	Ophir		70
Brunswick Con.		07	Phoenix		08
Comstock Tunnel		06	Potosi		03
Con. Cal. & Va.	1	75	Savage		05
Deadwood Terra.		60	Sierra Nevada		09
Horn Silver	1	75	Small Hopes		30
Iron Silver		59	Standard	3	00
Leadville Con.		05			

BOSTON, Aug. 22.—The closing quotations:

Adventure	$ 27	50	Osceola	$100	00
B. Mining Co.	42	37	Quincy	170	50
Atlantic	37	00	Santa Fe Cop.	7	50
Cal. & Hecla	740	00	Tamarack	340	00
Centennial	29	00	Utah Mining	30	00
Franklin	18	75	Winona	3	25
Humboldt	25	00	Wolverine	65	25
Parrot	51	50			

Bond on Viking Mine Taken Up.

SPOKANE, Wash., Aug. 22.—Thomas S. Dunbar, representing the Viking Development Syndicate, which is composed of Portland mining men, has taken up the bond on the Viking group, two miles east of Slocan, B. C. The property was secured under bond, and the life of the bond has not expired, but the syndicate was so well pleased with the showing that the final payments have been completed. The syndicate pays $7500 cash, and gives 15 per cent. of the stock in the new company to the men signing the papers. The syndicate also agrees to provide $50,000 for development. The ore runs about $50 in gold, and can be treated on the ground.

Oregon-California Mine Sold.

ASHLAND, Or., Aug. 22.—The Oregon & California mine, near the California line, has been sold for $10,000. The purchasers are H. B. Kelly, of Wyoming; G. B. Goodall, of Portland, and G. W. Tyrer, of Colorado. They have been working the property under bond since last April. The property sold includes a five-stamp mill. The mine has had development work done on it to the extent of 500 feet of tunnel and 360 feet of shaft. The new owners intend to put a large force at work at the mine at once.

Strike at Clark's Mine Ended.

LOS ANGELES, Cal., Aug. 22.—According to a dispatch received here today the strike at Senator Clark's big United Verde Copper Mining plant at Jerome, Ariz., is ended, and the plant is again in full blast. The dispatch referred to was addressed to J. Ross Clark, the Senator's brother, and read as follows:

"Smelter started; everything satisfactory. We have all the men required."

Will Develop Quartzville Mine.

SALEM, Aug. 22.—B. P. Taylor, of the Lawton-Taylor party, which has secured control of the Savage-Mohney mine, near Quartzville, left today with a gang of men who will be set at work developing the property. A road will be opened to Quartzville by way of the Lebanon route.

Light Rain at Salem.

SALEM, Or., Aug. 22.—A light rain began falling at midnight, but soon subsided, hardly settling the dust. The sky, however, is still cloudy, with prospects for more rain tonight.

Sale of Montana State Lands.

HELENA, Mont., Aug. 22.—Montana's auction of 3,000,000 acres of state lands will commence in Carbon County, of which Red Lodge is the seat of government, September 18, next. Flathead County sales will begin October 22. There are 55,000 acres in this county. No land will be sold for less than $10 per acre, and if not sold will be leased to the highest bidder.

AT THE HOTELS.

THE PORTLAND.

G A Buchanen, S F
T H Luke, Stockton
T Marioneaux, Salt L
C O Scott, S F
W D Almy, Chicago
Bettie C Austin, St L
Hattie M Austin, do
Emma C Eaton, S F
Mrs A M McGinn, Los Angeles
Geo T Williams, S F
J T Giles, Chicago
W H Fear, city
D O Gelder, S F
G E Fisher, N Y
Mrs G W Fisher, N Y
Miss Fisher, N Y
J A Ames, Lincoln
J T Morrison and wife, Racine, Wis
H J Frost, N Y
O A La Grove and wife, N Y
T F Wren and wife, Spokane
M Kelly and wife, Duluth, Minn
Mrs R C Vincent, Duluth, Minn
Mrs G W Taylor, N Y
R G Calder, Chicago
Karl F. Kraft, Chicago
E E Mills, South Bend
A S Kenny, Seattle
S J Churchill, S F
Dwight Porter, S F
J Joseph, S F
Mr and Mrs Howard and daughter, Chgo
W C Smith, Boston
Philip Lawler, S F
A W Kline, Jr, N Y
F A Kenny, city
W S Prickett, Mich
M H Salmon, Syracuse
Mrs Toles, Pittsburg
C S Givens, S F
G W Gaines, Phila
Mr and Mrs H Fiske, 2 ch & maid, N Y
Miss Helen Fiske, N Y
Archie Fiske, N Y
Geo W Woodward, N Y
Kennett Woodward, NY
Augustine Knight, N Y
C S Donohoe, M D, & wife, N J
W M Cake, city
G F Wentworth, Tac
C R Collins, Seattle
L B Mandel, S F
G Rosenblatt, city
J L Daniels, S F
H J Huston, St Joseph
Geo L Burtt, S F
Newton Phillips, S F
John L Cooper, Va
Mr and Mrs L J Simpson, North Bend, Or
Miss Belle Stearns, Hoquiam, Wash
S Sherman, Vancouver
H S Stebbins, Seattle
M Austin and wife, Chicago
E E Nelson, Rochester
C I Wilkins, Rochester
Chas A Sheets, S Jose
W E Tallant, Astoria
Miss Watson, Spgfield
Miss B P Watson, Sussex, England
Sam Kunstadter, Chgo
H R Robertson, city

THE PERKINS.

H S Copeland, W Walla
Mrs W K Hammond & children, W Walla
Mrs A W Bennett, do
G W Whitehouse, do
Master Whitehouse, do
S B Barker, Condon
Mrs Barker, do
Mrs T G Johnson, do
E T Merritt, Tacoma
O F Cornwell, wife & 2 children, W Walla
Mrs M W George San Jose
J H Bagley, Melbourne, Is
Robt Horn, W Walla
W A Pratt, Wilmingtn
A J Taylor, do
Edw O'Shea, Spokane
Mrs. O'Shea, do
Miss O'Shea, do
Mrs A W Coffin, N Yak
Miss Coffin, do
A D Rothstein, do
Mrs W I Markham, Ilwaco, Wash
Lee Mitchell, Ilwaco
Dr C S Haultain, Macleod, N W T
Mrs A France, Chgo
Gertrude Knox, Albion, Ind
Grace I Bridge, Fremont, Tex
Laura Bridge, Fremnt
H T Bigham, Dalles
J W Spencer, S F
Tom Musgrove, Athena
W E Brock, Pendletn
Mrs Brock, do
Mrs C Duncan, Stocktn
Mrs J Jameson, Wetson
Miss E Jameson, do
W F Allen, Nashville
Mrs Allen, do
Mrs M E Arrington, Nashville, Tenn
Mrs C H Lombard, Clarksdale, Miss
J O Moon, Rhineland, Wis
Myra Wolcott, Chgo
May Henderson, Mechanicsville, Ia
Mrs J F Cooley, Kenney, Ill
Mrs J L Ballor, S F
Miss B Busch, do
Elsie Ballor, do
Steve Ballor, do
Ruth Ballor, do
C McIntosh, Tillamk
T M Barr, Kansas C
Mrs Barr, do
Geo Carrigan, Bayonne
Mrs H Carrigan, do
John J Daly, Drewsey
Mrs Daly, do
Gussie Kingsbury, do
Miss C Cannon, Marysville, Cal

THE IMPERIAL.

C. W. Knowles, Manager.

Mrs John Hale, city
Miss Mary E. Hale do
Miss Calla Hale, do
Mrs J F Hale, do
H J Fredericks, Seattle
Mrs T C Elliott, W Wal
Mrs Elliott, W Walla
W H Bullington, Chgo
Fannie Lowe, Nevada
Mrs J S Clark, Nev
Wm McClain, S Diego
Mrs F C Brosius, Hood River
Mrs G E Williams, Hood River
Rev G Dunlop, Nnimo
Ira Hagenbaugh, S F
F I Dunbar, Salem
Mrs Dunbar, Salem
J G Carson, Chicago
A Anderson, Minnplis
Mrs M Foard, Astoria
Freda Foard, Astoria
Rudy Foard, Astoria
Mrs W C Logan, do
Mrs C E Redfield, Heppner
Miss Redfield, Heppnr
G A Peddwick, Seattle
A J Davidson, Hood R
E N Corter, U S F Co

ST. CHARLES HOTEL.

E F Dorothy and wife, Fort Pierre, S D
Minnie Dorothy, W Wal
Elsie Dorothy, do
F P Lee, Grant's Pass
W M Bledsoe, Arlgtn
Wm Boylen, do
Wm Armstrong, do
S R Darland, Goldndle
L M Preston, do
Blanche Willis, Salem
Willa Martin, do
Wm Phillips, do
T H Clark do
J W Forsyth, Newberg
C Burch, Skamokawa
Dan Allen, do
H Glenn, The Dalles
H G Wilkin, McMinnv
Sadie Cummings, Vlento
Mabel Ross, do
Mrs E R Sparks, Forest Grove
Henry Stenick, Drain
John Wiest, Stella
Henry Meyer, Stanford
E Barton & wf, Ky
L Michael, Stella
Jas Burgoyne & son, Lexington do
Ed Evans, Carson
T E Parker, Astoria
S R Jones and wife, Grant's Pass
J F Hoult, Grant's P
S W Fleming, Centrlia
J B Harrison, do
V R Wilson, do
Jas Fleming, do
P W Yettick and wife, Camas
E F Powell, Camas
L C Russell and wife, Silverton
James Nolan, Saginaw
W J Stater, Newberg
H W Ross, Spokane
Louisa Jennings, do
A Churchill and wife, Chicago
Nora Miller, Groton
A H Miller, Groton
Mrs B F Davies, Miltn
J H Thomas, Milton
J Totton, Stevenson
Floyd Howell, Wasco
C Anderson, Wasco
R Miller, Orient
W F Kessell, Brookfd
W B Clemens, Seattle
Mrs Emma Morris, Seattle
E S Coleman and family, Marshland
Paul Hushland, Mrshld
R D Kent, Marshland
J W Hickey, Marshland
H P Steere and family, The Dalles
H H Gove, Heppner
W Hinnman, Butteville
Chas McKenna, city
E E Glese, Hillsler
G H Stephens, Rainier
W Everitt, Roseburg
Geo Wompter, Rosebg
Guy Grayson, S F
Herman Smith, Ridgfld
C H Vyse, Ridgefield
Mrs H J Andrews, Oysterville
W R Byrum, Palmer
Mrs W R Byrum, do
Peter Hume, Brownsvl
A J Roberts, Hunntgton
Willie Campbell, Bay C
J Petsch and wife, Woodland
T J Johnson, Stella
Alice Campbell, Bay Cy
R G Hill, Seattle
Ed Wickersham and wife, Scappoose
A H Taylor, Kelso
H W Benton, Salem
D Miller, Gales Creek
C H Miller, do
C Miller, do
P E Wagner, Glenwood
G R Clark, Seattle
J C Weston, Tacoma
Geo Miller and family, Aurora
C C Pyle, Ohio
Mrs Specht, Woodland
H B Tigard and wife, Tigardville

For a good outing go to Chehalis, Wash., the best fishing and hunting resort in the West. Stop at the St. Helen's hotel, the up-to-date hotel of the state.

Hotel Brunswick, Seattle.

European, first-class. Rates, 50c to $1 50. One block from depot. Restaurants nearby.

Tacoma Hotel, Tacoma.

American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.

European plan. Rates, 50c and up.

Sour Cream in Salad Dressing.

Harper's Bazar.

If a cup of sour cream is found in the ice box some of these warm mornings, try using it for a dressing for the dinner salad of lettuce; beat it up with a whisk, sprinkling in about a tablespoonful of sugar, and toward the end of the beating add a very little lemon juice, not more than a teaspoonful.

Hay Again at Washington.

WASHINGTON, Aug. 22.—Secretary Hay was back today at his desk at the State Department, having been absent only one official day during his conference with the President at Canton.

The broad, square-shoulder effect in coats is decidedly on the wane. The successful tailor nowadays is the one who can give his customers the long and lanky appearance. The tall, thin figure is the present ideal, and this promises to hold good for the coming Fall and Winter.—Philadelphia Times.

GOT BETTER OF JEFF DAVIS

SAVED $40,000 IN GOLD BY A BOLD COUP.

Jonathan Haymond Made Purchasing Agent of Confederacy—Gains Wealth by Clever Scheme.

"There was one man who, during the latter days of the Civil War, got the better of Jeff Davis," said William A. James, formerly of West Virginia, but at present connected with the Chicago postoffice, in speaking of war times to a Chicago Post reporter. "That man was Jonathan Haymond, According to Judge Alfred Haymond, Jonathan, who held a confidential position in Mr. Davis' government, succeeded in relieving the Confederacy of $40,000 in gold and saved Mr. Davis the trouble of carrying it South when he was compelled to flee from Richmond.

"Haymond and I were raised together and attended the same school in the early '50s. After finishing his course in the public schools Jonathan Haymond became an apprentice in a dry goods store, and later engaged in the mercantile business in Fairmont. For several years he ran a general store at that place, and was well known all through what was then known as Western Virginia. At the beginning of the war he had very pronounced sympathies with the South, and when that part of Virginia which is now West Virginia was cut off from the old dominion and formed into a new state Haymond sold his store and went South, where he cast his lot with the Confederacy.

Was Made Purchasing Agent.

"He became acquainted with Jefferson Davis and was later designated as a special purchasing agent for the Confederacy. His duty was to purchase commissary supplies for the Southern Army. Jonathan had always been a Democrat of the most pronounced type, and as all his political leanings were with the South, he entered his duties with great enthusiasm. His experience in a general store served him well. All went well until the last year of the Confederacy. During the first part of this year, he, with others, had scoured the South for cattle and other commissary supplies. Every hoof that could be found was either purchased or seized in the name of the Confederacy. Lee's army was in desperate straits, and the power of the Confederacy was on the wane.

"No one knew better than Jonathan Haymond that the time was not far distant when Mr. Davis' government must collapse. He knew how hard it was to get provisions for the army, and he knew the men under Lee were becoming dissatisfied as a result of the limited rations served out to them. Haymond had a long head, and, foreseeing the collapse of the Confederacy, determined to take advantage of his inside knowledge of affairs.

"He went to Mr. Davis and repeated his statement of the conditions in the South in regard to food supplies and told the Confederate President that he must invade the North to get beef. He told him that his home was formerly in West Virginia, and that he knew of about 600 head of cattle there that could be secured if Mr. Davis was willing to furnish the cash. He told Mr. Davis that it would require about $40,000, and added that as Confederate script was worth nothing in the North, the $40,000 would have to be in gold. President Davis was in desperate straits, for his hungry army had been clamoring for meat. He jumped at Haymond's bait and swallowed it hook and all. He promised sufficient guards to escort Haymond through the Confederate lines in safety with the $40,000 in gold.

Passed Union Lines Safely.

"Haymond had no difficulty in getting out of the Confederate lines, and when he reached the Union lines he told the story of how he had been unwillingly detained in the Conferate camp, and had been trying to get away for some time. His story was but one of many similar cases, and he was allowed to pass through the lines to his old home in West Virginia. The Confederacy collapsed in a few weeks after that time. President Davis and his Cabinet sought safety in flight through the Carolinas, carrying with them such gold as the Confederacy possessed, and afterward paying it out to a portion of Johnston's Army.

"But Haymond and his $40,000 were safe inside of the Union lines. Davis had troubles of his own, and had no time to waste in thinking of his misplaced confidence in Jonathan. Haymond, however, remained in West Virginia until peace was declared, and then, taking his $40,000 in gold, he hied himself to Texas, where land was cheap. He purchased a vast tract of land comprising practically a township, and settled down to enjoy his good fortune in saving $40,000 of rebel money from falling into the hands of Union soldiers.

"Of course, no one charged Haymond with deliberately planning this coup. He was just a victim of circumstances. After the Confederacy collapsed he reasoned there was no one to pay the $40,000 to. Being an ardent rebel himself, he did not want to see it fall into Union hands. But Mr. Davis should have known that it was absolutely impossible for Haymond or any one else to have taken 600 head of cattle out of West Virginia through the Union lines and enter the Confederate camp."

MINT AND STRAWS.

A St. Louis Woman Who Clears $3000 a Year by Their Sale.

St. Louis Republic.

One of the most novel callings in the city from which a comfortable income is derived is that followed by Mrs. Mary Weber, of 420 East Prairie avenue, who, for the last 20 years has furnished mint and straws to the leading down-town saloons. Her annual income from this source is estimated at $3000.

Mrs. Weber follows a well-defined route down town, and makes her rounds according to a schedule which brings her to her various customers' places of business at the same hour each morning. Her mother followed the same business before her, and the two women have made a good living out of the route for nearly 40 years.

Fresh mint and wheat straws are the only articles handled by Mrs. Weber, and the sale of these two saloon necessities amounts to a large sum at the end of the year. The leading saloons in the city use treble the quantity of mint required by any restaurant, so she has made a specialty of sales in the various thirst parlors.

All her mint is grown in beds around her home on Prairie avenue, and in a small garden she owns, while the straws are purchased from the farmers and carefully cut and bleached at her home. Every morning a fresh supply of mint is gathered and, by the means of a small system of hothouses, she keeps up the supply steadily all the year round.

Mint is tied in small bunches of about 20 stems each, and is sold by the bunch, while straws are bound into bundles, several of which are furnished for a nickel. The small quantity of mint seen in a restaurant mint sauce, which often resembles weak tea, the tea leaves left in, would lead the casual spectator to suppose that sales of the herb would amount to but a small figure in saloons as well, but this is not the case.

One of Mrs. Weber's customers never purchases less than $1 worth of mint each morning, often doubling and trebling this sum in hot weather. Straws are also a more important item than one would imagine, the same customers stating that 50 cents per week is a fair average for straws for his saloon.

An average of six stems of mint is used in mint juleps and other like drinks, and as the bundle of 20 stems costs 5 cents' worth of mint is placed in most cents' worth of mint is placed in most drinks requiring such flavoring.

From this instance it can be seen that Mrs. Weber's income is far from a bad one.

As this customer will spend nearly $200 on mint in the course of a year, and as several other proprietors of down-town cafes are heavy customers, it is evident that placing her net profits at $3000 per annum is a conservative estimate.

The original purchase of the straws amounts to but little, while the bleaching is a process easily carried out. Her market for straws is nearly as large as that for mint, so the income from this source is also a large one.

CHEVALIER MAYBURY NOW

M. Margerie Pinned the Legion of Honor Badge on His Honor's Coat.

Detroit Journal.

"Vous-etes maintenant le premier maire du monde," the enthusiastic Frenchman shouted as M. Pierre de Margerie, French Charge d'Affaires, pinned a tiny bit of red ribbon, bow-shaped, to the lapel of Mayor Maybury's Prince Albert. The Mayor blushed, grew red in the face until his genial countenance and that significant piece of ribbon were of the same hue. The Mayor was really and genuinely embarrassed. He didn't know what had happened.

He turned around to a newspaper friend and whispered: "What is all this? Is it something good?"

"Didn't you know anything about it?" the reporter whispered.

"Not the faintest intimation, except perhaps, that I knew that M. Cambon, the French Ambassador, had asked for information concerning myself."

The French people of the city were giving a banquet in honor of Cadillac at the parochial school hall of St. Joachim's church. Mayor Maybury was present and so was the official representative of France. With loud, clear voice, perfect enuciation and well-chosen language, M. de Margerie had just addressed the gathering and finished by calling for a "Vive la France," in which everybody joined enthusiastically. Then came the momentous incident.

"I have received," M. de Margerie said, "a cablegram from the President of the French Republic, conferring upon Mayor Maybury the title of a chevalier of the Legion of Honor."

With this he produced the highly prized and much coveted—in France at least—piece of ribbon, turned to that fortunate mortal who was to be the recipient, and, amidst the thundering applause, the hurrahs and other exclamations from 400 cheering throats, fastened it to Mayor Maybury's coat.

M. de Margerie congratulated the Mayor in becomingly flattering terms and the Mayor was so bewildered by the unexpected honor, the neat little speech which he didn't understand, the cheers of the crowd, that he appeared like a little boy on his birthday.

Sued for Breach of Promise.

CHICAGO, Aug. 22.—James A. Fleming, reputed to be a wealthy mineowner of Phoenix, Ariz., has been sued for $50,000 damages by Miss Jessie M. Graham, who alleges that Fleming promised to marry her in 1899, and has failed to do so. Miss Graham formerly lived at Butte, Mont.

Ingalls Sailed for Manila.

NEW YORK, Aug. 22.—The United States transport Ingalls, which returned to port last week with leaky cargo ports, sailed again today for Manila.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething.