

MATTERS MARINE.

Movements of Vessels at Home and Elsewhere.

The Manzanita took a spin outside yesterday.

The steamship Columbia sailed yesterday for San Francisco.

The British ship Riverside, from Astoria for Bristol, will complete loading in Portland and will leave for Astoria on Monday.

The steamer Harrison arrived yesterday from Tillamook and Nehalem, with a quantity of farm produce.

The schooner Enterprise sailed yesterday for San Francisco with 23,000 feet of lumber. The cargo was taken on at Klamath.

The British four-masted bark Inverness-shire has just completed loading wheat in Portland and will leave for Astoria in a few days.

The steamer Signal left yesterday at 5 o'clock in the afternoon for Portland, after having discharged 60 tons of coal for Astoria.

The Oriental liner Albatross arrived down from Portland Monday evening and sailed yesterday for Hongkong via Honolulu. She had a very large cargo.

Capt. Lattin, of the Kate and Ann, will not join his schooner this year. The vessel left for sea the other day. The captain leaves for San Francisco next week.

Captain Bergman, of the American bark Big Bismack, which will sail from Klamath next week with lumber for San Francisco, will retire and put his brother in charge of the bark which will be placed on the San Francisco Alaska route.

Captain Edward Howard, who is 92 years old, and is the oldest ship-master on the Pacific Coast, having followed the sea for 54 years, will arrive here next week from San Francisco on a visit to his friends. He retired last month from the service.

The only American steel-built ship in the world—the Director is getting into ill-repute. She left San Francisco for Honolulu to load sugar, and on arriving at that port the crew deserted. They say that it was the Director who was placed in charge of the bark Martha Davis. They made themselves a bed on the sugar in the hold of the bark, and although the captain of the Director and the Honolulu chief of police searched for them their hiding place could not be found. When the Martha Davis was outside the reef the men came on deck and sooner put back to land than Captain Davis brought them to San Francisco. They say that all hands attempted to desert on account of ill-treatment, but that all but four were arrested. The bark was taken to a hulk on earth and the captain and officers fined incarcinate.

The Norwegian bark Gartha, which arrived from Anegafast yesterday, says the 'Call, with a cargo of nitrate, had a narrow escape on the 24th inst. The vessel was off the rocks and the captain Tengelsen was preparing to dress ship in honor of the queen's birthday. All went well until a small cloud appeared on the horizon and the vessel was scented. The captain examined the barometer and found the glass falling. He ordered the sail shortened, but before the men could reach the anchor the vessel was upon upper top and main topgallant yards were carried away. Heavy cross seas kept the vessel in a dangerous position for many hours, but finally she was got before the wind and the damage repaired. The storm was ridden out and port finally reached. The Gartha is one of the prettiest barks that have reached San Francisco in many months. In spite of the heavy weather encountered she is as clean as a yacht, and people who board her yesterday said she was as trim as an arrow. She is loaded with nitrate and is here seeking a charter. The chances are that she will join the fleet now at anchor in Richardson bay.

LORD AUGUSTUS EXPLAINS.

Chicago Dispatch.

It is not often I pry into other people's affairs, my dear son," remarked Lady Elizabeth de Warwick, "but ever since you returned from America I have noticed a decided tendency to slang, both in your writings and your conversation."

Lord Augustus de Warwick wrinkled up his aristocratic brow into an expression of surprise, and inquired, haughtily: "Kindly explain yourself, I am at a loss to catch on, and do not trouble to what you are driving at."

The unfettered blood of the Plantagenets curdled in the blue veins of the Lady Elizabeth as the coarse accents of the United States fell upon the delicate tympanum of her shell-like ear.

"Did I not send you to America to capture an heiress?"

"By an inadvertent perusal of your private diary I see that you proposed, and were refused by no less than fourteen ladies. Three of these were the daughters of old magnates, four those of national kings, and the remainder nondescript who's progenitors had retired from the dry goods and general notion business."

"This is all true, on the dead."

The Lady Elizabeth did some more shuddering.

"And why on earth did you write the worst letters after each one of these refusals?"

"That," explained the haughty nobleman, "is not chivalrous; it is merely the United States for saying, 'Rough, all the same.'"

Not one failure appears to mar the fame of Price's Cream Baking Powder.

MENU FOR THURSDAY.

Breakfast.

Eggs a la Tripe.

New Potatoes, with Cream Sauce.

Broiled Tomatoes.

Rice Waffles.

Coffee.

Lunch.

Welsh Rarebit.

Bagout of Mutton, with Potatoes.

Spaghetti, with Tomatoes.

Dinner.

Cauliflower Soup.

Anchovies, Radishes.

Shad Roast, Cream Sauce.

Sweetbread, Braised with Spinach.

Succotash.

Breast of Lamb, Broiled and Botted.

Roast Veal.

Escarole Salad.

Tipsey Charlotte.

Coffee.

Busy people have no time, and sensible people have no inclination to use a slow remedy. One Minute Cough Cure acts promptly and gives permanent benefit. Chas. Rogers.

IN THE SUBURBS.

Chicago Tribune.

"Your husband painted the house last spring himself, didn't he?"

"Well, yes, I suppose he got some of the paint on the nose, but you wouldn't think so if you could see his clothes."

Children Cry for Pitcher's Castoria.

HIS MACHINE CLIMBS THE AIR.

Langley Makes Two Successful Flights of Half a Mile Each.

Secretary Langley, of the Smithsonian Institution, has solved the problem of aerial navigation, says the Herald, on an experimental flying machine.

His experimental flying machine, or "aerodrome," as he has named it, has within the past two weeks made two flights in the air, and it is believed that longer flights would have been possible but for the fact that the steam engine which furnishes the motive power has, for want of construction, been limited to purposes only, has limited water capacity and no condensing apparatus. This necessarily limits the motion of the engine and the flight of the machine to the time required to exhaust the small amount of water that can be carried by the boiler.

Prof. Alexander Graham Bell, who has taken a great interest in the experiments in aerial navigation, which has been carried on by Secretary Langley, witnessed the first trial of the aerodrome. Prof. Bell, in describing what he saw, said:

"The aerodrome, or flying machine, was of steel, driven by a steam engine. It resembled an enormous bird, soaring in the air with extreme regularity in large curves, sweeping steadily upward in a spiral path, the spirals with a diameter of perhaps one hundred yards, until it reached a height of about one hundred feet in the air, at the end of a course of about half a mile, when the steam gave out, the propellers which had been stopped, and then, to my further surprise, instead of tumbling down, settled as slowly and gracefully as it is possible for any bird to do, touching the water without any damage, and was immediately picked up and ready to be tried again.

"A second trial was like the first, except that the machine went in a different direction, moving in one continuous gentle ascent as it swung around in circles like a great soaring bird. At one time it seemed to be in danger, as the course carried it over a neighboring wooded promontory, but appreciation was immediately allayed, as it passed over the water, and then, to my further surprise, instead of tumbling down, settled as slowly and gracefully as it is possible for any bird to do, touching the water without any damage, and was immediately picked up and ready to be tried again.

"No one could have witnessed these experiments without being convinced that the practicability of mechanical flight had been demonstrated."

When I called on Secretary Langley, at the Smithsonian Institution, he said he did not care to make public at this time all the details of the construction and operation of the aerodrome. He said to me: "The apparatus has no gas to lift it, and it is not a balloon, but, on the contrary, it is about one thousand times heavier, bulk for bulk, than the air in which it is made to run, and which sustains it somewhat in the way in which a kite is supported by a string. The power is derived from a steam engine, through the means of propellers, but, owing to the scale on which the aerodrome is built, there has been no condensing apparatus provided to use the water over and over. Enough can be carried for only a very brief flight, a distance of about one-half mile, by larger machines than the present experiment, in which the supporting surfaces are but about fourteen feet from tip to tip. The weight of each machine was about one-half mile. The rate of speed depends (as in the case of any vehicle on land) on whether it is going on a level or up a hill. In the case of this last trial, on May 6, the machine was ascending—that is to say, it was going up hill all the time, and went through a distance of one mile in about one and one-half minutes, or at the rate of a little more than twenty miles an hour. I may add that there were no passengers on either trip. The present machine is not constructed for carrying passengers."

In the experiments from the beginning all idea of rising in the air by using a gas lighter than the air to give buoyancy to the machine has been discarded, and instead of it Secretary Langley has aimed at taking advantage of inertia in the air, that is, its indisposition to be suddenly disturbed by moving through it at great speed to make the air support a body much heavier than itself, just as the secretary pointed out to me a sailor who moves swiftly is able to glide over thin ice that would not support him for a moment if he were to stand still upon it. Secretary Langley's first experiments were made with what he dominated aeroplanes, which were thin structures, propelled through the air at sufficient rates of speed to cause them to rise just as a kite rises when the boy holding the string runs against the wind. His first aeroplanes were attached to a long arm revolving around a central pole. With these he was able to determine by actual experiment the best forms of planes to be adopted, and to make calculations as to the lifting power of various sized surfaces at various rates of speed.

When the first difficulties of the experiment had been solved by these experiments Secretary Langley had constructed an experimental machine, a trial of which took place on the Potomac river in December, 1894. The body, containing the engine and a boiler, was shaped not unlike the body of a bird. The air plane, which supported it projected from each side, inclining upward at a slight angle. There were two pairs of wings, the posterior pair being somewhat smaller than the anterior pair. At the rear of the machine were two screw propellers, being capable of being driven at a high rate of speed, and back of these were vertical and horizontal rubbers to prevent the deflection of the machine either sideways or up or down by the currents of the air.

A little ill, then a little ill. The ill has gone, the pill has won. DeWitt's Little Early Risers are the little pills that cure great ills. Chas. Rogers.

TO REACH THE NORTH POLE.

Why Captain James Wheeler Thinks the Problem of the Century Will Soon Be Solved.

Exchange.

Before the first day of the twentieth century some men will look perpendicularly from the earth and see the North Star.

The speaker was Captain James Wheeler, of the United States coast and Maine, who was born in Portland, shipped on a whaler while a boy, sailed the far North Atlantic for many years, and has for the last quarter of a century been engaged in seal fishing in Bering sea.

"I mean that the long-sought-for North Pole will be discovered before the close of the century, though I think it will be a victory for science and nothing else," continued the captain. "I have had plenty of experience in the northern seas, and have been studying the North Pole problem for half a century. My conclusion is that I will live to see that problem solved, and that the solution will come in less than five years."

"There has never been such a determined, deliberate and persistent effort to reach the pole as now, and the present methods will, in my judgment, bring success. Look at the situation: Dr. Fridtjof Nansen, the Norse explorer, started in the Fram, leaving Vangerfjord three years ago, to follow the current that flows from North Siberia across the pole and southward along the coast of Greenland.

Dr. Peter G. Jackson, the English explorer, started for the pole in August, 1884, by way of Franz Joseph Land and archipelago, which extends northward one knows how far—and perhaps to the pole. His plan is the most deliberate and, I believe, the best ever put into execution. It is to plant a chain of supply depots every hundred miles, and so go surely, though slowly, from one station to another, always having a base of supply in the rear to fall back on. If this plan had been entered upon when

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have just been erected at Indio station, that will be rented to applicants at reasonable rates. They are furnished with modern conveniences, supplied with pure artesian water and so situated as to give occupants all the advantages to be derived from a pure, oxygen, dense atmosphere and pure water. What more can be desired? It is the place, above all others, for lung troubles, and a paradise for rheumatism. Considering the number of sufferers who have been cured, I have no hesitancy in recommending this genial oasis as the haven of the afflicted.

THE U. S. GOV'T REPORTS show Royal Baking Powder superior to all others.

A TWISTER.

A twister in twisting may twist him a twist. For in twisting a twist three twists make a twist. But if one of the twists untwists from the rest, the twist untwisting untwists the twist.

That is, who's it twisted with any other twist than MARRIAGE?

I will not be concerned at men's not knowing me; I will be concerned at my own want of ability.—Confucius.

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FINAL SETTLEMENT.

Notice is hereby given that the undersigned have filed their final accounts in the estate of L. Wilson, deceased, and the estate of Wilson & Fisher, and that the county court of Clatsop county has set Monday, the 23d day of June, 1896, at the hour of 10 o'clock, for the hearing of objections, if any there be, to the allowance of said accounts.

J. Q. A. BOWLEY, WILEY B. ALLEN, Executors.

May 13, 1896.

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State of California, Thursday, May 23.

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