HUGE FREIGHT STEAMER

BRITISH CARGO CARRIER OCEANO NOW LOADING LUMBER.

Will Take a Record Shipment to Asiatic Ports-Uneventful Passage From Muroran.

The big British cargo carrier Oceano got in from Astoria Monday night after an uneventful passage of 15 days from Muro. She came over in water ballast, ut passengers, and so had nothing to discharge. Five gangs of stevedores are now tucking lumber into her at the rate of 275,000 feet per day, as she lies warped up to the dock of the North Pacific Lum-

The Oceano is an immense cargo-box, nearly as long as two city blocks, and as big as a church, with the bare, rusty look of the typical freighter. A huddle of cabins in the middle, two stumpy clumps of derrick masts, and an immense yellow funnel break the long lines of her leck. She is a new vessel, only 15 months old, now on her sixth voyage, and Captain Shutton is a modest young fellow of 28 or 29. The crew, 33 of them, are all Euroisual on an Oriental steamer. The last outward trip was from Philadelphia to Kobe with oil, and from there to Muro-ran for bunker coal. The voyage to the Columbia River was monotonous, ocean being veiled day and night with fog. Captain Shutton compares this uneasy steaming to riding a blcycle blindfolded. On her return the Oceano will take out the largest cargo of lumber that ever left Portland. It will foot up to about 2,800,000 feet, and will consist of railroad ties, piling and miscellaneous lumber of common dimensions, consigned to Tsin Tau and other Chinese ports.

The striking thing about a ship of this class is her unrivaled economy. With three boilers and an indicated horsepower of only 1800, the Oceano hustles her 9000 tons of hull and cargo along at a steady 36-knut galt. Her daily consumption of coal is but 30 tons, about one-eighteenth of that on a big Atlantic liner.

WORLD'S MERCHANT TONNAGE. The United States Is Now the Third Marine Power.

New York Journal of Commerce, actualve of vessels of less than 100 tons net register, the world's merchant tonnage at the beginning of the current calendar year is computed at 30,600,510 tona, of which Great Britain and her colonies con trolled 14,768,206 tons, or nearly one-half. Despite the losses from various causes, there has been a net increase of about 4,000,000 tons in the world's merchant ton-nage in the past three years. The in-crease for 1900 was about 1,600,000 tons. The proportions of sall and steam in the grand total are as follows:

Vessel, Tons, .12,563 6,591,627 .16,528 24,008,883 .29,001 30,600,510 In the past three years there has been a net decrease of 758 sail vessels of 458,-231 tons, and a net increase of 1827 steamers of 4,497,591 tons. Sail vessels will probably never entirely disappear, but the maximum number was reached years

ago.

The distribution of the world's merchant tonnage among the principal countries at the beginning of this year, as compared with three years before, brings out the net increase to the credit of each during

	1898.	1900. I	norease
United K	12.587,904	18,656,161	1,068,25
Germany	2,112,981	2,905,782	791,80
United States	1,448,677	3,077,344	628,66
Norway		1,627,220	*15,99
France	1,179,515	1,406,883	227,36
Italy		1,117,638	262,06
Bussia	594,434	789,353	194,81
Spain	621,143	786,355	165,21
Sweden		676,210	323,43
Japan	472,053	644,664	172,61
Holland	444,450		3,311,65
Denmark			85,23
Austria-Hun *Decrease.	349,814	486,802	136,98
The state of the s	The second second second	45 00 00 00 00	

having scored I per cent of the net increase for the past three years, and Ger many ought to be more than satisfied with her marked gain. The total for the United States, it should be explained, includes 865,490 tons on the Lakes, after deducting which the country is still third in rank in the ocean-carrying trade. The bounty system of France, Italy and Japan have given much stimulus to shipbuilding in those countries in the last three years. Little Norway reports a net loss of about 16,000 tons in the same interval.

OCEAN FREIGHTS VERY LIGHT. New York Vessels Ask Lower Rates

and Get But Little Business. New York Journal of Commerce, NEW YORK, Aug. 37.—Stagnation in the shipping business at New York, and even more so at the outports, is the existing condition. Shipping is demoralized, and shipowners find themselves unable to obtain business at any rate, The dearth of merchandise is not confined to any one department. It is general, in cluding manufactured products as well as grain and provisions

This condition of stagnation applies to the shipping business of the outports even more than to New York, as practically all the freight business out of this port is carried in the regular line packets, in-cluding the enormous freight steamers of the White Star, Hamburg-American, North German Lloyd and Atlantic Transport steamship lines, as well as the smaller freight carried on the other lines. With these lines, the absence of demand for freight room is indicated merely by the low rates at which they offer to take cargo. It does not, however, interfere with their regular sailing dates, for, if they have not sufficient cargo, they mer ly utilize their water ballast compart-ments and sail "light." It is a fact that large steamers with 12,000 tons' carrying capacity and upward have left this port carrying less than 300 tons of cargo all

IN THE MUD HARD AND FAST. Big Log Raft May Have to Be Torn

to Pices. ASTORIA, Aug. 27.-The Robertson log raft is still stuck in the mud at the en-trance to the Westport slough, and the real danger of its position was not realized until last evening. The combined efforts of the tugs and dredge to pull the raft over the ridge into the river channel have succeeded only in imbed-ding it more deeply in the mud. Last night an attempt was made to pull it back into the slough, so that a channel could be dredged through the bar, but nothing was accomplished. A diver has been engaged to ascertain if the raft can be moved without being torn to pieces, as in its present position it is a serious mennee to navigation.

To Load Lumber for San Francisco. The barkentine Arago, which arrived in yesterday from Honolulu, will load lum-ber at Knappton for San Francisco.

River Trips to Newberg.

Ida, when 15 miles southwest of Point sighted a topmast schooner. There was no sign of life in the vicinity and it was too rough for the Mary and Ida to investigate the grounding of the unknown schooner. At the Merchants' Exchange the stranded vessel is thought to have been the Arago.

Indrapura Goes Out Again The mammoth Asiatic liner Indrapura salls early this morning for Hong Kong and other Oriental ports. She takes out an unusually huge cargo, principally consisting of 4500 tons of flour and some 500,-999 feet of lumber. Various quantities of cotton and canned goods are also in the holds, and the last crannies will be filled with some odds and ends picked up at Astoria. Portland's export trade to the Orient increases steadily as Oregon's products become known there, and the Knight Companion, the next and a smaller member of this fleet, will be given all the stuff she can take care of.

Stranding of the James Sennett. SAN FRANCISCO, Aug. 27.—Advices from Dutch Harbor give particulars of the stranding of the big schooner James Sennett some weeks ago at a point 75 miles north of that place. The schooner was at anchor off the Coast and one morning the crew awoke to find the vessel on the beach, having drifted there in the night during a thick fog. The Sennett was not thought to be damaged. The gunboat Concord was dispatched from Dutch Harbor to haul the Sennett into

Another Wheat Charter. Report was out early yesterday of another fixture for Portland wheat loading. This last vessel is the Matterhorn, a British iron bark of 1839 tons, which left Valparaiso for Puget Sound on July 12, The charter rate is not positively known, but as her owners refused a recent offer of \$1s \$3d, it is supposed to be \$2s or \$2s \$6d. All of which goes to show that freight-carriers have the long end of the rope and a moderately downhill pull these

Will Build New Schooner. E. Heuckendorff will soon lay the keel for a new vessel in the yard of the Pa-cific Shipbuilding Company at Marshfield. She will be a three-masted schooner of the following dimensions: Keel, 152 feet; beam, 25 feet; depth of hold, 13 feet.

Marine Notes. Local steamboat travel on the Upper Columbia has taken a considerable boom since the late thunder showers laid the dust and quenched the forest fires along

the banks. The British bark Dumbritton, an iron four-master of 1471 tons, got in at Astoria yesterday form Tocopilla, a nitrate port in the northern part of Chile, whence she sailed June 8. The Dumbritton is the first of the nitrate fleet to get in, but the Lonsdale and Falls of Halladab may be expected now at any time. The Astoria, a British bark of 1429 tons,

Thorkisen master, which sailed from here for Cork on April 17, is reported as having, passed Browhead England, 132 days out from the Columbia River. She is bound for Cork, and carries 59,343 centtals of wheat, valued at \$51,000, the prop erty of the Portland Flouring Mills.

As this is the season of year when the Columbia is at its shallowest, it is of some interest to know that the Poltalloch and Dumfriesshire were taken down recently without the least trouble, though both drew 21 feet or more. The especially good time of 11½ hours was made with the first-named of these. The Oceano will sink to about 23 feet when a full

Domestic and Foreign Ports. ASTORIA, Aug. 27.—Arrived at 7 A. M. Schooner Anita. Arrived at 1:20 P. M.-British bark Dunbritton, from Tocopilla Condition of the bar at 4 P. M., smooth wind, northwest; weather, cloudy. Browhead, Aug. 27.—Passed—British bark Astoria, 132 days from Columbia

River, for Queenstown, Umpqua-Arrived Aug. 25-Schooner Sa-die, from San Pedro. Seattle-Salled Aug. 25-Brig Courtney, for San Francisco Whatcom-Salled -Sailed Aug. 26-Bark Vidette,

for San Pedro. Honolulu-Sailed Aug. 15-Schooner W J. Patterson, for Puget Sound. Hilo-Arrived Aug. II-Schooner Mildred, from Seattle. Honolulu-Arrived Aug, 18-Ship William

H. Smith, from Tacoma, Sailed Aug, 14-Schooner Expansion, for Puget Sound, Sailed Aug. 16-Schooner O. M. Kellogg, for Puget Sound. Mahukona-Salled Aug. 16-Schooner Ida Schnauer, for Port Townsend. Eureka-Arrived Aug. 26-Steamer Alli-

ance, from Astoria. Lahaina—Arrived Aug, 12—Schooner William Olsen, from Port Ludiow. Hong Kong-Arrived Aug. 23-British steamer Athenian, from Vancouver, Nome-In port Aug. 16-Steamer Sena-

or, steamer Elmore, steamer Arctic. Sentile-Arrived Aug. 26-Steamer Dirito, from Skagway. Muroran—Sailed Aug. 25—British steam-er Glamorganshire, for Portland. Melbourne—Arrived Aug. 25—Barkentine

Encore, from Gray's Harbor.
Port Townsend, Aug. 27.—Sailed—Schooner William Bowden, for Shanghai; schooner Eric, for Mollendo. Seattle, Aug. 27.—Sailed—Steamer Dolphin for Skagway.

Elecle-Sailed Aug. 8-Schooner A. B. Johnson, for Puget Sound. New York, Aug. 27.—Sailed-Kaiser Wilhelm der Grosse, for Bremen; Cymric, for Liverpool. Liverpool, Aug. 27.—Arrived—Buenos Ayrean, from Montreal. Boulogne, Aug. 27.-Arrived-Potsdam

from New York for Rotterdam, Plymouth, Aug. 27.—Arrived-Pretoria, from New York for Cherbourg and Ham. burg. Shanghal—Salled Aug. from Liverpool, etc., for Seattle.

Coronel-Arrived Aug. 24-Kintuck, from Tacoma for Manila. Aug. 27-Arrived-San Francisco.

Schooner Mary and Ida, from Behring Unalaska—In port Aug. 19—H. B. M. steamer Condor, U. S. S. Concord, U. S. S. Pathfinder.

Port Townsend-Arrived Aug. 26-Ship Norman, from Antwerp. Arrived Aug. 27 Ship Servia, from Honolulu,

Port Gamble, Aug. 27.—Salled—Barken-tine Klickitat, for Honolulu. Honolulu—Salled Aug. 14—Bark St. James, ship Hecia, for Puget Sound, To sall Aug. 22—U. S. S. Solace, for San Hillo-Sailed Aug. 17-Bark Carrollton,

for Tacoma.
Seattle-Sailed Aug. 28-Steamer Excelslor, for Valdes, Arrived—Tug Defiance, Port Pirle, Aug. 27.—Arrived—Ship Prince Arthur, for Port Gamble. Beachyhead—Passed Aug. 25—British steamer Ping Suey, from Seattle for Lon-

New York, Aug. 27 .- Arrived-Scillia, from Naples, Glasgow, Aug. 7.-Arrived-Laurentian,

from New York.

Moville, Aug. 27.-Arrived-Anchoria, from New York for Glasgow.

ASTORIA REGATTA.

The Royal Route to Astoria Is via

The O. R. & N. steamer Elmore, beginning tomorrow, will make daily round trips on the Willamette River between Portland and Mission Landing, near Newberg. The steamer will leave the Ashstreet dock at 7:30 in the morning, late enough to be reached by street-cars from all parts of the city.

Sighted a Schooner Ashore.

SAN FRANCISCO, Aug 27.—The schooner Mary and Ida arrived today from Alaska with a cargo of \$5,000 codfish. The captain reports that on July 12 he spoke the schooner Arago, with a catch of 29,000 codfish, and on July 13 the barkentine City of Papeete, with a catch of 75,000. On July 25 the Mary and catch of 75,000. On July 25 the catch catc the 0. R. & N.

EXPORTS ARE INCREASING AS FAST AS THE IMPORTS.

Most Noticeable in Pig Iron Coming In and Iron and Steel Manufactures Going Out.

WASHINGTON, Aug. 27.-The activity of German manufacturers and exporters is illustrated by some figures regarding the imports of pig iron into Germany and the exports of iron and steel man-ufactures, which have just reached the Treasury Bureau of Statistics. show that the importations of pig iron increased from 462,000 tons in 1897 to 930,000 in 1900, and those of rough iron ware from 43,000 tons in 1897 to 73,000 tons in 1990; while the exports of iron and ironware increased during the same period from \$82,000,000 value to \$118,000,000; machines, from \$30,000,000 to \$45,000,000; rolling stock and ships (not wood), from \$3,000,000 to \$9,000,000, making the total increase in these three items of iron and ironware, machines and rolling stock and ships, from \$114,000,000 to \$172,000,000 in a period of three years. Exportations of machines, chiefly cast iron, increased from 118,100 tons in 1897 to 167,000 tons in 1900; those of wrought iron, from 22,000 to 38,500 tons; boiler, from 4400 to 5400 tons; carding machines and their clothing, from 270 to 500 tons; while locomo-tives and locomobiles fell from 13,200 to 12,300 tons. On the other hand, imports have also grown; those of fron and fronware increased from \$17,000,000 in 1897 to \$30,0000,000 in 1900; machines, from \$10,-000,000 to \$19,000,000; machines, chiefly of cast iron, increased from 51,500 tons to 69,400 tons; those of wrought iron, from 6600 tons to 15,300 tons, and those of wood, from 3800 to 4500 tons, while locomotives and locomobiles increased from 3040 to 4300 tons, and sewing machines from 3030 to 4200 tons.

The importation of pig iron was chiefly from the United Kingdom, being in 1889 670,000 tons from the United Kingdom and 30,900 from the United States. The growth from 1897 to 1899 was chiefly that imported from the United Kingdom, the increase from that country being 140,000 tons, while that from the United States was only a little more

The great increase of importations of tin-plates in 1899 has receded, and the exportation is much larger than in foror years. The imports amounted to 11,600 tons in 1897, to 10,900 tons in 1898, to 23,800 tons in 1899 and to 18,200 tons in 1900. The imports of malleable iron (fron or steel) rolled or cast) in bars, tyres, plowshares, etc., increased from 29,500 tons in 1897 to 37,800 tons in 1900. The exports of these articles have decreased from 247,000 tons in 1897 to 173,000 tons in 1900. In the years 1897 and 1900 rough iron figured for imports at 4800 and 7400 tons, and for exports at 107,000 and 94,000 tons, respectively. In the very rough fronware the imports have dropped, rough cast-iron goods from 25,600 tons in 1899 to 21,600 tons in 1900, and tubes and pipes rolled and forged), from 22,300 to 20,300 tons. Exports, however, increased; bridges and parts thereof, from 6300 to 9000 tons; rough wrought-iron parts of machines, from 1900 to 2970 tons; railway wagon axles and wheels, etc., from 41,000 to 47,000 tons, and tubes and pipes (rolled and forged), from 32,000 to 40,000 tons. In fine cast-iron and wrought-iron goods the exportation rose from 23,600 to 30,300 tons, especially in sewing machines with-out stands and in needles and in parts

tying up to Cape Horn for a period of five years, as the steamer people wanted the sugar people here to do. Under present arrangements there are 50,000 tons of sugar to be shipped around the Horn each season for some time vet, and this season the steamers did the bulk of the

While the service has given general satisfaction, there are one or two firms who, being interested in shipping, can do their own carrying and will probably do it. As a matter of a saving, sugar can be carried around the Horn in sailing vessels at \$2 per ton less than the steam-ers can do it. Then, too, the saving in time by steamer going to New York has was expected that the trip to New York from Hilo would be made in at least 65 days. Two vessels have made the run, and the first one, the Californian, took 77 days, and the American, 102 days. The latter vessel was unfortu-nate, however, and had to put into port two times for coal. From this port to New York sailing vessels usually make fast trips and the saving in carrying is

From the present indications it is very probable that this coming season will see the ships George Curtis, Arthur Sewall, Foohing Suey, Helen Brewer, Ha-wallan Isles, Tillie Starbuck, Nuuanu and other vessels of the San Francisco-New York ficet in the sugar carrying business around the Horn.

Oregon Notes.

Richard Downey has been appointed Marshal of Vale, vice Robert Draper, resigned. Construction of the Lakeview-Silver

Lake telephone line will be begun about September 1. An anti-saloon league with 37 members has been organized at Klamath Falls by

Rev. J. F. Tout. A branch of the Sons of St. George has been organized by the British-American citizens of Marshfield.

W. S. Walker's threshing crew run five days on Spring grain and averaged 2500 bushels, says the Albany Democrat. The largest run in one day was 3100 bushels. That is something big, and Mr. Walker would like to hear of the thresher that

Verne Hopkins attempted to break jall at Lakeview last week. He removed three slats from the jall floor with an iron bar, making an aperture through which he could pass to the ground beneath the building. Once underneath he proceeded to dig a trench to the south end of the building, and when the hour came for his escape he would have nothing to do but remove a board from be-neath the sills. The aperture in the floor was covered by a blanket from the bed, and the officer, noticing this, thought it strange. Lifting the blanket from the floor, the means of the prisoner's escape was discovered, and a jailbreak averted.

Washington Notes. The Labor day celebration at Everett will be one of the greatest n the history

Everett may send a man to the Pan-

American Exposition to advertise the reources of that section. October 14 will be the date of the official

dedication of the new city park set aside for the use of Walla Walla citizens. The Everett Longshoremen's Union still refuses to unload vessels from San Fran-

cisco which employ nonunion crews to put on their cargoes. All present indications point to the month of August being the greatest in the history of the Seattle free employment

office, says the Times. The molders who have been on a strike at the Everett Iron Works returned work Monday morning. The men walked out several weeks ago because their employers were using patterns made by nonumon men at the Sumner Iron Works. The State Board of Equalization has agreed that it will adopt the following cal-

endar at its first meeting on Septem September 6. Chehalis, Pacific, Lewis, Cowlitz, Clark and Wahkiakum; September 7. Pierce. Thurston and Mason: September 9, the railroads; September 10, King, Kitsap, Jefferson and Clallam; September 11, Snohomish, Skagit, Whatcom and San Juan; September 12, Franklin, Adams, Asotin, Garfield, Kittitas, Walla Walla, Klickitat, Skamania and Columbia; September 13, Spokane and Stevens; September 14, Douglas, Ferry, Chelan, Okanogan, Lincoln, Whitman and Yak-

COMPLAINT IS UNJUST.

Clothing Allowance of Soldiers Is Sufficient.

WASHINGTON, Aug. 23.-Anonymous communications have recently been re-ceived at the War Department complain-ing that the cidthing allowances of the enlisted men of the Army is insufficient, and that the different climates in which the Army is serving make a heavy draft on the clothing equipment furnished sol-diers. It is stated by department officials that such a complaint is wholly unjust. It is shown that there is an extra clothing allowance for soldiers serving in Alaska, while troops in the Philippines save the cost of an overcoat and other apparel which are too heavy for that climate. The extra allowance for troops in Alaska has been \$29.31. On this ac-count it is contended that there is no occasion for the soldiers to complain in regard to the clothing allowance which is ample for all needs, and which takes into consideration the climatic conditions that the soldier may be subjected to, even in the rare event of a soldier serving in the tropics and in Alaska during the same year. A new general order for clothing, issued by the War Department, provides for a slightly increased amount. This is rendered necessary by an increase in the cost of materials entering into the composition of the soldiers' uniforms.

AT THE HOTELS.

THE PORTLAND.

THE PORTLAND.

W S Coleman, Berkeley, Cal
T J Falsley & fam,
Dubuque
M L P Greenbaum, wf,
md & 2 chn, Boise
A P Goss, Sumpter
Syd Weinshenk, S F
Mrs E P Ferry, do
R Knighton, do
F W Pettygrove, do
Miss Olita Pettygrove, do
Miss Olita Pettygrove, do
Miss Olita Pettygrove, do
M Mrs J Ol WoodF W Pettygrove, do
M Mrs J G WoodF W Pettygrove, do
M Mrs J G WoodF W Pettygrove, do
M Mrs J G WoodM S F
G F Wentworth, Taco
E M O'Brien, Chicago
Lewis Hall, Welser
J H M Parks, Chgo
Lewis Hall, Welser
M S Chas Kohn, city
M Mrs W B Borah, Spokan,
M C F McCollum & wf,
Empire City
M Mrs W E Borah, Bolse
C H Callendar, Knappton

THE PERKINS

tons, especially in sewing machines without stands and in needles and in parts of clocks and watches. The exportations of machines have steadily risen, in spite of increased competition in the world's markets, namely, from 167,000 tons in 1897 to 225,000 tons in 1800. The importation in the latter year was nearly 100,000 tons, valued at about \$13,000,000; it was \$117,000,000 for 70,000 tons four years ago.

SUGAR-CARRYING TRADE.

Sailing Vessels Cheaper and Nearly as Fast as Steam.

Honolulu Bulletin.

The sugar factories of Honolulu are at present discussing the renewal of their contracts for the transportation of sugar around the Horn by the steamers of the American-Hawalian line. Contracts are about expired for the present season and from what can be gathered it looks as if there would be a little competition in the around-the-Horn carrying trade next season.

A gentleman thoroughly in touch with all the sugar interests of the islands said in a talk with a Bulletin reporter this morning that as far as he was concerned he did not see the advantage of tying up to Cape Horn for a period of five years, as the steamer people wanted THE PERKINS.

Miss Kathrine Akin,
Eufala
M J Ready, Spokane
H S Lyttle, Heppner
C E Fink, Enterprise
Miss Bertha Orr, Bolse
Fred Wilson, Rainler
A J Hawkins, Idaho
W R Ellis, Pendeton
Mrs W R Ellis, do
G W Wordsen, do
Mrs G W Wordsen, do
Mrs G W Wordsen, do
C R Diliey, Maygers
L M Fowler, Cal
Ben Harris, Min Home
Geo O Sampson, Idaho
Mrs Geo W Irving, do
Mrs Geo W Irving, do
Mrs Hinkey, Nampa

THE IMPERIAL.

Miss Anna Gunice, do
Mrs Lette Suffice, Pendeton
Mass Wordsen, do
F B Chase, do
F B Chase, do
F B Chase, storia
Thos H Brents, W W
A Keller, The Dalles
C B C Barcs, St Paul
Wm J Volmar, Vancou
E C Barcs, St Paul
Mrs Geo W Irving, do
N A Miller, Athena

THE IMPERIAL. C. W. Knowles, Manager. Roscoe Susmann, Bos-J N Wisner, Jr. U S Tish Com G W Bassett, Washgin Leopold H Schmidt,

Miss Melville, La Gr
L A Young, Castle Rk A Moyer, Weiser
C A Reuben, Albany
C Turner, Dalles
N G Fairchiles, Fairdale
Milne Fairchiles, do
James Lynch, Gresam
R Sundberge & wf.
Butteville
Jno Hall, do
S Stocker & fam, Or C
H Lauphear, Seaside
Julia Lauphear, do
E H Baldwin, Astoria
C P Syverson, Quincy A Moore & son, Moialla
Frank Kennedy, Seattl
Ed Reynolde, Holbrk
Joa Dies, S F
W L Houston, Junction City
J M Masters, Glasgow
Frank Kennedy, Seattl
Ed Reynolde, Holbrk
Jos Dies, S F
W L Houston, Junction City
J M Masters, Glasgow
Frank Recve, do
N N Crisell, do
M'N S Minsor, Gold Bh
Harry Reeve, do
M N Crisell, do
M'N S Minsor, Gold Bh
Mry Swees, Cal
C A Ward, city
N Somby, city
D Savage, Williamina
Bud George, Tillamook H E Strack, Ohio
E Ellerson, do
B F Flint, Scholls
H Eccles & Wf, Canby THE ST. CHARLES. ud George, Tiliamook H E Strack, Ohlo E Ellerson, do C A Carlson, La Center B Flint, Scholls H Eccles & wf, Canby Tullock, do C M Crittenden, La Fayette
M Colson, Caldwell Dan Sullivan, Cow Ck

Hotel Brunswick, beattle. European, first-class. Rates, 50c to \$1 50. One block from depot. Restaurants near-

Tacoma Hotel, Tacome American plan. Rates, \$3 and up. Donnelly Hotel, Tacoma.

WHAT LITTLEFIELD SAID

MAINE CONGRESSMAN'S RECENT SPEECH AT DENVER.

Discontent With the United States Supreme Court Decision in the Celebrated Insular Cases.

Representative Littlefield's recent speech to the American Bar Association at Den-ver was as follows:

This year of our Lord has been one unusual significance to the legal profes-sion. It has been universal and sponunusual significance to the legal profes-sion. It has been universal and spon-janeous homage paid by bench, and bar, and country to "the great Chief Justice." "the greatest Judge in the language." He is conceded to be the greatest authority upon the construction of the Constitu-tion that ever adorned the most august tribunal known to our institutions. All tribunal known to our institutions. All agree that, more than any other man realizing that our "Constitution is formed for ages to come, and is designed to approach immortality as nearly as human proach immortanty as hearly as human institutions can approach," he expounded and developed it, with scientific accuracy upon enduring lines, buttressed by accu-rate reasoning, "establishing those sure and solid principles of government on which our Constitutional system rests," The Supreme Court of the United States suspended its sittings in order that through its distinguished chief it might witness "to the immortality of the fame of this sweet and virtuous soul, whose powers were so admirable and the results of their exercise of such transcendant im-portance." It is certainly an interesting and significant fact, that at the same term and significant fact, that at the same canduring which these ever-memorable exercises occurred, that court rendered a judgment by a disagreeing majority of one, overruling a case which had withstood unimpaired the assaults of time for 80 years; a case decided by the same trib. unal by a unanimous court, whose reaons therefore were luminously stated with his usual accuracy and ability by the incomparable Marshall; a judgment clearly inconsistent with other judgments rendered on the same day, without any opinion of the court upon which to rest, endeavored to be sustained by the opinions of different Justices, in irreconcilable conflict with each other; a judgment involving fundamental Constitutional questions of more vital and transcendant importince than any hitherto determined. The insular cases, in the manner in

which the results were reached, the inongruity of the results, and the variety of inconsistent views expressed by the different members of the court are, I believe, without parallel in our judicial history. It is unfortunate that the cases could not have been determined with such a preponderance of consistent opin-ion as to have satisfied the profession and the country that the conclusions were likely to be adhered to by the court. Until some reasonable consistency and unanimity of opinion is reached by the court upon these questions, we can hardly ex-pect their conclusions to be final and beyond revision. A statement of the cases is essential to show what was actually lecided. The cases were: DeLima va. Bidwell; Downes vs. Bidwell; Huus vs. New York & Porto Rico Steamship Company; Goetze vs. United States; Crossman vs. same, and Armstrong vs. same.

In DeLima vs. Bidwell the question whether after the cession of Porto Rico to the United States, by the treaty of Paris, it remained a foreign country within the meaning of the tariff law, the action being brought to recover duties collected prior to the passage of the Foraker act, under the Dingley act, which provided that "there shall be levied and collected and paid upon all articles imported from foreign countries," etc., certain duties therein specified. The court held "that at the time these duties were levied Porto Rico was not a foreign country within the meaning of the tariff laws, but a ter-ritory of the United States; that the duties were illegally exacted and that the plaintiffs are entitled to recover them back.' Just how goods "coming into Porto Rico from the United States" can be other than

exports from some state we cannot well see, but with these opinions before us it will not do to say that it will not be so held, and some inconsistent reasoning given therefor. It is difficult to see how refusing to call a duty an export duty, when it is in fact

such, can change its character. The Downes case is the only one that passes upon questions that apply to permanent conditions, or that attempts to furnish a foundation for a permanent Government policy. All that is decided by that case is that as to "merchandise coming into the United States from Porto Rico" Congress is not restrained by the Constitution in imposing a discriminating tariff against Porto Rico. In other words, as to imports from Porto Rico Congress can constitutionally discriminate. It may be said that the case involves other ab-

solute powers, but that is as far as the case itself goes, The Canter case, which turned upon the power of the Territorial Legislature to reate a court exercising admiralty jurisdiction, is erroneously supposed to establish the fact that the territories are not a part of the United States. The case is misquoted and misconceived. Mr. Justice shall held "that territory ceded by treaty becomes a part of the nation to which it in the treaty of cession, or upon such as its new master shall impose." The context shows that this is a misapprehension, as Mr. Chief Justice Marshall was simply stating a general rule of international law as to which there is no question, and

not the law of that case. He said: The usage of the world is, if a nation be of conquered territory as a mere military occupation, until its fate shall be determined occupation, until its fate shall be determined at the treaty of peace. If it be ceded by the fatal to the development of what Chief treaty, the acquisition is confirmed, and the Justice Marshall called the American Emceded territory become a part of the nation to which it is annexed; either on the terms stipulated in the treaty of cession, or on such as its new master shall impose.

It is submitted that Cross vs. Harrison ruled by the judgment in the Downes case. It is the only "case from the foundation of the Government" where "the rev. enue laws of the United States have been enforced in acquired territory without the action of the President; or the consent of Congress, express or implied." After the ratification of the treaty ceding the Terri. fornis, and the principal question was whether the proceeding was legal. The court sustained it, saying on the precise point in question:

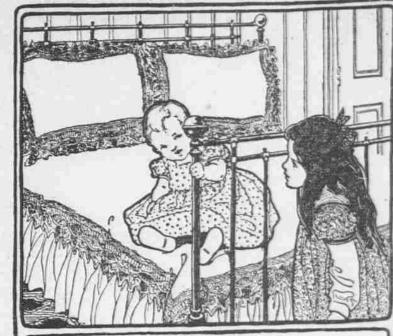
But after the ratification of the treaty. Callfornia became a part of the United States, or a ceded, conquered territory. As to the precise time they are more spe-

nia became a part of the United States. And as there is nothing differently stipulated in the treaty with respect to commerce, it be-came instantly bound and privileged by the laws which Congress had passed to raise a revenue from duties on imports and tonnage. A fortiori, then it was "bound and privileged" by the Constitution, the supreme It was not only contended that Califor-

nia was not "a part of the United States," but that as no collection district had been established the duties were illegally imposed. The court answered these sug-gestions construing the provision of the Constitution now under consideration, say-

The right claimed to land foreign goods within the United States at any place out of a collection district, it allowed, would be a violation of that provision of the Constitution which enjoins that all duties, imposts and excises shall be uniform throughout the

The case turned on this point, and the vastly the superior of the Filipino physi- At all druggists.



HOICE bed sets in Irish point lace, or tamboured, embroidered muslin, should be washed with Ivory Soap to preserve their beauty. If they are of an ecru tint, a little strong coffee should be added to the rinsing water. The vegetable oils of which Ivory Soap is made fit it for many special uses, for which other soaps are unsafe and unsatisfactory.

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as they said:

It having been shown that the ratification of the treaty made California a pert of the United States, and that as soon as it became so the territory became subject to the acts which were in force to regulate foreign commerce with the United States.

The most glaring case of misconception, not to say misrepresentation, is in connection with the Dred Scott case. As to this case, Mr. Justice Brown says: It must be admitted that this case is strong authority in favor of the plainti and if the opinion of the Chief Justice

taken at its full value it is decisive in his favor. The counsel for Dred Scott made this admission in his argument: "I admit that whether the power of Congress to legislate be given expressly or by implication, it is given with the limitation that it shall be exercised in subordination to the Con-stitution, and that if it be exercised in violation of any provisions of the Consti-tution the act would be void." No matter what has happened since the Dred Scott case, a proposition as to which both sides agreed cannot be said to have been im-

Abraham Lincoln in his great debate with Douglas, bitterly, savagely and ven-omously attacked the Supreme Court for its decision in the Dred Scott case. He went so far as to persistently charge the minority with having entered into a conspiracy against liberty. He never criti-cised the proposition that the Constitution controlled Congress in legislating for the

Politically, Constitutional control was first announced by the Liberty Abolition-ist party in 1844, in their platform, in

Resolved. That the general Government has under the Constitution, no power to establish or continue slavery anywhere, and therefore that all treaties and acts of Congress es that all treaties and acts of Congress es-tablishing, continuing, or favoring slavery in the District of Columbia, in the Territory of Florida, or on the high seas, are unconsti-tutional, and all attempts to hold men as property within the limits of exclusive Na-tional jurisdiction ought to be prohibited by law

The Republican party upon a similar great battle for human liberty. A question of supposed Constitutional amendment to the Constitution reads:

Section 1. Neither slavery nor involuntary servitude, except as a punishment for crime, whereof the party shall have been duly con-victed, shall exist within the United States, r any place subject to their jurisdicti With the greatest respect for the cour and without intimating, either directly or indirectly that a Justice was actuated

by any censurable motive. I feel bound

to say it seems to me that they were too profoundly impressed with the supposed insequences of an adverse decision In Mr. Justice McKenna's view it took this great country out of the and shuts it up within itself." Mr. Jus-tice Brown thought: "If such be their status (citizens) the consequences would misquoted and misconceived. Mr. Justice be extremely serious. Indeed, it is doubt-Brown states that Mr. Chief Justice Mar-ful if Congress would ever assent to the annexation of territory upon the condi-tion that its inhabitants, however fortion that its inhabitants, is annexed, either on the terms stipulated eign they may be to our habits, traditions and modes of life, shall become at once citizens of the United States. . . . Such requirements would bring them at

once within our internal revenue system . . and applying it to territories which have no experience of this kind, and where it would prove an intolerable burden. . . . Our internal laws, if applied to that Island, would prove oppressive and rulnous to many people and interests. . A false step at this time might be pire," and "the question at once arises whether large concessions ought not to be made." And Mr. Justice White thought that if incorporated, "It resulted that the millions of people to whom that treaty is inconsistent with and is virtually over- related were without the consent of the American people, as expressed by Con-gress, and without any hope of relief undissolubly made a part of our common

What are the direful consequences that inhere in the application of all of the pro-visions of the Constitution to the terri-tories? I cannot understand how sugar tory of California, and before any act of and tobacco-planters, and raisers of trop-Congress, the duties prescribed by the ical fruits, can see "serious" consequences Congress, the duties prescribed by the scal fruits, can see "serious" consequences general tariff law were collected in Calicompetition to reduce the price of their goods to the consumer, and hence the importance of being able to discriminate against such competitors. Such consequences, however, would not necessarily be very "serious" to the great mass of Inasmuch as voting and representation

are not elements, what other consequences are there that should be guarded against with such zeal? Is it the competition of cheap labor? We have emancipated mil-lions in our own land without disturb-ing labor conditions. There were those who thought that upon emancipation "a torrent of black emigration would set forth from the South to the North"; "one of the first results of its emigration would be a depreciation in the price of labor, The added number of laborers would, of itself, occasion this fall of prices, but the limited wants of the negro, which en-able him to underwork the white laborer, would tend still further to produce this result. The honest white poor of the North would, therefore, be either thrown out of employment entirely by the black, the negro and work at his reduced prices. None of these wors have vexed us. The negro cannot be driven out of the South. He has as yet made no injurious competi-

tive industrial development here, sur-

court felt that it had been demonstrated, cally, and until the Philippines produce a Fred Douglass or a Booker T. Washington he has nothing to fear in an intel-lectual comparison. The temporary inconenlence of internal revenue laws seems to me vastly overestimated. Mere inconvenience can hardly determine a Constitu-

Where is the bugbear? Is citizenably really "extremely serious"? If so, in what particular, and how? The Foruler bill, when first reported from the committee contained a provision making the inhabitants of Porto Rico "citizens of the United States." The committee did not seem to be impressed with the "serious haracter of that act. They said in their report:

visions of this fill, to make them citizens of the United States, not because of any sup-posed constitutional compulsion, but solely because, in the opinion of the committee, having fue regard to the best interests of all our rned, it is deemed wise and safe to make

It was necessary to give these people some definite status. They must be either citizens, aliens or subjects. We have no subjects, and should not make allens of our own. It fol-lows that they should be made citizens, as the MII provides.

If, for any reason, the committee had thought it unwise or unsafe, they might have withheld that quality. Apparently we now have "subjects." As to dangers, the court seems to have become possessed of light which was denied to the committee. The committee studied the practi-cal conditions, and it seems to them 'wise and safe." What has happened to make it so "serious?" Should we not have a specification of the dangers that inher-in giving to "our own" the same civil rights under the Constitution that we pos-

Such are a few of the considerations tending to show that the profession and the country may not feel like unreservedly acquiescing in this decision. The foundstion upon which it rests is too insecure to insure permanence. As the needle always turns to the pole, may we not hope that the greatest court in Christendom will in the end determine the law of the land platform entered and fought and won its in accordance with correct principles? will achieve its splendid destiny, "conquer, ing and to conquer," enlarging its horders, disseminating the blessing of its civilization, and fulfilling the mission of him who "hath made of one blood all nations of men, for to dwell on the face of the

To keep the skin clean is to wash the excretions from it off; the skin takes care of itself inside, if not blocked outside.

To wash it often and clean, without doing any sort of violence to it, requires a most gentle soap, a soap with no free alkali in it.

Pears', the soap that clears but not excoriates. All sorts of stores sell It, especially druggists; all sorts of people use it.



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