

ON A BIG PACIFIC LINER

NO REST OR QUIET WHILE THE VESSEL IS IN PORT.

How Northwest Products Are Stowed Away to Be Taken to Asia for Distribution.

A sight worth seeing is an Asiatic liner like the Indrapura arriving in port in early morning. Its great dark mass slowly approaching the wharf, with lights on masts and funnels, and a great light over the stern. On the wharf men run back and forth with the lines, the dusky figures of the Chinese and coolies of the crew bend and strain at the quick commands of officers, as the ropes are fastened on shore, and then tightened by the steam winches. The progress of the ship is slowly checked and she comes to her haven of rest after a long and maybe tempestuous voyage across the Pacific. All the time the vessel is in port there are few hours of rest and quiet on board. The very day of the arrival the work of landing the cargo is begun. Longshoremen and crew lay bare the hatches and expose the internal depths of the ship. Then the derricks are unslung for action, the steam winches begin wheezing and up rise the bales of cargo which are swung over the sides of the ship and received by the longshoremen on the dock and wheeled away on trucks. The work is easy at first, but as the cargo descends lower and lower a result of the constant outflow, the men down below have to delve deeper and deeper. They must now roll the heavy bales and sacks greater distances before they can be reached by the tackle of the derricks. Dust rises in clouds. The tolling men below cannot be seen. They tug harder and harder. From five hatches the cargo of the Orient is poured forth, and the scene at the dock is one of men running back and forth, of trucks being wheeled into place to receive their loads, and over all is heard the noise of the rush and flurry, the quick commands, the whistle that sets the winches moving, the shouts of the men when their loads are ready—sounds that are inseparable from the ceaseless and noisy march of commerce. The West needs tea, sugar, rice, matting, curios, matches and sacks for its grain. The West is willing to pay for them with its flour and lumber. So the ship piles back and forth to the Oriental ports and every time it goes in its spacious hold are carried products into which has gone the labor of countless men. Farmers have tilled the soil, harvesters and reapers have worked over the grain, trimmen have switched it after ear, millers have worked it into flour, and now as the sacks of flour go sliding down a chute into the hold, the consumer is one step nearer. So with the lumber. Trees have been felled. The grunts of oxen or the donkey engine have been heard as the logs were snaked to the saw mill. Saws have eaten up the logs and out have come clean, straight, powerful timbers. Into the hold these, too, are swung to go to the East, where big timbers are wanted for railroad bridges, construction work of all kinds, or to be resawn into smaller pieces of lumber by the primitive methods of the Chinese.

As soon as one hatch has been cleared to the bottom, in goes the Western cargo. The flour slides down easily. Crews of men wheel truckloads of sacks of flour to the level of the ship's edge. There men drop the sacks to slide down the chutes to the hold. Below, as the sacks flow down in a steady stream, dozens of longshoremen are hard at work in the flour dust.

"Come on now, m' rambling terriers," yells the foreman. "There's a sack for each of yee. And one for each of yee for a sack." At his words the men leap back and forth faster, and the sacks are swung over brawny shoulders lightly and quickly. The men who stand on the main deck a few steps and toss the sacks quickly into their places. Above on the wharf the truckloads rush quicker and quicker. The men who stand on the verge of clearing away the sacks that are pouring down upon them, but just as they are preparing for a breathing space, the trucks rush and rush up its load is dumped, and down the chute goes a new stream of the floury cargo.

The Indrapura took on ten after ten of flour at the Alameda dock, then shifted over to the Portland Flouring Mills, where over 2500 tons were taken on, and later at the Alameda dock sacks of the Eastern Oregon and Washington product flowed into the hold. When the ship leaves she will carry in all over 5000 tons of flour. Along side of the ship at the Alameda dock, it was a busy scene. A steady stream of big timbers, which added 2,000,000 feet to the cargo. The sturdy steam winches, which were used to move the heavy rope and this was attached to the chain cable of the steam winch. A whistle sent a puffing and wheezing, and up rose the heavy "big" derrick, and as soon as the stick cleared the edge of the ship, the derrick swung over and then down it went into the hold, there to be tackled and guided into position by the men who were stowing the cargo.

The crew of the Indrapura is made up of 22 Chinese and coolies. The Chinese wear the traditional Chinese costume, while the coolies are distinguished by short, checkered skirts and swarthy complexion. They work for \$5 or \$6 a month, and there are enough of them on board to keep the officers busy finding something for them to do. Over there is a native boatman, Chinese, who is a signal for action in the forecastle. The ship's officers give their orders to him, and by him they are repeated into a lengthy string of Chinese. The vessel is as quick and span as a new ship, with brasswork shining, decks well swabbed and the painted parts of the ship fresh and new.

There is no love lost between the longshoremen and the native crew. Friday a new piano arrived at the Alameda dock to be loaded on board. To roll the piano down the narrow gang plank was no light task. The native boatman piped up enough men to handle a dozen pianos. These swarmed around it, setting up a babble in Chinese. Ropes were attached to the piano, and it was lowered down the incline to the deck of the ship very neatly, although the boatman kept up a stream of sharp orders in response to the brief commands of the chief officer, and the crew chattered like a band of monkeys.

"Huh," said an observant longshoreman, standing near by, "there's enough Chinks there to eat that piano up. A half a dozen white men could lower that piano down there before those monkeys could say 'Jack Robinson'."

FEDERAL FISH HATCHERIES

Good Work Being Done in Oregon by the Government.

Few persons are aware of the extent of the work of the United States Fish Commission in Oregon and other states. The results of this work are becoming more apparent every year in the number of salmon and other food and game fishes that are raised and liberated. The fishery work of the Government is carried on at about 40 stations or hatcheries. The principal Western stations are: Leadville, Colo.; Bogman, Mont.; Baird, Battle Creek and Fort Garry, Cal.; Clackamas and Rogue River, Or.; Little White Salmon, Wash.

The principal hatcheries and egg-collecting stations in Oregon are those on the Clackamas and Rogue Rivers. The first named is located near the Clackamas, about one mile east of Clackamas.

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PURPOSE OF THREE ORDINANCES PASSED BY THE COUNCIL.

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The activity on every side in the matter of laying new sidewalks and crosswalks or repairing old ones is largely due to the passage by the Common Council recently of three ordinances prepared and introduced by Councilman Mulkey, of the Fifth Ward. The purpose of all of them is to provide for the health and cleanliness of the city. As these ordinances are likely to govern the matter of building and repairing sidewalks for some

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Another of the ordinances provides that the streets within the specified district no wooden sidewalks or crosswalks shall be repaired, reconstructed or altered, to an extent greater than one-third of the original cost, and after a sidewalk or crosswalk has been repaired so that the cost of repair equals one-third the original cost, no further or other repair or repairs shall be made. This is to give all property-owners an opportunity to have proper sidewalks constructed within the district by July 1, 1904.

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is not made within five days the owner, agent or other person neglecting to make the same shall be guilty of a misdemeanor, and shall be punished by a fine of not over \$500 or imprisonment for not more than 30 days.

If the three ordinances are enforced, the sidewalks and crosswalks of the city will be in good condition before long.

REFRESHING RAIN FELL.

A gentle rain fell last evening, beginning about 8 o'clock, that was as refreshing as a cool sip of dew to the parched earth, only more so, for there was more of it. Down it came, the Oregon rain that gladdens the heart of the true Oregonian, and it was welcomed on every hand as the most delightful rain that falls in the four seasons, the rain that drives away the smoke from the horizon, restores the views of the mountains and

Castle Rock was scaled a second time yesterday.

O. R. & N. Flag, Unfurled by George Maxwell and Ted Wood, First Planted-Regulator Next.

The first flag planted on the summit of Castle Rock was the O. R. & N. emblem, raised yesterday by George Maxwell and Ted Wood, after a hazardous climb. Mr. Maxwell and Mr. Wood left Portland Saturday evening with the flag and ropes and drilling machinery. They made the ascent in the morning, starting at 8 and finishing the climb at 10:30. When they reached the summit they were given a great ovation by the people who were watching from below. The climb was made the occasion of a picnic by people from all parts of the surrounding country. Farmers from all over the country side drove there with their families in wagons, and excursionists in automobiles. The object of the party had been accomplished. The majestic pillar will no more loom up on the horizon the mark of an achievement left undone by man.

After the arrival of the Regulator, the original exploring party who reached the summit for the first time, Captain Frank J. Smith, George Purser, and Charles Church—climbed the rock and raised the flag of the Regulator line. Ropes were placed over the dangerous places, firmly fastened by bolts drilled into the rock, so that the difficult climb of the succeeding climbs will be greatly lessened. Six people in all got to the top yesterday after Maxwell and Wood had made their climb. Captain Smith, Purser and Church led the party up, in which was also George C. Ritchie, of Portland.

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FROM ONE OF THE GROUND.

Conditions as They Are in the Philippine Islands.

MANILA, July 20.—(Special correspondence.)—Senator Bacon's party of Congressmen is expected to arrive in Manila during the month of August. Senator Bacon, of Nebraska, and Congressman Kahn, of California, are here now. I understand that Senator Bacon's party are of both or a political party. The Senator and Congressman recently arrived are both Republicans.

Were all Congressional delegates visiting the Philippines expansionists, the political and commercial outlook would be all that the most sanguine could desire. Were our visitors all anti-expansionists, the prospects would be as black as the most pessimistic could depict. As reported by a mixed delegation, representations will be as varied, diverse and conflicting as heretofore, leaving the American people in doubt as to what to do with the Philippines, and in the dark as to actual existing conditions in the islands.

It is nearly two years and a half since the Tagalog outbreak in Manila. Judge Taft was inaugurated the first Civil Governor of all that part of the archipelago not in insurrection. At the present time there are two governments in the archipelago, civil and military, in fact, until the municipal code goes into operation, the City of Manila is under military rule.

In some provinces schools have been established, civil government prevails and courts are in operation. In others the insurrection still exists while other sections are inhabited by savage tribes, such as the headmen of Central Luzon.

Real Progress.

What real progress has been made time alone will disclose. At present it is impossible to predict the future of this people, and what will be the final result of American occupation. It is probable that the American people will be disappointed in the meantime, even though the final result be successful. To suppress the bands of robbers may be a work of years. I understand that the Philippine Islands have been infested by these bands from the earliest days. These same bands may continue to prey on the people as long after the last insurrection leader has laid down his arms. The land has been harried with several years of war, from which it will necessarily take considerable time to recover.

Constant Source of Danger.

One constant source of danger is war with the Moros. Should such conflict occur it would be in all probability a most desperate one, which might end in the extermination of a race, but it would have a tendency to shake the fidelity of the native races, who as yet have but little love for us. In all ways a Moro war is to be avoided as one which could be of no benefit to the United States, liable to bring dishonor on the American and death to the Moro.

The danger of a Moro war is the more to be apprehended from an interference with their peculiar institutions of slavery and polygamy, the names of which are so obnoxious to the people at home as to invite efforts for their abolition.

To attempt any arbitrary interference with either polygamy or slavery as it exists in the Sulu or Mindanao at the present time, or for some time to come, would be exceedingly impolitic and liable to lead to all the calamities of a Mohammedan war, which it is to be most devoutly hoped will never occur in the Philippine or Sulu Archipelago.

Governor Taft has a great opportunity to be regarded in history as the Wash-

ington of the Philippines. I predict he will prove equal to the occasion; that a century hence the Filipino will look to that man of great heart and brain as our age and generation look back to the Father of his Country. W. F. NORRIS.

NORTHWEST PRODUCTS.

Carnival Next Month Will Show Them All.

The exhibit of grains and grasses that will be made at the Fall Carnival will be the best that can be collected. Simple sheaves are coming in from all parts of the Northwest, and at this particular period are in perfect condition. The finest samples recently received came from Mount Angel, and some of the heads of wheat look as long as ears of corn and as close together as it is possible for them to grow. All the railroads are interested in making a fine grain and grass exhibit. The O. R. & N. Co. and the Southern Pacific are leading in the work. They realize that such an exhibit is of vast benefit in showing what the soil of the Northwest can do.

The grain that is now coming in from the field is being arranged in attractive bunches, and will be ready to put on exhibition in the grain palace as soon as the Exposition building has been completed and rearranged. (Copyright R. C. Johnston is showing his usual energy in the interest of the exhibit, and that means that success is assured, and that all the new varieties tried at the O. R. & N. Co.'s experimental farm will be exhibited. Not only will grains and grasses be shown in the profoundest and most scientific manner, but the exhibit will also make a good exhibit.

Manufacturing, working exhibits, mining, fisheries and everything interesting and attractive will be there, and will stay a whole month. The fishing will be on new lines, and will be more complete than ever before. The lovely chinook salmon will be shown in all stages of growth, and the large glass tanks will be filled with live fish.

Crowds Are Counting.

Reports of increased interest all over the Northwest reach the Carnival Committee, and its members are encouraged to believe that their labors for the public good are not to be vain. People who attend the carnival will find themselves in the midst of a grand and successful success, such as they hardly expected. Such an array of attractions is seldom seen, and the long list already secured will be increased by the addition of new exhibits.

General Summers, the president, and Secretary Mann, and all the committee-men, are working might and main to make the carnival a success, and to have its many thousands of people in working order on opening night, September 18.

Such a gaily-illuminated scene is not often witnessed, with its thousands of electric lights shedding beams of brightness over all. And the entertaining will be continuous, with no waits or intermissions. Some attractions will be on the boards all the time, and the music will be grand, and the horse-show and military tournament and athletic events will be more numerous than at any other carnival. The carnival will be the greatest event ever held on the Pacific Coast. The midway includes the interesting Streets of Cuzco; instructive training animals; Wild Street of All Nations; original Mexican Theater; popular German Village; absorbing Oriental Theater; Mystifying Illusion "Lumet"; Daring Girls, genuine Tarzan and Arab, winning derbies, trained animals, etc., etc.

All rail and steamboat lines are going to bring people at one and one-half fares for the round trip, and excursion tickets will be good for seven days.

Everybody Missed Him.

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From the Bowersville Clarion—"No visitor to our little city has been more deeply missed than Mr. the Grafter, who left suddenly last Tuesday. The proprietor of the Bowersville Hotel misses him most of all, but the tailor and the shoe dealer, also, miss him. He was a very interesting man. It is not that we miss Grafter so much, but that we miss our money more, as Shakespeare would have put it."

What a luxury Pears' soap is!

It is the cheapest and best toilet soap in all the world.

All sorts of people use it, all sorts of stores sell it, especially druggists.

WINE OF CARDUI

Regulates the menstrual flow, cures leucorrhoea, falling of the womb and all the other ailments peculiar to women. Buy a \$1 bottle from your druggist to-day.

ALL HANDS BUSY UNLOADING A TRANSPACIFIC LINER.

Station, on the Southern Pacific, and the last named on Rogue River, about 35 miles from Medford. Eggs are also collected on Elk Creek, about 30 miles above the Rogue River hatchery, and on the Siletz, about 30 miles south of the Siletz Indian reservation. The work at these stations is under the direction of E. N. Carter, the Government superintendent. Statistics are evidence of the excellent work done at these hatcheries last year. At the Clackamas station the number of eggs hatched was:

Salmon.....5,000,000
Lake white fish.....1,000,000
Lake trout.....200,000
Grayling.....100,000
Eastern brook trout.....200,000
Rainbow trout.....40,000
Total.....6,440,000

MAIL PRIVILEGE ABUSED.

Modification of the Regulations to Be Effective in October.

The 1-cent per pound postage on sec-

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WINE OF CARDUI

Regulates the menstrual flow, cures leucorrhoea, falling of the womb and all the other ailments peculiar to women. Buy a \$1 bottle from your druggist to-day.

ALL HANDS BUSY UNLOADING A TRANSPACIFIC LINER.

Station, on the Southern Pacific, and the last named on Rogue River, about 35 miles from Medford. Eggs are also collected on Elk Creek, about 30 miles above the Rogue River hatchery, and on the Siletz, about 30 miles south of the Siletz Indian reservation. The work at these stations is under the direction of E. N. Carter, the Government superintendent. Statistics are evidence of the excellent work done at these hatcheries last year. At the Clackamas station the number of eggs hatched was:

Salmon.....5,000,000
Lake white fish.....1,000,000
Lake trout.....200,000
Grayling.....100,000
Eastern brook