NEW ORLEANS IS QUIET

THE MOB'S VIOLENCE HAS SPENT ITSELF.

Remains of the Negro Charles Positively Identified-Mayor Closed All Barrooms.

NEW ORLEANS, July 28 -Mob violence seems to have spent itself, and the city tonight is quiet. No fresh outbreaks are reported, the burning of the Thomy Lafon School last night hins evidently been the crowning piece of mob violence. Mayor Capdeville says that lawlessness such as has hurt the community in the last few days can only be suppressed with force. He said today that he had no intention of disbanding the special police or dis-charging the militia until the last vestige of mob violence has disappeared. Among the communications received by the May-or today was an offer from "the leading citizens" of Tangipahou, for a sufficient number of able-bodied men to "annihilate the negroes of New Orleans."

Contrary to expectations, the night passed with little disorder. The prompt action of the Mayor in all tributing squade of avmed men through the city, and the fact that the negro, Charles, who caused the emeute is dead, seems to have had a good effect in quieting the populace. The negroes apparently are glad that Charles is dead. Today they appeared in larger number than for several days at the places where they are employed. Thou-

nds of them have left the city. Much feeling is expressed against the Police Board, and there is talk of its removal and a reorganization of the police

Arrangements are being made for the funerals of the victims of yesterday's tragedy, and details of police will accompany each to prevent possible disturb-

Leonard Pierson, who was with Charles the evening Officer Mora was wounded, and who has since been confined in the Parish prison, today positively identified the dead negro as Charles. Coroner Richard held a postmortem examination on the body of Charles. He found that the negro had been anot 45 times and

The aged insurance solicitor, H. A. Batte, who was dangerously wounded yesterday, is sinking rapidly. The other wounded are reported recovering. Mayor Capdeville remained at his office

all night, and has been in close telephonic communication with the police, martial and citizens' emergency police headquar-ters. When asked about the situation he said that everything was quiet, and he thought Charles' death would have the effect of placing the city again in its nor-

Mayor Cappeville today issued two proclamations, one ordering all barroom closed at 2 o'clock and remaining closed after 5 o'clock Monday morning. The other proclamation requested all merchants to close their respective places of business at 6 P. M. and keep them closed until C A. M. Monday. The order clos-ing berrooms was enforced, and the re-quest on the merchants was almost unani-

ourly complied with. bodies of the two negroes who were killed by mob yesterday were buried today. During the early morning hours tomorrow the disfigured remains of the desperado Charles will be taken from the morgue and interred in the potter's field with as much secrecy as possible, in order not to arouse that class of the public which is not yet pacified. Sergeant Por-teus was buried this afternoon, as was also Andrew Van Kuren. The police officers' remains were excerted to the graveyard by a full battalion of police. The city is being patrolled tonight by the militia, and civic police, though there

NEARING AN END. Arguments in the Jester Murder

is no indication of any disturbance.

Trial. ST. LOUIS, July 28.-A special to the Post-Dispatch from New London, Mo.,

Ex-Governor Charles P. Johnson, of St. Louis, on behalf of the prosecution, ad-dressed the jury in the trial of Alex Jester for the murder of Gilbert W. Gates, depicted the murder in all its horror, and said it was a duty he owed to the state as well as himself, to see that jus-tice was meted out to the prisoner. As the lawyer proceeded, A. M. Gutes, father of the murdered boy, buried his face in his hands and wept. Alexander Jester cast his eye to the speaker and then to the Judge, then to the floor. Governor Johnson said John W. Gates would not be a man if he did not spend his money in bringing the murderer of his brother

W. Hays, who followed, made, in his address to the jury, what the defense claim may prove a reversible error. He called Jester a bigamist. He said Jester married a woman in Oklohama, while he had a wife in Kansas.

The trial came to a sudden adjournment this afternoon, on account of a sick juror. Court will not convene again until Mon-

To Brenk Up Bandit Gangs.

ities in Southern Arizona are comple

PHOENIX, Ariz., July 25.-The author

ing plans for a big raid on parties of bandits rendezvoused in that part of the territory. It is known that a murderous band of Mexicans is hidden in the Ea-gle Creek country, and a band of equally desperate Americans has its headquarter on Black River, while some parties are scattered through the higher mountain

ranges. It is believed that various crimes committed of late are generally traceable to these bandits, and determined efforts will be made to stop the outlawry. Shar-iff Clark, of Graham County, has gone to Glob: to get assistance from the Glia County officials, and a Sheriff's posse will our the country. Other countles will called on for aid, and Indians will be used to trail the fugitives.

ANTELOPES HARD TO GET. The Animals Are Exceedingly Wary

and Hunters Seldom Kill.

Chicago Chronicle. It does not take the amateur antelope bunter very long to find out the acuteness of that animal's eyesight. The deer is sim-ply nowhere in this respect, and some hunters of experience declare that the prong-horn antelope possesses even a keener eyesight than the ostrich or giraffe, both of which are famous for their ness of eye. And he is almost equally of scent as hearing. For these reasons the antelope hunter must be a persistent, tireless horseman and a good shot As civilization encroaches upon the animal's territory, his senses become keener and his suspicious of human beings in-

It is exceedingly difficult to approach within 500 yards of a band of antelope un-less one is favored by the character of the country and observes all the nicer rules of intelligent still hunting. It is better to select a rolling, broken bit of country, where one can take advantage of the natural rise and fall of the land. the natural rise and fall of the land, though the game, preferring the flatter

prairie, may not be so plentiful there.

The approved method of hunting the pronghorn is from the saddle, and the nort important point to be observed is to your face, if possible. The antelope seems to be able to feel the vibration imparted to the ground by your horse's hoofs, and to be particularly shy of a horse's neigh or the sound of his shoe striking a piece of stone, so it is well to leave your horse picketed in the bottom of the draws and make your way hatless to the top of the ridges and take a careful look over. The

these little fellows are not often caught off their guard, and take alarm of the slightest suspicion of danger, starting off with the speed of a raffroad train to a safer locality. After that it is like following a whirlwind to attempt to over-

take them.

He likes the tender grass in the bottom of some awale where there has been the slightest suspicion of moisture earlier in the Summer, and it is well to approach such pilices with the greatest care. Remember the felling is always to overshoot, so ho'd well down on his shoulder and well ahead if he is on the run. He is possessed of remarkable vitality, and is possessed of remarkable vitality, and is almost certain, unless hit in a vital part, to get away from even the best-

mounted hunter. Flagging the antelope, of which much has been written by the earlier hunters, is now no longer resorted to, nor do ex-perienced hunters believe the game can longer be successfully decoyed in this way, constant harassment having made the an mals extremely coutious of ap-proaching within range of the Jure. There proaching within range of the large. There are still many instances, however, of the animal's acute curiosity being the means of getting him into trouble. An instance of this kind where a fine buck approached to within 160 yards of there a hunter was concealed and so surprised him by suddenly stepping out over the crest of a knoll where the antelope was not expected that the hunter missed him point blank with the first carridge, and allowed him to scamper off unmolested until he was out of shooting distance before trying a

Coursing the antelope with hounds is possible only from the fact that the animal is not long of wind, for at his own distance he will easily hold his own with the very fleetest dogs and fairly distance any ordinary pack

ANOTHER SUBMARINE BOAT

Appearently Specessful Trial of th Raddatz Craft at Milwaukee.

Milwaukee Sentinel. People who went out to Juneau Park Sunday afternoon to catch the cool breezes and admire the deep blue waters of old Michigan marveled at a myster; that fell under their line of vision. Away out in the bay a miniature copy

of "Old Glory" fluttered in the wind. I did more. It traveled about in a circle and then started on a journey southward, going nearly from a point opposite the Milwaukee Tacht Club to the harbor straight cut, where it changed its cours and returned to the starting point.

For one hour and 20 minutes that little surface of the bay puzzied the "landlub bers," and then the mystery was solved. The flag rose higher and higher and then a little from turret appeared, and then another, and shortly after a box went out from the Government breakwa ter, and out of one of the turrets cam a man, who got into the boat and wa rowed back to the breakwater, where h received the congratulations of a part of business men who had been invited to

The man was Richard Raddatz, the in venter of the submarine boat waich bid fair to make Milwaukee even more fa mous than she is now. Mr. Raddata was experimenting with his little cigar-shapes

He boarded his craft at 2 o'clock, sun the boat just below the level of the water and made a circle about 200 feet in dlam eter, and then started off in a zoutherly direction. In his wake followed a man in a rowboat, who had all that he could do to "follow the flag" that fluttered from the jackstaff of the submerged vessel and which was all of it that could be seen above the surface.

After remaining on the southern cours until nearly opposite the Northwestern Station, the back track was taken, and as the boat approached the starting point the man in the skiff shot ahead, and with an iron rod rapped upon the casement of the Raddatz boat, and it came to the surface just in time to prevent a collisio with a passing saliboat. On this trip th submarine boat remained under water fo an hour and 10 minutes. The speed made was at the rate of 41/4 miles an hour.

The second trip was made by dropping deeper into the water. This time the flag-staff, which extended above the hull of the boat about eight feet, entirely disappeared. The boat went to the bottom of the bay in about 18 feet of water, and remained there stationary for about 16 minutes, the spot being shown by a buoy that was allowed to float on the surface. Then the boat made a circle and started south. During the trip the bottom of the bay was struck four times. On the second trip the boat was submerged for just of

Among those who witnessed the trips the beat from the breakwater were B. Leuzarder, J. D. Miller, E. G. Cowder, S. J. Glass, Charles Scroombe and other and they expressed themselves as high pleased with the result.

"We have passed the experimental stay with this boat," said Mr. Raddatz, after ruing from the interior of his litt ft. "We have a company organise known as the Raddatz Submarine neering Company, of which B. T. Let zarder is the president, and I am the general manager. We have a capital stor of \$100,000, and have all the machinery ar the steel necessary to begin operation. There is one difficulty in the way, ar that is that, while some of our stocholders are of the opinion that this bo is a war vessel, pure and simple, other think it is best adapted to commerci

"We have several propositions while we are considering. We are in comm nication with three of the leading gover ments, or great powers, who are aft the secret of construction, for the purpo of making use of it as an adjunct to theil navies. The United States Governmen has also made several propositions to us. one of which is to make a coast survey of the Guif of Mexico. In addition to these, we have several offers from private corporations and individuals to make use of our boat in locating wrecks in the Guif of Mexico. I am of the opinion that we shall not accept the proposition to make Total tonnage in the coast survey. As to the others, I can-

not say what we shall do.
"Will we begin the building of other boats? That depends. As the matter stands now, it will depend on whether the conclusion is reached that the boat is suited for commercial purposes better than for war. If an affirmative decision is reached, then there will be an opportunity for private enterprise, but if it is a war vessel, then we shall sell our secret and furnish models to the governments that become our palrons. The world is getting pretty well silred up now, and it may be that there will be a demand for the boat for the purposes of

WAL."

whale's master.

The Largest of Animals. Youth's Companion. Mr. Beddard, in his new book on whales eminds readers that, although the imagination is apt to picture the giant reptiles of the Jurassic and Cretaceous periods as having exceeded in size all modern animals. yet in fact there is no evidence that the earth has ever contained, either on the land or in the sea, creatures exceeding the whole in bulk. The mam-moth was larger than the elephant, but the ichthyosaurus could not match the whale for size, although with its terrible jaws it would doubtless have been the

China's Postal System.

New York Tribune. The postal system of the Chinese Empire is still in a primitive condition. It is carried on under the direction of the Minister of War by means of post carts and runners. There are 800 offices for post carts in the is provinces, and there are 200 offices for runners scattered over the seminer. There are a conditions to the carterior of the seminer of the seminer of the seminer. the empire. There are also many private pleased the army worms, and they depostal couriers, and during the Winter the foreign customs office maintains a lished it, and then climbed the tree and

GREAT BRITAIN'S RIVALS

GERMANY AND FRANCE BIDDING FOR OCEAN TRADE.

Fifteen German and Eight French Vessels Listed for Portland-Perils of Atlantic Navigation.

Great Britain's proportion of the sall-ing vessels now on route or listed for this port is the smallest that it has ever been, although the list is nearly up to record figures. Out of a total of 60 vessely listed or en route for Portland, but 34 vessels fly the British flag. This, of course, is over half of the fleet, but when It is considered that a few years ago it was a rarity to find anything but British ships on the list, it will be seen that the other flags have been rising rapidly. The Germans come next to Great Britain on the en route list for Portland, with 15 wessels, and the French have eight of their celebrated bountycarners headed in this direction, the most recent addition to the list being the French bark Anjou, which is coming to this port from Shanghaf.

has made several voyages to this port,

they descended to begin chewing on the cement walks, each worm placed a thumb to his nose, and wiggled his fin-gers at the astonished farmer. Brown gers at the astonished farmer. Brown says he never saw anything eaten with a greater relish than the sulphur which the army worms devoufed. He has decided that the best remedy is to use a shotgum, and accordingly went back to the ranch yesterday with a lot of fine shot, and a keg of powder. A trusy scientific farmer will never permit an army worm to concuer him and walk over him with inquer him and walk over him with in-Farmville.

PREIGHTS IN 'FRISCO. Disappointing Grain Yield Causes a

Wenk Market. Wheat freights are rather weak at 37s 6d, usual options, due more to the disappointing returns from the grain sections than any other cause. The highest estimate of the yield is now 750,000 tons, the lowest 450,000 tons, against 750,000 to 1,000,000 tons before the harvest commenced. Until the harvesting returns are all in it will be impossible to give close figures, but the most conservative and unbiased opinion gives 650,000 tons as the yield. Foreign markets are not disturbed by the shrinkage in the California yield, and as farmers and holders of French bark Anjou, which is coming to this port from Shanghal unable to make wheat and freights meet Norway's merchant murine is represented by the little bark Stjorn, which when sold abroad. Hence the inertia.

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

Balled	Name.	Flag.	Master	Tons	From.	Days out	Consignees
Feb. 12	Penthesilea.	Br. ship	Manson	1663	London	167	Balfour
reb, H	Decean Allee	Br. ship	Barrett	2576	Hamburg Japan	160	Meyer, W.
Inle- 16	Allee Australia	Br. bark	Kuhlmann Jones	2007	Honolulu	13	************
July 3	Genista	Br. ship	Hearn	1718	Shanehat	24	***********
	Leicoster Castle Riversdale	Br. ship	Crowest	2009	Shanghai Hamburg Shanghai	Acres	
Mar. 5	Riversdale		Griffiths	2068	Hamburg		E. Baker
Termen Bi	Conway		Ward Tyers	1706	Shanghai	95	
sume 29	(Edmonths	Br. ship	Growe	2211	Shanghai		
	Semantha W. J. Pirrie Strius		Jenkins	2516	Shanghal		
	Strius	Ger. ship	Behring	1770	Japan		
June 23	Robert Rickmers	Ger. ahip.	Rubarth	2174	Hlogo	36	
*****	Carl Clan Macpherson	Ger bark	Shoemaker McDonald	1204	Honolulu Honolulu	****	
	STIATE	Br. ship	Killnesen.	11460	Honolulu		,,,,,,,,,,,,,,,,
	Sutherlandshire	Br. ship	Nicoli	13549	Kiao Chou		***********
July 19	Sutherlandshire Jupiter Marion Lightbody Bowman B. Law	Thorn while.	Funder	11550	Laintau	10	***********
	Marion Lighthody	Br. ship	Cordinar	2062	Sta. Rosalia		**********
	Bowman B. Law	Br. ship Br. bark Br. ship Br. ship	Gullison	1000	Vokohama	1000	
*******	Ardencraig Centurion	Br. smp	Calras	1704	Sta. Rosalia Nagasaki	22.5	
	Dalcarnie	Br. ship	Jones	12700	Shanghal		
	Olga	Ger. bark	Engel	1340	Sta. Rosalia Kiao Chou	****	***********
	Oeterbek	Ger, bark Ger, bark	Gleseke	2510	Kino Chou	****	************
BUREARA	Dechmont	Br. Ship	Elstan	2642	Honolulu Nagasaki	****	*********
Marrie 30	Queen Victoria Astracana	Br. ship	Griffiths	1224	Hamburg	24	Meyer, W.
Tulw 4	Lucipara	Br. ship Br. bork	Witt	13773	Antwerp	25	Taylor
	Andreta	Br. ship	Ritche	11635	Yokohama		
	County Edinburgh	Rr. ship	Tode	2000	Shanghal		
May 24	Europe	Fr. bark		2000	Grimsby	66	Ralfour Taylor
une n	Langdale	Br. ship Ger. bark		1995	Liverpool Kiso Chou	-000	Taulor
May 12	Nomia Amiral Courbet	Fr. bark	Conna	1150X	Nantes	78	***********
Ariell E	La Entitle	FT. DUTE	rinumond	1785	Santander	114	
*******	Muskoka Bossuet	Br. ship	Milne	1549	Honolulu		
	Muskoka	Br. bark Fr. bark	Crowe	2258	Shanghai	200	Taylor
May 26	C II Waster	Ger. ship	Wahle	144	Nantes Nagasaki	. 64	Taylor
	C. H. Watjen Secotra Cecarbank	Br ship	Hardle	2597	Kino Chon	****	
Tupe 21	Cecarbank		Robbins	2541	Kino Chou Hong Kong Sta. Rosalia	38	
	Andrada Elibek	Br. bark	Adams	2254	Sta. Rosalia		
******	Eliliek	Ger. bark	Tadern	2220	Shanghal	1254	Balfour
********	Inchespe Rock Morven Pyrences	Br. saip Br. bark Ger. bark Br. bark Br. bark Ger. ship Fr. bark	Porter	1400	ananghat	****	**********
******	Peranoss	Br. bark	Bryce	21.05	Acapulco	****	**********
	Altair	Ger, ship	Spille	(229)	San Diego		
Tune II	Alice	Fr. bark	Durant	1335	Havre	42	
	Bertha	CHEST FARTER	LIFE MILLIUMO .	37500	Anter		COLUMN TO SERVICE SERV
*******	Hassin	TREET, SELLO	-morumaker	1352	Hakodate	****	**********
Index 7	Otto Gildmeister General Mellinet Athene	Fr bark	Wilmsen Yules	7491	Glasgow	99	Taylor
,,	Athene	Ger, bark	Lorenzen	2700	Port Los A.	10.5	2007 100
- Crantor	Crssard Eli=a Blairhoyle	Fr. bark	Wilmsen Yules Lorenzen Allaire Maresca Rouse	171	Antwern		Meyer, W.
*******	FCII va	It whip	Maresca	140	Henclulu		**********
	Buirhoyle	Br. Park	Rouse	123	South Africa		**********
	Portia Taroenbek	Ger ship	Lewis Hansen	170	Acapulco		
	Anjou	Fr. bark	Creuver	157	Nagasaki	1	
-		and listed		-		-	

Agents or Master. From. Berth. Name. June 6 Harlech Castle | Br. ship F. M. Co. Elevator Br. ship Atkinson Ger. ship Leopold Br. bark Steven Balfour M'tgomer, Balfour Oceanic P. Grain Co Greenwich 1900 Nagasaki 1779 Nagasaki 1535 Shanghai 11 Frankistan July 12 Rigel July 13 Nithsdale Total tonnage in the river, 7028.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND.						
Sall Nam	re. Flag	Master.	Tons	From.	Consignees.	
Mar. 5 Glenogii April III Carnedd Ll. Wanderer Mar. 11 Cabul Mar. 21 Glenard May 6 Forteviot April 26 Henriette Mar. 14 Dunresgan May 1 Carl April 4 Linlithgow Durham May 1 Killmaille Rryshilda Howard D. Queen Mar. Ben Lee 18t. Mary's Andromeda Bertha Fiottbek Aleterthal Port Caled Pengwern Lyderborn April 21 Ventura Palgräve	Br. bark Br. ship Br. ship Br. ship Br. ship Br. bark Ger ship Br. bark Br. ship	Anderson , Doty Balfour Melkie Corning Fraser Hunter Macfarlane Fulton Aister Shoemaker Ellerbrock Anton Griffiths Weston	2008 2717 1297 1788 2962 1708 1708 1409 1477 1518 1409 2004 11762 1762 1762 1762 1762 1762 1762 176	London Hamburg Snånghal Rotterdam Antwerp Antwerp Antwerp London Liverpool Antwerp Japan Cheefoo Shanghal Hong Keng Sta. Rosalla Cardiff Shanghal Hong Keng Sta. Rosalla Liverpool Liverpool Liverpool Liverpool Liverpool Liverpool Liverpool Liverpool Liverpool Antwerp Hlogo	153 R. P. Rithet 88 M., W. & Co. 128 M., W. & Co. 129 M., W. & Co. 130 M., W. & Co. 131 M., W. & Co. 131 M., W. & Co. 131 M., W. & Co. 132 M., W. & Co. 133 M., W. & Co. 134 M., W. & Co. 135 M., W. & Co. 135 M., W. & Co. 136 M., W. & Co. 137 M., W. & Co. 138 M., W. & Co. 139 M., W. & Co. 130 M., W. & Co. 131 M., W. & Co. 131 M., W. & Co. 131 M., W. & Co. 130 M., W. & Co. 130 M., W. & Co. 130 M., W. & Co. 131 M., W. & Co. 130 M.,	

GRAIN TONNAGE ON PUGET SOUND. Br. ship | Lever 1997 Liverpool Rithet Total tonnage in port, 1997.

In addition to these comparatively new flags which are struggling with Great Britain for supremacy on the ocean, there is one vessel which is said to be the first of her race to come to Portland. This stranger is the Italian bark Elisa, which is now at Honolulu discharging a cargo of coal from Newcastle. There

BROWN WAS IN TOWN.

The Army Worm Gains Another

Kopje on Melville Farm. Farmer Brown, of Terry, Or., who was remerly engaged in the stevedoring busongshoremen's strike was progressing resterday. He brings gloomy reports of the ravages of the army worm which havecaten up everything green on the farm, except Brown. The worms moved in force on Melville farm about a week ago. They were first sighted by Farmer Brown from his commanding position in the cross trees of a hay wagon. At that time they were steering 1 S. by S. W. X. Y. Z. course for his patch of imported potatoes, and without waiting for the glad hand, they made a meal off of everything except the potato bugs, which were considerately left for the next

They then steered a straight course for a mammoth oak tree which is the pride of Melville farm. Brown referred to his "Hints on Practical Farming" and im-mediately threw up an embankment of sulphur around his favorite tree. This greatest caution is here necessary, for service between Pekin and the outposts removed every leaf and stem, and as course and followed her up the Straits ing continent are limitless.

ern ports, rates are as follows: Sydney, 52s 5d; Melbourne or Adelaide, 60s; Port Pirle, 57s \$60000; Fremantle, 70s; addton, 75s 3d; West Coast, 62s 6: aldton, Tis M; West Coast, 62s 64966s; Pisagua range; Callao direct, 62s 64966s; Buenos Ayres, 70s@72s 2d; Shanghai, 55s; Kiao Chou, 70s; Nagasaki, 60s@62s 6d; Port Arthur, 70s; Tien Tsin, 75s; Taku, are seven other vessels listed to come to
Portland from Honolulu and nearly 29
are coming across the Pacific from Japan
ports.

To: New Chwang, 70s; Vladivostock, 50s;
Portland from Honolulu and nearly 29
dom, 22s 66@35s. While above rates are unchanged, the market is firm, and an excellent demand for tonnage is noted.

FOG AND ICE. Perils Encountered by a Trans-

Atlantic Steamer. NEW YORK, July 28.—The Leyland line steamer Columbia, which arrived to-day from Liverpool, reports that she encountered a dense fog crossing the banks of New Foundland, and on July 24 a

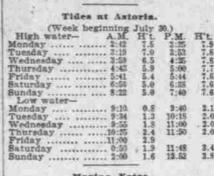
large iceberg was seen. The berg ap-peared to be about 500 feet high, and an eighth of a mile in length on the water line. At the time of passing, the temperature of the air was 48 degrees and

BAN ON THE ROCKS.

Accident to an Aberdeen Fish Steamer in Ciallam Bay. PORT CRESCENT, Wash., July 28.-The

steamer Estella, owned by the Aberdeen (Wash.) Fish Company, ran on the rocks at Silp Point. Chillam Ray, last night. Captain Langly says he left San Francisco the morning of the 19th, and arrived in the Straits last night at 16 o'clock. He came by Neah Bay just as the mail steamer Alice Gertrude pulled out of that port on her return trip to Seattle, captain of the Estella took the Gertre

until a fog belt hid her from view at Claism. The Estella then slowed down and took what they thought was the regular route, but it proved that they were in error, and at 11:6 o'clock P. M. she struck, and when the tide receded she was left high and dry, wedged between two big rocks. The captain says he cannot account for the arcident himself, and never dreamed of danger until she struck. Later the Estella was floated with a badly damaged keel and a broken rudder. She appears to be badly sprung.



Marine Notes.

The steamer T. J. Potter carried a big crowd on her trip to the coast yesterday afternoon.

The steamer Columbia is due from San Francisco this morning. The State is due at San Francisco from Portland. The British ship Harlech Castle was loading wheat at the Elevator dock yes-terday. The Frankistan will start work

tomorrow morning. The big log raft which has been under construction at Stella for many months was towed to Astoria from Stella yester-day, and will start for San Francisco today or tomorrow.

Domestic and Foreign Ports. ASTORIA. July 28.—Arrived-Steamer W. H. Harrison, from Bliamook, United States steamer Philadelphia, from a cruise. Arrived down from Steen-Log raft. Condition of the bar at 5 P. M., smooth; wind horthwest; weather clear.

San Francisco, July 28.—ArrivedSchooner Louis, from Knappton. Arrived
July 27.—Schooner Daisy Rowe, from Coos
Bay. Salled July 28.—Schooner Ida McKay, for Gray's Harbor; steamer W. H.

Kruger, for Tillamook.

San Pedro-Arrived July M-Barkentine
Northwest, from Olympia.

San Diego-Sailed July M-British
steamer Robert Adamson, for Nanaimo.
Seattle-Arrived July M-Steamer Ruth,
from Shannar. from Skanway.

New York, July 28.—Arrived—Minneap-olis, from London; Umbria, from Liver-Liverpool, July 28.-Arrived-Cymric, from New York. from New York.
Cherbourg, July 38.—Arrived—Belgravia,
from New York.
Southampton, July 38.—Arrived—Koenigen Louise, New York.
Havre, July 38.—Arrived—La Bretagne,
from New York. Salled—La Louraine, for

New York. Moji-Salled July 22-Frederica, for San Antwerp, July 28.-Sailed-Argonia, for New York.

Liverpool, July 28.—Sailed—Campania, for New York. New York—Sailed July 27.—Palatia, for Hamburg, via Cherbourg; Minnehaha, for London; Menominee, for London; Rot-terdam, for Rotterdam; Furnesia, for Glasgow: Lucania, for Liverpool. Cherbourg, July 28.—Salled—New York, for New York.

for New York.					
	Total Control of the				
AT THE	HOTELS.				
_					
THE PORTLAND.					
M E Downs & wife,	M M Sampson, Spokn				
Seattle	C Wilson				
Cicero Nichols, San Fr.	D T Davies, Carbon-				
W A Mitchell, San Fr	dale				
James M Merritt, S F					
L B Cooke, M D.	J J Hayes & wt. Wal-				
T B Walker, Minn	R G Whitlock, Louis-				
Mrs C H Nassi, Daw-	ville, Ky				
200	T H Curtis, Astoria				
G M Walker, Minn	Sam S Josephson,				
C A Foster, Lowell	Roseburg				
J H Hawley, N Y	A R Jacobs, Oreg Cy				
J D Pendleton, Sara-	E G Sprowl, Tacoma				
toga, Cal F Janson & wf, S F	C H Pomercy & w. S F J C Farias, Minnpis				
L G Cannon, Denver	T C Hensley & w Ma				
G D Trotter, Stayton	T C Bearley & w. Mo E C Bleish & wife.				
V Stadeker, St Paul	ALCE BULL DEO				
Mrs C Preuett, Liv-	J W Fuller, St Paul				
ingaton, Mont	E Rotschild, Chicago				
Miss J Simpson, do	E Rotschild, Chicago F W May, N Y				
Capt J Roberts & wf.	W A Avery, Los Angls A M Henry, wf & two				
San Francisco J L Fleucher, S F	children, Montana				
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Recent explorations show that Brazil could, if pushed, furnish 50 per cent more raw rubber than at present, and that the possibilities of Africa as a rubber export-

TREND OF LEGISLATION

LIQUOR QUESTION, FOOD ADULTER-ATION, SUNDAY LAWS.

Notable Tendency Toward Socialism in the Legislation of the Various States of the Union.

One of the functions of the Library of the State of New York is the polland classification every year of the stat-utes passed by all the Legislatures in the Union, says the New York Evening Post, From a comparison of these statutes some notion of the general tendency of legislation may be obtained, and such a comparison is attempted in a bulletin re-cently issued by the State Library. The subject is too broad to be dealt with except in a superficial masner, but in certain lines it is practicable to note changes which indicate the operation of permanent causes. If we define socialism as the tendency to enlarge, the function of Government, we must admit that the general drift is in that direction. New commissions and bureaus are continually created, and more and more occupations are subjected to Governmental Inspection. In some cases we may be able to discern the influence of a rational and enlight-ened public opinion, but in others we see the effect of political agitation and of

As illustrating progress of a satisfactory kind, we may take the legislation affecting the liquor traffic. During the last 50 years this traffic has been prohibited by the laws of no less than 17 states. At present it is proscribed in only five states: Maine, New Hampshire, Vermont, Kansas and North Dakota. These are states in which the population is comparatively sparse, and the farm-ing class is predominant. When we consider the intensity of the feeling concerning the evils of drinking, the fanativery great moral influence of the Wom-an's Christian Temperance Union, we must admit that the repeal of so many prohibitory laws is a remarkable achieve-ment. It shows that communities do learn by experience, and the substitution of local-option laws for absolute prohibition is in almost all respects a distinct gain. On the other hand, the rather tempting experiment of the state dispensary system has not commended itself to

he sober judgment of our people.
As this bulletin points out, the attempt to instruct school children in the physi-ological effects of alcohol is really a sign of progress. Instruction of this kind is now prescribed in all the states except Georgia, Idaho, Virginia and Wyoming. We have never thought that teaching of this kind was a desirable feature in the public school course. Much of it is extremely crude and even false; nevertheless the method employed is better than that of prohibitory laws. It implies a recognition of the truth that persuasion is superior to force, and it tends to pro-mote temperance by making the effects of alcoholic drink a subject of rational discussion and scientific observation. We may look forward to more correct teaching than now prevails, and to the gradual diffusion of the truth that temperance is but one feature of a sound morality, and that if our children are brought up to desire right living, it will not be neces-sary to frighten them into abstinence by the exhibition of appailing pictures of the coats of the drunkard's stomach.

We may find further instances of the gradual recognition of changed morality by Legislatures in the modifications of the Sunday laws. It was not until 1933 that the State of New Jersey removed its legal prohibition of the publishing and selling of newspapers, the selling of milk, and of walking or riding for recreation, on Sundays. Not until 1897 did Connecticut remove its ban from recreation on that day, and only last year did it legalize the operation of electric cars. The State of California repealed its Sun-day laws in 1883, but in 1893 an act was passed restraining employers from exacting more than six days' work in a week from their men. But our legisla-tion on these subjects is extremely de-fective. Most of the old Sunday laws ought to be swept away. They are not enforced, and are cumbersome relics of an outgrown morality. On the other hand, our laws fail to recognize the fact that the community has adopted the view that six days' work a week is enough. We want one day a week for recreation; but we make little provision for the regulation of the labor of those who have to work in order that others may enjoy themselves.

It is only 30 years since the first State Board of Health was organised in Massachusetts. Now such boards exist in all but five of the states, and their operations will probably be supplemented before long by a National board. The creation of these boards has resulted in much improvement in our vital statistics, although in many states their regis-tration is very imperfect. An illustra-tion of the same tendency appears in the legislation which purports to prevent the adulteration of food: but here the evidence of pecuniary and class interests is so strong as to make it doubtful if such laws indicate genuine progress. The same doubt is suggested when we review the legislation claiming to be in the in-terest of laborers. The first Bureau of Labor Statistics was established in Massachusetts in 1869, and such bureaus now exist in 32 states, while the Federal Government also maintains one. In view of the large cost of these bureaus, and the partisanship to which most of them have,

cial progress perceptibly, while they have complicated our politics. Many laws have been passed at the demand of the labor unions, which have-been ineffective, not only because they were treated as creating offices to be filled by representatives of these unlons, but also because they constituted class legislation. Very many of them have been declared unconstitutional; and they illustrate the class of changes which hinder genuine progress. The eight-hour laws, which affect only laborers employed directly or indirectly by Government, cannot be regarded as in the interest of the whole class of laborers or of the community. They benefit a privileged few, at the expense of the unprotected many. The old guild spirit creeps back, too, in laws intended to restrict the numbers of such artisans as blacksmiths and barbers. The general welfare is invoked here, as it always is, to justify special advantages, and over such attempts great struggles will take place in the future. While there are many bad laws passed, and many changes which are not for the better, yet as we survey the whole field of legislation from year to year, we discern so many advances as to ustify us in believing that we are all

the time making genuine progress. To Ward Off Evil.

The Engineering Magazine.

From the point of view of artistic and essentially Oriental design the pagoda possesses the most interest. These singular constructions, at least one of which nearly every city possesses, fairly dot the surface of the country. Their purpose appears to be twofold—either as monuents commemorating the virtues of the ments commemorating the virtues of the munificence of some departed benefactor, or as agents of "feng shul" (literally) "wind and water," the spirit genius of good and evil, which, if properly propi-tiated, will warn off pestilence and famine and permit only prosperity and hap-

piness to visit the neighborhood.

These very curious towers are of great antiquity. Chinese records authenticating their origin at least as far back as the their origin at least as far back as the early part of the Christian era. In size they vary from the little ones, which are nothing more than readside shrines, to what was once the most beautiful and largest—the celebrated porcelain pagodo of Nanking, destroyed in the Tai Ping re- bearing the union label.

bellion. This extraordinary structure had a height of 261 feet, was built of masonry and covered with glazed tiles of many colors, and was a monument to native skill in erection as well as to artistic sense in design. Unfortunately, most of the large pagodas are being allowed to crumble to decay, although some are tended and give hope of standing for other generations to admire. The prom-inent ones vary in height from 100 to 200 feet, are usually ocusional in plan, with straight but tapering sides, and always are composed of an odd number of sto-

MISSISSIPPI PILOT'S STORY

Impelled to Keep on and So Rescued a Boy From Death.

New Orleans Times-Democrat,
"Men in our line of business have plenty
of queer experiences," said a veteran bar pilot, "but I think the strangest that ever feil to my lot happened in 1833 right after the great hurricane that swept down the south coast and drowned so many poor fisher folks on the little islands. The storm blew itself away on a Sunday," the pilot went on, "and next Sunday morning. having nothing in particular to do, I de cided to take our steamer, which was a handy little tweive-knot craft, and go for a two hours' run out into the guif from South Point to see what I could see. The water was still full of driftwood and wreckage from the fishermen's cabins but we noticed nothing in particular until we had been out about an hour. Then one of the men on the boat sighted a big red can buoy over to the sou'west. It was a government mark that had broken away from its moorings, and he suggested that we go and see where it be-longed. Ordinarily I would have said all right, but something—I don't know what or why—made me refuse. 'No,' said I. 'we won't change our course. Keep her her head straight out for an hour longer, and maybe we'll see something better than runaway red cans.'

"I had no idea that my words would come true, but in half an hour we came in sight of a little raft dead shead of us. and as we got nearer we made out what seemed to be a child on top of it. We ran to within a couple of hundred feet before we stopped, and then we saw that the raft was evidently the floor of some flaherman's cabin. The child was a boy of 14 or thereabouts, and he was sitting down with his head hanging forward on his breast and his arms stretched out clutching the planks. He looked for all the world as if he were dead, but he was only asleep, and when I rang the bell he straightened up all of a sudden and glared at the ship like a person in a dream. All he had on was a little shirt. And while we lowered a small boat and pulled over to him he sat so, staring and not saying a word. He had strength enough to climb but when we reached the ship he

The poor boy had been on that floating floor for seven days and twelve hours," continued the pilot, "He was the son of a Gascon oysterman, who lived on Grand Isle, and the hurricane had caught him alone in their cabin. It tore the ramshackle hut to pieces, and he found him-self adrift on the floor, which had hung together. How he lived through the storm is one of those mysteries that can never be explained, but he was carried far off the coast, and next morning was out of sight of land in the open Gulf. Then fol-lowed a solid week, spent without food, water or shelter of any kind. I have been water of shelter of any kind. I have been a seafaring man all my life, and have known of many wonderful escapes from death on the deep waters, but never of anything to compare with this. The boy had to lie down on the raft to keep from falling off, and when he grew weak the crawfish bit him from head to foot until he was a mass of wounds. He had been a very strong, sturdy fellow, and before the storm had welghed 160 pounds. When we rescued him he welghed less than 160.

"Of course, most of what I have related we learned afterward, when he was strong enough to talk. As soon as we got him aboard we headed for South Point, is miles away, for, as bad luck would have it, there was not a particle of food or liquor on the ship. Fortunately, however, we halled the fruiter Breakwater, and got a little brandy and a can of condensed milk, and it was marvelous how a few spoonfuls of nourishment revived the lad. At quarantine I turned him over to the doctor, and in a week he was practically well. Then an uncie came after him, and I have never heard from him since. I have often wondered." said the old pilot, in conclusion, "where the strange Impulse came from that made me insist upon holding our course that Sunday morning. If I had turned aside, as the men on board desired, the castaway would undoubtedly have been lost. It was not within the limit of possibility that he could have lasted another day.

COAL PRICES GOVERN SPEED Economy of Fuel a Controlling Fac-

tor on Pacific Liners. Ainslee's Magazine Translating distances into time suggests that artificial limitations delay passages across the Pacific. While the run from New York to Queenstown has been cut close to five days it requires is days to cross from San Francisco to Yokohama, via Honolulu. Thus thrice the time is re-quired to make double the distance in the Pacific, the daily run falling from near-550 miles to something less than 350. Of course, this reduction rests on strict commercial principles. Companies in the Pacific trade are not forced to renew their steamers in order to take advantage of the latest improvements in engineer-ing. In fact, it is doubtful whether the old types of single-screw steamers have fallen victims, the results which they not wasted coal. Yet it is certain that the have achieved are not such as to justify saving of fuel is a controlling factor in their existence. They have not aided so the calculations of those who manage

lines of ocean steamers, and that they refrain from driving their vessels at full speed accordingly. There is no need of citing a scientific formula to show that a moderate in-crease of speed multiplies resistance and its equivalents in powers and fuel in a startling ratio. High speed is ad advertisement to attract passengers; where freight is the main interest, economy is inevitable. Even the famous Peninsular and Oriental—though more largely sub-sidized than all the Transatiantic and Transpacific lines combined—is allowed to carry passengers and mails at a speed far below that demanded by the public which sails from New York.

Everywhere east of Suez and west of the Rocky Mountains coal is dear, and time is a less costly object of consumption. Of course, millions of tons of freight and thousands of passengers are likewise carried across the Atlantic at the modest speed of 200 miles a day-but they do not boast of the experience.

Uses of Lime and Charcoal.

Ladles' Home Journal.

The heat and moisture of the Summer nonths have a tendency to rust metals. mildew fabrics and cover all sorts of sub-stances with moid. Fermentation and putrefiction develop rapidly in vegetable and animal substances if they are not and animal statements and charcoal are two aids toward keeping the house sweet and dry, and the housekeeper should, if possible, provide herself with both of these materials. A barrel each of lime and charcoal in the ceilar will tend to see that part of the house dry and sweet. keep that part of the house dry and sweet. A bowl of lime in a damp closet will dry and sweeten it. A dish of charcoal in a closet or refrigerator will do much toward making these places sweet. The power of charcoal to absorb odors is much greater directly after it has been burned than when it has been exposed to the air for a length of time. Charcoal may be puri-fied and used again and again by heating it to a red heat. The lime must be kept in n place where there is no chance of its getting wet, and not exposed to air.

State of the Women's International Labor Lengue, whose object is to persuade work-ingmen and women to buy only goods