RUSSIA'S NEW PORT

Dalny, Pacific Outlet of Czar's Domain.

CHANCE FOR AMERICAN TRADE

Siberian Terminus of the Chinese Eastern Railroad a Great Commercial City—Harbor Facilities Unsurpassed.

Portland's business with the far East is increasing quite rapidly, and there is accordingly considerable interest in this city in the trade development across the Pacific. North China has for centuries been practically a sealed book, but the soldiers of the Czar have made an opening in its pages, and Western progress is gaining a foothold. "Dalny, the Russian Commercial Seaport in North China," is the title of a Consular report just made by Consul Henry B. Miller, stationed at New Chwang, and it tells quite entertainingly of the rapid commercial growth in that new field for trade. From Mr. Miller's report the following information is derived.

The meaning of "Dalny" in Russian is "far away," and to the Russians this is the distant city of commerce. The city is the Pacific Coast terminus of the Chinese Eastern Railway and its connections, the Central Manchurian and the Great Siberian Railway, and is the commercial seaport of Russia, established, created and constructed in accordance with the following edict of the Emperor of Russia, dated July 30, 1899:

To the Minister of Finance: Our empire, which comprises immense territories in Europe and in Asia, has been summoned by Divine Providence to contribute toward the friendly intercourse of the people of the Occident with those of the Orient. In attaining this historical object, we have had the friendly co-operation of the Emperor of China, who has ceded to us the use of the port of Talienwan and of Port Arthur, and has opened to us through his possessions an outlet for the great line of railway from Siberia to the Yellow Sea. Thanks to this wise decision of the government of His Majesty the Bogdokhan, the extreme limits of the two continents of the Old World will soon be united by a continuous line of rails, which will secure to all nations the incalculable advantages of easy communication, and will bring new regions into the general development of trade.

In our constant solicitude for this undertaking of such general usefulness, we have carefully considered what a position of importance the starting point of this line, Talienwan, will occupy when the road has been constructed. As we declared at the time of its occupation that this port should be open to the commercial fleets of all nations, we have now decided to begin the erection near to it of a city, which we shall call Dalny.

At the same time, in view of the commercial development of the future city, we confer upon it for the whole term during which that territory has been leased to Russia by China, under the agreement dated the 15th and 27th of March, 1898, the rights of free trade which belong to free ports, upon the following conditions:

First—The right to import and export merchandise of every description free of customs duties is established in the city, in the port and in the adjacent territory of a fixed boundary line, which may be changed by the Minister of Finance.

Second—The right of free trade thus established shall not affect the tolls for carriage or such other taxes of various kinds which usually obtain in seaports.

Third—Quarantine regulations for the exclusion of contagious diseases shall be applied in full force to ships entering the port.

Fourth—Merchandise imported into Russia and coming from the territory to which the right of free trade is thus extended shall be examined and shall pay such duties upon entering the limits of the empire as are provided for by the general laws which govern the importation of foreign goods.

Invoking the blessing of God upon this future undertaking ,so truly peaceful, I take upon myself the care of building the new city and its port.

The Liao-tung Peninsula, of Manchuria, extends south into the Gulf of Pechili to a point slightly beyond the 39th degree of latitude. Talienwan Bay, on which the city is situated, is on the eastern side of the peninsula, exactly on the 39th degree of north latitude, facing the Bay of Corea, and by rail 45 miles north of Port Arthur.

Dalny as a Seaport.

Dalny possesses one of the finest deepwater harbors of the Pacific. It is free from ice, and ships drawing 30 feet of water can enter at low tide without difficulty, and, even without the aid of a pilot, sail or steam up alongside of immense docks and piers, well protected by breakwaters, where their cargoes can be loaded directly into cars that run direct for over 6000 miles into the great city of St. Petersburg. The surface of the bay comprises many miles, and the deep-water area is sufficient to handle the shipping of all China. The rise and fall of the tide does not exceed 12 feet.

The piers are constructed of blocks of stone and cement weighing from 20 to 50 tons. They vary in width from 60 to several hundred feet and in length from a quarter to half a mile. Each will be supplied with numerous railroad tracks and elevators, gas, electric lights and water. One of these piers was completed last July, and another at the close of last year. Three more are in course of construction, and there is an abundance of room in the harbor and sufficient depth of water to provide for any number of piers desired. Across the pier harbors a large and substantial break-water is being constructed, so that ships can lie at the piers and load and unload regardless of the weather.

Docks for foreign vessels will extend between the piers and along the shore for two miles. Docks, piers and anchorage for the Chinese vessels will be in another portion of the bay, opposite the Native City. Two large dredgers built in Glasgow and laid down in Dalny at a cost of £38,000 ($188,900) each are doing splendid service in deepening and filling the harbor.

One of the most important features of the marine facilities are the drydocks in the course of construction. Two first-class docks are being built, one intended for ordinary ocean steamers and the other designed to accommodate the largest vessels of commerce or war that float the oceans of the world. The first of these docks is in the course of active construction, and 1700 are employed daily on the work. From the design and execution so far as completed, founded upon the splendid features Nature presents, Dalny will approach a perfect harbor.

A Free Port.

Under the treaty with China the port is to be absolutely free, as no customhouse is to be established. Even the moderate rate of Chinese customs will not be charged on goods landing or to be exported from there. Tonnage dues, dock charges and wharfage and warehouse charges will be maintained at the lowest point, with the view to encourage and develop commerce; all of these features will be modeled on the methods of Japan.

The low-priced coolie service, the small labor required to move goods from the great ocean vessels to the cars, the ease of entrance to the harbor at all seasons of the year, and the announced policy of low charges will combine to make it the most economical shipping point of the Orient.

The City.

The city, according to the plan that is being followed in construction, is to consist first of the administration portion, in which will be located railroad shops for making cars, etc., repair shops, steamship construction and repair shops, port, steamship and railway headquarters and offices, residences of mechanics and general employes, together with parks, hotels, churches, schools, clubs, and places for amusements. This portion of the city is being completed at the present time, and contains a great area of well-constructed streets and substantial brick buildings.

Immediately back of this administration city, which is built on a small peninsula, is located the godown, warehouse, large hong, and general wholesale section. This portion extends to the docks and piers, and, together with the administration and Chinese section, covers the entire water front.

Joining this the retail and general mercantile section, and farther off toward the hills and on gradually sloping higher ground that commands a beautiful view of the bay lies the foreign residence section, where ground is being leveled and streets graded and paved.

Back of this lie the nursery greenhouses and gardens for propagating flowers, shrubs and trees for parks, lawns and streets. A competent horticulturist is in charge, and he has many acres under cultivation with flowers, shrubs, fruits and ornamental trees.

The Chinese section faces the bay, and is distinctly separate, with docks and junk shipping adjoining.

Electric lights are already in operation, and a complete system of electric tramways is in course of construction.

About three miles from the foreign settlement, to the southeast, is an excellent sea beach that is to be arranged for a Summer resort. Already, an excellent highway is being made to connect it with the town.

There are 23,000 men daily at work in the construction of the port and town, and the total population is about 50,000, mostly Chinese, many Japanese, Koreans and Russians, and a few of other nationalities.

Already, something over 12,000,000 rubles ($6,180,000) are said to have been expended in purchasing the plant and constructing harbor and city, and it is stated that it is the intention to expend 23,000,000 rubles ($11,845,000) more in completing it, or a total cost of 35,000,000 rubles ($18,025,000).

No contracts are let in construction, but grading, rock work, etc., where possible, are paid for by measurements.

The work as a whole is being done in a thorough and substantial manner, and all shows an honest and earnest determination on the part of the men in charge to build a durable, effective and beautiful city.

Government.

It is intended that the city should be free to people of all nations. Land is to be sold at auction to the highest bidders as soon as lots are graded and streets, etc., completed. These sales are expected to begin about the 1st of April, 1902. Many people have already erected buildings on land, under an arrangement to have the first right to purchase or to have all their improvements paid for by other purchases.

The city is to be managed by a council, to be elected by the rate-payers. Two of the council must be Russian subjects, and not more than two Chinese or two Japanese can be elected so as to sit in the council at the same time.

The water, light and street-car service is to be apart from the control of the town council.

Railroads and Steamer Service.

The Chinese Eastern Railway, which terminates at Dalny, is completed north to Harbin, where it connects with the Central Manchurian Railroad; this road is completed east to Vladivostock and west to Kaidalovo, where it connects with the great Siberian Railroad, which has heretofore carried its traffic to the head of navigation on the Amur, thence down this stream to Harbarosk, and south by railroad to Vladivostock.

On November 1, 1901, the Central Manchurian and the Chinese Eastern Railways were opened for traffic and cars were then able to pass direct from Dalny to St. Petersburg, and train service will be continuous, Lake Baikal being crossed by steamers carrying the trains.

There is a long tunnel to be completed through the Greater Hsingan Mountains that will require nearly two years to finish, but in the interim a track has been laid over the tunnel and traffic is now going over the mountains.

The Chinese Eastern Railway Company, under the direction and with the support of the Russian Government, is not only building the railroad and the port and town of Dalny, but it is already engaged in the steamship service and has over 20 steamers in the China service doing business at Port Arthur and Dalny. This number will be increased and larger and better vessels added; and as soon as through travel is established, the managers intend to run fast boats in connection with their fast trains. They have designed fine passenger boats to leave Dalny an hour after the arrival of the fast trains and steam to Nagasaki, Japan, at the rate of 16 knots an hour. This fast service will not be established for something over a year, but they already have a very comfortable steamer running to Chefoo from Dalny.

Mr. Miller has been advised that connections are to be made with the Canadian Pacific Railroad for the round-the-world traffic over this line. It would certainly be a wise move for the railroads in the United States to take an interest in this matter at once, and be ready at the beginning to give our country the benefit to be derived from this great enterprise.

One of the most serious drawbacks to American trade in China and throughout the Orient is the limited number of citizens of the United States to be found here.

While we have a greater variety and quantity of products fitted to this market than any other country, our trade is restricted because of the limited number of citizens representing us. Great Britain has about 10 citizens to our one here, and nearly all are tradespeople. Germany is pushing her commerce with much success by establishing mercantile houses in charge of Germans.

While traveling salesmen do much good, the real need of our country all over the Orient is the presence of merchants who are citizens of our country, familiar with its products and business methods. There is no country doing as large a share of the trade of the Orient with so small a percentage of citizens as the United States. This shows our great natural economic advantages and the splendid opportunities we have here for trade.

Good firms, marketing the products suited to this country, should send a permanent agent here to represent them.

The banks of China support the native merchants; and with modern steamships to bring cargo, and modern banking facilities, the handling of the business should not be a heavy financial burden.

The commercial town of Dalny offers a splendid opportunity for the establishment of new business enterprises on the part of our citizens.

Regulations for Selling Lands.

Mr. Miller also sent a copy of the regulation for selling lands in Dalny:

Foreigners are authorized to own land in Dalny, and Chinese can own land in the European settlement, under the condition that they build in European style and are governed by the sanitary and other regulations.

I.—MEASUREMENTS AND BOUNDARIES

The measurements and boundaries of every lot of land are shown in the official plot; each lot has its own number, each plot has different measurement, and every person is allowed to buy one or more lots.

The open space in the middle of the European settlement measures about one acre, and in the Chinese settlement about half an acre.

II.—SELLING OF LOTS.

The lots will be sold after streets are completed according to the applications made by purchasers. Applications are to be made to the Mayor or to the chief in charge of the work. When lots are to be sold, they will be advertised in the foreign papers and by posters in the Chinese, Russian and English languages. They will be sold at auction to the highest bidder, but the bid must equal the reserved price.

The auction will be in the Mayor's office (at present the Chief Engineer's). Choice lots may be sold without auction at the price to be fixed by the town committee.

III.—APPRAISING THE LOTS AND RULES FOR BUYING.

Land will be sold on two plans—one, absolute ownership, for which the money must be paid in full; the other, a perpetual lease or for a term of years, by paying 5 per cent per annum on the value.

The following list shows the price per square sagene (5.4 square yards):

Class—	—Value— Mexican.	Gold.*
Lot of first class	$10 00	$4 70
Lot of second class	8 00	3 76
Lot of third class	6 00	2 82
Lot of fourth class	4 00	1 88

*According to the valuation of the United States Mint, January 1, 1902.

Before any increase is made in the above reserved prices, notice must be published in the newspapers for three months.

Lots containing depressions between 1 and 3 sagenes (5.4 and 16.2 square yards) have the depressions measured at only half value; if over 3 sagenes (16.2 square yards), the depression is not measured in the selling price.

IV.—ANNUAL RENT.

Persons buying under a lease can have a perpetual lease by paying 5 per cent per annum in advance. The lessee may have right to purchase the land at any time by payment of the full value, without any deduction on account of payments made as rent or lease.

V.—SELLING LAND FOR FACTORIES AND COMMERCIAL PURPOSES.

Parties desiring to purchase the land for manufacturing or large commercial purposes must apply directly to the Chinese Eastern Railway, and such land will be sold without auction, provided it is outside the European settlement.

VI.—METHOD OF PURCHASE.

Persons bidding on land must pay 5 per cent of the value of the land before they are allowed to bid, and the successful bidder must, within 10 days, pay the balance of the price bid, or, if leased, 5 per cent of the difference between the reserve price and the auction price bid.

VII.—DEEDS FOR LAND-OWNERS.

Immediately following the sale, deeds will be issued, on paying the amount due, in three copies. Purchaser must sign an agreement on these deeds that, if leased, he will make his payment regularly every year in advance, that he will pay taxes that may become due, and that he will obey the regulations of the town, failing in which he will pay all fines imposed. The owner will have one copy of deed and two will remain in the office of Mayor.

VIII.—FINES FOR NOT PAYING RENTS AND TAXES.

If the taxes or rents are not paid on the 1st of February, the owner shall pay 12 per cent per annum on the amount not paid. If taxes, rents and fines are not paid by the 31st of December following, the Mayor may sell that property at auction, and after the value of the land, taxes and fines have been paid, any surplus will be handed over to the original purchaser.

IX.—OBLIGATION OF PURCHASER TO IMPROVE.

Within two years from the time of purchase, the owner is compelled to have buildings and improvements on the same, to the following value for each square sagene (5.4 square yards):

Class—	—Value.— Mexican.	Gold.
First class	$15 00	$7 05
Second class	12 00	5 64
Third class	8 00	3 76
Fourth class	6 00	2 82

The value of the improvements will be assessed by a committee composed of one man from the Chinese Eastern Railway and two men from the town committee. If the said improvements have not been made to the value fixed within two years, the Mayor shall have the right to resell the property without resorting to the courts.

X.—REGULATIONS CONCERNING LOTS FACING ON STREETS.

On the map is shown the location of the buildings and the distance from the street. The space between the building and the street is reserved by the town, and the owner has only the right to make gardens or places for temporary goods, and not place thereon any permanent structure or building. This space must be surrounded by a fence according to the plan provided by the town. This open space between the street and building is not paid for by the purchaser or lessee of the land, and the user must turn it over to the city authority or the Mayor on demand.

XI.—RESELLING OF LOTS.

Land may be transferred by the original deed being handed back to the Mayor and new ones being issued in its place, on which the man purchasing must sign an agreement as upon the original. The new deed will not be issued until all rent and taxes have been paid. For the issuance of new deed $15 ($7 05 gold) will be charged.

XII.—DIVIDING LOTS.

Persons desiring to divide their lots into small tracts must surrender the old deed and have separate deeds issued for each section of the lot, and are not allowed to divide the lot into fractions smaller than 100 sagenes (540 square yards) in the European settlement, and 15 sagenes (81 square yards) in the Chinese, except where land is to be sold to the adjoining owner and the fraction remaining is not less than the above amount.

XIII.—LOTS FOR OFFICIAL USE.

Land will be reserved for official purposes, consulates, churches, schools, recreation grounds, parks, etc. These lots will be donated, under condition that they will not be used for other purposes than those for which they were granted. The lots will be subject to all other regulations to pay taxes, deeds, etc.

XIV.—REGULATIONS FOR BUILDING.

Every owner must present his plan for building to the town committee, on which he must show the full measurements and details of the house, and agree to conform with the regulations prescribed by the building committee. In the European settlement, buildings are not allowed to be constructed with mud floors and inflammable roof material. In the Chinese town, all buildings must be on stone foundations, with burnt-brick columns and lime mortar for plastering. All the sanitary and fire regulations must be carefully observed in the construction of houses. Any violation of these regulations will permit the Mayor to stop the construction and remove the material without damages being paid to the owner.

Nothing will be allowed in the town that disturbs the community and interferes with the health and comfort of the people.

XV.—TOWN COMMITTEE.

The administration will be handed over to the Mayor selected by the Imperial Russian Government and a town committee.

XVI.—OFFICIAL LANGUAGE.

The official language in Dalny is Russian. The official papers and work are to be Russion, and persons not acquainted with Russian language must send communications and complaints in either Chinese or English, accompanied by $2 (94 cents gold) for translation.

All accounts and money are to be paid in Mexican dollars.

XVII.—ALTERATION OF THE REGULATIONS.

In case the Imperial Russian Government finds it necessary to alter these regulations, the changes must be advertised in all the papers of the East for three months before they come into force.

Wean the Babies.

Philadelphia Times.

The statement of F. B. Thurber, president of the United States Export Association, that he believed in protecting "infant industries," but that he also believed a time would come, after a while, "when the industries should be weaned," is a sentiment which the country ought heartily to indorse. The difficulty with the babes whom Congress has taken under its protecting care is that they never are weaned. They suck eternally, no matter how great their size. The steel tariff was enacted to protect some infant a quarter of a century ago in the Schuylkill or Lehigh Valley. We still have a high tariff to protect the billion-dollar United States Steel Corporation. There is no limit to the hungry thirst of an infant once it is put to the milk, and the National Reciprocity League now has a task on its hands which baffled Blaine. "Wean the babies" is the duty of the hour, but in what part of this expansive land will men of nerve be found to draw the infants from their suckle?

To regulate the stomach, liver and bowels, and promote digestion, take one of Carter's Little Liver Pills every night. Try them.

Magic.

The way Salva-cea cures piles.

SUBSIDY PRETENSIONS

BITS FROM OUR HISTORY OF THIS KIND OF LEGISLATION.

Past Experiences With Ship Subsidies Are Anything but Gratifying —Same Arguments Used Today.

NEW YORK, April 15.—Mr. Frye has consumed a great deal of energy in attempting to prove that some countries pay subsidies. He declared that these subsidies are paid "for purposes of trade, and for nothing else." Then, rising to his full oratorical height, he delivered this curious pronunciamento: "Trade cannot precede the mail! The mail must precede the trade!"

A more absurd misstatement was never uttered, even in the halls of Congress.

In order to prove his wild assertion Mr. Frye would have to show that the chief delight of the primitive savage is to produce and consume literature. But this utterance by the leader of the subsidy movement is no more absurd than the other arguments put forth in defense of the Frye bill. We are told that other nations pay $25,000,000 every year for postal subsidies, and we are solemnly admonished that we must pay subsidies, too, if we wish to escape commercial and industrial annihilation. It is implied that we do not pay subsidies. As a matter of fact, the United States Government pays higher mail subsidies for the service rendered than any other country. Yet the subsidy howlers say that our merchant marine has declined because we haven't given subsidies.

Shipping subsidies are not a new thing to this country. We have experimented with them several times, and always with results anything but gratifying to our pride. In every case the promoters of subsidy schemes in Congress have uttered the ancient and threadbare fallacy about enormous expansion in trade to follow the granting of subsidies, and they have always ascribed the failure of their forecast to insufficient subsidy.

As far back as 1850 Congress voted a subsidy to the Collins line. The subsidy failed to build up a great steam merchant marine, and foreign commerce was not noticeably affected. The venture ended in disastrous failure, bringing ruin to all engaged in the enterprise. In the period from 1848 to 1858 Congress expended more than $15,000,000 in subsidies similar to the subsidy now proposed. During that period our foreign trade went on increasing exactly as if no subsidy had been paid. When the subsidy policy was discontinued, our foreign trade continued to increase more rapidly than before. All this goes to prove that trade does not follow the mails nor the mails follow the flag.

From 1858 to 1866 the United States Government gave no subsidies for ocean mail service. In the year 1866 the Garrison Line, from New York to Rio Janeiro, was subsidized to the amount of $250,000 per annum for a bimonthly service. Mr. Alley, in introducing the bill granting subsidy to this line said: "Establish this steam communication with South America and you will not a great while longer see England exporting $28,000,000 worth of merchandise and taking in return less than half the amount, and the United States exporting only $6,000,000, while the import of Brazilian products is over $20,000,000."

This line lasted nine years and cost $1,500,000. When the subsidy was withdrawn the company suspended operations. So ended the high expectations proclaimed by Mr. Alley.

The following table shows the conditions of trade with Brazil before and after the subsidy:

	Imports.	Exports.
1866	$16,816,803	$5,691,659
1875	42,027,862	7,742,350

The increase of the import trade was due not to the steamship line, but to the removal of the duties on coffee and rubber. In 1875 the imports of coffee were $35,009,274, and of rubber $2,519,437. After the Garrison line was discontinued our trade with Brazil went on increasing more rapidly than before. Meanwhile the commerce of England with Brazil, without the protection of a government subsidy, grew much more rapidly than our own.

In 1867 the Government entered into a contract with the Pacific Mail Steamship Company for carrying the mails to Japan and China via Hawaii. The service was to be monthly, with a subsidy of $500,000 per annum. In 1872 the company offered to run another monthly service for an additional $500,000 a year. With some difficulty a bill authorizing such a contract was passed by Congress in 1873. It was afterward discovered that bribery had been used to secure the passage of this measure. It was proved that the company had spent more than $1,000,000 to obtain the subsidy. The new contract was abrogated by the Government because of the improper methods used in gaining the necessary legislation and the subsequent failure of the company to fulfill the conditions of the contract. In 1873 the service to the Sandwich Islands was given up by the Pacific Mail Steamship Company. It had lasted for six years and cost $425,000.

The state of trade with Hawaii before and after the experiment is given below:

	Imports.	Exports.
1867	$1,070,252	$846,492
1873	1,275,061	674,191

The statistics show a decrease in exports of nearly $200,000 and an almost equal gain in imports. In the protectionist view this is a loss of nearly $400,000. Really it shows that trade was almost stationary, despite the fact of American ships subsidized to carry the flag.

The first contract with the Pacific Mail Steamship Company expired in 1877. The company actually received from the Government during its 10 years of service $4,553,233 33.

The statistics of the trade with China and Japan before and after the subsidy are as follows:

	Imports.	Exports.
China.		
1867	$12,112,440	$3,578,808
1876	12,947,633	4,729,892
Japan.		
1867	$2,618,285	$712,024
1876	15,470,047	1,099,696

The only increase in trade of any consequence was in those articles from which the tariff had been removed, viz., tea and raw silk.

The melancholy result of these attempts to build up commerce by paying ships to sail back and forth over the seas ought to be pretty conclusive. But we find people today engaged in prophesying the wonderful results that will inevitably follow when their little ship subsidy scheme is enacted into law, and, what is more incomprehensible, they find people to believe them.

In 1879 it was attempted to revive the scheme to subsidize a line to Brazil. The same argument now employed were used then. It was claimed that the only thing that prevented our having an enormous and profitable trade with South America was the lack of subsidized steamers. When these were furnished, they were found of no value to our business men, for we had nothing to export to Brazil and no mails to exchange. Our imports continued to grow because Brazil had coffee and rubber, which we need. We have sufficient communication with South America, as was shown by the committee of the National Association of Manufacturers, which visited South America in 1896. Direct shipping facilities are ample and in excess of demand, while rates are usually lower than freights to and from England. The same is true of communications with European and Asiatic countries. There are more ships than exports to fill them. Freight rates were never so low, and shipbuilding was never so extensive all over the world. Yet the Republicans tell us that we haven't ships enough to carry our exports.

ROYAL MEEKER.

To Lucasta on Going to the Wars.

Richard Lovelace.

Tell me not, Sweet, I am unkind
That from the nunnery
Of thy chaste breast and quiet mind,
To war and arms I fly.

True, a new mistress now I chase,
The first foe in the field;
And with a stronger faith embrace
A sword, a horse, a shield.

Yet this inconstancy is such
As you, too, shall adore;
I could not love thee, Dear, so much,
Loved I not Honour more.

AT THE HOTELS.

THE PORTLAND.

M H Weil N Y
H C Ewing, Seattle
Alex Just, N Y
W G Ebbs, N Y
F W Bullock, Chicago
Phil Isaacs, N Y
Sam Leon, N Y
B S Gibbs, N Y
J W Cowan, Seattle
Edw Kelly, S F
R B Yates, Beloit
H C Marshall & wife, Duluth
Master Wayne Marshall, Duluth
R F Carr, Chicago
Jose M Diaz, N Y
T B McGovern, N Y
G F Wentworth, Tac
J F Moore, N Y
J J Dooley, N Y
Mrs L Galbreth, St L
B A Tomlinson, N Y
Mrs L Tiernan, Salt L
J B Menosso, Los An
J F Taylor, S F
A L Sayles, N Y
Mrs Eva Newton, Chicago
S P Schultze, S F
I N Peyton & wife, Spokane
V Staadecker, St Paul
Chester Deering, S F
C D Demaree & wife, Quincy, Ill
Miss B Hamrick, Chicago
J S Forrest, N Y
C P Heise, Astoria
Minot Reavis, Boston
Ed Bussey, Omaha
Dr & Mrs S I Darrin, city
H J Davis, K C
O H Davis, K C
Mrs Nina Larowe, city
Dr Ney Churchman, city
G W Dorman, St Paul
D Cornnier, St Joe
J J Keller, city
Jos Heller & wife, city
J L Houston, St Joseph
W Gildman & wife, city
Miss Mattie Annand, city
S P Mesick, S F
W H Zimmerman, city
Dr R B Tubbs & wife, Tacoma
J H Borland, S F
R E Lockwood, Weiser, Idaho
C S Fosselman, Weiser
W L Tucker, N Y
F L Richmond, S F
A B France, S F
J Messner & wife, Brooklyn
N S Johnson & wife, N Yakima
E Lindely, St Louis
Waldo Ward, N Y
J W Sherwood, Spok

Columbia River Scenery.—Regulator Line steamers, Dalles, Cascade Locks and return daily, except Sunday, from Oak-st.

THE PERKINS.

Chas E Gray, Astoria
Edgar J Mayas, S F
M W Kennedy, K C
Mrs Kennedy, K C
Henry Blackman, Heppner, Or
J J Wiseman, Dallas
Miss Wiseman, do
G B Wiseman, do
B L Taylor, Coopersville, Md
M F Dickson, Palouse, Or
W A Kennedy, Locks
Mrs R Lovegrove, do
C A Packenhaus, Chehalis
J F Graham, Salem
C L French, Pendleton
C G Hansen, The Dalles
E J Murphy, Dalles
G W McMatte, Astoria
R F Imbrie Hillsboro
C H Mitchell, do
C W Mowrey, Chicago
L W Pickard, Salem
B Bissinger Phila
J B Hymer, Ostler Jo
J W Averett, do
Lucile York, do
Arthur Kellar, do
J S McClure, Seattle
A H Dirks, Marion, S D
P T Unruh, Tyndall, S D
D McAtee, Heppner
C A Pague, S F
O H Fithian, Chicago
J W Conn, Astoria
Mrs A T John, S F
W B Wootton, city
B H Cox, Kansas City
W E Mallory, Centralia
R F Radebaugh, Tac
H A Knatwold, Tac
W Caldwell, N Y
D Avery, Corvallis
J J Mulray, Corvallis
E A Cummings, do
Mrs Cummings, do
D W Sears, Independ
L E Crowe, Dalles
M T Nolan, do
Jos T Peters, do
E Howard, Arlington
W E Simonton, Dalles
T Chandler, Hood Riv
J G Gray, Boise
R McCoy, U S Army
D W Ryan, Boise
W A Johnson, Dalles
F J Derifield, Boise
W A Wann, Eugene
W H Hoffman, do
Mrs Hoffman, do
E R Skipworth, do
Mrs Skipworth, do
Master Skipworth, Eugene
E W Dickenson, S F
E Oppenheimer, S F
W C Guthrie, Chicago
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