ANNULS THE TARIFF

Difference Between Domestic and Import Freights.

ALMOST EQUAL TO THE DUTIES

Interstate Commission Reports That Railroads Favor Foreign at Expease of Domestic Goods-Commodities Specially Affected.

WASHINGTON, March 2-The Interstate Commerce Commission today sent to the Senate its report in compliance with a resolution of the Senate directing the commission to investigate and report dif-ferences between import and domestic rates from January to July, 1992. The report indicates that during the six

months in question the published rates from ports of entry to destinations on traffic imported through North Atlantic ports were maintained without exception, and that the published rates on domestic traffic from those ports also had been observed during that period. It was admit-ted, however, that departures from pub-lished rates formerly were frequent. Coment, salt, iron ore and salt cake are

articles used to illustrate wide differences articles used to indestrate wice directores between the import and domestic rates from ports of entry to interior destina-tions, which nearly or fully equal or ex-ceed the amount of the customs duty. Carbonate of potash, on which there is no duty, takes a rate from North Atlantic ports to Chicago of 15 cents per 100 pounds less on import than on domestic traffic. The commission states that it has found The commission states that it has toolar it difficult to compare the duties with differences in rates between import and domestic traffic, because the duties in a targe majority of cases are based wholly or partly on value, while the rates are based on weight, because the rates on each class into which inland traffic is divided apply to a great many articles of diverse character and widely different value, and the several commodity rates mentioned in the tables cover a number of grades of the same articles on which duties are imposed. Many variations were found between the description of an ar-ticle in the tariffs of the carriers and in

New Divisions on Canadian Pacific. VANCOUVER, B. C., March 2 .- Official information of the creation of a new dithe Western lines of the Canadian Pacific Railway was given out today by D. McNicoll, second vice-president and general manager of the road. On April the main line and branches between North Portal and Laggan and Kootenal Landing, on the Crows' Nest, will be known as the Western division, of which R. R. Jamieson will be general superintendent, with headquarters at Calgary.
On the same date the main line and
branches between Port Arthur, Pasqua
and Estevan, Manitoba, will be made a division to be known as the central, with J. W. Leonard, present superintendent of what is now known as the Western divi-sion, general superintendent.

PITTSBURG, Pa., March 2.—It was stated today that for the first time since November the Pittsburg division of the Pennsylvania Raliroad is entirely cleaned up. The Bultimore & Ohio and the Pitts burg & Luke Erie roads are also now comparatively free from congestion as a result of the Sunday "clean-up."

Car Blockade Is Broken

Mr. Thorne in San Francisco. SAN FRANCISCO, March 2-W. V. S. Thorne, one of the assistants of President Harriman, of the Southern Pacific, has arrived here from New York. He has been inspecting several of the company's lines and says that his mission here is to secertain the general condition of its

Promotion for Engineers.

OAKLAND, Cal., March 2-Nine engineers are to be transferred at once from division of the Southern Pacific. This will mean promotions all along the line. The reason for this change is found in the fact that the large amount of contracted "Acheen rebellion" is drawing struction work which is under way at the Salt Lake cut-off requires an addial number of locomotive engineers. transfers will be made this week, in

More Bonds for Erie, NEW YORK, March 1-In a circular cent out today by J. P. Morgan & Company, stockholders of the Eric Railroad are asked to forward signed assents to the proposed issue of \$10,000,000 4 per cent con-vertible 50-year gold bonds.

NO MEDDLING IN ACRE.

United States Keeps Out and Will Keep Europe Out Also.

WASHINGTON, March 2.- The State Department is fully advised by both sides, Brasil and Bolivia, of the daily developments in the Acre controversy and it is understood that Bolivia at least has sought the intervention of the United States to protect her against the Brazilian demands, which practically amount to the appropriation of territory regarded by Bolivia as her own. The Government here is watching the situation with keen interest, but has found with keen interest, but has found obliged to adhere to its rule of intervention in such cases, unless its od offices are sought by both parties, d Brazil has made no such request. Therefore, as long as the case is only between American powers, the Govern-ment will refrain from interference, but no color or litle resting on moneyed investments will in this case be regardsufficient to warrant European intermeddling.

PANAMA, March 2.—A dispatch from ian Salvador received here today says ieneral Reguldo resterday handed over the Presidency to Pedro Jose Escalon, who was declared elected Pebruary 19. This was the first peaceful transfer of ency in 50 years and has caused great rejoicing throughout Salvador,

WASHINGTON, March 2.—The United States Consul at San Salvador has in-formed the State Department that Esalon was peacefully inaugurated President on Pebruary 27.

J. P. Morgan a Boy Again.

NEW YORK, March 2-J. Pierpont Morgan was an active participant in the carnival festivities this (Sunday) afternoon, cables the Tribune's Havana representative. From the balcony of his host's home he threw confettl and ser-pentine at the passing masqueraders with real boyish delight. He was plainy in good humor. Earlier in the day he attended a jal alai, or Spanish basket-ball game. The arrival of the financier has caused quite a commotion in Hawhere he visits for the first time.

Settle the Crum Question.

Stitle the Crum of the problem of selective signating is solved, and trans-Atlantic transmission will be cast."

Of course, the President's position is that he believes Dr. Crum is fit for the office to which he is nominated, and as there is no legal or moral barrier against his attainment of the post, the nomination must stand until the Senate, by a full and fair carrier's Little Liver Pills.

vote, rejects it. The President acknowledges his responsibility for the nomination. He will force the Senate—the Republican members of it as well as the Democrats—to shoulder the responsibility of defeating the nomination. If it is to be deteated. This is the way the matter stands. Moreover, as the President seems to have made plain to some of the Republican dodgers, the postponement of a decisive made pain to some of the Republican dodgers, the postponement of a decisive vote by the Senate will not settle the ques-tion. If the term ends without action by the Senate, the appointment will be made during the recess, and Dr. Crum will serve in the office until next December at least. unless Congress should be called in extra session and the Senate should reject the nomination. The thing for the Senators to do, therefore, is to bring the matter to a vote just as soon as possible, so as to settle it. Sirolling, evasion and dodging will not bring the incident to an end.

DEBATE ON VENEZUELA. British Liberals Attack German Alliance in House of Lords.

Foreign Secretary Lansdowne, in re-plying, defended the co-operation with Germany and said His Majesty's gov-Germany and said His Majesty's gov-ernment had excellent reasons for know-ing how the United States was likely to regard the action taken. Throughout the negotiations, Lord Lansdowne added, not one word had been written by the United States Government which was unthough-ful or unfriendly. Lord Rosebery, who followed, described the Venezuelan blue book as being "mas-sive measer and reticent," and said the

the Venezuelan blue book as being "massive, meager and reticent," and said the money received by the allies represented the proportion of the benefits accruing to them. Lord Rossebery added that he did not believe the United States would be satisfied with Great Britain's delay in approaching that country. Continuing, he took a gloomy view of British foreign relations.

After further discussion, in which the Duke of Devonshire, Earl Spencer and the Earl of Selbourne participated, Baron Tweedmouth's motion was withdrawn and the House adjourned.

TO DEFEAT SOCIALISTS.

All Other Parties in Germany Combine Against Them.

BERLIN, March 2.—The text of the agreement signed by the leaders in Sax-ony of the Conservative, National Libony of the Conservative, National Lib-erals, anti-Semite and Agrarian parties providing for mutual support at the forth-coming elections was made public today. It is specially aimed at the Socialists and its chief feature is a pleage not to nom-inate candidates against each other in dis-tricts already held by one of the parties and assigning the several districts now and assigning the several districts now represented by Socialists to the parties entering into the agreement. It is ex-pected to at least maintain the present ratio of representation in the Reichstag. A union of the parties is also being ef-fected in other parts of the empire and it is not unlikely that the elections will be a contest between the Socialists on be a contest between the Socialists on one side and all the other parties on the other. The political events of the last two years have caused the Conservative elements of the country much apprehen-sion. The Socialists are generally sup-posed to have gained largely over their vote of 2500,000 in 1899. Their leaders ex-pected two months ago a gain of from 15 to 50 seats, but the combination of the to 50 seats, but the combination of the political parties has moderated the esti-mates until now the best informed men of the Socialist party think they will do well if they gain ten seats.

SULTAN OF ACHEEN GIVES UP. Long Rebellion Against Dutch in Su-

orion for Engineers.

Cal. March 2—Nine engible transferred at once from division of the Salt Lake from Penang, that the Sultan of Acheen zette, this signifies that the long pro-tracted "Acheen rebellion" is drawing near to a termination.

The Sultan first ascertained that he brought down the river Thursday. would be well received by the Governor of Acheen, and then, finding that his skin was safe, surrendered himself to the Dutch. He is now located in the he of one of the principal Dutch military

A NEW STEP IN WIRELESS P. Cooper Rewitt Has Discovered Spark Gap Substitute.

New York Sun

In its current issue the Electrical Re-view describes a new apparatus invented by Peter Cooper Hewitt, son of the late Abram S. Hewitt, which some of those who have examined it say will make a revolution in methods of sending wireless

telegraph messages.

The device consists of a glass globe, about ten inches in diameter, having two tubes containing mercury, scaled into the bottom of the vessel. This apparatus acts as a powerful and effective inter-rupter, and takes the place of the spark gap now used in discharging the con-densers for setting up electrical waves. It enables powerful, rapid and continuous oscillations to be set up in the antenna, or sending most, used in transmitting wireless messages, and not only enables messages to be sent over very great dis-tances with ease, but permits secrecy to be maintained, which heretofore has been

nossible. The operation of this device depends upon two new phenomena in physics, which have been discovered by Mr. Hewitt in the course of his researches. The first is the resistance of the mercury in the apparatus to a passage of current until a high potential has been applied; the second is the disappearance of this resistance after this high voltage has been reached. The effect of these two phenomena is to permit a condenser to be charged to a high potential, and then, by the disappearance of the resistance of the the disappearance of the resistance of the interrupter, to discharge it very rapidly. The result of this action is to set up violent and rapid current impulses in the

circuit containing the condenser, and thence in the sending wire. These current impulses, being very powerful, will enable messages to be sent to great distances, and as the number of oscillations per second can be controlle this permits of selective signaling. T number of impulses per second can be made very high-above 1,000,000 per second if desired. The device is inexpensive, and it is said that there is no appreciable de-terioration in it, so that it has a long life. Dr. M. I. Pupin, professor of electro-mechanics at Columbia University, and widely known by his inventions in tele-phonic transmission, is very enthusiastic about the new device, and considers it a

great contribution to wireless telegraphy. He is quoted as saying of it: "The Cooper Hewitt mercury vapor interrupter at once establishes wireless telegraphy on a commercial basis. But the problem of selective signaling is solved,

ON WAYS AT SUPPLE'S

STEAMER CASCAGES AND WILLIAM M. HOAG BEING REPAIRED.

Iralda Soon to Be Taken Out-Other Work Under Way at the Bontyard.

One of the busiest spots along the water front at present is Supple's boatyard, at the foot of East Yamhill street. Mr. Supple devotes his plant almost entirely to repair work, and there is generally quite a collection of hoats of various kinds about the yard. Two large sternwheelers are now on the ways, and a number of other craft are in the vicinity. The largest job on hand is the overhaul-

ing of the Cascades. This boat was built LONDON, March 2.—Venezuela was brought up in the House of Lords today on a motion of Baron Tweedmouth, Liberal, asking for further papers on the subject. He complained that the recently spublished blue book did not clearly set forth the exact statement made to the United States Government with reference to the blockade, and said that dispatches contained in the blue book did not correspond with the statements of Premier Balfour and other ministers.

Continuing, Baron Tweedmouth remarked that there was little cause for congratulation on the outcome of the affair and the co-operation with Germany, which he classed as an alliance with a power whose claims, methods, policy and ulterior objects in that part of the world were different from those of Great Britain.

Experient Scentage Lengdowns, in results it is seen that the steel states army engineers, and was originally used in the construction of the Cascades. This boat sarmy engineers, and was originally used in the construction of the Cascade locks. Later show as employed in towing rock barges down to the jetty, and in general Government work on the two rivers. Recently the North Pacinc Lumber Company bought her, and when she has been overhauled will use ner to tow logs and lumber vessels. A new wheel is now being put in the steamer. When she is off the ways, in a week or two, she will be in good condition for many years' work. The steamer William M. Houg is also on the ways, having a general overtimbers, hosposts and chains, and the built will be patched. It is the intention to lit her up similar to the Albany, belonging to use same company, for general towing operations on the river.

The little steamer Trailda, which recently the construction of the Cascade in two construction of the Cascade in two construction of the Cascade in two programs and was originally used in the construction of the cascade in two she was employed in two repressions to the jetty, and in general Government work on the two rivers. Recently the North Pacinc Lumber Company bought her, an in 1881 for the United States Army engineers, and was originally used in the construction of the Cascade locks. Later

towing operations on the river.

The little steamer Iralda, which recently smashed the nose of her hull by running into a barge, may go on the ways after the Heag is off for extensive alterntions, The new Quartermaster's steamer, Major Guy Howard, moored at the yard, has almost reached the stage for turning her over to her new owners. The decks are the yard, is to be repaired and put into seagoing condition, and later in the season will go to Alaska and engage in the sal-

mon-carrying business.

The only thing in the way of new work that Mr. Supple has on hand is the construction of two barges, one of which is to be a sort of houseboat for a photogra-

CARRIER DOVE'S MISFORTUNES. Captain Jensen Reports Two Trage-

dies of the Sea. The schoozer Carrier Dove, from Belra South Africa, November 19, for Burrard's Inlet, put into Honolulu February 14 in distress. Captain Jensen there related a tale of two tragedies of the sea, involving the lives of two of his crew.

On board the schooner were the master, two mates, a atewardess, and six sailors. A Scotchman named McKay shipped at Beira, and as he suffered from alcoholism he was worse than uscless. Two days after the Carrier Dove put to sea McKay became frenzied and leaped overboard. Captain Jensen had a boat lowered to save him, and he was rescued from the very jaws of a man-eating abark. But the man was destined for death, as in one hour after being taken aboard a bloodvessel in his brain burst.

Shortly after this experience the vessel encountered a series of gales, which strained her badly. Four gaffs were broken and the main and foresalls were swept away. On January 16, M. S. Anderson, the ship's carpenter, was aloft in a moderate gale, and while working there he lost his grip and fell into the sea, which was running high at the time. An effort was made to pick him up in a lifeboat, but the frail craft was dashed against the schooner's side in isunching and smashed to atoms. Anderson went down, When the Carrier Dove reached Honolulu she was in a pitiable sight. After being docked and repaired, she will resume her voyage to Vancouver.

ELMORE IN BAD CONDITION.

Disabled Steamboat May Have to Be

at Pike Pole Bend in the Yamhill River on the night of February 7, is in a very bad condition. Ever since she was wrecked has voluntarily surremered to the Penang On-authorities. According to the Penang On-the crew of the Ruth has been working rette, this signifies that the long proto get the Elmore in shape to take her to Portland and she will probably be Tuesday following the night she sank, she broke loose from ner moorings and drifted down the river about three miles, piling up on a bar. From there she was taken to Newberg and then to Ash Island in order that the divers could work on her. Three barges are moored alongside that Elmore to keep her afloat, and eight chains have been placed under her hull. The Elmore was badly ripped up by strik-ing a stump, and there is a hole in her bottom 90 feet long. She will have to be rebuilt. Her smokestack is gone and her cabins are racked to pieces. Her hog-chains, hogposts, and the cylinder timbers on her port side are broken.

THE COASTWISE STEAMERS.

Redondo Arrives Up With General Cargo From San Francisco.

The steamer Redondo, of the Woolsey line, arrived up last night and docked at Columbia No. 1. She has general cargo from San Francisco, and after discharging will proceed to Tillamook and load lumber

for Southern California ports.

The steamer Robert Dollar, of the same line, is on the way up from San Fran-

cisco with general freight. The steamer Aurelia sailed north from Port Los Angeles yesterday to load lum-ber here for Redondo or San Pedro. The steamer Eureka is taking wheat at Mersey dock and will finish tonight or tomorrow morning. Her cargo is for San Francisco, and she will return for a sec-

CLEARS FOR SOUTH AFRICA. Musselerag Ready to Sail With Mixed

Cargo. Kerr, Gifford & Co. yesterday cleared the British ship Musselcrag for Algon Bay, South Africa, with the following mixed cargo: Wheat, 110,017 bushels, val-ned at \$3.50; flour, 5167 tons, \$5484; bran, 75 tons, \$1470; barley, one ton, \$24; chop, about one ton, \$20,50. The ship moved from Montgomery dock No. 2 to the stream yesterday, and will leave down in a day or two.

The German bark Bille has also pleted her cargo at Irving dock and

tropped into the stream.

The Hutten Hall has gone from Montcomery No. 2 to Irving to finish her cargo, French bark General Neumayer from Port Los Angeles yesterday for Portland. She is chartered by Bal-four, Guthrie & Co., and will load, for South Africa with a cargo of half wheat and half flour.

WOULD AID THE CRIMPS.

Organized Segmen Protest Against Allotment Bill in Congress.

NEW YORK, March 2-The organized seamen on the Pacific and Atlantic coasts are up in arms against a bill introduced in Congress which is designed to restore the allotment system and pave the way, they say, for the "crimping" system and other practices which have been abolished. The Central Federated Union has received a telegram from Washington from W. H. Franier, of the National Seamen's Union, stating that efforts were being made to have the allotment bill passed and asking the body to send a protest against it withseamen on the Pacific and Atlantic coasts

cut delay. It was decided to send a tele-gram at once protesting against the bill. It was further decided that a letter should be sent to follow the telegram.

CAPSIZED AND SANK. British Ship Cambrian Prince Foun-

dered in North Sea.

HAMBURG, March 2.—The carpenter of the British chip Cambrian Prince, Captain Owens, from Coquimbo for Middleshorough, has been picked up in the North

borough, has been picked up in the North Sea. He reports that the Cambrian Prince capsized and sank.

It was announced in a dispatch from London last night that a quantity of wreckage had been seen off the coast of Northumberland, and that the indications pointed to the British ship Cambrian Drings having been wrecked.

Prince having been wrecked.

The Cambrian Prince was of 1222 tons net burden. She was built in 1876, and was owned by the Cambrian Prince Company, of Liverpool.

DOMINION LINER AGROUND. Tugs Fail to Float Her-Passengers

Have to Weather Storm. QUEENSTOWN, March 2.—The Domin-ion Line steamer Merion, which arrived here yesterday from Boston for Liverpool, is aground near Roches Point, White Bay. The tugs were unsuccessful in their at-tempts to float the Merion at high tide tonight, and a tender was sent to the steamer to take off the remaining passen-gers. The boisterous weather, however, prevented the tender going alongside, and the passengers will have to spend the night on board the steamer. Admirally tugs will help in the effort to get the ves-sel afloat tomorrow.

ASTORIA, Or., March 2-(Special.)-There is great secrecy as to when the British ship Riversdale is to go to sea or how and when the balance of her crew is to be secured. Captain Porter keeps his own counsel in the matter, and if he has any confidents they are his agents in Portland. The report was current a few days ago that use men were to come from San Francisco on the Columbia, and later being painted and a few other finishing touches put on, and before the week is over she will go into commission. The bark Honriette, which is lying just above are on her. That Captain Porter has made strangements to get sallors from some source is certain, but there must have been some hitch in the proceedings. as there has been plenty of time for the men to arrive since the vessel has been ready for sea. While the Riversdale has been anchored in the lower harbor the zallor boarding-house masters have made no attempt to interfere with the sallors on board, but a Deputy United States Mar-

shal is there to guard them.
The steam schooner Acme arrived at Til-lamook Bay yesterday to load lumber at the Hobsonville mill for San Francisco. The German bark Alsternize, which left out yesterday for Esquimalt, in tow of the Tyee, had on board ten longaheremen who had been engaged to make the run, as nearly all the satiors had deserted the

Sailed Without Register.

The Italian bark Cayour has sailed from Port Townsend without register. When the vessel was ready to clear several days ago the Collector was unable to produce the register which her master had surrendered when the vessel entered. The bark has been provided with certificates from the Italian Consul and the Collector of the Puget Sound customs district stating the facts concerning the loss of her register, and these certificates will probably be ac-cepted by the Chilean customs officials in lieu of the register, when the vessel seeks

to enter at Callao. The predicament of the Cavour has attracted considerable attention among shipping men, as it is the first time a vessel has cleared for a foreign port from the Puget Sound district without a register.

Frenchmen to the Fore. There are 40 disengaged sailing ships

at San Francisco, says the Chronicle at San Francisco, says the Chronicle, available as grain carriers, but which are averse to accepting the present low rate to Europe. They are mostly British and German. The lumber business, which has lately attracted some of these vessels, is said to have fallen off to some extent on account of the inability of the mills to furnish cargoes promptly. But French vessels come and go, apparently satisfied with sels come and go, apparently satisfied with Rebuilt.

OREGON CITY, March 2—(Special.)—
The steamer Elmore, which ran aground to the present plane of the fiving the tricolor was something of a

French Sailing Line to Coast. The General Society of Shipping, of Paris, has announced its intention to inaugurate a service of 20 vessels between France and this Coast. The vessels will sall from St. Nazaire and will bring cargoes of steel, cement and other general commodities. San Francisco, Portland, Seattle and Vancouver will be included in the route, On the return trip the vessels will enter the grain trade. The French ships Ville de St. Nazaire, Marie and Daniel, which recently sailed from Portland with grain cargoes, now belong to this company. An overseer of the line, named Le Sauvage, was recently in Port-land looking over the field.

Albatross Needs Overhauling.

SAN FRANCISCO, March 2 -- As soon a authority comes from Washington, the Fish Commission steamer Albatross is to go to the Mare Island navy-yard for repairs, preparatory to going to Alaskan waters for the annual cruise. The vessel, it is stated, needs a general overhauling. at an expense of perhaps \$20,000, but money for the work will not be forthcom-ing until it is allowed by Congress. The work of the Albatross the coming season will be an investigation of the salmon grounds of the Alaska coast.

Race Down the Coast.

A race down the Coast from Scattle between the steamers Santa Barbara and Charles Nelson resulted in a close finish and was won by the latter vessel by a scant margin. Before leaving Seattle the captains of the steamers matched their vessels for a race to the California me-tropolls, and money was wagered. The rival steamers left Seattle together and raced down the Coast. Captain Schage, of the Charles Nelson, claims to have won

City of Aberdeen Sold.

The old sternwheel steamer City of Aberdeen, owned by the Willey Naviga-tion Company, says the Tacoma Ledger, and until lately operated between Olym-pis, Tacoma and Seattle, has been sold to plis, Tacoma and Seattle, has been sold to Captain W. J. Ellis. Her new owner has not announced his purpose in purchasing her. The City of Aberdeen was built in 1891 at Aberdeen, and has seen a good deal of service about the Sound.

Marine Notes.

The bark Coloma has been chartered to oad lumber at San Francisco for Salinas The Crown of India will move today

from Columbia dock to the Eustern Lum-ber Company's mill. The British ship St. Enoch, which sailed from Hamburg May 4 for Santa Rosalla, has been posted at Lloyd's as missing. The steamship Indravesti has more from Aluska dock to the O. R. & N.

ental cargo. The steamer Meteor, which recently car-

at Albina to finish discharging her Ori-

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A Most Delicious Dessert

Shredded Whole Wheat Biscuit is made in the most hygienic and scientific food laboratory in the world. The wheat is spun into light shreds, containing thousands of open pores and is not crushed flat and dense as in the case of other foods. These pores absorb the digestive juices and provide far greater surface for their action

The following simple "course before coffee" is much in vogue with club men everywhere. The simplicity of preparation and the little cost, together with the delicious taste of the compotes makes this dessert in rare favor in the home. Use the Preserves you have in the house and

Split and slightly toast the Biscuit then serve with isn't it? Your ver-

"Simply Delicious"

For Shortcake—With sharp knife halve the SHREDDED WHOLE WHEAT BISCUIT engthwise; propere pineapple as for sauce (or banacas or mixed fruit) and set aside. When serving, arrange halves in layers covered with fruit and add sugar and whipped cream.

SHREDDED WHOLE WHEAT BISCUIT is said by all grocers.

Send for "The Vital Question" (Recipes, illustrated in colors). Address THE NATURAL FOOD CO., Niagara Falls, N. Y.

jam or preserved berries or plums or jellies, Simple,

nei to the inner harbor of San Pedro is again in progress. The delay was caused by the Southern Pacific Company not having its bulkhead in readiness for filling with sand as it was dredged. The contract, which calls for the expenditure of 150,000 for dredging, will be completed in about seven months.

The Argentine Congress has sanctioned a project for dredging out and placing water-marks in the rivers Platte, Parana and Uruguny. The cost is estimated at \$5,000,000 gold, and the time necessary for accomplishing the task is reckoned at seven years. A vote of \$300,000, gold, has already been inserted in the year's budget as the first annual installment.

Mrs Jas H Given, Pen-C Long, Camas, Wash Mrs C Long, do Mrs E Vinson, do Listake, Chirality, Islanger, Adias Vinson, do Listake, Centrality, P. Corpl. Chicago. Its Blishie, Kent, Wash P. C. Lange, Chebality, Islanger, J. B. Bishie, Kent, Wash Mrs L. C. Chandler, J. F. Resdiey, Forest G. J. Rurrke, San Fran Mrs W M Stewart, do E J Waugh, San Fran Mrs W M Stewart, do E J Waugh, San Fran J. Golden, Chicago John Kinkalit, Bolse Mrs Southerland, Dick-Weight Mrs J Edward, Astr J B. Cooper, Indipate J E Rubbard, do W F MGGregor, Astr J Breumer, do A E Scott, San F W W Gilbrausen, city F W Weight Mrs J Edward, Kelto Mrs J Edw

water-marks in the rivers Platte, Parana and Uruguny. The cost is estimated at \$5,000,000 gold, and the time necessary for accomplishing the task is reckoned at zeven years. A vote of \$500,000 gold, has already been inserted in the year's budget as the first annual installment.

Domestic and Foreign Ports.

ASTORIA, Or. March 2—Arrived at S and left up at 9,00 A. M.—Steamer Redondo, from San Francisco. Arrived at 12 M.—Schooner Virginia, from San Francisco. Arrived down at 14 P. M. amooth; wind north; weather clear. Port Loc Angeles, March 1—Salled—French bark General Neumayer and steamer Aurelia, for Portland.

Equipmentown, March 2—Arrived—Schooner John A., from Portland.

San Francisco, March 2—Arrived—Schooner John A., from Portland.

Gray's Harbor; steamer Grace Dollar, from Gray's Harbor, who way fork, for Christianburg as chooner Here Grace Dollar, from Gray's Harbor; steamer Grace Dollar, from Gray's Harbor; schooner Here Grace Dollar, from Gray's Harbor; schooner Here Gray

Johns, N. F., and Halifax; March 1—Canadian, for Boston.

Lizard, March 2.—Passed—Vaderland, from New York, for Antwerp.

New York, for Antwerp.

New York, for Christianburg and Copenhagen.

New York March 2—Arrived—Kronprinz Wilber.

Nell J. William A. W. Go.

Tacoma, March 2—Arrived—Steamer Macking.

The Hoffel.

Nell J. William A. W. Go.

The Hoffel.

Nell J. William A. W. Go.

The Hoffel.

Nell J. William A. W. Go.

The March 2—Arrived—Steamer Macking.

Nell J. William A. W. Go.

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property of the J Shing & W. Spin Mars, the Spin Mars, the J Shing & W. Shing & W. Misham & W. Mi

W Shea & w, Mt Vernon, Wash G F Moyer, San F R A Pinkerton, w & d, N Y ter, N ? M Freedell, do W E Hett, Chgo S A Hammond & w, A Phaserton, W & G.

N Y

Giss Jordan, do

Tyeon, San F

O'Shea, Astr

V H Clubb, San F

E Whell, St L

M Berry, Toma

C Kible, Salt Lake

V S Young, Phila

Hart, St L

S Fuller, Chgo

V H Topping, St P

Gray P L Curtise, Stil

H Glastion, Duluth

O Parks, St P

O Parks, St P S A Hammond & w, Boston E F Simonds, Chgo J A Snyder, Louis-ville, Ky W A Clark, Jr, Butte F M French, San F H E Goeta, St J, Mo F J Buttimer, Van-couves B C F J Buttimer, Van-couver, B C. Mrs J J Bowen, San F L Georges, do E E Caine, Seattle W D Perkins & w, W D Perkins & w.
Seattle
R Jaffray, Toronto,
Canada
J L Field, Chgo
H C Presay, Phila
T P Roberts & s. S F
W H Betts, do
C T Elcholts, St L
A Stiyele, N Y
A E Ransom, Scattle
N D

THE OWN Miss S Collette, do
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THE OWN Miss S Collette, do

THE PERKINS.

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Touffy, do

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N W Storey, do

Mrs F Gallagher, do

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A Parcels Post.

adelphia Ledger, The British Postmaster-General has established a parcel post service with the United States in co-operation with a pri-vate express company. The United States is the only important country which has failed to negotiate a parcels post treaty. Seventy countries are enjoying the con-veniences of the service. The inland parcels post delivery admirably supplements the international system. It is surprising, in view of the aggressive enterprise of the toria
J. L. Hastingen, Roseberg
Richardson Brox: Helix
Mre E E Dunbar,
Grant's Pass
A B Smith. Pendieton
Arthur Horner, do
T T Geer, Salem
Mrs S M Jonea, Seattle
Mrs H Gamer, Seattle
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Mrs Thos Sagern, CastiRock
Hermandous value and the method of sending packages of moderate
size and weight by mail has not been
adopted here for injunct purposes. Once
adopted for domestic trade, the necessity
for a parcels post convention with the rest
of the world would soon become evident.

The Papprus Chih, of Boston, composed wholls of authors, has just celebrated its 30th anniversary. It has numbered among its membership nearity all the distinguished men of latters in the modern Athens.

and free rural delivery is hastening the coming of all the postal conveniences which have long been enjoyed by the peo-ple of other countries.

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