INDRASAMHA FOR ORIENT

BIG LINER CLEARS WITH LUMBER FLOUR AND COTTON CARGO.

Business With the Far East Is Improving and Steamer Carried About 4000 Tons.

The Portland & Asiatic liner In-drasamha cleared at the Custom-House yesterday for Hong Kong and way ports with about 400 tons of miscellaneous freight. Her cargo, while sufficient to load to her capacity the average Orient-al liner plying out of this port half a down years are only about half filled dozen years ago, only about half filled the big steamship, but is much larger than the cargoes that have been going out of Puget Sound by the regular liners out of Tacoma and Seattle. The flour consignment on board totalled over 15,000 barreis, of which 13,000 barrels were for Hong Kong. That port also received 250,000 feet of lumber. For Shanghal there was a shipment of 1100 bales of Gomestles and a small lot of flour. Kobe and Tokohama were both down on the manifest for consignments of cotton and flour as well as miscellaneous freight. There was a lot of dressed lumber and machinery for Nagasaki, and the total value of the cargo was over \$120,000. The steamer will leave down at daylight to

morrow morning.

Trade is picking up a little in the Orient, and it is believed that there will be no further difficulty in securing cargoes for the big liners. The flour shipment on the Indrasamha is three times as large as that which went out on the Indrapura, which sailed earlier in the nonth, and there is more in sight for he next steamer than there was on the Indresamha

JAPAN COAST SEALERS.

Bad Weather Interfered With Operations-Senl Plentiful.

Victoria scaling men have just receiv-ed advices from the fleet on the Japan coast and the reports are to the effect that seal are more pientiful than ever, but heavy weather has interfered with their capture. One particularly severe gale damaged some of the schooners. The Colonist prints the following from letters received from the scalers: "Soon after the schooners sailed from Bonin Islands for the Japan Sea they experienced a terrific wale which smash.

experienced a terrific gale, which smash-ed the boats of the Schooners Dora Blewerd and Geneva and almost wrecked the Japanese schooner Diana. The Diana was boarded by a sea, which tore her foresall, which was then doublener foresail, which was then doubte-reefed, to shreds, carried away her for-ward bulwarks, windless, breaking her bosts, filling the cabin, and—as the writer put it—"raising Cain generally." When the foresail was gone the schooner paid off, and the high seas put her over on her beam. It was with difficulty that the schooner was got before the wind, and saved from going over. The gale was a fair westerly wind for

Hakodate, and the Triumph sailed with-out damage before it. The schooner Di-rector had her stern smashed during the storm. When the schooners put into Hakodate they learned that over 40 fishing schooners had been lost off the Japanese coast during the gale. The Dora Siewerd fitted out in April, when she went in to replace her lost bosts, and she was not expected in port, but the other schooners had reported. The catches of the four schooners which had come in before the letter was written June 26, were as follows: Geneva 834; Director, 618; Florence M. Smith, 687, and Triumph, 465. There were about 15 Japanese schooners out. The catches of Japanese actionners out. The catenes of those which had reported before the letter was written were as follows: Tauro Maru, 678; Diana, 482; No. 3 Maru, 516; Seifu Maru, 265; Seitago Maru, 503, and Kalvo Maru (formerly the Henry Dennis), 250. All these vessels had white

The weather has been miserable in the fuland sea. The Triumph did well until March, when she got out of the seal. They went northeast, and the schooner ers of the Triumph there were thou-sands and thousands of them in that sea. Many of those taken by the Triumph were fine skins, some of the big bulls weighing as much as 500 pounds.

CANADIAN'S NEW PROJECT. Plans Contemplate the Building of

Fifteen Big Stenmers. MONTREAL, July 26.-Discussing the Canadian Pacific Rallway's tender for the fast Atlantic steamship service to be subsidized by the British and Canadian Governments to the extent of \$1,500,000 per annum, Sir Thomas Shaughnessy, the president of the company, stated that the plans contemplated the construction of four 20-knot passenger steamers and 10 or 11 10,000-ton cargo boats with a speed of 15 knots. Other railway companies, he said, would be placed in as equally a favorable position as the Canadian Pa

LONDON, July M. - The Times announces this morning that the subsidy of the Canadian Pacific service will depend upon the speed of the passenger steamers If they are 20-knot vessels, Canada will give a subsidy of £175,000 and Great Britain will probably supplement this by subsidy haif as great, making a total f £262,000. There is every prospect, says the paper, that the matter will be arranged before the Canadian Ministers leave London,

cific as regards traffic, etc.

According to the Times, the Canadian Pacific Railway is prepared to fight the Atlantic shipping combine. Passenger boats, says the Times, will be built to be available as armed cruisers or as troopships, with large steerage accommoda

LONDON, July 26.-The Westminster Gazette this afternoon, discussing the new Canadian Pacific Railroad service, which it assumes will unquestionably be

carried out, says: While the new vessels as now propos will be running within two years, the ultimate scheme involves establishing a new and thorough modern port, whose lo-cation is yet undetermined, eliminating the St. Lawrence passage and shortening the voyage materially. With the view of improving the time of the through trip to the Far East, two new vessels of equal speed to those of the Atlantic lines will added to the Pacific fleet, while ultimately 25-knot ships will be added to the service, which will be manned by naval exervists and constitute the most effective fleet of commerce-destroyers and pro-tectors in the world."

CHEAPEST OF THE SEASON.

French Bark Chartered to Load at Portland in November at 27s.

The French bark Gael has been chart ered to load wheat at Portland at 27 the lowest rate yet paid for for 1902-03 loading, the rate indicating that owners have at last become touch with the situation on the cific Coast. While there is very little money in the business at 27 shillings for a British or a German ship, the bounty enables vessels flying the French flag to show a profit at low rates where British, however, are beginning to show signs of uneasiness, and the Crown of Germany, a vessel well known in this port, was chartered a few days ago for spot oading at San Francisco at 25 shillings. The vessel came from Table Bay in hallest and was in port but four days when her owners chartered her at the best rate they could get in preference to having her lie idle, as so many vessels Some of the idle grain ships have been

. TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND

alled	Name.	Fing and rig.	Master.	Tons	From.	Days out	Consignees.
lan. 10)	Cypromene Holyrood	Br. bark	Bond Findley	1750	Antwerp	198	Kerr
May 14	John Cooke	Br. ship	Findley	1992	Antwerp Liverpool	74	Balfour Meyer
Apr. 3	Sementha	Br. ship Br. bark Br. bark	Quayle	1708	Liverpool	104	Meyer
une 7	Matterhorn	Br bark	Crowe Warren	1990	Hamburg Hamburg	110	Balfour
(Dru 29)	Copiey	Dan, ship	Strickman	154990	Antworn	89	Girvin Taylor Balfour
Mar. 30	Cambronne		LaGloschec	754200	Laith	119	Baifour
fuly 4	Bidston Hill	Br. shin	Jones	2433	Antwerp	23	Balfour
Trans. 0	Euphrosyne Brambletye Musselcrag	Br. ship Br. ship Br. bark	Thomson	1799	Antwerp Newcastle Newcastle		
June 2	Musselerae	Br. ahip	Mullan	1472	Newcastle	45	
	Nal	Ger. bark	Johnston	1841	Antwerp Nagasaki		Paifour
*******	Nal Margretha	Ger, ship	Mayer	2004	Vladivostok	35	
********	Ecuador	Ger. bark	Mayer Dieckmann	2190	Orlent	1	
*******	Chile	Ger. ship	Sptile	2054	Orient Hiogo		***********
MRY Zo	Christel	Ger. ship.	Wurthmann	2777	Antwerp	63	Taylor
June 22	Margretha Flottbek	Ger. bark	Surewind	2732	Antwerp Yokohama Yokohama Aigoa Bay San Diego	***	************
May 2	Port Logan	Ger. ship	Zingier	1561	Yokohama	-122	**********
-	Tasmanla	Br. snip Br. bark	Adams Rhode	2800	Aigon Bay	- 80	
	NO ASSOCIATION AND ASSOCIATION ASSOCIATION AND ASSOCIATION AND ASSOCIATION AND ASSOCIATION ASSOCIA		Ranke	1714	Nagasaki	18.19	
July 1	Nereus Forrest Hall isle of Arran	Br. ship	Logan	1995	Hong Kong	27	
	lale of Arran	Br. ship	Carse	1750	Orient		
********	Nantes Madagascar	Br. ship Br. ship Br. bark Br. bark Br. bark Br. bark Br. bark Br. bark	Ricordel	2029	Orient Nagasaki		************
June 36	Madagascar,	Br. bark	Smith	1996	Algon Bay Algon Bay Algon Bay	41	
	Down Hill	Br. bark	McCone	2305	Algon Bay	1000	***********
July 15	Mezambique Dowan Hill Clan Galbraith	Br. bark	Davies Barker	1978	Algon Bay	12	************
niy 1	Austraela	Br. bark	Ewart	9720	Algoa Bay Hong Kong Liverpool	26	
April 23		Br. ship	Kerry	1666	Liverpool	98	
May 29	G. W. Wolff	Br. shtp	Butler McLaughlin	1689	Swannea	59	
	Norma	Br. bark Br. bark Br. bark		1999	Honolulu		*************
tuly 19	Routenburn	Br. bark	Roberts	1903	Sta. Rosalia		***********
uly 12	Ventura.	Ger, ship	Rehburg	2581	Antwerp Antwerp	30	
	Hutton Hall	Br shin	Dahn Thurber	2738	Antwerp	30	Meyer Meyer
uly II	Cornellie Bart	Br. ship Fr. bark Fr. bark	a man nee	1230	St. Nazarie	16	
une 12	Gr. Duchess Olga	Fr. bark	Guirin	1567	Shields	46	
une 28	Herzogin Cecelia	Ger. ship Br. bark Br. ship	Warnelte	2540	Hamburg	29	
day 25	Lodore /	Br. bark	Killey	13258	Newcastie	60	
uly 7	Riverside	Br. ship	McCully	1590	Hamburg	20	Girvin
	Wiscombe Park Jean Bart	Br. ship Fr back	Power	2070	Newcastle London	20	Halfour Taylor
uly 9	Marcohal de Conta	Fr bark	Gossat Guillon	2128	London		
une 7	Marechal de Gonta Niobe	Ger. bark	Fettinch	1940	Mauritius Nagasaki	7.0	
	Gen'l, de Sonis Alierton	Fr bark	Hemyot	3746	Cape Town	-	***************************************
une 6	Allerton	Br ahin	T course	12500K	Harrow	61	Balfour
une 7;	Eskasoni	Br. ship	Lownsend	1715	Yokohama Valparaiso	41	*************
	Thirlmere	Br. ship Br. bark	Endcline -	1635	Valparatso		************
*******	Formosa	Br. bark	Korff	12819	Laverpoor		***********
********	Oceana Costor	Dr. back	Breckwoldt Campbell Rothery	2757	Shanghai Antwerp Hong Kong Hlogo	2222	Balfour
	Castor Khyber	Br. ahin	Rothery	11003	Done Form	1000	Ballour
uly 19	Peter Rickmers	Get, ship	Walsen ,	12741	Hong wong	5	
	Octavia	Ger. ship Ger. bark	Buts			A.	
*******	Scottish Minstrel	Br. ship	Mellin	1511	Antwerp		
******	Alster	Ger. ship Ger. bark	Saelzer	25%	Antwerp		
*******	Werta	Ger. bark	Gerdes	857	Honolulu		*************
*****	Autor	Ger. ship Ger. ship	Fennekohl	1740	Antwerp Antwerp Honolulu Hlogo Lota Mazatlan	****	*************
*********	Aster Ingeborg Trafalgar	Dan, bark	Wenn .	14077	Loth		**********
	Trafalgar	Br. ship	Storm	1220	Sydner	1	************
*******	Elba	Ger. str	Storm Bruhn	35,80	Sydney Shanghai		
*******	Daniel -	Fr. bark	Bachelier	1819	P. L. Angeles		
*******	Bayonne	Er. ship		1507	P. L. Angeles Hobart	1	
*******	Marie	Fr. bark	Monmoine	1709	Table Bay		************
*******	Riversdale	Br. ship	Porter	2067	Hamburg		

GRAIN TONNAGE IN THE RIVER

Arrived.	Name.	Flag and rig.	Mester.	Tons	From.	Agents or Charterers.	Berth.
July 1	9 Aste Wynford 5 S erra Estrella 5 Dimsdale	Fr. bark Br. bark Br. ship Br. ship	Ollivaud Bellringer Farmer Archard	1835	Hobart Nagasaki Liverpool Newcastie	Balfour Kerr Kerr Balfour	Astoria Mtg'my 2 CoL 1 Alaska

GRAIN TONNAGE EN ROUTE TO PUGET SOUND								
Salled	Name.	Fing and rig.	Master.	Tons	From.	Days out	Consignees	
Mar. 2 June June June June June June June June	i Ceitic Chlef Sijieve Roe Soliway 6 Pengwern 6 Pengwern 6 Pongwern 7 Powys Cantle 6 Lord Eligin 6 Wynnstay 1 Muskoka 7 Porteviot 7 Pass of Melfort 5 Tarpenbek 8 Ancenis 8 Ancenis 1 Anemone 9 Celtichurn 8 Elfrieda 6 Lamoriciere 7 Najade 7 W. J. Pirrle 7 Glenbolm 7 Thistie Kenliworth 9 Allonby Penthesilea 6 Gleniul Wesdur 6 Gertrud	Br. ship Br. ship Br. bark Br. ship Br. bark Br. bark Br. bark Br. bark Br. bark Ger. ship Br. bark Ger. ship Br. bark Ger. ship Br. bark Ger. ship Br. bark Ger. ship Br. bark Br. bark Br. bark Br. bark Br. bark Br. bark Br. bark Br. bark Br. bark Br. ship Br. ship	Jones George James Geriffiths Vint Jenkins Bangster Parry Crowe Kidd Houston Salter Agartz Davidson Meyer Sauvignon Hasselmann Jenkins Williams England Taylor Owen Manson Scott Nicoll Henke	1606 1600 1600 1349 1457 154 154 155 1700 1605 250 160 147 147 147 147 147 147 147 147 147 147	Liverpool Antwerp Antwerp London Antwerp London Antwerp London Antwerp London Antwerp Leith Cardiff Liverpool Shanghat Hamburg Hamburg Hamburg Hamburg Antwerp Yokohama Yokohama Yokohama P, L. Angeles Sta. Réesila Hamburg Meibourne Newcastile Hamburg Meibourne Newcastile Hamburg Meibourne Newcastile Hamburg Hamburg Hamburg Honolulu	522 647 55 547 55 547 55 547 55 547 55 547 55 547 55 547 547		

June 12 Alice Marie Fr. bark Saintle 1730 Hobart 45 Total tonnage en route and listed 53.521.

	G	RAIN TON	NAGE ON 1	PUG	ET SOUND		
Arrived	Name.	Fing and rig.	Master	Tons	From	Agenta or Charterers.	Berth
June June July July July 1	Hrodick Castle 6 Kate Thomas 76 Thistlebank F Alsterschwan Il Carnarvon Bay 8 Yola 7 Queen of Scots	Br. ship Br. ship Br. bark Ger. ship Br. ship Br. ship Nor. bark	Olsen Thomas Parry Gleriz Griffiths Pennicnick Sorenson	1597 2532 3509 1793 1407	Shanghe; Liverpool Sta. Rosalta Honolulu Glasgow Honolulu Sydney	McNear Balfour Kerr Balfour Disengaged	Tacoma Tacoma Tacoma Seattle Victoria Van'eva Tacoma

burg, from Tillamook. Condition of the har at

San Pedro, July 26.—Salled yesterday—Schoon-

er F. S. Redfield, for Portland. London, July 26.—Arrived-Manitou, from

from Rolterdam.
Tacoma, July 26.—Sailed—Barge Richard III.

for Douglas Island; steamer Dirigo, for

Alaeka. Seattle, July 26.—Sailed—Steamer Spokane

for Sitha; steamer Meteor, for Nome; 25th, steamer Excelsior, for Valdes. Yokobama, July 26.—Arrived—Indrapura, from

from San Francisco for Hamburg.

New York, July 20.—Arrived—Bohemian, from Liverpeol. Salled—Noordland, for Rotterdam; Minnetonka, for London; Umbria, for Liverpool; Kroonland, for Antwerp; Columbia (British), for Glasgow; Island (Danish), for Chris-

Antwerp, July 26.-Sailed-Friesland, for New

Havre, July 26.-Satied-La Bretagne, for

Liverpool, July 28.-Sailed-Etruria, for New

Bremen, July 26.-Sailed-Grosser Kurfuerst,

A New "Lee Penny,"

London Chroniele.

Our readers have all heard of the famous "Lee Penny," the "tallsman," from which Scott gave the title to his romance of the

crusaders. "Sir Simon Lockhart," wrote Scott, "after much experience of the won

ders which it wrought, brought it to his

own country and left it to his heirs, by whom, and by Clydesdale in particular, it

was, and is still, distinguished by the name

of the Lee Perny, from the name of his native seat of Lee." But a new combina-tion of a similar kind has just come into

being. For on the 4th inst., at St. George's Church, Catford, a Mr. Lee was married

to a Miss Penny, and they were hyphened

virtue in names, the union can scarcely fail to be an happy a one as that of Edith

EXCURSION RATES TO SALT LAKE

CITY.

curious one, and if there be any tallar

and Sir Kenneth, the Scottish knight,

their matrimonial announcement as

rrg, July 26.-Bailed-Philadelphia, for

for New York

Vincent, C. V., July 26.-Arrived-Isla,

York, July 26.-Arrived-Statendam,

Total tonnage in port, 12,582.

in San Francisco barbor since January, and may lie there until next January, unless their owners follow the example of the owners of the Crown of Germany and accept the best rates obtainable. The Gael, which has just been chartered for Portland loading, is now en route from Madagascar to Hobart for orders, the roundabout route being taken in order

to get in as much mileage as possible. Emigration From Scandinavia.

COPENHAGEN, July 26.-The transport es are coping with the greatest rush of Scandinavian emigration to the United States since the eightles. Every outgo-ing vessel, Scandinavian or American, is crowded. The Oscar II, of the Scandinavian-American line, is taking 1000 emigrants on each trip. Her two sister ships will now be hurried towards completion in order to handle the traffic. The cause of this rush is the unprecedented hard times throughout Scandinavia, as well as the more stringent con-scription laws in Sweden. The emigrants are mostly of an excellent class and are bound chiefly to the Western States where they will settle on agriculture lands. The total number of emigrants which left this port for the United States during the nine months ending with March 1902, were: Denmark

Marine Notes. The British ship Dimsdale in tow o the R. R. Thompson arrived up yesterday afternoon and entered at the Custom-House. She went to Alaska dock to dis-

charge a portion of her cargo. The steamer Eureka is receiving her lumber cargo at a rapid rate at the Portland Lumber Company's mill, and will get away early this week. The Oliver J. Olsen at Inman-Paulsen's mill will also finish during the coming week.

The Norwegian bork, Queen of Scots, which has been lying idle at Port Town-send since June 22, has been chartered by Balfour, Guthrie & Co. to load wheat for South Africa. She has been in the lumber trade for some time and is an old-timer on the coast,

Half a dozen grain ships are now due at this port, and from present indications, the month of August will be unusually lively along the water-front. crop wheat has been received as yet, but the old crop is still coming in, and there is enough on spot to give the early ships.

Domestic and Foreign Ports.

WAS THE FIGHT A FAKE?

Everybody agrees that the fight was a good one, and only a few were found in Portland yesterday who thought that the sold out in the last great ex-champion sold ou battle of his career.

Among the opinions ventured by Port-land men last evening are the following: Dave Houston, the well-known Southern Pacific conductor—Jeffries won the fight simply because he was the better man. The cry of "fake" is itself a "fake."
Those who know Jeffries and Fitzsimmons know them to be fair sports, and the idea of the older man's selling out in his last great match is simply absurd. Jeffries never "loosened up" until the eighth round, and when he saw his chance to land, and land hard, he drove a blow home that decided the contest. Sporting men always cry "fake" when they take the short end of the betting and then lose. The fight, according to the press

returns, seems to have been fair.

Ernest Hellire, of the Hotel Mikado—
The cry of "fake" probably originated with the Examiner people, as they are noted for their loud blasts of "hot air." Jeffries won because of his youth, superior weight and great strength. "Fitz" deserves great credit for his gritty, up-hill fight.

Martin Denny, of the Sportsman's saloon-I can hardly believe that the great fight was a prearranged "fake." I do not believe that "Fits" and "Jeff" would be parties to such a transaction. From every indication the battle was fair and square. John J. McCloskey, manager of the Butte baseball team—It was simply a case of youth against age. "Jeff" was too much for the older man, although "Bob" put up the finest kind of a defense. H. H. Helman, of Simpson & Helman— The fight bears every indication of having

been a "fake."

Joe Reilly, ex-detective—The fight must have been a "fake," if the returns are to be believed. Schiller, of Schiller & Co.-I am of the opinion that the fight was a genuine "fake."

Jack King, the well-known athletic trainer—The fight was fair, as far as I can judge from the returns. Jeffries won because he was the better man. No man

living can whip hin C. A. Malarkey-I believe the fight was square. It certainly was a great exhibi-

George E. Streeter—To say the least, the "acrap" was a little "fishy." Tom Tracey, the well-known Australian welter-weight—Who could cope against Jeffries' weight and strength? Sixty ounds makes a big difference. deserves great credit for his gritty fight-ing, but "Jeff's" body blows were too

GROWTH OF THE EDITOR

Francis Jeffrey Said to Be Father of the Craft.

London Globe. The editor as he is now best knownthe responsible conductor of a newspaper or periodical-is a comparatively recent product of civilization. He is, indeed, but little more than a century old. The word is much older, for it has been in use for nearly 300 years; but it originally meant, like the French "editeur"—publisher. And an editor of that kind was sometimes even called an "editioner"-a particularly ugly word. This use of the term, however, soon became obsolete, and from the beginning of the 18th century the world of readers has been familiar with the editor of the second kind-that is, one who pre-pares or revises and annotates and arranges the work of another, or of others,

This species of editor has undergone a cess of evolution on his own ac-Between the conceptions of editorial duty as understood by, say, Pope and Johnson in their work on Shakespeare, for example, and those of a presof such a body as the Clarendon Press, or one of the book-publishing societies or clubs, prepares a new edition of a classic, or reprints manuscript material with ealth of critical apparatus in the shape of introduction and notes and appendice between these notions of editorial duty there is a great gulf fixed.

A learned editor of the modern variety has lately laid it down that "a good writer will be a bad editor, and a good editor a bad stylist"; and his own use of the odious word "stylist" may be held to go some way to prove the truth of his diction. But the statement is too sweeping to be accepted as it stands. It contains, of course, a measure of truth, for the qualities required for effective textual criticism, for the patient collation of texts and authorities, and for the various other kinds of detailed work regarded by modern scholarship as editorially imare very different from those needed for original composition. Such considerations as these, however, never occurred to the writers and publishers of the 18th century. A man made his name known writing, and then put money in his pouch by his editing-his name being a marketable commedity-although the actual editorial work might be but slight and perfunctory, as was the case with Johnson's work on Shakespeare,

Then there is the third kind of editorthe responsible conductor of journal or periodical-who is hardly traceable much ond the beginning of the 19th century. It is curious to recall now the primitive nature of the editorial arrangements which were made when the Edinburgh Review was started. The small band of Northern scholars who cultivated literature on a little oatmeal, seem to have thought that a review could be satisfactorily conducted by a committee of nearly a dozen. But this was soon found to be an impracticable arrangement, and the responsible authority was lodged in the Review's first real editor, Francis Jeffrey. Somewhat similar attempts have bemade occasionally in later days to the editorial authority more or less in commission, so to speak, though not with such a naive ignoring of possibilities as characterised the start of the Edinburgh, but such experiments have not usually been very successful.

Francis Jeffrey, in charge of the Edin burgh Review, was the real father of all who have since occupied the editorial chair of paper or periodical. It may be objected that magazine editors existed before Jeffrey's day; but it would be hard to show that any so-called editor exercised functions really corresponding to those of his present-day successor. Forster. In his "Life of Goldsmith," speaks of silett as the editor of the once famous Critical Review, but this is not strictly correct. Smollett was the mainstay, from the literary point of view, of that magazine, but the responsible charge rested with its founder and proprietor, Archibald Hamilton, the bookseller. This was the usual arrangement. The conductor

was the publisher. Goldsmith was for a while the chief writer in the rival review, the Monthly. He did back work of every kind-work which in later and more prosperous days he never cared to claim as his own, for it was written under hard and degrading conditions; but the real conductor of the Monthly was its proprietor, Griffiths, the bookseller, whom Smollett dubbed "illiterate," and whose power was shared by his wife. Goldsmith complained that all he wrote was tampered with by these worthies, who jointly filled the editorial chair. Cave, the bookseller, again, who founded the Gentleman's Magazine, was

For the Elks' convention at Sait Lake. August 19-14 the O. R. & N. will sell 20-cay round-trip tickets at rate of \$29 de; for return through San Francisco via rail or steamer, \$44 Tickets on sale August 5 and 10. Call at O. R. & N. office, Third and Washington, for further information. also its responsible conductor. And in those cases where a magazine or other periodical publication was identified, not with a bookseller or publisher, but with a well-known writer's name, the

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writer was not an editor in the modern sense, for his business was to write, for the most part, his own paper, not to ac-cept or reject, sift and arrange and correct the contributions of others. It was in this way that Defoe conducted his Review, Steele and Addison the Tattler, Spectator and Guardian, Fielding the Cov-ent Garden Journal and Johnson the Rambler and Idler. Occasional numbers of one or other of these papers, or of the many other periodical publications-the Connoisseur, World, Adventurer and the like-might be written by a casual contributor, but in the main they were written, in each case, by the one or two men who started, and if the expression may be allowed, "ran" them.

Johnson did much to abolish the days and traditions of Grub street and to enhance the dignity of the profession of let-Francis Jeffrey first invested the editorial chair with an authority which commanded respect. But for editors in general, and especially for the editors of newspapers, contempt was long the pre-valling feeling in "polite society." newspaper editor was to many a pariah a social outcast. In Waverley, Scott makes Colonel Talbot say, when an unpalatable newspaper paragraph was put into his hand, "I wish to heaven these undrels were condemned to be squeezed to death in their own presses. I am told that there are not less than a dozen of their papers now published in town, and no wonder that they are obliged to in-vent lies to find sale for their journals." Not less than a dozen! What would the gallant Colonel say now, could be revisit the glimpses of the moon? Still more significant was a remark made by a scribe, who wrote an account of the life of Dr. Dodd, the forger, for an edition of that worthy's "Thoughts in Prison," which was issued in 1818, "he (Dr. Dood) de scended so low as to become the editor of a newspaper!"

WINES AND COMETS. Relation of Grapes and Vintage to Meteors.

London Globe. It has been said that a good drinker should be able at the first taste to recognize the wine; at the second, the quality; and at the third, the age. If any of the genuine race of "gourmets" still survive. they may be able to appreciate the old formula, though it is to be feared that the modern expert would find some difficulty in applying it. Not that he would neces-sarily be unequal to the occasion in the mere matter of words. Every branch of criticism has its necessary vocabulary, and a judge of wine is not behind his brethren in the use of esoteric terms of art. The ordinary consumer contents himself with those broad distinctions which are sufficient for every-day pur-

Any wine merchant's list will serve as an elementary text-book on the subject, and the novice may edify his mind with such approved epithets as lovely, soft. round, delicate, until he is competent to pronounce in favor of the "light and dry" of the "full and generous." But the winetaster must be master of a much more subtle appreciation. He knows to a nicety what "delicacy and vinosity" denote, the precise value of the phrase "elegant in style," and the exact amount of body

precise value of the phrase "elegant in style," and the exact amount of body necessary to justify the encomium of "showing great firmness." That a port wine should be pronounced "well hred" is in the nature of things. considering the good company it kept for so many years, any falling off in the manners of old port would be a positive calamity. Then there is "curious" neet a Then there is "curious" port, a phrase which touches the compoisseur in the one soft spot of his experienced incredulity. "Sound" and "old" are re-

sible adjectives, indicative of a vinous status of much seemliness and respectability. But "curious" touches a higher note, and the critical palate at once prepares itself for a revelation.

It may be questioned, however, if any of these epithets are so expressive and satisfying as one which was formerly in great vogue. Something like-a century ago every virtue and accomplishmen which a wine could possess was summed up and certified to by the term "comet wine." Only a genius could have arrived at the conclusion that the vintage of a notable comet year was of vasily superfor quality and flavor to that produced in ordinary seasons; and none but an astute man of business could have turned the discovery to profitable account. In the old time comets were held as accountable for wars, plagues, earthquakes, and other grievous troubles. But by a playful wrench of fancy they were supposed to bring warmth and funshine and to be-

stow special fruitfulness upon the vine. No one has heard of a "comet" cucum ber or peach season; but with regard to wine, it was at once perceived that "comwas a first-rate word to conjure with It fired the convivial imagination and was also of considerable mnemonic as-sistance. Thus we road of that worthy gentleman of the old school who yet comet year of 1811, emphatically called 'comet wine.' "What an enthrailing sub-ject for after-dinner chat! How often must the wines of all ages and countries have been discussed under the influence of that irresistible cordial; probably not without some display of the comparative method, in reference to the cellara of friends and neighbors.

Even an astronomer might have lapsed nto enthusiasm, and told how the tail of dous length of 132,000,000 miles. "Had it been colled round the earth like a serpent, it would have gone round more than 1000 times." A life-giving blanket for the vines, and a magnificent advertisement for the growers. Then there was the vintage of 1858, which was regarded as "something wonderful." That was the great year of Donatt's comet, the splendid appearance of which some of us still remember. In 1861, as we are told, the that particular comet was of the stu-dous length of 132,000,000 miles. "H

earth passed through the tall of a comet, but how the grapes of that year were affected by the contact is not very clear.

He Worried the Guide. Brooklyn Eagle,

There is a practical joker in Chicago who deserves to be classed with the 'Doctor" in Mark Twain's "Innocents Abroad." The "Doctor's" conversation with the guide in relation to the mummy is hardly more amusing than this man's conversation with a guide in relation to Niagara Falls. He recently made his first trip to the Falls and a guide that he hired was trying to impress him with their magni-"Grand!" suggested the guide,

"Great!" sequiesced the Chicagoan stol-

"Magnificent!" persisted the guide, disppointed at the lack of onthusiasm. "Finer than the Bear Trap Dam in the Drainage Canal," admitted the Chicagoan. The guide looked to see if he was Joking, but there was never a smile. The not at all impressed.
"Millions of gallons a minute," ex-

plained the guide. "How many in a day?" asked the Chi-

"Oh, billions and billions," said the The Chicagoan looked across and down nd up, as if gauging the flow, and then turned away disinterestedly.

"Runs all night, too, I suppose," he remarked nonchalantly. The guide was dazed and he had not recovered when the Chicagoan left,

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