BIG SHIPS AT PORTLAND

SEVEN CARRIERS IN PORT HAVE CAPACITY OF 1,000,000 BUSHELS.

Pak Ling Makes a Fast Run to Astoria, Drawing 24 Feet—Had Very Quick Dispatch.

Two more big four-masters were towed into the Columbia yesterday to load wheat at Portland. The Poltalloch, which started from Santa Rosalia last November, and went ashore on the Washington coast a month later, came around from Victoria, where she has been in the drydock repairing the damage caused by her six months' rest on the sands. The Galgate crossed in later, after a very fast passage of 81 days from Callao. The arrival of these two vessels gives Portland a Midsummer grain fleet of larger proportions than is usually found during the dull season. In numbers this fleet has been exceeded during the last week in July in some seasons that are past, but in size and carrying capacity, the vessels have never averaged up so large at this time of the year.

There are seven of the big fellows in port, and their combined carrying capacity is but little short of 1,000,000 bushels. Six of them have carried cargoes out of Portland in former years, and the seventh, the German bark Nal, loaded at San Francisco, so that the carrying capacity of the fleet is easily arrived at. The names of this July grain fleet now in port, with their net registered tonnage and the amount of cargo they have carried on previous trips, is as follows:

Name—	Net. tons.	Wheat, bushels.
Pak Ling	3875	203,892
Dumfriesshire	3482	148,433
Nal	3627	140,735
Poltalloch	2139	140,635
Ecuador	2264	126,800
Galgate	2227	131,546
Argus	1543	85,392
Total		967,433
Average	2308	141,062

There is enough wheat on spot to load all of this fleet, but the late arrival of some of them will necessitate their going over into August for loading, and the month's shipments will not be much in excess of 500,000 bushels.

CHANNEL ALL RIGHT.

Pak Ling, Drawing 24 Feet, Goes Through to Astoria in 9 Hours.

The big steamship Pak Ling, drawing 24 feet of water, and carrying over 5000 tons of wheat, was taken through from Portland to Astoria yesterday in a little over nine hours. This is the first of the deep-draft ships to leave Portland since the river has fallen, and as the June rise generally makes slight changes, it was decided to test the channel with 24 feet before sending deeper-draft ships down. The ease with which the Pak Ling went through without touching anywhere on the route, shows the river to be in much better shape than usual, and had it been known that there had been no changes in the channel since the low-water season began, the steamer would have gone down drawing 25 feet. As it was, she takes less than 500 tons of a 6000-ton cargo at Astoria.

The steamer was taken down by Captain W. H. Pope, who is making a fine record with deep-draft ships. Balfour, Guthrie & Co., who loaded the Pak Ling, hustled the big ship out in pretty fast time, as she did not reach Portland until late Monday evening, and was not ready for cargo until Tuesday morning. She will finish loading at Astoria today, and will get to sea after being in the river less than a week.

NORWAY TRAINING-SHIP.

Bark Stjorn Changes Owners and Enters a New Field.

The German ship Herzovin Sophie Charlotte, which for the past two years has enjoyed the distinction of being the only sailing-ship in the world used as a training vessel, is to have a competitor. Mail advices received in this city yesterday report the sale of the Norwegian bark Stjorn, a well-known wheat trader out of this port, to a Stockholm firm for $55,000. The new owners will fit the ship up on the same plan as the North German Lloyd's training ship H. S. Charlotte, which visited this port last year. Like the German vessel, she will receive a government subsidy, but instead of turning out officers for Norway's merchant marine, she will be used to train sailors and officers for the Norwegian Navy. While engaged in this work she will sail around the world in the general carrying trade, as she has done since she was built. The Stjorn was built on the Clyde in 1892, and during her career has made a number of trips to Portland, leaving here on her last trip about a year ago.

Brisk Competition.

ASTORIA, July 20.—The competition in the boating business around the harbor is very brisk and exciting at the present time, and those engaged in it take a good many chances to secure the trade of incoming vessels. Yesterday, James Keating took the gasoline launch Eagle 15 miles to sea to meet the British bark Dumfriess-shire and thereby secured the business of the vessel. This act does not conflict with the quarantine regulations of the port, as the jurisdiction of the Government only extends to three miles off shore.

Saved From the Tanis.

BUENOS AYRES, July 20.—The passengers and some of the crew of the German steamer Tanis, which was wrecked off Punta Mogotes, have arrived here. There were 24 persons in the party. The Tanis sailed on May 29 from San Francisco bound for Hamburg.

Small Boat on Big Ocean.

LISBON, July 20.—The 25-foot sloop-yacht Great Republic, in which Captain Howard Blackburn sailed from Gloucester, Mass., last month, has arrived here, the passage having occupied 28 days.

Domestic and Foreign Ports.

ASTORIA, Or., July 20.—Arrived in at 7:30 A. M.—British bark Poltalloch, from Esquimalt, in tow of tug Astoria. Arrived at 4 P. M.—British bark Galgate, from Hiogo. Arrived down at 4 P. M.—British steamship Pak Ling. Left up at 8 A. M.—British bark Dumfriesshire. Condition of the bar at 5 P. M., smooth; wind west; weather cloudy.

Hoquiam, Wash.—Arrived July 18—Schooner Jennie Stella, from San Francisco, for Hoquiam.

San Francisco, July 20.—Arrived—Schooner Eliza Miller, from Coos Bay; schooner Wing and Wing, from Umpqua River; schooner La Gironde, from Gray's Harbor; bark C. H. Wheeler, in tow tug George R. Vosberg, from Nehalem. Sailed—Steamer Homer, for Unalaska; schooner Corinthian, for Coquille River; steamer Umatilla, for Puget Sound; steamer Signal, for Astoria.

San Diego—Sailed July 19.—Ship Dashing Wave, for Tacoma.

Neah Bay—Passed in July 19.—British ship Largo Law, from London, for British Columbia; ship Glory of the Seas, from San Francisco, for Nanaimo; barkentine Wrestler, from Noumea; schooner William Bowden, from Honolulu.

Coos Bay—Arrived July 19.—Schooner Gotama, from San Francisco.

Queenstown, July 20.—Arrived—Campania, from New York, for Liverpool.

Cherbourg, July 20.—Arrived—La Normandie, from New York.

Port Townsend—Arrived July 18.—Schooner Golden Shore, from Honolulu; July 19, schooner Reporter, from Honolulu.

Tacoma—Sailed July 19.—Schooner Annie Larsen, for San Pedro; bark Levi G. Burgess for San Francisco; bark Highland Light, for San Francisco.

Hamburg, July 20.—Arrived—Leeland, from New York, via Cherbourg.

Southampton, July 20.—Arrived—Koenigen Luis, from Bremen.

Philadelphia, July 20.—Sailed—Nordland, for Liverpool.

Hoquiam, Wash.—Sailed July 19.—Schooner Jennie Thelin, from Aberdeen, for San Francisco; schooner Viking, from Hoquiam, for San Francisco.

Neah Bay—Passed July 19.—Schooner W. Jewett, from Hilo, for Port Gamble; schooner Ludlow, from Port Blakeley, for San Pedro.

Seattle—Sailed July 19.—Steamer City of Seattle, for Skagway; steamer City of Topeka, for Skagway; steamer Charles Nelson, for Skagway.

Port Townsend, July 20.—Arrived—Barkentine Quickstep, from Salina; schooner William Bowden, from Honolulu; steamer Elihu Thompson, from St. Michael; schooner Ariel, from Honolulu.

Seattle, July 20.—Sailed—German steamer Hermonthis, for Tacoma.

Liverpool, July 20.—Arrived—Steamer Cymric, from New York.

Naples, July 20.—Arrived—Steamer Lombardia, from New York.

Dover, July 20.—Passed—Steamer Northwestern, from Hamburg for Chicago.

Antwerp, July 20.—Sailed—Steamer Vaderland, for New York.

Havre, July 20.—Sailed—Steamer La Champagne, for New York.

Liverpool, July 20.—Sailed—Etruria, for New York.

New York, July 20.—Sailed—Steamer Patricia, for Hamburg via Plymouth and Cherbourg; steamer Georgian, for Liverpool; Umbria, for Liverpool via Queenstown; Manitou, for London; Maasdam, for Rotterdam via Boulogne; steamer Island, for Christiansend and Copenhagen; steamer Trave, for Naples and Genoa; steamer Furnessia, for Glasgow via Moville.

Yokohama—Arrived prior to July 20—Steamer China, from San Francisco via Honolulu and Nagasaki; Shanghai, from Hong Kong.

Brisbane, July 20.—Arrived—Miowera, from Vancouver, B. C., via Honolulu, for Sydney, N. S. W.

Liverpool, July 20.—Arrived—Nomadic, from New York.

GEMS AND JEWELS.

Superstition Attaching to the Precious Bits of Stone.

Who could wish for a prettier stone than the delicate blue turquoise, the gem which in Russia is set in every engagement ring, and which the wearer must never part with, if she values the love and fidelity of the giver? asks the Philadelphia Inquirer. It is said to be far more precious if given, and not bought, and is credited to change color when the wearer is sick or sorry, or when danger is near. Its meaning is success and faithfulness. The topaz is much valued by mariners, because it is supposed to possess an inner radiance which will give light in darkness, and if worn around the neck will act as a charm against magic spells, will banish melancholy and calm terror and madness. Therefore, it behooves every maid to see that a topaz is among her possessions. Another exquisite gem is the opal, its beautiful creamy surface lit with red, blue and yellow rays, scintillating in the light and giving it a place in the front rank of precious stones. Unfortunately, the opal has a bad name, and we know the proverb about the dog with the unlucky cognomen. Superstition credits this beautiful stone with bringing misfortune to its owner, and superstition will win its way so long as the world lasts. The opal is peculiarly brittle and sometimes crumbles away without any apparent cause, therefore it has been branded "unlucky." But let those laugh who will, there are still some who value opals for their worth and beauty, and who can afford to make merry at the superstitious.

The opal is the type of hope. Next we come to pearls, the costly product of the pearl fish of the Persian Gulf. These lovely gems are obtained from the bed of the sea by divers, who bring up as many of the oyster-like shells as they can, and then place them in heaps on the shore covered with sand. They are left for several days while the fish decay and the shells open, after which the sand is sifted and the pearls found. They are then cleansed and polished. The value of the pearl depends on its size, roundness, color or brightness. The most renowned pearls are the two which formed Cleopatra's earrings, one of which she dissolved in a goblet of vinegar and drank to the health of her guest, Marc Antony.

The remaining pearl became the property of the Emperor Augustus, who had it sawed in two for earrings for his daughter, Julia. Another historic pearl records a similar act of extravagance. It is said that at a banquet given to Queen Elizabeth, a grand duke ground a precious pearl to powder and drank it in a goblet of wine to the health of his royal guest.

A Too-Confiding Immigrant.

New York Times.

"Say, young fellow, what do you think of that?"

A postoffice clerk in charge of a stamp window made the remark. "Talk about hotel clerks having troubles, it's nothing as compared with ours."

A little Irishman, whose faith in human nature had just been rudely shocked, was the cause of the remark. To the clerk he had presented a $10 bill in payment for 50 2-cent stamps and had disappeared with both stamps and money. About a minute later he came back and said:

"Say, I lost me money."

"I gave you your change," replied the clerk.

"Sure, I knows ye did, but I lost it."

"But what can I do about it? What did you do with it, anyway?"

"Oh, I left it on the window yonder whin I went to post me letter."

"What did you do that for?"

"Sure, I only went a few steps."

The clerk could only smile as he turned away. There was nothing else for him to do, while the too trustful immigrant loudly berated the Americans for their lack of honesty, and the Government for its refusal to make good his loss.

Outwitting the Waiter.

New York Times.

On one of the hottest days recently a prominent Wall-street man walked into Delmonico's with a friend. The latter was a member of the shirt-waist brigade. Taking seats at a table, refreshments were about to be ordered, when a waiter remarked:

"Gentlemen, I am sorry to say I cannot serve you. The rule is strictly observed here to serve nobody who is without a coat."

The gentlemen were annoyed, and expressed their amazement that such a rule should be enforced against two regular patrons. Finally the broker said to the waiter, "You can serve me?"

"Yes, sir," he answered.

"Well, bring me a Scotch high ball."

After enjoying the beverage, he coolly removed his coat, and handed it to his friend, with the remark:

"Put on my coat and order what you want at my expense."

The shirt-waist man did so and got his drink.

Didn't Apply.

Chicago Tribune.

Elder Keepalong (at meeting of church board)—I believe, brethren, that a preacher ought to have a vacation every Summer, and I base that belief on Mark vi:31: "Come ye apart into a desert place and rest awhile."

Deacon Ironside—Yes, but you want to visit them big and wicked cities in Europe.

Hazelwood for choice ice creams. Both 'phones, 154; 382 Washington street.

BIGTHING FOR PORTO RICO

FREE TRADE GIVES IT AN ADVANTAGE OVER SISTER ISLANDS.

Production of Sugar in Hawaiian Islands Has Increased 2000 Per Cent Under Reciprocity.

WASHINGTON, July 17.—The action of the Porto Ricans in promptly accepting that feature of the Porto Rican act which authorizes free trade between the island and the United States is likely to give them great advantage over their sister islands of the West Indies. At least, this is a reasonable conclusion from an examination of some figures just made public by the Treasury Bureau of Statistics, regarding the prosperity which Hawaii enjoyed after the reciprocity treaty which admitted the sugar of those islands into the United States free of duty. These figures show that the sugar production of the Hawaiian Islands has increased about 2000 per cent under the free admission of their sugar to the markets of the United States, while the other cane sugar-producing islands and countries have, during that time, suffered great depression, and in many cases heavy losses.

It was in 1876 that the reciprocity treaty was made between the United States and the Hawaiian Islands. Prior to that date the average production of sugar in the islands was but about 25,000,000 pounds per annum. In five years the production had trebled; in 15 years it was 10 times as much; and in 20 years 20 times as must as before the treaty. Within less than 10 years after the ratification of the treaty about $20,000,000 of American capital had been invested in the islands, and the total value of the sugar production of the islands since the treaty is $250,000,000.

The following table shows the production of sugar in the Hawaiian Islands from 1875, the year preceding the reciprocity treaty, to 1899:

Year.	Pounds.	Value.
1875	25,080,182	$1,216,388
1876	26,072,429	1,272,334
1877	25,575,965	1,777,529
1878	38,431,458	2,701,731
1879	49,020,972	3,109663
1880	63,584,871	4,322,711
1881	93,789,483	5,386,399
1882	114,177,938	6,320,890
1883	114,107,155	7,112,981
1884	142,654,923	7,328,896
1885	171,350,314	8,356,061
1886	216,223,615	9,775,132
1887	212,763,647	8,694,964
1888	235,888,346	10,818,883
1889	242,165,835	13,089,302
1890	258,789,463	12,150,585
1891	274,883,380	9,550,537
1892	363,326,715	7,276,949
1893	330,822,879	10,200,958
1894	306,684,993	8,473,009
1895	294,784,819	7,975,590
1896	443,569,262	14,932,172
1897	520,158,222	15,390,422
1898	444,963,036	16,614,622
1899	545,370,537	21,898,190

The advantages which Hawaii has had over other sugar producers, by reason of its ability to sell its sugar free of duty in the United States, is illustrated by the subjoined table, which shows the relative growth of sugar production in Hawaii, Porto Rico, Cuba, and the entire cane and beet sugar sections of the world, from 1870 to 1899. It will be noticed that Porto Rico has decreased its production slightly in that time; that Cuba increased its production from 1870 to 1895 (its greatest sugar year) but 45 per cent; that the cane sugar production of the world increased from 1870 to 1899 but 80 per cent, and the beet sugar production 87.0 per cent, while during the same time the Hawaiian production increased about 2000 per cent:

	Quantity produced. 1870.	1899.	
Porto Rico	85,558	58,928	*31.12
Cuba	725,505	1,054,219	*45.31
World's cane sugar.	1,585,000	2,862,000	*80.57
World's beet sugar.	831,000	5,575,000	*570.88
Hawaii	111,196	243,470	*2074.00

*Increase. **Decrease. †1895. ‡1875.

The increase in commerce between the Hawaiian Islands and the United States which followed the free movement of merchandise between those islands and our ports is also illustrated by the fact that the exports to the Hawaiian Islands from the United States prior to 1876 amounted to less than $1,000,000 annually, but rapidly increased until in 1900 it was about $14,000,000, and a recent report from the Collector of Customs at Honolulu estimates the figures for the present year at $20,000,000. The commerce of the islands is, according to the American Cyclopedia, an accepted authority, larger per capita than that of any other country in the world, and nearly all of it with the United States and carried in American vessels.

The fact that this enormous increase in production and commerce and wealth of the Hawaiian Islands has followed the freedom of trade with the United States, established by the reciprocity treaty of 1876, suggests that the Porto Ricans are likely to benefit by the same close trade relations which they will have under the new law which they have asked President McKinley to put into operation on the 25th of this month. The Hawaiian Islands are 2000 miles from the Pacific Coast and 6000 miles from the great consuming centers of the United States; while Porto Rico is but a few hundred miles distant. The sugar production of Porto Rico is now double that of the Hawaiian Islands in the year prior to the adoption of the reciprocity agreement, while the tobacco, tropical fruits and other productions of Porto Rico will also have the same advantages of free admission to the markets of the United States in competition with the dutiable products of its sister islands of the West Indies and of the world.

READY TO RACE W. K. VANDERBILT.

ALFRED C. BOSTWICK, FASTEST AUTOMOBILIST IN AMERICA.

Mr. Alfred C. Bostwick has made a record of a mile in 1 minute 16⅘ seconds at Long Branch, N. J., on his "auto"—the best time ever made in America. William K. Vanderbilt, Jr., has an imported "auto" which he contends is very fast. It is probable that a match race between him and Mr. Bostwick will be arranged.

OLD TESTAMENT WRITERS

Objection to the Claim of Divine Inspiration.

Rev. George H. Bennett.

It has been said the divine inspiration of the Old Testament writers is invalidated by their corrupt conceptions of God.

The prevailing idea of Deity, among the ancient nations in the time of the founding of Israel, and its era of national existence, as we find in a study of inscriptions brought to light by the archaeologist, was of a being of great power and wisdom, but jealous and vindictive in disposition, and given to inciting deeds of rapine and slaughter. While there were many gods among them, they were all of a lustful and murderous spirit, if we are to credit the crimes said to have been incited by them. The Hebrews are said to have been tinctured with this same notion, and to have left many evidences of this in their sacred books. Some of their wars are described as being such displays of "providence." Many striking illustrations of the prevalence of this idea of the character of God, among the Hebrews, are cited in the Old Testament. Commands to utterly destroy the Canaanites and their kindred peoples, were attributed to God. Wars upon neighboring peoples, in which old and young men, women and children were ruthlessly slain, are all attributed to God as inciting them, and by his "providential" interference giving Israel victory.

It is said an illustration of the vindictiveness and partiality of the Hebrew Jehovah is found in the summary destruction of Uzzah, who thoughtlessly extended his hand to steady the ark of God, when the beasts stumbled which were hauling it. God in wrath smote Uzzah at once—without an opportunity for explanation or amends. Even the people were displeased at this injustice of their God. The poor fellow did no earthly harm to anyone by his solicitude for the safety of the sacred ark. It was only an affront to the "majesty" of their Jehovah. The King, David, and his followers at one time ate the holy shew-bread, which it was unlawful for them to eat; and the priests profaned the temple—and yet were held guiltless, but poor Uzzah was overtaken with swift vengeance for his slight error. In remarkable contrast with this treatment of Uzzah, by Jehova, and in illustration of the partiality attributed to him, was his treatment of David, the King. When the great King robbed Uriah of his wife, committed adultery with her, broke up a happy home, and then murdered the unsuspecting husband, and became a stench in the nostrils of all Israel, and worthy of death by stoning according to God's law—did God smite him with swift vengeance? Not he. It was a King who sinned in this instance. But it was a series of sins which wrought havoc in Israel, and put law to an open shame—nevertheless, a few tears, a little fasting, and the death of the illegitimate child condoned the King's offenses—and David was even allowed to keep Uriah's wife!

Another example of capriciousness attributed to God by the Old Testament writers is cited in the instance of David numbering Israel. He ordered a census taken of his kingdom, a thing most reasonable in itself, and which any King, constantly at war, ought to order that he might know his military strength. According to the sacred writer, God was greatly incensed, and for this trifling matter, which injured no one, and in no conceivable way impugned the honor or character of God, did God punish Israel—not the offending David! The sacred writer says God slew 70,000 persons as a penalty—a penalty for a crime they did not commit. What would we say, today, if God should destroy 70,000 of our citizens for taking a census, or even for an actual sin committed by our Chief Magistrate? Such an act as this on the part of God, we are told, is not in keeping with the New Testament conception of God, and is utterly repugnant to common sense. That God ever inspired anyone to write such stories of his dealings with men is past belief.

In discussing the objection, that divine inspiration of the Old Testament writers is invalidated by their corrupt conceptions of God, it will be noted the cases cited are not cited to prove that God has been vindictive and unjust, but as showing the false ideas prevalent in ancient times even among the Hebrews, and which have tinctured their sacred writings. It is said these false notions of God prove the writers were not divinely inspired.

How, therefore, shall we deal with this objection? We may deal with it in either of two ways: We may declare in the old-time way that all contained in the Scriptures has been placed there, just as we find it, by divine inspiration, and that they are inerrant, and need only to be better understood, to clear them of difficulties. We may be able, possibly, to show the sacred writers have not really attributed these evils to God, but have only apparently done so. We may be able to prove the whole difficulty due to the omission of certain facts and explanations from the narrative, or to our misapprehension of the narrative. Some, however, are beginning to turn away from this as an explanation that does not satisfactorily explain.

On the other hand we may admit, upon the face of the record as it has come down to us, the Old Testament writers have actually attributed vindictiveness and injustice to God. We may admit that the conceptions of God entertained by those Old Testament writers are widely at variance with the New Testament conceptions of God. What then? Must we then deny divine inspiration as a fact, must we discard the Old Testament? Not at all. We must simply correct our theory of divine inspiration. We must bring our theory into accord with the facts. The correct theory of divine inspiration must be formulated in keeping with the truths and ideals of the New Testament. We may lay down the principle that wherever the character of God is impugned in the Old Testament, or falls short of the excellence of the divine character as disclosed by Jesus Christ in the New, we must correct our conception and interpretation of the Divine Being of the Old Testament, by the revelation of that Being found in Christ in the New. We may lay down, as the fundamental proposition in the theory of divine inspiration, that God inspired only those laws, and lessons, and truths, and prophetic utterances, and conceptions of duty, and illustrations of the divine character, which are in keeping with the ethical and religious standards established by Jesus Christ. But what shall we say of all that falls below that standard? We may say it represents only the best knowledge and belief of the times in which the Old Testament, as we have it, was written.

In this way this objection to the fact of divine inspiration in the Old Testament will be removed; the multitudes of discrepancies in unessential matters, so often cited, will be thrown entirely out of the discussion; every portion of the Old Testament will be accorded its real value; the miraculous element in the Word of God will not be disturbed; no essential principle or fact in the plan of salvation will be undermined; and last, but not least of all, we shall have a self-consistent theory of Biblical inspiration.

Woodburn, Or.

AT THE HOTELS.

THE PORTLAND.

H Wood, Philadelphia
F E Green, San Fran
Frank Lee, San Fran
J C O'Neil, N Y
Sam Cohen, San Fran
H Sherman & wf, S F
Albert Otto, Chicago
R B Kittredge & wf
W S Sherwood, St Paul
Mrs H W Wheeler, Brooklyn, N Y
Mrs M W Bailey, Nrth Yakima, Wash
C W Stutts, N Y
Dr C D Cooper, Dawson
G K Clark & wife
L F Lamping & wife, Seattle
Miss C Innes, Alameda
D W Martin & wf, do
Frank W Dunn
B G West, Chicago
Mr & Mrs Bratt, Albany
E Lowell, Stillwater, Minn
Harvey Mathew, S F
H W O Melveny, Los Angeles
Stuart Melveny, do
Miss B G Merriam, NY
H F Reid, Baltimore
Dr E W Young, Seattl
A Curtis, Seattle
G X Wendling & wf, San Francisco
C M Cross & wf, Cal
G M Walker & wife, Minneapolis
Mrs D J Shaw, S F
Miss A R Shaw, S F
Miss G B Shaw, S F
Mr & Mrs E J Bowen, San Francisco
Miss Bowen, San Fr
Philip P Farnham, Jr, Mich
Mrs A Kylsburg, S F
H F Sappington, Salt L
G B Leavitt, San Fr
D DuBose, Nome
J McCauley, Victoria
Miss McCauley, do
Mrs E V McCune, Salt Lake
H H McGee & w, New Orleans
Chas Sparks, Kan Cy
Wm Dewees, Kan Cy
T J French, San Fr
W R Gamble, San Fr
H I Guntzburger, N Y
Thos Goodwin, S F
J J Deppeler, N Y
S J Haight, Jr, Ill
N W Haight, Ill
Jas Wile & w, Owensboro, Ky
J L Chamberlain, USA
Mrs Chamberlain, do
W G Dodd, San Fran
E S Hooper, Denver
Geo A Bailey, Iowa
C M Oakley, San Fran
Katherine Young, N Y
Mary C Low, N Y
R T Sloan & wf, K C
J J Lyons, Pittsburg
N B Knox, San Fran
E E Devlin & wf, Can
Julius Siegel, San Fr
H C Tousey & wf, S F
S J Sternberg, S F
Geo Q Carey, Omaha
Miss May Carey, do
Mrs E Geiser, Baker C
Mrs E Pollman & chn, Baker City
Miss L Geiser, do
Paul Pollman
E T Dumble
Mrs E T Dumble & dr
S A Mitchell & wife
Dick Springer, S F
T G Frost, N Y
F B Leland, wf & chd, Detroit
Mrs Chas Humphrey, Philadelphia
Miss Maud Humphrey, Philadelphia

Columbia River Scenery—Regulator Line steamers, Oak-St. dock. The Dalles, Hood River, Cascade Locks and return.

THE IMPERIAL.

C. W. Knowles, Manager.

Donald Robertson, Ont
Mrs Donald Robertson, Ont
M C Shulas, Seattle
E M McComas, Pndltn
H C Cheek, Oakland
A H Stevens, St Paul
Harry Miller, Oakland
C B Dexter, S F
G L Barrows, N Y
Jean Case, N Y
Dean Case, do
E J Case, do
P C Hetzler, Seattle
Wm Hampton, Or
E G Prukhiser, Ill
Bert White, Spokane
W S Lynn, Burlington
Mrs L C West, Va
Miss Ella West, Va
Mrs C W Talley, Va
Mrs T R Reid, Wyo
Mabelle C Reid, do
D A Coope, La Grande
T J Van Outeren, Cal
J K Leery, S F
Chas Johnson, Seattle
Mrs Johnson, do
Jas Haddican, Spokn
Miss N V Gheen, Hills
Miss M Gheen, do
R B Fleming, Salem
A C Goerig, Everett
Miss J Hayes, do
Miss Madge Hayes, do
J T Moylan, Carrollton
A C Dayton, Chicago
E Lister, Olympia
Mrs Lister, do
Mrs Carter, Kalama
Mrs Sanriol, do
D W Kanaker, Jksnvll
W Nelson, S F
D Spiegel, S F
Mrs Spiegel, S F
R G Hillman, S F
Mrs J A Veness, Wnlk
Miss Marie Veness, do
W B Browne, city
J E Rockway, Tacoma
L L Thomas, Seattle
A Mahoney, S F
H A Thompson, Va
A H Thompson, Va
J B McKabe, Va
J L Hibbs, Lake City
Mrs Hibbs, do
T Clark Hays, Ill
Mrs Hays, do
W L Goldings, do
Mrs Goldings, do
J F Johnson, Wasco
Mrs Johnson, Wasco
A L Kinsley, Corvallis
T A McBride, Or City
F D McLouth, Corval
Mrs W G Howell, Asto
G N Swift, Wallowa
Mrs Swift, do
Miss Swift, do
Harry May, Rainier
Adam Smith, Jacksonv

THE PERKINS.

M. A. Moore, Idpls
D Rhodes, Iowa
C E Cromwell, Walla
H J Miller, Aurora
Le W Irwine, Riverside
Mrs L W Irwine, do
Dr H Reamer, Pittsbg
G W Holmes, Wis
F J Martin, Seattle
J S Williams, Dayton
Mrs J S Williams, do
G W Babcock, Walla
Fred De Armond, Pa
C N Mathews, Grant's Pass
Mrs C N Matthews, do
E T Dumble, Texas
Mrs E T Dumble, do
Miss Rosaline Dumble, Houston
S A Mitchell, Mich
Mrs S A Mitchell, do
T W Anker, Pa
Mrs Arthur Molesworth, Great Falls
J C Mattison, Grant's Pass
E E Campbell, Mo
Mrs E E Campbell, do
W S Washer, Detroit
A B Curtis, S F
Ella G Reynolds, Mo
Wm Jerred, Walla W
Ebin Albert, Salem
Henry Bigger, do
Miss K W Helfrich, city
F D Butzer, Astoria
H E Shield, Cal
R J De Shields, Cal
W J Newell, McMinnv
Jean Case, N Y
Dean Case, N Y
S B Chamberlin, Boise
F Nelson, Oregon City
Mrs F Nelson, do
Edgar J Diven, city
F W De Lannion, Whatcom, Wash
J D McIntirch, Olymp
Mrs U Wilkins, Corv
J W More, The Dalles
F W Summer, Everett
B Bendixon, St Paul
J E Neuhauser, St P
W H White, Kan
Mrs W H White, do
Master White, do
O L Blodget, Bakersfld
Jas Welch, Webster C
W N Macqueen, Chgo
John T Albert, Salem
Mrs R C Smeiers, Cal
Noah N Bown, do
J I Daniel, Spokane
P Armstrong, Seattle
T E Armstead, Spokan
C H Shafer, Spokane
C O Shafer, do
E L Landrum, Dallas

Hotel Brunswick, Seattle.

European; first-class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoma.

American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.

European plan. Rates, 50c and up.

Former Drinking Habits.

Sir Walter Besant in the North American Review.

If we turn to the daily manners and customs, it is wonderful to consider in how many ways we have broken clean away from the 18th century. For instance, there are the old habits of drinking. At a certain election dinner, about the year 1790, the company, several hundreds in number, sat down at 5 o'clock and continued sitting over their wine and punch the whole night through. At the great city dinners it was not formerly unusual for men to drink three, and sometimes six, bottles of port; on Sunday morning, when the good folks were on their way to church, they would have to pass dozens of men, dead drunk, laid out on the pavement to recover in the cold air. Nay, this excessive drinking was carried on well into the middle of the century. I myself can remember, as a common sight, the bottle nose; the nose decorated with red blossoms; the pendulous nose, caused by punch and port. I have been assured by a veteran officer that, when he joined his regiment in the '30s, he had to sit every evening for three hours after dinner, drinking port; and this at the age of 16! At Oxford and Cambridge the resident fellows used to sit over their port every evening for a couple of hours; the colleges prided themselves on their port. A physician who died in 1890 at the age of 72 told me that when he began to go into society the dinners, which were simple, were finished by 7:30; that, after the dinner, the men sat over their port till 11 or so; that many of them drank their three bottles; that they then adjourned to the drawing-room, where they were offered hot brandy and water! He added that it was very rare for these topers to get past the age of 50.

At all events, we have changed all this. At the clubs, or the restaurants, it is rare, indeed, to find any one drinking wine after dinner. In private houses, I think, no one does so; at dinner parties, the sitting after the ladies has become a mere form—a survival of the old custom; our ancestors will no doubt be grateful to us for introducing this moderation. It is, however, like all our work, incomplete; we have yet to teach the workingman to combat his perpetual thirst, which is but a bad habit, not a disease.

Two Reasons.

Chicago Chronicle.

"Don't you think I look sweet?" asked 5-year-old Daisy of her nurse.

"Yes, indeed, I do," replied the nurse.

"But why do you look so sweet now?"

"I guess it's partly thoughts of Jesus and partly the way I've got my hair fixed."

Hazelwood for perfect butter. Both 'phones, 154; 382 Washington street.

A COOL PROPOSITION

AND A SURE ONE.

The Body Does Not Feel Heat Unpleasantly if You Use

GRAPE-NUTS

KEEP COOL FROM PROPER HOT WEATHER FOOD.

People can live in a temperature which feels from ten to twenty degrees cooler than their neighbors enjoy, by regulating the breakfast.

The plan is to avoid meat entirely for breakfast, use a goodly allowance of fruit, either cooked or raw. Then follow with a saucer containing about four heaping teaspoonfuls of Grape-Nuts, treated with a little rich cream. Add to this about two slices of entire wheat bread, with a meager amount of butter, and serve one cup of Postum Food Coffee.

If one prefers, the Grape-Nuts can be turned into the cup of Food Coffee, giving a delightful combination. By this selection of food the bodily energy is preserved, while the hot, carbonaceous foods have been left out. The result is a very marked difference in the temperature of the body, and to this comfortable condition is added the certainty of easy and perfect digestion, for the food is readily worked up by the digestive machinery.

Experience and experiment in food and its application to the human body has brought out these facts. They can be made use of and add materially to the comfort of the user.

BABY'S

BATH

MILLIONS OF MOTHERS USE CUTICURA SOAP ASSISTED BY CUTICURA OINTMENT THE GREAT SKIN CURE

For preserving, purifying, and beautifying the skin of infants and children, for rashes, itchings, and chafings, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, and for all the purposes of the toilet, bath, and nursery. Millions of Women use Cuticura Soap in the form of baths for annoying irritations, inflammations, and excoriations, for too free or offensive perspiration, in the form of washes for ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves to women, especially mothers. No amount of persuasion can induce those who have once used these great skin purifiers and beautifiers to use any others. Cuticura Soap combines delicate emollient properties derived from Cuticura, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odors. It unites in ONE SOAP at ONE PRICE, the BEST skin and complexion soap and the BEST toilet, bath, and baby soap in the world.

COMPLETE EXTERNAL AND INTERNAL TREATMENT FOR EVERY HUMOR, THE SET Cuticura Consisting of Cuticura Soap, to cleanse the skin of crusts and scales and soften the thickened cuticle, Cuticura Ointment, to instantly allay itching, inflammation, and irritation, and soothe and heal, and Cuticura Resolvent, to cool and cleanse the blood. A Single Set is often sufficient to cure the most torturing, disfiguring, itching, burning, and scaly skin, scalp, and blood humors, with loss of hair, when all else fails. Sold throughout the world. British Depot: F. Newbery & Sons, 27-28, Charterhouse Sq., London. Potter Drug and Chem. Corp., Sole Props., Boston, U.S.A.

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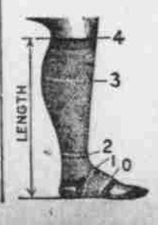

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