BOISE CITY, IDAHO

Well-Built Burgh and an Attractive Town.

$1,000,000 IN NEW BUILDINGS

Figures of Its Railroad Traffic and General Business—The Source of Its Strength Considered.

By a Staff Writer.

BOISE, Idaho, Jan. 18.—Boise, the largest city in Idaho and the center of its business, political and general life, has many claims to attention. It is practically in the middle of the state, for while only a few miles distant from the western border it is in the district where population is thickest and is midway between the northern and southeastern districts. It lies inconveniently some 18 miles east of the main track of the Oregon Short Line, but is connected with it by a stub road, and is regularly a station on the Short Line system—the largest, by the way, on the whole length of the road. But the through trains do not run into Boise, a change having to be made from one train to another at Nampa, the point where the stub connects with the main line. Freight cars with goods consigned to Boise are cut out from the trains at Nampa and are run without transfer of cargo into the Boise station. The city gets the same relative rates, both for passengers and freight, as points on the main line, so in a measure and as far as possible the disadvantage of its situation off the direct road is nullified. But the inconvenience to travelers is considerable. There is always the bother of going from one train to another and vexatious delays are not uncommon. On the way into Boise three days ago, I shivered on a cold platform, which I preferred to an overheated waiting-room, for something more than an hour, and my experience, I was told, is the usual thing.

"Boise," said a gentleman who lives in and loves the place to me yesterday, "is the only livable town between Portland and Salt Lake;" and if I was not quite prepared to share his enthusiasm I could but admit that the city has many charms. It lies just north of the Boise River from which it takes its name (pronounced Boy-zee, with the accent on the boy), on an elevated level and fairly under the eaves of a high and beautiful chain of bare mountains which half encircle it on the north and east. It is for this new country an old town, having been founded some forty and odd years ago, and has throughout its streets fine shade trees and other marks of long establishment. And with this domestic air it has much of the bustle and stir characteristic of Spokane and other cities in the vital intermountain region. The best of its several hotels is all that could be wished in all its departments, and broadly speaking the little city lacks nothing of the "plant" of civilized life. One who after several days of Winter trave suddenly finds himself in Boise, warmed, bathed, decently bedded and boarded and in the brightness and space of a hotel lobby which would not discredit any city in the country, easily finds motives for indorsing the opinion of the citizen above quoted as to the "livableness" of the city.

Boise is a town of two parallel business streets, with their connecting streets; and its business district is surprisingly well built and well furnished with stores of a metropolitan type. And there is another surprise when one comes to look over the residence districts. Personally, I could wish that there had been a little less devotion to the candle-snuffer idea in domestic architecture, but barring minor defects of taste, one finds an amazing number of substantial, costly and really beautiful homes. Portland has not so continuous a row of strikingly fine dwelling-houses as that which gives distinction to the wide Warm Spring avenue, which lies to the east of the business district. In the older parts of the city the homes are not so obtrusively modern or costly, but there are many which speak with equal emphasis both of wealth and taste.

The population of Boise is about 12,000, counting the new district, which lies just beyond the municipal limits and which resists incorporation through the indisposition of certain potent citizens who don't want to get their names on the municipal tax roll. And for a place of such relatively small population it does an enormous business. In 1901 there was handled at the Boise railroad freight depot, counting both "in" and "out" business, 4097 carloads of merchandise; for 1902 the figures were 5176, an increase of 1079. The railroad revenue produced by the Boise freight and passenger business (reckoning both in and out) was for 1901 $900,000, and for 1902 $1,150,000.

The figures which represent the volume of express, postoffice and banking business for the past two years are as follows:

Postoffice business—	
Total business, 1902	$1,480,234 44
Total business, 1901	1,413,977 99
Increase	$ 66,256 45
Express business—	
Receipts, 1902 (estimated)	$ 102,000 00
Receipts, 1901 (estimated)	59,870 00
Increase	$ 42,130 00
Banking business—	
Capital stock, five banks, 1902	$ 500,000 00
Capital stock, four banks, 1901	350,000 00
Increase	$ 150,000 00
Exchange issued in 1902	21,986,556 00
Exchange issued in 1901	15,413,299 00
Increase	$6,573,257 00
Total deposits, close 1902	$3,685,241 00
Total deposits, close 1901	2,656,558 00
Increase	$1,028,683 00
Loans and discounts, 1902	$1,897,238 00
Loans and discounts, 1901	1,408,100 00
Increase	$ 489,138 00
Total resources, close 1902	$4,301,632 00
Total resources, close 1901	3,298,507 00
Increase	$1,003,175 00

The cost of new buildings erected in 1901, not including the amount expended on the Government building begun in that year, was $416,000. The cost of general building in 1902, not including the Government building, was $980,000. These figures speak for themselves, and they demonstrate that things are a-hum—tremendously a-hum—in Boise and in Central Idaho.

And yet, in the midst of all this activity and this manifest progress, I find myself wondering what is back of it all, and whether it is a permanent and dependable thing. For the life of me I am not able to see the general conditions justifying all this investment in buildings and assuring the future of the city, and when I have asked citizens of the town to explain it they frankly confess that they cannot do it. The business and the income are here—there is no mistake about that—but the sources of it are curiously mysterious. There are no one, two or three dominating conditions, like those which stand clearly defined back of Portland, Spokane or Seattle, which make it certain that the future of the city will be in proportion to that of the country. Its geographical position does not appear to be impregnable; it sits apart from the railroad and close under the lee of a mountain range; it does not appear to have any great strength in a back country. Its business comes to it for the most part by railroad and by way of Nampa, and one wonders why Nampa should not grow into a city and take the business from Boise. Indeed, people have been wondering why for 20 years; and in the interim Boise has quadrupled her business and population and Nampa remains what it was at the beginning—little more than a village, its chief importance resting upon her relationship to Boise. Plainly, there is in Boise a strength not apparent upon the surface of things. The best proof of it is her steady upward career and her sustained leadership in times good and bad of the general life of the state.

One thing is very clear, namely, that the city has the confidence of its own people and of the people of Idaho in general. Large as has been the investment during the past few years in heavy and permanent improvements, the city has not been a borrower. The fine structures of brick and stone which line the two main streets are almost without exception owned by Boise men, and there are no mortgages against them. And not only does Boise own itself, so to speak, it has capital invested in all parts of the state, and even in the adjoining States of Oregon, Washington, Utah and Montana. Attracted by the "livableness" of the little city—by its sheltered Winters and its shaded Summers, the excellence of its schools, its fine water supply, its general wholesomeness and its social order, the well-to-do stockmen and miners of the whole region roundabout have established their homes here, and regularly bring into the city the profits of their many outside enterprises. Whatever in the way of capital is accumulated anywhere in Central or Southern Idaho is almost certain to find its way into the coffers of Boise to become part of its permanent resource.

Boise is the supply town both of the stockranging and mining interest of Central and Southern Idaho, and it is the jobbing point for the small mining towns which lie away from the railroad in the mountain canyons to the north and east. There is no one great and obvious line of trade, but a thousand minor ones which, taken together, make a volume of business which is manifestly sufficient not merely to maintain the city but to promote in it a prodigious growth. Much of this business is on a noiseless kind, because it seeks to conceal rather than to exploit itself. Mining operations, for example, contribute much to it, as the following report of business done during the past two years at the Boise Assay Office will show:

Month.	1901.	1902.
January	$ 70,404 72	$ 83,128 78
February	61,290 71	95,228 64
March	74,553 25	112,080 83
April	96,767 59	127,461 36
May	178,907 47	144,227 79
June	202,948 22	145,779 59
July	265,704 63	208,953 04
August	184,755 14	153,495 58
September	187,221 18	121,705 46
October	177,145 50	135,373 06
November	130,436 19	102,948 54
December	162,331 05	*100,000 00
Totals	$1,792,365 69	$1,530,396 59

*Estimated.

The future of Boise is very closely related to prospective and possible railroad movements, but this letter has already reached a reasonable limit, and the railroad part of my theme must wait upon another writing. A. H.

CHARGED WITH GAMBLING.

Well-Known Hotel Man First Arrested by Seattle Grand Jury.

SEATTLE, Jan. 19.—Horace B. Dunbar, proprietor of the Rainier-Grand Hotel, was arrested this morning on a warrant issued on an indictment by the grand jury.

Dunbar conducts one of the best-known hotels in the city and one of the most exclusive, and he is charged, together with Mark Hoff and Harry Fazon, with conducting in the clubrooms of his hotel a swindling gambling game and games. The indictment was returned last Thursday, but not until this morning was an arrest effected, although Dunbar has been at his place of business day and night since. The other two accused have not been arrested yet, but may be at any time, as they are in the city and are not trying to evade the law.

The bail fixed by Judge Bell in Dunbar's case was $2000, he being allowed to go on his own recognizance. Bail, however, was procured by noon today, 12 prominent citizens going surety. This is the first of the gambling indictments to be found and served.

The grand jury began its session this morning by the investigation of small criminal cases, of which there are 30 on the court calendar. Only one witness was examined who has to do with gambling, and that was Dr. J. S. Kloeber, of the Hot Springs, who is alleged to have lost considerable money at the Rainier-Grand games, but who testified after Dunbar had been arrested. Today began the third week of the jury's work and it is said that it will be a month before the sessions are concluded.

TWO DEAD IN EVERETT.

Victims of Mount Vernon Train Wreck—Transfer Passengers.

EVERETT, Jan. 19.—(Special.)—Three trainmen of the ill-fated freight train that crashed through a bridge at Mount Vernon Saturday night lie in this city. Thomas Hethrington, the dead engineer, resided in this city and left a wife and two small children. He was a 32d degree Mason. His body will be shipped to Oshkosh, Wis., for interment. Fireman Doran was unmarried. He will be buried here.

The third of the trio, Brakeman McManiman, is in the Everett Hospital with six ribs broken. He will recover.

It is expected that the wreck will be cleared by Wednesday night. The Whatcom train in the meantime will transfer passengers at Mount Vernon, and Vancouver trains will go over the S. & I. by way of Sedro-Woolley.

NEW PASTOR FOR PORTLAND.

Rev. E. N. Allen Coming to First Cumberland Presbyterian Church.

KANSAS CITY, Jan. 19.—(Special.)—The official board of the First Cumberland Presbyterian Church tonight accepted the resignation of its pastor, Rev. E. N. Allen, who has accepted a call from the First Cumberland Presbyterian Church, of Portland, Or. He will preach his first sermon in Portland March 1.

School Levy for Albany.

ALBANY, Jan. 19.—(Special.)—At a meeting of the taxpayers of Albany this evening the special tax levy for 1903 for school district No. 5 was placed at 7 mills. This is the same as last year's levy. District No. 5 embraces the three Albany schools. The total tax to be paid by Albany citizens is 35 mills, of which 19 mills is the state and county levy and 15 mills the city and school levy.

FREIGHTS AT LOW EBB

UNPROFITABLE YEAR FOR BRITISH SHIPOWNERS.

Wreckage Drifts Ashore on Vancouver Island Coast—Dredging in Portland Harbor.

The annual shipping review of John White, of London, summarizing the depressed condition of the freight market, holds out the hope that the future has better times in store for the British shipowner. The review says:

The year 1901 closed with shipbuilding and freight in a depressed state, which has been accentuated during the past year. Orders for new vessels have been comparatively few, and freights have continued on the down grade until they have got to the stage that, with few exceptions, they will not pay expenses. The shipbuilders' misfortune of scarcity of orders will in time work to the shipowners' benefit; but the shipowners' present misfortune is of no advantage to the shipbuilder.

Freights may be said to have been on the decline throughout the year. Fortunately, America, which for the past three or four years has been exporting coal to many of our markets in the East, South America, Mediterranean and Europe, and even into our own country, has not been able to export for some time, but it has not produced any improvement of outward freights. America has also taken large supplies of pig-iron from this country, and the demand still continues. Homeward rates have been unremunerative, with the exception of short-lived spurts from the Black Sea and River Platte.

The low freights, with increased working expenses in coals, stores and wages, make it most difficult for owners to plan a voyage to leave any profit, or, indeed, cover expenses. Although there is nothing at present to warrant the suggestion of an improvement in freights, we have before seen sudden changes, and it is certain that the trade of the world cannot continue on the present restricted basis, but the laws of supply and demand will enforce an expansion which will necessitate increased ocean carriage.

Competition amongst owners when wishing to fix a boat has enabled charterers to secure tonnage much too cheaply, and conditions of charter are accepted, especially by foreign owners, which enable advantage to be taken and destroy any prospect of the engagement giving any benefit to the ship.

The enormous production of steamers during the past few years made itself acutely felt directly the large tonnage, which in 1901 was 1,021,075 tons gross, employed in transport service, was withdrawn and put into general trading.

The production of the year of our yards has been about 1,500,000 tons steamers and 48,000 tons sailing ships, against 1,674,500 tons steamers and 58,265 tons sailing ships in the previous year, an appreciable decline, which seems likely to be more than maintained in the present year. There have been removed from the British register during the past year about 486,000 tons steamers and 160,000 tons sailing ships. These latter figures include steamers and sailing ships sold to foreigners, which have not been extensive during the past year. There were under construction, according to the returns of Lloyd's register of shipping, at the end of September last, exclusive of warships, 977,925 tons steamers and 22,989 tons sailing ships, against 1,393,465 tons steamers and 20,655 tons sailers at the same date in the previous year.

Contracts for new tonnage could now be placed at about 15 per cent reduction on the prices demanded 12 months since. A few steamers on builders' hands through failure of the buyers to complete their contracts have been sold at 15 to 20 per cent below their original prices. Second-hand steamers have also declined seriously in value, and in cases of forced sale have realized fully 20 per cent less than their value a year previously.

To foster foreign shipowning, bounty bills have been passed or introduced by different nations. The French new bounty law, which may be approximately put at equal to a bounty of 4 to 5 per cent on the value of the ships, came into operation last year, but so far has not induced many owners to make purchases. America has a shipping subsidy bill in hand, which has already passed the Senate, for American-built ships. Russia has also a bounty bill, which includes provision for making advances to owners of half the cost of the ships. Russia has also a bounty bill, which includes provision for making advances to owners of half the cost of the ships, to underwrite three-fourths of the value of the ships at 2 per cent per annum, and to pay half the cost of the coal consumed, which must be Russian coal. The cost of building in these countries to secure the full advantage of the bounties is so much greater than in the United Kingdom that a great part of the benefit of the bounty is lost in first cost of the ship.

WRECKAGE DRIFTS ASHORE.

New Lumber Litters West Coast of Vancouver Island.

VICTORIA, B. C., Jan. 19.—The steamer Queen City, from the west coast of Vancouver Island, brings news that a large quantity of new lumber, mostly 12x12 and planking, has drifted ashore at several points. Esteven Point, near Hesquoit, and the islands outside Kyoquot, as well as the mouth of Quatsino Sound, are littered with lumber which has evidently not been long in the water, and at Hesquoit a lifebuoy with the name "Irving" on it, the port of hail being obliterated, has been found by Indians and turned over to Father Brabant, in charge of the mission there.

White Star Management Unchanged.

NEW YORK, Jan. 19.—The White Star line apparently is retaining more of its individuality than any other of the lines taken over by the International Mercantile Marine Company, there being practically no change in the management so far, says the Tribune's London correspondent. It is reported in Liverpool shipping circles that the White Star will at an early date take over the working of the Leyland company's new York service, so as to have all the New York business from Liverpool managed in its office. This will leave the Leyland line the Boston service to Liverpool and Manchester and the West Indies service, the Liverpool-Philadelphia trade being worked by the American line. Some low rates are being accepted from Continental ports to the United States and Canada for Spring and Summer shipments. One contract just reported closed for rails, Antwerp to Montreal, is stated to have been fixed by the International Mercantile Marine Company for regular steamers at 7 shillings a ton.

Lloyd Liner Lahn Still Aground.

GIBRALTAR, Jan. 19.—An unsuccessful attempt was made this morning to refloat the North German Lloyd steamer Lahn, from Mediterranean ports for New York, which grounded on a sand bank off Tumara Sunday morning. Her cargo is rapidly being discharged into lighters. Some of the passengers have landed and are sightseeing, but the majority remain on board.

NAPLES, Jan. 19.—Considerable anxiety concerning the steamer Lahn is expressed among the emigrant classes here, as there are 732 Italians among the steerage passengers.

Further attempts made this afternoon to float the Lahn were unsuccessful. The steamer is imbedded in seven feet of sand amidships. The Lahn's cargo continued to be discharged. The saloon passengers have gone ashore and are stopping at hotels. They say that a panic occurred when the vessel struck, but owing to the coolness of Captain Malchow it was soon abated.

Controls a Million Tons.

The International Mercantile Marine Company, says the Nautical Gazette, now controls about 150 vessels, the combined tonnage of which, over 1,000,000 tons, is greater than the ocean steam merchant fleet of any nation except Great Britain, Germany and France. The majority of the stock is owned in this country, but only 16 steamers fly the American flag. Probably four-fifths of the entire tonnage is classed under Great Britain's naval auxiliary lists, and all these vessels could be acquired at a moment's notice by that country. Thus there is little cause for pride on the part of the United States as a nation over the fact that this great fleet is owned here. It is in no wise a part and parcel of our merchant marine.

Dredging in the Harbor.

The Port of Portland dredge Portland has been put to work taking a few humps out of the river abreast of the Oceanic dock and the Wilcox property. This is being done at the request of the river pilots. When the work is finished the dredge will commence on the channel from the Oceanic dock to the flouring mills, 850 feet in length. The channel is to be dredged to a depth of 25 feet and will keep the Portand busy for some time to come.

Astoria Marine Notes.

ASTORIA, Or., Jan. 19.—(Special.)—Captain Salte, of the wrecking steamer O. K., has been engaged to pick up the anchor and 30 fathoms of chain which were lost by the French ship Surcouf, near Brookfield.

The steamer Homer is again on the beach here for repairs. On her way up the river to Portland Saturday one of her shafts was broken and she returned here to have it repaired. It will take several days to repair the shaft.

Fire in Cotton Cargo.

NEW YORK, Jan. 19.—The North German Lloyd steamer Maine, which left at noon today for Bremen, returned to quarantine shortly afterward, smoke having been noticed issuing from the after hold. The hatches were removed, and although no fire could be seen, it was decided to take out 100 bales of cotton which were loaded in that part of the steamer.

Cargo of the Musselcrag.

The British ship Musselcrag has docked at Oceanic dock, where she will discharge cargo from Antwerp. The ship comes to Balfour, Guthrie & Co., and her cargo consists of 15,622 barrels of cement, 74 casks of sulphate, 2223 steel rails and a great quantity of fishplates and bolts.

No Cause for Investigation.

LONDON, Jan. 19.—The report circulated in the United States that the Board of Trade will institute an inquiry into the circumstances under which the American Line steamer St. Louis was allowed to sail is unfounded.

Four Coal Cargoes From England.

LONDON, Jan. 19.—Four steamers loaded with coal sailed from Blyth today for America. The coal trade of Northumberland has been much stimulated by the American demand.

Marine Notes.

The steamship Elleric, lumber laden for Manila, expects to leave down the river this morning.

The British bark Alice A. Leigh, 2817 tons, which has been lying idle at Port Townsend since August 16, when she arrived from Shanghai, has been chartered by the Northwestern Warehouse Company to load grain at Tacoma for Australia.

The vessels sailing under the Russian flag in 1901 were classified as follows: Freight steamers, 69; freight and passenger steamers, 83; life savers, ice breakers and whalers, 5; not classified, 60; total, 217. Of the classified vessels, only 5, of 4035 tons each, were built in Russia, and 152 of 178,848 tons abroad.

Domestic and Foreign Ports.

ASTORIA, Jan. 19.—Left up at 10 A. M.—French ship Desaix and American bark Amaranth. Arrived down at 11 A. M.—French bart Jean Bart.

Condition of the bar at 4 P. M., rough; wind southeast; weather cloudy.

San Francisco, Jan. 19.—Arrived—Schooner Lizzie Vance, from Portland; bark Levi G. Burgess, from Tacoma; schooner A. J. West, from Gray's Harbor. Sailed—Schooner Repeat, from Coos Bay; schooner Ivy, from Coos Bay; brigantine Lurline, from Gray's Harbor; schooner Iaqua, from Gray's Harbor; schooner Triton, from Juluit; barkentine Skagit, from Port Gamble.

Hong Kong, Jan. 17.—Sailed—Olympic, for Tacoma. Arrived previously—Nippon Maru, from San Francisco, via Honolulu, Yokohama, etc.

New York, Jan. 19.—Sailed—Manitou, for London; Lacastrain, for Liverpool. Arrived—Minnetonka, from London.

Tacoma, Jan. 19.—Arrived—British ship Kinross, from Kahului. Sailed—Steamer Conemaugh, for San Francisco.

Seattle, Jan. 18.—Arrived—French bark Col. de Villebois Mareuil, from Astoria; German steamer Isis, from Tacoma. Sailed—Steamer City of Seattle, for Skagway. Sailed January 19—Steamer Queen, for San Francisco. Arrived—Steamer Yeddo, from Port Gamble. Sailed—Bark General Fairchild, for Whatcom. Arrived—Steamer Senator, from San Francisco.

DIVORCES ARE NOT VALID.

Federal Supreme Court Renders Sweeping Decision.

WASHINGTON, Jan. 19.—The United States Supreme Court again passed on the validity of divorces granted in South Dakota to nonresidents. The case was that of Annie Andrews vs. Kate H. Andrews and the question at issue is that as to which is entitled to administer upon the estate of Charles S. Andrews, whom both women claimed as husband.

The record shows that Mrs. Kate Andrews was the first wife and that her husband secured a divorce in South Dakota after remaining there six months, the time required by the statute of that state. The Massachusetts courts held that the decree had been fraudulently secured and, refusing to recognize it, recognized the first wife as the legal widow of the deceased.

That was the holding of the Supreme Judicial Court of Massachusetts and today's opinion, which was delivered by Justice White, affirms that holding. He said that Andrews' residence in the state of South Dakota did not constitute legal domicile. The case arose out of the fact that Mr. Andrews' father, Charles S. Andrews, bequeathed certain properties to "the wife of my son, Charles S. Andrews."

Justices Brewer, Shiras and Peckham dissented.

In passing on the case, Justice White discussed at some length the question whether the Federal Constitution is involved in any way in the case. He held that this could not be, for the reason that the general Government never had any power over marriages to delegate, control over marriages always having been vested in the states and never parted with by them. Hence there is no power that Congress could exercise to regulate or prohibit divorces and it must follow that, unless the several states were permitted to control the subject of divorce among their citizens, the subject would be entirely uncontrolled, in which case the absolute destruction of society must be the result.

As Mr. Andrews had been a citizen of Massachusetts, the courts of that state had jurisdiction and not the courts of another state. It was evident, he went on, that Andrews' six months' residence in South Dakota had been taken up for the purpose of securing a divorce. That temporary change of residence did not amount to domicile, nor to a change of citizenship. For this reason he held that the South Dakota court was without jurisdiction in the divorce proceedings and its decree was wholly void. Nor did it matter if there had been a compromise with the first Mrs. Andrews and if she had been induced to consent, for a money consideration, as had been alleged. The fact was that the case was one for the Massachusetts courts and not for the South Dakota courts and they could not be deprived of their power by this means.

Justice Holmes took no part in the decision, for the reason that, as Chief Justice of the State of Massachusetts, he delivered the decision declaring the South Dakota decree invalid.

STOCK IN TRANSIT NOT TAXABLE.

Federal Supreme Court Declares Wyoming Law Invalid.

WASHINGTON, Jan. 19.—In the United States Supreme Court today an opinion was delivered by Justice Brown in the case of John Kelley vs. Oliver F. Rhoads, involving the question whether the state law of Wyoming for the taxation of livestock brought into the state for the purpose of being grazed applies to such stock when being driven through the state.

The Wyoming authorities sought to assess taxes on 10,000 head of sheep which Kelly was driving through the state from Utah to an Eastern market. It was shown that the transit consumed from six to eight weeks, and that the sheep secured sustenance by grazing as they passed along.

The Wyoming courts sustained the law, but their holding was reversed by Justice Brown's decision. He said the grazing of the sheep was only incidental to their transit, and if stock in transit could be taxed in one state, it could be taxed in any number of states though which it might pass.

TO LAY CABLE TO MANILA

Pacific Cable Company Preparing for the Second Section.

SAN FRANCISCO, Jan. 19.—The steamer Ventura arrived today from Australian ports, via Honolulu. Among the passengers from Honolulu were nine of the Pacific Cable Company's staff, including S. S. Dickenson, who had charge of the preliminaries attendant upon the laying of the cable at the Hawaiian end and made his headquarters at Honolulu for more than six months. He is on his way to his home at Canso, N. S. Captain Patterson, the chief inspector of the cable company, and his staff, are also passengers.

They are on their way to London to join the cable-ship Anglia, which will soon leave the British port with the long stretch of the cable that is to be laid between Honolulu and Manila.

The Silvertown will remain at Honolulu until about the end of the present month, when she will sail direct for London in ballast. She will make her first call at Coronel for coal.

AT THE HOTELS.

THE PORTLAND.

F M Gilbert, Chicago
W H Cochran, city
R E Tarbet, Pendleton
T A Shaw, Jr, Chgo
Wm O'Donnell, Baker
L A Jones, Chicago
E H Carruthers, Whose Baby Are You
R C Howe, Omaha
Lee Hall & wf, Ind
G W Sherwood, Taco
I Rosenthal, Winlock
Oliver Morosco, Los A
Jas Craig, Silverton
Geo Waimons, city
H E Barber, Seattle
Capt P Jordan, Astoria
J O Hulsman, S F
M H Dickinson, Atlnta
H D Coe, Jackson
F A Barker, Chgo
August Raette, S F
M E Blakely, N Y
O D Calvin, Seattle
Robt Morris, S F
H Lowenberg & wf, Chicago
F T McCleary, N Y
Thos McClur, Pittsbrg
Jos W Cottrell, do
C C Wert, Tacoma
F T Irwin, city

THE PERKINS.

Forest Fletcher, Little Falls, Wash
R C Young, Seattle
J S Conyers, Mpls
Mrs Conyers, do
G F Elsbarry, do
Mrs Elsbarry, do
D H Welch, Astoria
P Richen, White Horse
W G Greenlee, Indp
W H Cleverdone, city
J W Dalton, Vancvr
F A Logan, McMinnv
Frank Wortman, do
David Loudville, city
J A Dundwall, Seattle
Mrs McDonald, do
T L Rogers, Spokane
J W Mimms, do
A M Campbell, do
Mrs Campbell, do
A W Sherrard, Bickleton
J B Holt, Kansas City
N Reeves, S F
H J Reisland, Minn
Mrs Riesland, do
Mrs J T Lyse, Wilbur
Mrs M Weber, Roseberg
Victoria Chadwick do
A B Bailey, Hillsboro
B F Laughlin, Dallas
John Shaw, Iowa
Mrs Shaw, do
A Lascy, S F
D C Bayles, Molalla
T J McClung, Grant's Pass
Mrs G W Dolan, Silverton
T A Painter, Elk City
O H Cummings, Rostn
W B Kurtz, Dallas
A B Dorsey, Maine
B Gladhart, Weiser
J P Harmon, Huntingt
R C Waldo, Rufus
S T Smith, Wasco
P D Jones, Duluth
Mrs Jones, do
E B McNair, Goble
C P Baldy, Dufur
Ira Jones, Oregon City
M T Nolan, The Dalles
Mrs Nolan, do
Lillian Hawkins, Oregon City
Joe Clark, Lewiston
Mrs Clark, do
Chas Wretchler, N D
W Ballons, Pendleton
A Thomson, Prineville
Mrs Thomson, do
Paul Renn, Miles City
L R Stanley, Colo
M J Manning, Dalles
Mrs S A Washburn, do
A J Ahola, Goldendale
James Coffield, do
A F Atkin, St Paul
J M Hartley, San Dieg
J N Hart, Dallas
P McIntosh, Tillamook
W F Slaughter, St Hel
Thos Vigars, Spokane
J L Harris, Kelso
F J Helliwall, Or
Mrs Wm H Voss and fam, Yoncolla, Or
Geo K Reed, Idaho
E H Beggs, Boise
Mrs Beggs, do
G Manley, Astoria
Geo White, Seattle
G L Meyers, San Jose
C J Christopher, St L
Mrs Christopher, do
J P Forde, Spokane
J H Filk, Seattle
Mrs Filk, do
Mrs Williams, do
J B Hill, do
H C Diers, Skagway
A D Bourdman, Taco
E Elsworth, do
N S Matson, Mpls
A P Tietjen, Missoula
Mrs Tietjen, do
M M Bridges, city
Mrs Bridges, do
Miss Bridges, do
R D Bloomfield, Taco
Wm Winters, Spokane
F C Sanders, S F

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Chas Thomas, city
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W D Smith, Vancouver
J Marks, Seattle
Mrs Marks, do
Elsie Marks, do
Mrs Corvalle, do
J M Hartley, San Dieg
Max Waterman, Mont
Mrs Waterman, Mont
M L Feckter, Valley C
Mrs Feckter, do
C W James, Baker
R MacEwan, Astoria
W L Robb, do
Mrs Robb, do
M Both, Rainier
R H Murphy, Vancvr
J A Burleigh, Enterprise
C P Cramer, Salem
F F Plowden, S F
Dexter Shoudy, Spok
A T Harkim, Manila
M Saba, Nanaimo
O W Dunn, S F
M Hirschbum, S F
P L Campbell, Eugene
J B Merkley, S F
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Mrs Cecil, do
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S O Swackhamer, La Grande
A W Geisy, Salem
F C Reed, Astoria
G A Wingate, do
R F Rucker, Anacorte
F E Moberly, St Paul
Mrs Hugh Logan, The Dalles
Gus Robertson, Drewsey
Len Robertson, Burns
J A Weatherly, Drewsey
A Altnow, do
S N Bolton, La Grande
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T H Crawford, Union
E Fisher, Salt Lake
W P Stanley, Seattle
N L Butler, Dallas
H L Mathews, Astoria
W P Magill, Kalama
Ethel McLeod, Indp
Lena Baker, Ione
L D Baker, do
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Mrs Drumheller, W W
A C Hough, Grant's P
W M Waldron, S F
A L Brown, Salem
C P Hall, S F
J J Walton, Eugene
P H Mann, Baker
G A Mitchell, Rossland
F Pelton, St Paul
J W Morrison, Spokane
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H Rathemet, S F
R A Booth, Eugene
A K Foster, Douglas County
M F Garvey, St Paul
W P Beggs, do
J L Thal, S F
R B Fleming, Salem
J S Bowlbey, Astoria
W J Miller, Aurora
Jas Finlayson, Astoria
M E Pickke, Lakota
E H Test, Ontario
J H Hammond, Union
T M Murphy, La Grand
P A Mann, Baker City
H K Brown, do
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J P O'Connor, Seattle
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W E Wells, S F
F A Reynolds, Dayton
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C J Smith, Pendleton
J H Raley, do
Henry Best, Danville
Justus Wade, Summerville
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Mrs Scriber & son, do
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M Hutchison, Union
Sam Peiser, Pendleton
John Conlee, Prineville
P S Sermeat, Red Bluff
C J Sinseral, Salem
H F Garvin, Indpls
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Dr W Tyler Smith, Sheridan
J M Brown, Salem
Mrs Brown, do
F K Proud, Olympia
W J Clarke, Gervais

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V B Howe, Butte
J B Sanford, Helena
W B Rombe, Kelso
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W Webb, Tacoma
S Dodd, Castle Rock
G Platt, Tacoma
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R H Reeves, do
R Porter, Forest Grve
Alderson, city
R L Ellerman, do
W H Sears, Hood Rvr
V Lowrey, Portland
W G Rhude, Gray's R
G W McIntire, Whatc
C S Simmons & w, Taco
Mrs Fales, Fale's Ldg
J E Colvin & wf, Marshland
G W Farr & wf, Goble
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F Bidwell, do
F J Podor, Salem
G B Archer, do
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M Perry, Rainier
A W Muller, do
G Muller, do
R Sanders, do
R Latourette, Latourel
D Bokes, Amity
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G W Phillips, Jet
Mrs J Spitzenberger & dau, Albany
Miss Chamberlin, do
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H E Turk, Mt Pleasnt
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F H Studebaker, do
W Rennan, Salem
T R McGinnis, Moro
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H S De Moss & wf, do
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E D Gottberg, Colton
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G Wisham, Skye
F Ely, Ione
F Rubin, Carrollton
N H McKay, Sauvie'
J W Ross, do
E Mathiot, Butteville
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C Clement, Gresham
E C Thomas, do
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H Griffith, Woodland
W C Eatman, Vernonia
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H Stennick, Kalama
W J Greenlie, Indp
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J King, Corvallis
W Smith, do
W Froebe, Wasco
J Wyrick, Pendleton
H S Summer, do
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W H Imlow, San Jose
E R Manning, Eugene
H H Weber, Oregon City
O Heitt, do
W Clement, Baker City
W C Eichman, Vernonia
F H Studebaker, Castle Rock
W Reinman, S Wash
J Foster, Salsop, Or
W Riley, Juneau
A Muller, Salem
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R D Sanders, do
F J Ely, Ione
R G Lewis, Ostrander
E Blackburn, Clatskani
W A Ayres, Dallas
C L Gilson, Perrydale
Geo Tripp, Forest Grov
O Fields, do
Miss Githens, city
E Ellignen, Ont
A M Halverson, Carson
R H Mitchell, Rainier
E Scott, Newberg

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W H H Myers, Forest Grove
W N Ross, do
J McDonald, Rainier
W R Allen, Los Ang
N Kimball, Astoria
I Thomas, Cottage Grv
F Dougherty, do
W Harris, St Paul
A McGillivray, Clatska
Phil Poplan, do
L H Bourg, do
O G Buntin, Iowa
W H Peart, Davenport
W A Hall, Forest Grv
H Sussman, Astoria
C A Stephenson, do
N Roffler, La Camas
E Porthos, Seattle
F Bartel, do
W H Lucey, Astoria
J McArthur, Lebanon
Mrs McArthur, do
F McArthur, Lebanon
Frank Wood, St Louis
L Smith, Kalama
Mrs Smith, do
T M Jones, Salem
H B McDonald, Medfrd
Mrs McDonald, do
C A Stoehr, Kelso
W B Flannigan, Asto
P McAdam, Stella
M S Griswold, Oysterv
G W Shirley, city
H E Farmer, Ill
Miss G Bozarth, Woodland
C E Fordham, Kelso
W C Fisher, Rainier
C T Dix, Oak Point
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