BIG CARGO PLEET HAS AN EFFECT ON THE PREIGHT MARKET.

John Cooke Chartered at 28s 9d-Large Fleet of Lumber Carriers Headed for Portland.

The effect of a big cargo fleet on the freight market was shown yesterday when the British ship John Cooke was chartered for new crop wheat loading at 28 M, the lowest rate reported for a ship of that size since the chartering movement began. There are Il cargo ships en route and listed for this port, and prac-tically all of them will reach Portland be fore the wheat shipments next fail are very heavy. At the same time, a num-ber of ballast ships will also be here, so that there will not be much of an oppor-tunity for any improvement in freight rates. There can hardly be a great profi in chartering ships at 78s 9d for wheat loading, but as the Cooke is bringing in-ward cargo to assist in sharing the expense of the trip, she is in a better posi-tion to accept the rate than a vessel would be that was dependent on outward

This is the first new crop charter for Portland loading that has been reported for several days, and is is 3d lower than the last previous engagement. The John Cooke has loaded here several times, and is a vessel of 1758 tone net register. She sailed from Liverpool April 24, with gen-eral cargo for Portland.

BIG LUMBER-CARRIERS.

Numerous Coast-Built Craft of Large Capacity en Route for Portland.

While big steamship cargoes of lumber have made Portland famous as an exporter of lumber the world over, the business of coasting schooners is increasing quite rapidly, and some of the Coast built craft now engaged in the business are very large carriers. There are three schooners listed for Portland, which have a com bined carrying capacity of over \$,000,000 feet, or about as much as could have been carried by 10 of the schooners in service 35 years ago. The largest of this trio is the Eldorado, which salled from Callao April II to load here for the West Coast. This schooner was built on Gray's har-bor, and carries about 1,206,000 feet of The schooner Churchill, with a capacity of nearly 1.000,000 feet, is under charter to load at Portland for Meibourne. She is now discharging a cargo of lumber at San Francisco, and will come north in ballast next month. The schooner Fred J. Wood is another of the craft which can carry upwards of 900 feet of lumber. She is chartered to load foreign from Portland, and is new at Hakodate, Japan, from which port-she will bring a cargo of sulphur to Port-

The venerable Tam O'Shanter, which still wears a barkentine rig, is also coming up from the West Coast, but can carry-but little more than half as much as some of the fore-and-aft-ers, which have come into the field where she was considered a crack craft. In addition to the vessels mentioned as headed in this direction, there are a number of smaller ones, which in the aggregate will carry away considerable lumber. Of this fleet the barkentine Quickstep salled yesterday from San Francisco, the schooner Repeat May 21, schooner North Bend May ooner Lizzie Vance May 20, schoone May 27, and barkentine May 12. There is a possibility that the square-rigger reported outside last even-ing may on closer inspection prove to be the Gleaner.

WILL RETAIN CONTROL.

Hamburg-American Line Has Become Only Partially Morganized.

tion, submitted by the directors, with the view of assuring the control of the comboard of supervision must be German sub-jects and live in Germany and the directors and the Jacobsen. order to change this provision or transfer the seat of business of the company to a foreign country or to dissolve the company, or do anything involving the loss of or the restriction of independence of the company in favor of foreign under-taking, it will be necessary for a resolution to that effect to be adopted by hereholders representing four-fifths of the capital at a general meeting, and that a confirmation of the resolution by the same majority be adopted at a second general meeting. During a long speech, Herr Ballin, di-

rector-general of the Hamburg-American line, declared the company would not "stoop to such a low trick" as to lend itself to any action by which American goods would be thrown on the German market at minimum rates. The American railroad, he continued, had no interest in transporting goods at cheap rates from the interior to the coast in order to hand them over to the shipping lines. On the contrary, the railroads suffered because they could not transport sufficient goods to the interior, Herr Ballin further remarked that the

people might rest assured that the ar-rangement of the German lines with the shipping lines would redound to the profit of the German companies. They had not forgotten the other contracting parties were Americans.

MYSTERY OF THE SEA.

Schooner Crew See Strange Sights While on Voyage From Portland.

The schooner Winchester, which salled from Portland with a cargo for Samoa several months ago, has again reached her home port, San Francisco, and brought back with her a tale of mystery. On the outward voyage from Portland for the South seas, Captain Christiansen says that at 6:65 P. M. on March 28, while lying becamed in latitude 12 deg. north, longitude 186 deg. west, with overcast sky and an occasional rain cloud passing over from the east-southeast, he observed the sky to light up suddenly to a height of about 19 degrees and for 30 degrees along the horizon. The light was a red glow, northwest of the Winchester, and about 29 miles distant, so far as could be judged. The light remarked for about 10 minutes. longitude 166 deg. west, with overcast sky The light remained for about 10 minutes, when a passing rain cloud obscured it. For another 10 minutes Captain Chris-tiansen saw a bright white light, similar to a Wolsbach in brilliancy, but larger, and not very distinct, owing to the rain clouds. The captain made an effort to go in the direction of the lights, but was unsuccessful, owing to the lack of wind. He kept a bright light burning during the night, and a sharp lookout, but say no more of the strange lights after the moon rose a short time later,

POSITION IS ASSURED.

Lord Brussey Sees No Cause for Alarm Over Morgan Encroachment. Alarm Over Morgan Encroachment.

IONDON, May 28.—The annual meeting of the London Chamber of Commerce, which was to have been heid this afternoon, was unexpectedly adjaurance owing to lack of epace and air. Hundreds of business men and merchants crowded into the small room provided for the meeting, and when Lord Brassel, who presided, attempted to open the meeting he was greeted with demands for adjournment from the sweitering, half-stiffed audience. greeted with demands for adjournment from the sweitering, half-stifled audience, whose outcries were finally acceded to.

Meanwhile printed copies of the presidential address were distributed. In it he urged the improvement of the London ducks, on the lines of those at New York and at Hamburg, and said he helieved the British, on even terms, were well able to hold their own in industrial struggles.

Dealing with the shipping combine, Lord

NEW CROP RATES LOWER Brassey said it was idle to expect or claim a monopoly of the North Atlantic. It was certain aboner or later that some movement similar to that instituted by J. Pierpont Morgan would be brought by the

United States.
"Let us not lose our national dignity in unavailing said groundless alarms," the address continued, "Our position as a maritime nation is assured beyond the reach of competition, and we shall hold our position against all comers, because we build ships more cheaply, and with or without foreign crews, sail them more cheaply than any of our rivals."

Lord Brassey admitted, however, that the British ship builders must look to their laureis in the construction of ocean greyhounds of the Hamburg-American Line steamer Deutschland type, and urged more liberal subsidies for mail

FEARS FOR THE HATZIC. Sealing Schooner Is Believed to Have Gone Down.

VICTORIA, B. C., May 28.-It is feared that the sealing schooner Hatzic, the only vessel of the coast fleet which has not returned to port, has been lost. She has never been seen since starting on her Spring cruise, on February 15. Feam have been expressed for her for some time, Fears and hope was not abandoned until today. when the coast steamer returned without any news of her. She is believed to have been lost in the big storm of February 24.

The Hatzic is commanded by Captain Daley, an old sealer, and besides him there were on board Captain Farley, Mate P. Dooley, A. Medina, W. Christian, a Chinese cook and M Indians from Kyquot, on the west of the island. Captain Daley leaves a widow and family. He was one of the Victoria sealers seized by the Russians and thrown into a Siberian prison some years ago. Since then the Russian Government recompensed him, The Hatzle is an old schooner. She was the old steam schooner Dolphin, one of the first schooners seized by the United States revenue cutters in Behring Sea. Afterward she was renamed the Louis Gisen, and was a pilot-boat off the Columbia River, and later used in running opium into the States. She was selzed and dismantied at San Francisco, where Captain Daley bought her. Last year, she was taken over by the Victoria Scaling Company. Her hull was insured.

NEW SCHEDULE OF RATES. Outward-Bound Trans-Pacific Busi-

ness Is Affected. Transportation companies have an-nounced a new schedule of rates on out-ward-bound trans-Pacific business. It applies to traffic from interior points of the United States to Japan, and China regular points of call. Only three or four changes are noted from the old schedule.

The new rates will go into effect June 1, and will supersede schedule "K," which took effect February 6. The rate or genseng has been raised from \$3.50 per ton to \$6, from Atlantic seaboard territory and points West. Railroad ties and showing, spades and scoops are new items in the schedule. The former are rated at 50 cents per 106 pounds, and the latter at \$1. The arbitraries beyond ports of call

show a general reduction in rates. The regular ports of call are Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong. The new schedule affects the Portland & Asiatic Steamship Company, Can-adian Pacific Steamship line, Northern Pacific Steamship Company, Occidental & Oriental Steamship Company, Pacific Mail Steamship Company, Nippon Yusen Kalsha and Toyo Kisen Kaisha.

NOT A SQUARE RIGGER. Barkentine Gleaner Causes a False Alarm From Cape Hancock.

The evening report from the Cape yesterday announced a "square-rigger outsides and for a time it was thought that either the Jacobsen or the Cypromene had been sighted. Pretty nearly everything that is not schooner-rigged is HAMBURG. May 28.—At a meeting to-day, the sharehoulders of the Hamburg-American line unanimously adopted a mo-she proved to be the barkentine Gleaner, from San Francisco for Knappton. Un-less there are a few ships of what is

day cleared the British ship Lord Shaftes-bury, and if she gets in today, will have plenty of time to load and get away in June. The Cypromene has inward cargo and could not discharge and get away again before new season, and as no other vessels are known to be due in time for current season loading, the Portland Grain Company will probably have both of the tall-enders of the 1901-2 grain fleet from Portland.

Tacoma Marine Notes,

TACOMA, Msy 28 .- The Northern Pacific liner Glenogie, Captain Warner, will sail at noon temorrow for Yokohama and Hong Kong, with a cargo valued at \$561.-834. The cargo includes 5306 bales of domestics, valued at \$217.135, consigned to Shanghai for the North China trade. A larger shipment than this was made two weeks ago on the Northern Pacific steam-ship Olympia, the two shipments together amounting to 12,212 bales, or 9,704,600

Balfour, Guthrie & Co, today cleared the British bark Levernbank, Captain Turner, for Queenstown, for orders, with 141,600 bushels of whest, valued at \$33,-

The schooner Fred E. Sander is making a record of quick lumber loading at the Tacoma Mill Company's dock. She began loading Monday, and by Saturday afternoon will have 600,000 feet on board destined to Los Angeles.

The schooner W. F. Jewett will finish loading 625,000 feet of lumber tomorrow

and next day for San Francisco.

Flottbek Case Argued and Submitted SAN FRANCISCO, May 28.—The appeal in the case of the Saginaw Steel Company and the Puget Sound Tugboat Company against M. Shoemaker and the German ship Flottbek was argued in the United States Circuit Court of Appeals today. The District Court of Washington gave judgment against the Flottbek for \$22,830, of which \$9830 was awarded to the owners, captain and crew of the steamer Mat-teawan, and \$13,000 to the Puget Sound Tughost Company for salvage. The appellant alleges that the towage service rendered was not worth more than \$800. The value of the Flottbek was admitted to be \$60,000, and the salvage awarded is alleged to be more than 35 per cent of the value of the property. The appellant ad-mits that the damage to the Matteawan caused by the breaking of her windless is \$2512, but avers that the Matteawan is not entitled to any salvage whatever. The case was submitted.

Consignce's Names Not Required. SAN FRANCISCO, May 28.-Collector of the Port Stratton has ruled, by directhat the names of consignees will not be required from merchants giving commercial statistics to the Government on shipments of merchandise between the Philippines, Hawaii and Alaska and mainland ports of the United States, it not be-ing the intention of the Government to pry into the business secrets of merchants furnishing the information required.

Thousands of Immigrants. NEW YORK, May 28.-There are 21,000 immigrants on the Atlantic liners due to arrive this week, and they bring the total for the month up to 85,000, breaking all records for any month in the last 20 years. The majority of the arrivals are from Austria, Hungary, Italy and Russia.

Dimensions of Rover. ASTORIA. May M.—The official measurement of the gasoline launch Rover was completed by the customs authorities

today. She was built by O. P. Graham, of Warrenton, for Spencer & Heyes, and her dimensions are as follows: Length, 6.8 feet; beam, II.S feet; depth of hold. 3.55 feet; tounage, H tous net, and 10 tons gross.

Bad for Independent Owners. NEW YORK, May 28.-In Liverpool ng circles the agreement made by the Atlantic combine with the German lines is regarded as a favorable one for Mr. Morgan, cables the London correspondent of the Tribune. It is not admitted that the syndicate will be able to starve out the independent English owners, but there is a felling of depres-

Vaudeville at Sea. NEW YORK, May &-Arrangements are reported to have been made for the ion of vaudeville entertainments on some of the ocean liners. The achem will be given a trial on the steamer St. Paul next trip out of this port. The en-tertainments will be furnished entirely by male talent, according to present plans.

Contracts Let for Six Schooners. VANCOUVER, B. C., May 28.—Contracts have been let for the construction at this port of six schooners to be used in the lumber-carrying trade. The vessels are to be four-masters of 1900 tons each with a carrying capacity of 1,000,000 feet. Each

To Float Collier Bristol.

VICTORIA, B. C., May 28.-A salvage crew leaves here tonight to attempt to float the collier Bristol, which stranded on Green Island, on the northern British

Meeting Adjourned. NEW YORK, May 28.-On motion of a shareholder, the annual meeting of the Pacific Mail Steamship Company set for today was adjourned until June 6.

Domestic and Foreign Ports. ASTORIA, May 28.—Seiled at 5.20 A. M.—
Bteamer Columbia, for San Francisco. Sailed—
Steamer Elmore, for Tillamook. Arrived at 8
P. M.—Barkentine Gleaner, from San Francisco. Arrived down at 4:30 P. M.—German bark Nomia. Condition of the bar at 4 P. M.,
moderate; wind south; weather cloudy.
San Francisco, May 28.—Sailed—Barkenton Optickysten for Portiand; 27th schooner Al-San Francisco, May 28.—Sained Parkentine Quickstep, for Portiand; 27th, schooner Al-calde, for Portland, Sailed at 11:30 A. M.— Steamer Geo. W. Elder, for Portland. San Pedro.—Arrived May 27.—Barkentine En-core, from Knappton. New York, May 28.—Arrived—Hohenzollern, from Care, Care Company 10:200.

from Genoa. Queenstown, May 28.-Arrived-Teutonic, om New York

Tacoma, May 28.—Arrived—British bark General Roberts, from Seattle.

Queenstown, May 28.—Arrived—Commonwealth, from Boston for Liverpool, New York, May 25.—Salled—Menomines, for London; Oceanic, for Liverpool; Philadelphia, for Southampton; Kensington, for Antwerp; Mongolian, for Glasgow.

Liverpool.-Arrived May 27-Dominion and Liverpool.—Arrived May 2: Dominion and Fretorian, from Montreal. San Francisco, May 28.—Arrived.—Steamer Titania, from Nanaimo; steamer Sequola, from Willapa Harbor; schooner Del Norte, from Co-quille River. Salled.—Steamer Indiana, for Scattle; steamer Olympia, for Whatcom; schooner Western Home, for Coos Eay; bark-entine Quickstep, for Astoria; steamer Geo. W. Elder, for Astoria; steamer Home, for Til-lamook; steamer Hainler, for Seattle; schooner Robert Searles, for Port Hadley. Liverpool, May 28.-Sailed-Steamer Scandinavian, for New York; Germanic, for New York, via Queenstown; Noordland, for Phila-

delphia, via Queenstown.

New York, May 28.—Arrived—Majestic, from iverpool and Queenstown. Hong Kong, May 28.—Arrived previously-Steamer Empress of China, from Vance via Yokohama, Nagasaki, Shanghal, etc.

CAUSE OF EXPLOSION.

Provincial Mineralogist Has Not Yet Discovered It.

VICTORIA. B. C., May 28.—Hon. E. C. Prior, Minister of Mines, has received by wire the following report from W. F. Robinson, Provincial Mineralogist, who the government sent to Fernie to investigate the explosion in the Crow's Nest Pass

Seventy-eight bodies recovered to date, eight today. All parts of the mine searched except Beaver Deep's district. Air turned into scene the Portland Grain Company, who yester-day cleared the British ship Lord Shaftes-bury, and if she gets in today, will have accomplished gradually. Probably six bodies there. Mine free from gas, except as noted. No trace of fire. Since Monday I have been with relief party through every section, and I have seen no indications as to origin of explosion. Certainly not from machine holes, as popularly reported, as they were found intact and had not been loaded. Mine dusty, but no sign of coked dust to indicate a dust explosion. All bodies probably out in next 24 hours, except those buried under fails of faise hours, except those buried under falls of false roof, through propa being blown out, some places covering latge areas. Search being made is systematic and persistent. General satisfaction being expressed at government grant.

A special from Fernie says: The threatening attitude of was succeeded today by quieter and more orderly conditions. Chief of Provincial Police Bullock Webster has organized a strong force of special police, who have been brought into town from all parts of the province. No trouble is expected until the convening of the Coroner's jury Friday when there was a province.

day, when there may be excitement.

The miners are trying to procure evidence to develop at the inquest, which will result in a government investigation. The men would like the appointment of a government commission upon which the mine masters, the government and the men would be equally represented, to fix detailed causes of the disaster, and to suggest practical amendments to the mining laws. James R. Wilson, formerly underground superintendent, and who is now directing the rescue work, states that in his opinion the explosion was due to the careless handling of shots before the tests had shown that no gas or cost dust existed in the neighborhood of the place where the fatal blast was tamped down.

To Divert Speculators to Yukon. NEW YORK, May 28.—The crown pros-ecutor for the Yukon region and the originator of a new series of schemes for the opening of a vast district in the northern territory, has been consulting with capitalists and engineers, cables the London correspondent of the Tribune, and has been seeking to divert the interest of speculators from South Africa to the missal caused the trouble. Yukon. He has just delivered an illus-trated lecture, under the auspices of the Colonial Institute, on the resources of mineral wealth in the Yukon Valley. He avoided a discussion of the Alaska frontier question, but gave warning that Americans were displaying remarkable en-ergy in that quarter, and that British in-vestors ought to bestir themselves.

Important Canadian Surveys. VANCOUVER, B. C., May 28.—Important Canadian surveys are to be made in the North this season. News from Skagway today state that a party of Canadian surveyors now in that town will go over surveyors now in that town will go over the Chilkat district this season, expecting to complete their work in the course of a month or two. They will also survey a new road from Pyramid or Chilkat to the Porcupine district. Skagway papers as-sert that the proposal to run the road from Pyramid may include a contention to be made later by the Canadians to the effect that that point or Chilkat is in Canadian territory, and that the road will then be Canadian all the way from the shore to Porcupine and Atlin. the shore to Porcupine and Atlin.

Does Away With Mine Signals. VICTORIA, B. C., May 28.—Smith Curtis has introduced a bill in the Legislature to amend the inspection of metalliferous mines act, by repealing sections 9 and 10. The effect of the bill would be to do away entirely with the code of mine signals which was adopted last year and approved by all the miners' unions in this province.

GRANGE ELECTS OFFICERS

STATE ORGANIZATION WILL AD-JOURN TODAY.

Declares for Initiative and Referendum, and a Solution, It Believes, of Trust Problem.

SALEM, Or., May 28.—The State Grange today elected officers at follows: President, B. G. Leedy, of Tigardville (incumbent); Mrs. Clara H. Waldo, W. O., Macleay; A. T. Buxton, W. L., Forest Grove; C. L. Shaw, W. S., Albany; W. J. Edwards, W. A. S., Mayville; Oscar Eaton, W. C., Oswego; H. Hirschberg, W. T., Independence; Mary S. Howard, W. S., Mulino; S. G. Schoonever, G. K. Vernonia; dependence; Mary S. Howafd, W. S., Mu-lino; S. G. Schoonever, G. K., Vernonia; Mrs. Jennie Miller, P., Sellwood; Mrs. Louie Bond, F., Haisey; Mrs. C. H. Wine-coff, C., Amos; Mrs. Bertha Hibbs, L. A., McMinnville; member executive commit-tee, Thomas Paulsen, Portland, membera Legislative committee, W. M. Hilleary, Turner, and Jacob Voorhees, Woodburn. The attendance today was large over 200 being present.

At the orning session the committee on legislation reported recommending equal-ization of taxes and declaring for the taxation of franchises of corporations. The report was adopted.

.The executive committee reported a large amount of work accomplished and the finances of the organization in good shape.
The committee on legislation reported adversely on the following resolutions: Increasing the salary of free-mail-deliv-

ery carriers; to compel railroad com-panies to run their trains on schedule time; asking appropriation by the state of money for publication of reports of State Dairy Association; for the reduction of railroad fares from 4 to 2 cents per The same committee reported favorably

on other matters as follows: For placing state officers on stated salaries without perquisites; for postal savings banks and parcel delivery; for the adoption of the initiative and referendum amendment; for the election of the President of the United States, United States Senatore and Su-Judges by direct vote of the peoamendment United States Constitution for the regulation and control of corporations as a solu-tion of the trust problem; for the enactment of a primary law; for the election of Precinct Assessors, who shall constitute a Board of Equalization in their respective districts.

The selection of the place for the meeting next year was left to the Executive committee, Installation of officers will take place tomorrow afternoon, and the session will conclude Thursday evening with the advancement of several candidates to the sixth degree and the serving of an elaborate banquet in the Holman

SUFT TO QUIET TITLE. Portland Company Begins Action

Against Salem Packing Firm. SALEM, Or., May 28.—The Oregon Packing Company, of Portland, today began a foreclosure suit against the Allen Pecking Company, of this city, to recover \$14,525 08 and \$1400 attorney's fees, alleged to be the balance due on a promissory note issued to plaintiff by defendant corporation in September, 1901, for the sum of \$15,233 33, for the payment of which a mortgage was executed covering the canning plant located in this city. The Portland company asks for the foreciosure of the mortgage and the sale of the property for the satisfaction of its claim. Carey & Mays, of Portland, are attorneys for the plaintiff corporation. The real purpose of the suit is to quiet title to the property, which has been in dispute in the courts for some time.

Docket for Circuit Court.

SALEM, Or., May 28.—County Clerk Hall has prepared the docket for the June term of Department No. 1 Marion County Circuit Court, which convenes June & The docket consists of 35 cases, of which only three are criminal actions. At the June term will be tried nipe actions against insurance companies, wherein the resulting to the Reform School building from fire last November. The adjourned February term of this department will be convened next Tuesday by Circuit Judge G. H. Burnett,

Supreme Court Orders.

SALEM, Or. May 28.—The Supreme Court today made the following orders: E. W. Oliver, appeant, ve. Oregon Sugar Company, respondent; ordered on motion that appellant have until June 30 to complete his transcript and file his brief herein. M. S. Crossen, respondent, vs. W. D.

Grundy appellant; time for completing transcript and filing brief herein extended to June 30 upon motion. United States Mortgage & Trust Com-pany, respondent, vs. P. L. Willis, et al., appellants; time to serve and file his brief herein extended five days,

Oregon Horses for Alaska.

ASHLAND, Or., May 28.-J. Frank Ad-Klamath County, with a drove of 80 horses, which he has sold to the Miocene Ditch Company, of Nome, Alaska. They will be shipped north this evening, and will be used on the ditch which the company is constructing in Alaska. A plant of scrapers, harness, etc., costing \$7000 will be shipped with the animals. The horses had been used on the construction of the Little Klamath ditch, and were sold for Alaskan shipment at \$80 to \$100

Beilermakers' Strike Ends. SAN BERNARDINO, Cal., May 28.-The ilermakers' strike at the Santa Fe machine shope, in this city, is practically settled, but the nen may walk out in sympathy with the workmen at Needles, The Needles men are now awaiting a re-ply from headquarters to their demand for an increase in wages. So far as the strike here is concerned, the trouble is over, all demands of the strikers having

Law Students' Examination.

SALEM, Or., May 28.—A special examination of applicants for admission to the Oregon bar will be conducted in the Sdpreme Court room Thursday afternoon. The examination has been called upon petulon of the members of the graduating class of the college of law of the State University, in Portland, The class will number about 30.

Church Invites Public Co-operation. BOISE, Idaho, May 28.—The convocation of the Missionary District Protestant Episcopal church of Boise, Bishop Funston presiding, today adopted the report of a committee inviting co-operation of religious bodies and all citizens interested, with a view to promoting the more orderly observance of Sunday in the State of Idaho.

Salmon Eggs for Hatchery. OREGON HATCHERY, May 28.-Forty thousand steelhead eggs were received this morning at the United States Clackamas Fish Commission station from the station at Rogue River, which will be closed early in June, and the eggs remaining in the hatchery will be shipped to the Clackamas station.

amas station. Victory for Dawson Gamblers.

attempted to reopen their game in spite of the police. About a month ago several upstairs resorts were opened. The police determined to put a stop to sambling some weeks ago, and the result was that several houses were raided. But in court the gamblers decided to fight. The usual proof was submitted, but to the surprise of every one, the gamblers gained the day, on the ground that it was not shown that money changed hands, or was even in eight. The games are still run-

Idaho Postoffice Advanced. WASHINGTON, May 28 .- The postoffice at Kendrick, Idaho, has been advanced to the Presidential grade.

AT THE HOTELS.

THE PORTLAND. R. G. White, Phila
H. W. Edwards, Spokin
H. K. Seiby, San Fran
B. G. Manilé, San Fran
B. G. Manilé, San Fran
B. G. Manilé, San Fran
Mrs. W. J. Barron,
Mrs. C. Brown, N. Y.
M. P. Nelson, Chicago
Y. J. Smith, Spokane
H. H. Downling, Lynn,
Mass
Mrs. L. Warren, do
Mrs. L. Warren, do
Miss. M. J. Whitehouse,
Boston
Miss. Courtney Most Brooklyn
Miss Barron, do
N P Nelson, Chicago
Jas Craig, Silverton
Th Blatt, city
C H Callendar, Knappi
C R Davis, Chicago
W W Toklas, N Y Miss C E. Flint, do
Miss M J Whitehouse,
Boston
Mrs A Greenbaum, do
Miss A A Belcher,
East Orange, N J
Mrs Jacob Melsereau,
Edizaheth, N J
Mrs Jacob Melsereau,
East Orange, N J
A Oppenheimer, N Y
W B Sullivan & Wi,
Dayton, O
Mrs D W Engle, do
Mrs M Woodhull, do
Mrs C D Bidleman, do
J E Ransom, Utlca
Miss Louise Bidleman,
Duyton, O
A Burch, Keilogg
E J Hoberta, Spokane
E J Hoberta, Spokane
E J Levy, St Louis
W S Whitman, St P
Columbia River Scenery,—Regulator

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

THE PERKINS. Mrs Geo Taylor, Ta- J L Henderson, Fort Frank Gougar, Centralia
G A Ferguano, Dalles
I Nindgent, Frinceton,
Mass
Ins A Tate, Nashville, Fred S Hazen,
John Scission, Gervais
D Sedgwick, Vancyr
Mrs Langman, Kelso
M D Goodal, Tacoma
C C Darling, Tacoma
C B Halloway, city
P J McGowan, MeGowan, Wash
Fred H Lysons, Seattle
T B Ford, Eugene
F H Mender, Wasco
Annie Flingerald, Vancouver, B C
P P Parker, Condon
E H Hughes, B C
J C Cox, Republic, Wn
Bert Case, Salem
John B Ashton, Chgo
C H Wolfe, Portland
D Fulton, Wasco
J Thomlinson, Lowisin G
C A Pague, San Fr
W J Martin, St Paul
W S Link, McMinnville
Mrs Johnson, do
J Thomlinson, Lowisin G
C A Pague, San Fr
W J Martin, St Paul
W S Link, McMinnville
J C Johnson, Wrenhavn
Mrs Julia Burckhaller, Mrs Johnson, do
J R Goutter, Ilwaco
A B Smith, Quincy, Or
S Berteleon, Tacoma
Regulator Line
Steamers, Dalles,
Cascade Looks, Return cally Coakst, dook Frank Gougar, Cen- Frank Flaher, Mon-

Regulator Line Steamers. Dalles, Cascade Locks. Return daily. Oak-st. dock THE IMPERIAL. C. W. Knowles, Manager.

THE IMPERIAL

C. W. Knowles, Manager.

H. Lewis, Cincinnati
E. Lewis, Seattle
A. S. Froslid, Minnpis,
L. V. Druce, Seattle
C. R. Smead, Hialocks
Robt Hyde, Portland
Chas H. Fisher, Hak C. Mrs. T. Wandell, Albany
F. G. Ennis, Walla W.
Chas H. Fisher, Hak C. Mrs. Ennis.
Go Y. M. Scrogga, Akron. Ol. A. M. Crawford. Rosebrg
Le. Roy Brown, Omaha I. L. Patterson, Salem
D. W. Campbell, Tekon.
F. E. Cabell, Granite
J. Holck, Gr. Rapids.
J. H. Loney, Pondieton
J. H. Lanney, Pendieton
J. H. Lanney, Pendieton
J. H. Lanney, Pendieton
J. W. Frost, Jordan
Ella Frost, Jord Denver
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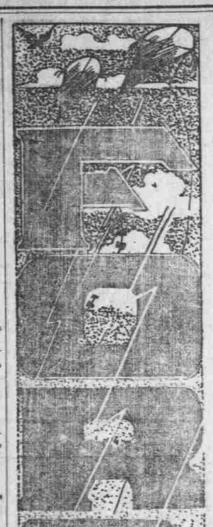
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