BRIGHTER EACH DAY

Growing Chances of Republican Success.

REPORTS ALL ENCOURAGING

Party Has Gained Many Recruits—Furnish's Faculty for Making Friends—Meetings Arranged For.

Four weeks from this morning the people of the United States will know whether Oregon has gone Republican or Democratic. They will know whether the people of Oregon have given their indorsement to the party which has given the laborer work at remunerative wages and has given stability to industrial and business institutions. They will know whether the people of Oregon want the Philippine Islands retained by the United States or given their independence.

Every day the indications become more and more convincing that Oregon will give its approval to the policies of McKinley and Roosevelt, both in industrial affairs and in the government of the Islands. There is every reason to believe that the successful Republican administrations have strengthened the Republican party by accessions not only from the Populists and Free Silver Republicans, but also from the more independent of the Democrats. From every part of the State come assurances from men who know the public feeling that the Republican ticket will receive at least its usual majority. From a number of counties it is reported that some Republicans will scratch the ticket, but in no instance is the number of these large, nor would the number of scratched tickets be large enough to make up for the gains made by the breaking up of the fusion in state politics. With an united opposition four years ago, the Republican ticket carried by 10,000 majority. The three parties have since fallen apart, and the members of two of the parties have gone to one or another of the old parties or united with the Socialists. In state politics the Democrats stand alone, having by a political fusion worked the destruction of their former ally, the People's party. On the whole, these gains to the Republicans, and consequent losses to the opposition, will make a very appreciable increase in the Republican vote.

Republican leaders are very much gratified over the splendid reception that is being tendered the Republican candidates on their canvass of Western Oregon. At each successive town where meetings are held larger and more enthusiastic crowds are gathered. The people seem particularly pleased when they make the acquaintance of the nominee for Governor, W. J. Furnish, and find him a man of courteous and unaffected manner, approachable by all, yet dignified in his bearing—a man who would do honor to the executive office. According to the reports of men who have attended the meetings in Southern Oregon, Furnish is making friends everywhere he goes. Not satisfied with listening to him as he speaks from the platform, the people crowd around after the meetings have adjourned, to become personally acquainted and give assurances of their good wishes for his success at the election in June. They feel an individual interest in a candidate who has worked his way up in the world by persistent effort, frugality and native ability. The same qualities in his nature which made him popular among the Democrats are also making him popular among the Republicans, and he is proving to be as good a vote-getter now as he was before he found it necessary to leave the Democratic party.

Republican managers have not yet made any estimate in figures of the outcome of this campaign, and they will not do so until returns have been received from all the counties. A Democrat recently quoted the Republican State Committee as conceding Western Oregon to Chamberlain, and this was claimed as "inside information." The Republican managers are not a little amused over the story thus told at their expense, for it is manifestly absurd to suppose that they would concede anything this early in the fight; and still more so that if they had any "inside information" they would give it to the opposition.

The Democrats have been doing the wildest kind of figuring in order to make out a case for Chamberlain in Multnomah County. For example, they claim from 5000 to 7000 Democrats in this county, whereas the Democrats, Populists and Free Silver Republicans combined polled only 4637 votes four years ago, and the Democrats and Populists polled only 4400 votes two years ago. The Democratic vote standing alone could not be over 4000, allowing for an increased population. They represent that the Simon people polled 4900 votes in the Republican primaries this year, and that the anti-Simon people polled 5214, and claim that Chamberlain will get 2000 of the Republican votes. This is a Democratic claim for campaign purposes and could safely be cut in two, though the Republican managers do not believe, after polling the city, that Chamberlain will get 1000 Republican votes. If he should get this number, he would have only 5000 votes, as against 9100 for the Republican candidate.

When State Chairman Matthews has received full returns, he will make an estimate of the results, and when his estimate has been made, those who know his familiarity with political affairs will be ready to believe that his figures will be found to be correct.

VIGOROUS CAMPAIGN.

Republican Speakers Go Out to Stump the State.

W. E. Yates and General W. F. Thorpe, of Corvallis, will conduct a schoolhouse campaign of Linn, Lane, Lincoln and Benton Counties. Their dates will be announced later.

T. J. Cleeton will address the citizens of Condon on May 17, and will thereafter canvass Sherman, Wasco, Gilliam and Wheeler Counties in the interests of the Republican ticket.

Claud Gatch, of Salem, is arranging an itinerary which will cover parts of Marion and Polk Counties.

Tilmon Ford, one of Western Oregon's best campaigners, will deliver a series of stump speeches in Northeastern Oregon.

Judge Lionel R. Webster left last evening for Sumpter, where he and Senator J. N. Williamson will deliver addresses this evening. Judge Webster's itinerary will close at Ontario, May 17, when he will return to Portland.

W. T. Vinton and E. V. Littlefield, of Yamhill County, were in Portland yesterday. They say that Yamhill is safely Republican by at least the usual majority, and that there is some reason to believe that there will be Republican gains.

T. H. Crawford, Democratic candidate for Circuit Judge in the Eighth judicial district, was in Portland yesterday. He says that neither he nor the Republican candidate, Judge Robert Eakin, will make a canvass during this campaign. The district is very evenly divided upon party lines.

Will R. King, who was the Democratic-People's nominee for Governor four years ago, is in the city from Ontario, where he is practicing law. He says he will not make any speeches during this political campaign, except, perhaps, a few upon local matters.

Henry Blackman, Democratic nominee for State Treasurer, left last night for his home in Morrow County. He will travel through Morrow, Grant and Harney Counties, making no public addresses, but working quietly for himself and all the other Democratic candidates.

W. D. Case, County Commissioner of Columbia, came in from Pittsburg yesterday, and will leave for St. Helens this morning. He says that so far as his section of the county indicates the sentiment of the people there is every reason to believe that Columbia will give the Republican ticket a larger majority than usual. Many voters who left the Republican party a few years ago to go over to the Populists have now come back into the party, and will vote the ticket.

M. A. Butler, who was in Portland yesterday from Baker County, says that immediately after the state convention, there was some dissatisfaction with the Republican ticket, but this is gradually diminishing and may be entirely overcome before the Republicans cast their ballots on election day. Mr. Butler returned to Baker City last evening.

Fusionists Hold Meeting.

Both the Democratic and Fusion county managing committees held meetings in their respective headquarters last evening. It was stated after the adjournment that no business was transacted other than the discussion of some of the details of the local campaign. The fusionists will hold a meeting in Gomez Hall, in Albina, this evening, when addresses will be made by Senator R. D. Inman, Dr. Harry Lane, J. E. Werlein and G. C. Moser.

OKLAHOMA CLOUDBURST.

List of the Killed in Flood Which Wiped Out the Town of Foss.

OKLAHOMA CITY, O. T., May 6.—It is now known that six lives were lost in the cloudburst at Foss, on the Choctaw & Oklahoma Railroad. Fifteen houses were carried away, and a Choctaw passenger train had a thrilling race to escape the flood that followed. The dead:

MRS. BUTTERFIELD and granddaughter.
MRS. HUTCHINSON.
MRS. MORGAN and son.
Unknown man.

Foss was a town of 800 people. It was built mostly on high ground, but extended into the valley. The cloudburst struck Turkey Creek at 4 o'clock in the afternoon, raising that stream and the Washita River to a depth of nearly 10 feet. The flood reached Foss at 6:30 o'clock, coming with such suddenness that the people in the valley could not reach high ground. From Elk City to Foss the Choctaw Railway follows Turkey Creek for a distance of 16 miles. Below Foss the creek crosses under the Choctaw tracks, and empties into the Washita, which the Choctaw crosses further east.

The train crew saw the wall of water descending the creek, and began a race for the bridge across the Washita. The train barely got into Foss in time, leaving 10 minutes later, or just 10 minutes before the bridge over Turkey Creek was swept away. The train finally reached Weatherford, after encountering numerous bad places in the track, and was compelled to remain there because of washouts ahead. Relief was sent to Foss from Oklahoma City, and other points.

Many Bridges Washed Away.

STILLWATER, O.T., May 6.—Numerous culverts and bridges in Oklahoma have been washed out by the heavy rain of the past three days. The rains here stopped last night, after having fallen incessantly since Sunday afternoon. The precipitation in that time is estimated at five inches. But little damage to crops will result. At Ripley, Oklahoma, the high water has destroyed two wagon bridges across the Cimarron River, and the streets were flooded until the water was a foot deep on the main street. The grade of the Eastern Ocklahoma Railway, now building from Ripley to Cushing, has been damaged badly.

People Warned of Flood.

MOUNTAINVIEW, O. T., May 6.—The water from the waterspout that burst near Foss swept through the Washita Valley for miles, carrying on its crest the wreckage of houses, barns, fences and tons of logs and drift. Bridges were swept before the flood, the heavy timber serving as a battering-ram. At Mountainview the water formed a river that reached from ridge to ridge for miles. From all reports it is the worst flood in the history of Washita. Chief of Police Bushet and the Indian police rode over the bottoms in the vicinity of the Indian agency, warning the people to move to high ground.

Blowing Up of the Maine.

INDIANAPOLIS, May 6.—Mrs. D. M. Parry, wife of President Parry, of the National Manufacturers' Association, who recently returned from Cuba, in a paper read here before a local society yesterday, stated that the impression prevails at Havana that the United States Government will not allow the wreck of the Maine to be raised for fear the claims of the Spanish that the explosion was from the inside will be verified. She said:

"The Spaniards always claimed that the magazine of the vessel exploded from some accidental cause, and that the iron structure of the vessel would be found to be twisted outward, caused by the inside exploding force. We never permitted the Spaniards to participate in this investigation; though they begged to be allowed to join in the investigation that the honor of their nation might be shown to be guiltless of such an atrocious crime, this privilege was denied them.

"It is said that the Government has quite a knowledge of these facts, and rather than be placed in the humiliating position before the world of having begun a war without cause, the Maine will be permitted to remain at the bottom of Havana Harbor."

Ran Into a Burning Bridge.

FLAGSTAFF, Ariz., May 6.—The eastbound Santa Fe limited was wrecked this afternoon two miles west of Flagstaff, by running into a burning bridge. None of the passengers or trainmen were seriously injured. The train was signaled by a trackman, but the train was on a short curve and the bridge too close to stop in time. The composite dining and two Pullmans were destroyed by fire.

Smallpox on a Liner.

VICTORIA, B. C., May 6.—The steamer Kinshiu Maru, of the Nippon Yusen Kaisha Line, was quarantined this morning, owing to the presence of smallpox on board. One of the Chinese passengers is suffering from a mild attack. The Kinshiu Maru arrived late last night from Yokohama with 70 Chinese passengers, and a large cargo of general freight.

Women's Union Label League.

PEORIA, Ill., May 6.—The National convention of the Women's International Union Label League met here to-day, being called to order by National President Mrs. Ellen Lillibridge, of Streator, Ill. One hundred and eighty delegates are present. The question of continuing the death benefit now in force promises interesting developments.

Standard Oil Dividend.

NEW YORK, May 6.—The directors of the Standard Oil Company, of New Jersey, have declared a dividend of $10 a share. In March last a dividend of $20 was paid.

Too Great a Risk.

In almost every neighborhood some one has died from an attack of colic or cholera morbus, often before medicine could be procured or a physician summoned. A reliable remedy for these diseases should be kept at hand. The risk is too great for any one to take. Chamberlain's Colic, Cholera and Diarrhoea Remedy has undoubtedly saved the lives of more people and relieved more pain and suffering than any other medicine in use. It can always be depended upon. For sale by all druggists.

LACEY'S LEASING BILL

HE PROFESSES TO HAVE THE SETTLERS' WELFARE AT HEART.

Nevertheless, Under This Bill the Cattle Kings Could Acquire and Fence in Large Tracts.

WASHINGTON, May 1.—The matter of leasing the public grazing lands of the Western States has been agitated and discussed as much, if not more, during the present session of Congress than at any previous time. Out of all this discussion and controversy there may possibly arise some safe and legitimate way of distributing the grazing privilege among those who are willing to pay for it, and who are entitled to it by reason of vested rights. Those possessing vested rights, in the opinion of the Department of the Interior, are the actual settlers and residents of the territory involved. Those most persistent in their advocacy of large leases are the big live stock interests which find themselves crowded and inconvenienced by advancing settlement and by the overstocking of the ranges.

There are many excellent arguments in favor of a leasing permit to be granted to those who wish to graze their live stock on the public ranges. The great danger, however, is that Congress will adopt some legislation whereby the homesteader, with his small bunch of live stock, will be crowded to the wall and deprived of his pro rata rights upon the surrounding free grass.

The American Cattle Growers' Association, with its ten years' leasing bill at a fixed rate of two cents an acre, represents one extreme of the controversy. The other extreme is represented by those who fear the dangers of any leasing bill whatever and are opposed to any such legislation. The Department of the Interior, through the Secretary and the Commissioner of the general land office, is firmly determined that no leasing bill shall receive its commendation unless the rights of the small settlers are fully protected in such a measure. It is doubtful whether any leasing measure passes Congress at this session; in fact, it is highly improbable, but out of the controversy and discussion now current may arise some measure which in the future will be acceptable as a compromise at least to all interests involved.

There have been quite a number of leasing bills introduced at this session as at previous sessions, but in all of them have been found serious defects, and some of them originated so apparently in selfish interests that they are unworthy of consideration.

Representative Lacey, of Iowa, is Chairman of the House Committee on Public Lands, and is one of the best informed men in Congress in these matters. His sympathies, however, are rather with the farmers of the Central West, as against the pioneer, and he is very conservative toward any National movement to aid in the development of the arid West. Any bill which he may introduce, however, is entitled to respectful consideration, and, as coming from the Chairman of the Public Lands Committee, it is naturally entitled to serious thought.

Mr. Lacey has formulated and introduced a leasing bill which probably represents his ideas as to the merits of the various arguments in that direction. It has not been before Congress long enough to have been seriously considered, but will undoubtedly receive considerable attention and analysis. It is here presented not for the purpose of commending it or antagonizing it, but simply as evidence of the trend of the discussion over the leasing question, which is now in progress in Washington. Mr. Lacey's bill is as follows:

Section 1. The purposes of this act are to give the homestead settlers and holders of small farms the opportunity in the arid region to improve and protect the grass upon the public domain in the vicinity of their holdings, so as to prevent further deterioration and the monopolization of the range by the owners of large herds of live stock; and the rules and regulations to be made and promulgated to it by the Secretary of the Interior under this act shall be made with reference to its purposes as defined in this section.

Sec. 2. That so much of the arid and semi-arid public lands not capable of irrigation as may be necessary for the purposes of this act may be leased for stock grazing purposes, subject to the right of homestead, mineral and other entry under existing laws. Said leases shall be made under such laws and regulations as may be prescribed by the Secretary of the Interior and for the purpose of and subject to the limitations of this act.

Sec. 3. All leases shall run for a period not exceeding five years, such leases shall be limited to an area of not exceeding 3,200 acres to any one person, and such leases shall not be assignable or transferable, but in case of the death of the lessee, shall inure to the benefit of the estate or legal representative of such lessees. Such leases shall only be made to actual homestead settlers, or to freeholders whose lands are in the vicinity of the lands to be leased by them. And the holder of a homestead, prior to patent, may obtain a lease to not exceeding ten times the area of land included in his said homestead; and the owners of lands in freehold may, in like manner and under like restrictions, acquire a lease for ten times the amount of said freehold, but in no event to include more than 3,200 acres for any one lessee under this act.

Sec. 4. During the continuance of any lease made under this act the lessee may fence the leased land or protect the same from trespass in any other lawful method.

Sec. 5. No corporation shall be entitled to any lease under the provisions of this act.

Sec. 6. Where there are two or more persons eligible to acquire leases under this act who may desire leases upon the same land, and there is not enough public lands in such locality to supply the said applicants, then such lands shall be apportioned among such applicants under rules and regulations to be prescribed by the Secretary of the Interior.

Sec. 7. The lands to be leased under this act shall be classified and graded by the Secretary of the Interior into six classes, and the annual rentals shall be one, two, three, four, five and six cents an acre, according to class or grade, payable at such time and in such manner as may be prescribed by the said Secretary. The proceeds of such leases shall be paid into the Treasury of the United States.

Sec. 8. Nothing in this act shall prevent the lessees of other persons or corporations from the privilege of grazing their stock upon the public lands not included in such leases.

Sec. 9. Nothing in this act shall apply to or change existing laws as to forest or other reservations, provided that the Secretary of the Interior, under rules and regulations to be made and promulgated by him, may make and collect such charges per capita as he may determine for each horse, sheep, cattle or other animal which he may permit to graze within the forest reservation.

Sec. 10. When any mineral or homestead or other lawful entry is made upon leased land the lease shall be cancelled thereon under rules and regulations to be prescribed by the Secretary of the Interior.

Sec. 11. In leasing under this act the regulations shall provide for the reservation of watering places and streams where practicable, so as to render the same accessible from the leased lands in the vicinity; and such regulations shall also provide for the necessary right of way across other leased lands in order to enable any lessee to have access with his stock to and from the lands leased by him.

Sec. 12. Leases may be renewed for further terms provided, that in renewing such leases the right to prorate by other applicants under Section 5 shall be applicable.

TWO SHIPS ARRIVE OUT.

Riverside and Tarpenbek at Destinations.

Two ships of the January grain fleet from Portland have reached Europe. They are the British ship Riverside, and the German bark Tarpenbek. Both made fast passages, in keeping with the speedy record of all ships that sail from the Columbia River. The Tarpenbek made the voyage in 114 days and the Riverside in 115 days. They evidently had a close race for Europe. The Tarpenbek sailed January 11 and the Riverside the day before. The first vessel carried 64,258 bushels of wheat, loaded by the Portland Grain Company. The Riverside was dispatched by Balfour, Guthrie & Co., with 44,400 bushels of wheat.

BIG LUMBER BUSINESS.

Steam Schooners Kept Busy Handling Oregon Output.

The steam schooner Iaqua, of the Gray Steamship Line, is at Carroll's Point, below Kalama, loading lumber for San Pedro, Cal. She will take away about 650,000 feet for the San Pedro Lumber Company. The cargo is destined for New Mexico and Arizona points, for use in the mines.

The coastwise lumber trade of the Columbia River has assumed large dimensions, and is growing fast. Last month nearly 4,000,000 feet of lumber was shipped from Portland to California points. A number of shipments are to be made from Carroll's Point this year. Lumber will be brought down to the Columbia River from mills on the Northern Pacific such as at Winlock, Chehalis and Centralia. Formerly, this lumber went to Puget Sound for shipment, or was sent directly East.

The steam schooner Lakme was dispatched yesterday to San Francisco by the Eastern Lumber Company with a cargo of about 550,000 feet. This vessel has been chartered by that company since the first of the year.

MORE FAST SAILERS.

Columbia River Continues to Maintain Its Record.

The Columbia River continues to send out the fastest sailers, in spite of the boasting of Puget Sound and San Francisco and their invidious slurs at this port. As season after season goes by the Columbia fresh water harbor is seen to be in a class by itself. On the same day that the Tarpenbek sailed, four other vessels put to sea, the Emile, Eugenie Fautrel, Jean Bart and Duguesclin. On the following day, besides the Tarpenbek, there sailed the Falklandbank, Ilala, Latimer and Riversdale.

Sealer's Narrow Escape.

The Ocean Belle, a sealer, had a narrow escape from destruction by fire off the California coast, says the Victoria Colonist. The Chinese cook of the schooner ran amuck, and when all hands except Captain McPhee were on deck he held the captain in his cabin by brandishing a big knife, with which he threatened to kill him. While the captain was sheltered in his cabin the Chinaman knocked off the top of a powder keg, and, making a train of powder along a bench to it, and spreading kerosene liberally about the cabin, he fired the powder train, intending to blow up the schooner. Seeing the plan to destroy the vessel, Captain McPhee rushed at the Chinaman, and the latter, instead of attempting to hold him back with the knife, ran to the deck and jumped overboard. The last the sealers saw of him was when they saw him in the water astern, trying to keep his head under, seemingly bent on suicide. The crew hurried to the cabin, and after a hard struggle extinguished the fire before it reached the powder. The schooner then put into Monterey.

New Trans-Pacific Line.

SAN FRANCISCO, May 6.—The Chronicle tomorrow will say:

"Plans are being quietly prepared in the East for the creation of a new trans-Pacific steamship line between San Francisco and Hong Kong. It is intended to have a number of freight and passenger-carrying steamers running in conjunction with the proposed Canton and Hankow Railroad that is being built in China by the Brice syndicate. One million five hundred thousand tons of steel rails for this new Chinese railway have been ordered in Illinois, and will be shipped to the Orient. That single item of freight will form the nucleus of the traffic on which to establish a new ocean line of steamers. The present problem is the arrangement with some continental railroad, and it is believed this will be effected within the next six months."

Quarantined for 21 Days.

VICTORIA, B. C., May 6.—The steamer Kinshiu Marue, which is in quarantine, has on board the captain and eight European officers, two Chinese and 74 Japanese in the crew, 15 European and 2 Japanese saloon passengers; 3 Europeans, 78 Chinese and 78 Japanese in the steerage. The passengers and crew will have to remain in quarantine for 21 days, but the steamer will be released as soon as she has been fumigated and a new crew arrives to take her across the Sound. The crew of the Yangtsze also is in quarantine and are expected out on Saturday.

Allays Fears for Schooner.

NANAIMO, B. C., May 6.—A report was received here to-day which helps to allay fears regarding the safety of the Nellie Thurston, a fishing schooner, from this city, which is several weeks overdue from the North. Some fishermen from the steamer New England allege to have seen her five days ago off Goose Island, near the north end of Vancouver Island. The captain of the New England, however, knew nothing of it.

Alcalde Will Sail Today.

The schooner Alcalde has finished a cargo of lumber at the North Pacific Lumber Company's mills. She will start down the river probably today, in tow of the Ocklahama. Her destination is San Francisco, and she carries over 400,000 feet of lumber.

Marine Notes.

The Lord Shaftesbury has gone to Columbia dock, No. 1, from Sand dock. She discharged cement at the latter dock and took on a stiffening of ballast.

The Brunel has gone to Montgomery dock, No. 2, from Greenwich dock.

Domestic and Foreign Ports.

ASTORIA, May 6.—Sailed at 11 A. M.—French bark Vendee, for United Kingdom. Condition of the bar at 4 P. M., moderate; wind southeast; weather cloudy.

Redondo, May 6.—Arrived—Steamer Aberdeen, from Portland.

San Francisco, May 6.—Arrived—Schooner Queen, from Port Gamble; schooner William Olsen, from Port Gamble. Sailed—Steamer Umatilla, for Victoria; schooner Henry Wilson, for Gray's Harbor; schooner Fannie Adele, for Gray's Harbor.

Tacoma, May 6.—Arrived—Steamer Mineola, from San Francisco; steamer Elihu Thomson, from Skagway. Sailed—British bark Pax, for Seattle; British steamship Braemar, for Vladivostok.

Seattle, May 6.—Sailed—Japanese steamer Iyo Maru, for Hong Kong; steamer Farallon, for Skagway. Arrived—Steamer John S. Kimball, from San Francisco.

New York, May 6.—Arrived—Bremen, from Bremen. Sailed—Georgic, for Liverpool; Kronprinz Wilhelm, for Bremen, via Plymouth and Cherbourg; Moltke, for Hamburg, via Plymouth and Cherbourg; Phoenicia, for Naples and Genoa.

Gibraltar, May 5.—Arrived—Hohenzollern, from New York, for Naples and Genoa.

Sydney, N. S. W., May 6.—Arrived previously—Sierra, from San Francisco.

Port Said, May 6.—Arrived—Atholl, from Liverpool, for Shanghai and Seattle.

Bremen, May 6.—Arrived—Cassell, from New York.

Hamburg, May 6.—Arrived—Herodot, from Seattle, Guatemala, etc., via Havre.

Moville, May 6.—Arrived—Ionian, from St. John, N. B., and Halifax, for Liverpool.

Boulogne, May 6.—Arrived—Potsdam, from New York for Rotterdam.

Naples, May 6.—Arrived—Neckar, from New York.

Queenstown, May 6.—Arrived—Oceanic, from New York for Liverpool, and proceeded.

Saigon, May 4.—Arrived—Ching Wo, from Tacoma, via Yokohama, Shanghai and Hong Kong, for London.

Yokohama, May 5.—Arrived—Kaisow, from Seattle and Tacoma, for Hong Kong and London.

Hoquiam, Wash., May 5.—Arrived—Schooner Chehalis, from San Francisco for Aberdeen. Sailed—Schooner Maweema, from Aberdeen for San Francisco. Arrived—Steamer Lindauer, from San Francisco for Aberdeen.

AT THE HOTELS.

THE PORTLAND.

H N Lyon, St Paul
C E De Camp, LosAng
C J Wood, Caspar, Cal
Jas J Gorman, Full River, Mass
E H Libbey, Lewiston
W H Hodge, N Y
A M Ingersoll, Tacoma
Henry Hewitt, Jr, do
C W Thompson, do
J W Mellinger, do
Nelson Bennett, do
Alfred H Bright, Minneapolis
J G Pettyjohn & wf, U S A
T C Hoffman, Baltmr
R Lindheim, N Y
H S Smith, San Fr
E L Hearn, Boston
A W Berg, Chicago
R Gibson & wf, N Y
Mrs Robt Howes, Spokane
John W Davis, S F
Wm Gaddis & wife, Helena
F D Stanley & wife, Perry
Miss Gaddis, Helena
Chas K Wheeler & wf, Fort Dodge
C W Nibley, Baker Cy
G C Flavel & wf, Astoria
O F Robinson, K C
A B Frame, city
E H Guie, Seattle
O C Hollister, city
Geo F Walsh & wife, Chicago
W F Zwick, Seattle
W S Sherwood, St Pl
Allen Cooley, Marysvill
B R Speidel, N Y
A L Castle, Quincy, Ill
A Hussald, St Paul
Newton Phillips, S F
M B Whitley, Seattle
C J Riley & wf, Chgo
Joe Hardeman, St L
V S Anderson, Camden, N J
F Crowther, San Fran
G F Wentworth, Tacoma
Frank G Moyer, N Y

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

THE PERKINS.

A J Cooper, Dalles
E H Bush, city
B F Russell, city
Robt Brewster, Vancouver, B C
F J Morrison, Dallas
E W Saunders, Seattle
Mrs Saunders, Seattle
G W Ninemeir, Montesano
J O Means, Chicago
Mrs Means, Chicago
Master Means, do
E S Waterman, W W
A M Graham, Milton
T P Simpson, Oregon
Mrs F Van Stone, S F
Mrs L Louderbeck
Mrs V C Brock, W W
J W Moore, Walla W
E J Foster, Indpls
Mrs Foster, do
F A Megrath, St Paul
A Freeman, Boise
H G Clark, San Fran
Dr H J Fountain, Redwood Falls, Minn
Mrs Fountain, do
H L Henderson, M D, Astoria
Rev M F Hardesty, do
E C Horton, Grand Rapids, Mich
Mrs Horton, do
Hugh McGreer, Antelope
W L Nichols, Riddles
A A Jessup, Salem
Mrs Walter L Howard, Honolulu, H I
Chas H Springer, Phila
Rose Graham, Newbrg
S M Graham, Oregon
Mrs H A Young, Oak Point
C T Davis, Portland
Wm Osburn, Marshfld
C C Poppleton, Wichita, Kan
Hugh H Darling, Salem
Jas Moore, Kelso
Robt Hight, Kelso
Frank T McNitt, Centralia, Wash
Mrs F T McNitt, do
H T English, Seattle
Thos Gilday, Montreal
Mrs Gilday, Montreal
J M Rice, Iowa City
Mrs Rice, do
W J Seal, Spokane
Mrs W J Seal, do
Wm A Mowry, Boston
F K Lyon, San Fran
Mrs Lyon, San Fran
H H Buddington, S F
Mary Lemery, Gervais
E A Taylor, Airlie
C A Pague, San Fran
A D Rothstein, Seattle
Carl Heavenrich, Saginaw, Mich
R J Logan & fmy, Rhodes, Ia
I B Barber, Sioux Fls
L Koch, Sioux Falls
E S Richards, Silverton
E V Conklin, Silverton
Norman Reeves, S F
Mrs Reeves, San Fr
Louis Jacobs, Denver
G L Lindsley, Ridgefld
H A Saunders, Manila, Iowa
T Regan, Boise
A W Taylor, Dawson
A McDougall, Tacoma
T N Smith, Tacoma
A B Nickey, Indiana

Regulator Line Steamers. Dalles, Cascade Locks. Return daily. Oak-st. dock.

THE IMPERIAL.
C. W. Knowles, Manager.

C C Darling, Tacoma
Mrs Darling, Tacoma
J E Whinnery, Centralia
Mrs Whinnery, do
N P Sorenson, Astoria
Wm I May, St Paul
Mrs C B Upton, WW
Miss Mabel Chapman, Walla Walla
R M Leetus, N Y
Jos Wetteren, Jacksonville
J B Stewart, do
H Hamblet, Astoria
Mrs Hamblet, Astoria
E M McComas, Pendleton
T H Crawford, Union
Will R King, Ontario
I Simons, Boise
Miss Nan Wagner, Salem
Mrs Hal D Patton, do
J S Cooper, Lndp
H C Thompson, Astoria
W E Dennett, Astoria
C J Christie, Sumpter
Nat Buffington, Denver
Mrs Buffington, do
Mrs J L Gibson, B C
Edmond Gilliner, Salem
A F Overman, Chemawa
Frankie Claxton, Scio
Frank Frymers, Leadville, Colo
Mrs Frymere, do
C W Cottam, San Fr
Alf R Kelly, San Fran
D G Andrews, San Fr
P J McDonald, Seattle
H E Davis, N Y
Dr T W Harris, Eugene
T H Brierly, Ione
J Bookey, Heppner
Mrs R M Piper, Pocatello
Miss A Fletcher, do
G M Clover, San Fran
Mrs Chas L Houston, Astoria
Mrs Frank Parker, do
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Oliver Slifer, do
Jack Connor, St Helens
Mabel Harrington, Oregon City
E Erickson, Clatskanie
M Mattson, do
F J Morrison, Dallas
B J Ridder, Dallas
W E Davis, Carrollton
R B Boothby, Camas
R Tillotson, Warren
G J Hanna, Carson
F O Hurt, Carson, Wn
James Fleming, do
Geo A Wallace, Woodburn
Chas G Scott, do
M Williams & wife, Marshland
F H Moore & son, Astoria
G J Melvin & wife, Cathlamet
Clyde Landus, Tacma
F A Smith, Seattle
John Foster, San Fr
S O Burkhart, Albany
Geo E Drake, Columbia
D Kemler, Pendleton
W C Dibblee, do
H F Bagley, Hillsboro
Walt Smith, Wilson Cr
C E Finch, city
D M Lietzel, city
N J Turck, Chehalis
Mrs N J Turck, do
H D Walker, McMinn
P South, Shaniko
Harry Howard, do
Mrs L Hamilton, do
Thos G Walker, South Bend
Frank Thomas, do
John Mallon, Aberdeen
Chas Rouner & wife, Astoria
Clara Rouner, Astoria
F C Anderson, Astoria
Miss Maud Drake, Vancouver
Carrie Ware, do
Chas Carson & son, do
Mrs Jas Weldon, Cascade Locks
Minnie Weldon, do
Walter Street & wife, Salem
Mrs Fannie Ross, Vanc
Dan McDonald, Seattl
Mrs W I Doane, do
A Backman, Seattle
W D Case, Pittsbg, Or
H H Colvin & wife, Rainier
S Conver, Scott's Mills
D W Lewis, Newberg
R Roberts, Aberdeen
Geo Louth, Aberdeen
J Randolph, city
H Nelson, Newberg
E L Dennison, Newprt
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Can't fill 3 pints with half a cup.
Science affirms these truths anew,
So con-densed victuals
will
not
do.

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