#### MATTERS MARINE.

Movements of Vessels at Home and Elsewhere.

The Mansantta took a spin outside

The steamship Columbia sailed yester-

day for San Francisco.

The British ship Riverside, from Astoria for Bristol, was spoken May 27 The steamer Harrison arrived yesterday

from Tillamook and Nehalem, with a quantity of farm produce. The schooner Enterprise salled yester-day for San Francisco with 220,600 feet of lumber. The cargo was taken on at

The British four-masted bark Inver-

hose-chire has about completed loading wheat in Portland, and will leave down the river in a few days. The steamer Signal left up yesterday at

after having discharged 600 tons of coal The Oriental liner Altmore arrived down from Portland Monday evening and

sailed yesterday for Hongkong via Hon-olulu. She had a very large cargo. Capt. Lutjens, of the Kate and Ann, will not join his schooner this year. The vessel left out for sea the other day. The captato leaves for San Francisco next week.

140.664 Cuptain Hergman, of the American bark Dig thoranga, which will sail from Bla-molawa next week with lumber for San ncisco, will retire and put his brother In charge of the ship, which will soon be

Captain Edward Howard, who he 52 years old, and is the eddest ship-master on the Paritic Coast, having followed the sea for 8 years, will arrive here next week from flan Francisco on a visit to friends. He retired last month from the

The only American steel-built ship in The only American strel-built ship in the world the Dirigo is getting into illireports. She left San Francisco for Honolulu to load augar, and on arriving at that port the crew deserted. They say
that port the crew deserted. They say
that is, those who have reached San
Francisco—that they were not half fed
and had to do double work. Two of them got away on the British ship fielthem got away on the British ship fielillawood and two arrived at San Francisco on the bark Martha Davis. They
made themselves a bed on the sugar in made themselves a bed on the sugar in the hold of the bark, and although the captain of the Dirigo and the Monolulu hief 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 cack to land them Captain Soule brought them to San Francisco. They say that all hands attempted to desert on account III-treatment, but that all but four were arrested. According to them, the ship was a hell upon earth and the cap-tain and officers fiends incarnate.

The Norwegian bark Gartha, which arrived from Angelagasta yesterday, says the Call, with a cargo of nitrate, had a narrow escape on the 14th Inst. The vessel was off the Farallones and Cap-tain Tengvises was preparing to dress ship in honor of the queen's birthday. All went well until a small cloud ap-peared on the horizon, and then danger The captain examined the barometer and found the glass falling. He ordered the sail shortsned, but before the men could carry out the order the upper topsall and main topgallant for upper topsall 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 kind and damages were repaired. The storm was ridden out and port finally reached. The Gartha is one of the pretitest barks that have reached Han Francisco in many have reached Ban Francisco in many menths. In spite of the heavy weather encountered she is as clean as a yacht, and people who boarder her yesterday said she was as trim alow as aiott. She is loaded with nitrate and is here seek-ing a charter. The chances are that she will join the fleet now at anchor in Richardson's bay.

#### LORD AUGUSTUS EXPLAINS.

Chicago Dispatch.
"It is not often I pry into other peo-ple's affairs, my dear son," remarked Lady Elizabeth de Warwieke, "but sver since you returned from Aumerica I have noticed a decided thedency to slang, both in you writings and your conversation' Lord Augustus de Warlwicke wrinkled to 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 tumble to what you are driving at."

The unfiltered blood of the Flanta-

The unlitered blood of the Finita-geneta curried 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 Hamerica to capture an heiress".
"You did."

"By an inadvertent perusal of your private diary I see that you proposed to and were refused by no less than four-teen ladies. Three of these were the daughters of oil magnates, four those of railroad kings and the remainder nonde-scripts whose progenitors had retired from the dry goods and general notion

"That is all true, on the dead."
The Lady Elizabeth did some more "And why on earth did you write the word 'rate' after each one of these re-

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

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

MENU FOR THURSDAY. Sure these are modern-very modern-dishes, for I understand 'em not.

Breakfast. Eggs a la Tripe. Fried Frost Fish.

New Potatoes, with Cream Sauce.

Brotled Tomatoes.

Rice Waffles.

Coffee. Lunch

Welsh Rarebit. Ragout of Mutton, with Potatoes. Spaghetti, with Tomatoes. Dinner.

Cauliflower Soup. Anchovies. Radishes. Shad Roes, Cream Sauce. Sweethreads, Braised with Spinach. Succetash. Breast of Lamb, Broiled and Bolled. Roast Plover. Escarole Salad. Tipsy 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 benefits. Chas. Rogers.

IN THE SUBURBS.

Chicago Tribune.
"Your husband painted the house last spring himself, did't he?"
"Well, yes, I suppose he go some of the paint on the house, but you wouldn't think so if you could see his clothes."

Children Cry for Pitcher's Castoria.

Secretary Langley, of the Smithsonian Institution, has solved the problem of aerial navigation, says the Herald, on

an experimental stage.

His experimental flying machine, or "aerodrome," as he has named it, has within the past two weeks made two flights of half a mile each, and still onger flights would have been possible but for the fact that the steam contine. but for the fact that the steam engine which furnishes the motive power hav-ing been constructed for experimental 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

Prof. Alexander Graham Bell, who has sken a great interest in the experiments tacrial navigation, which has been carsed on by Secretary Langley, witnessed them off." aken a great interest in the experiments n aerial navigation, which has been car-ied on by Secretary Langley, witnessed he last trials of the aerodrome. Prof. Bell, in describing what he saw, said

It resembled an enormous bird, souring n the air with extreme regularity large curves, sweeping steadily in a spiral path, the spirals with meter of perhaps on hundred yards, un-til it reached a height of about one hun-dred feet in the air, at the end of -course of about half a mile, when the steam gave out, the propellers which had moved it stopped, and then, to my further surprise, thesead of tumbling down, settled as slowly and gracefully as it is possible for any bird to do, touched the water without any damage, and was immediately picked out and ready to be tried again.

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 swang around in circles like a great soaring bird. At one time it seemed to be in danger, as its course carried it over a neighboring wooded promontory, but apprehension was immediately allayed, as it possed twenty-five or thirty feet above the tops of the highest trees there, and ascending still further, its steam finally gave out again, and it settled into the waters of the river, not quite a quarter of a ratio from the point at which it

"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 Smithsonia 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 gus to lift it, as in the case of a balloon, but, on

the contrary, it is about one thousand times heavier, bulk for bulk, than the air on which it is made to run, and which sustains it somewhat in the way which sustains it somewhat in the wayin which thin ice supports a swift skater. 
The power is derived from a steam engine, through the means of propellors,
but, owing to the scale on which the
actual 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
difficulty which does not belong to larger
machines than the present example, in
which the supporting surfaces are but
alout fourteen feet from tip to tip. The which the supporting surfaces are dut-about fourteen feet from tip to tip. The distance flown each time 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-hill. In the case of this last trial of May 6 the machine was ascending—that is to eay, it was going up hill all the time, and went through a distance of one-half mile or more in one and onehalf 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. gas lighter than the air to give buoyancy to the machine has been discarded, and instead of it Secretary Langley has alm-ed at taing advantage of inertia in the air, that is, its indisposition to be sud-denly displaced, and by moving through it at great speed to make the air support a body much heavier than itself, port a body much heavier than itself, just as the secretary pointed out to me a skater who moves swiftly is able to gilde 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 dominanted 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 boy holding the string runs against the wind. His first aeroplanes were at-tached 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 vari-ous rates of speed. When the first difficulties of the prob-When the first difficulties of the problem had been solved by these experiments Secretary Langley had constructed an experimental machine, a trial of which too piace 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 aeropianes 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 propellors, being capable of being driven at a high rate of speed, and back of these were vertical and horisontal rudders to prevent the deflection of the machine either sideways or up or down by the courrents of the air. currents of the air.

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

TO REACH THE NORTH POLE. Why Captain James Wheeler Thinks the Problem of the Contury Will Soon Bo Solved.

"Before the first day of the twentieth century some man will look perpendicu-larly from the earth and see the North

The speaker was Captain James Wheeler, now on his way from the Pacific coast to Maine. He 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 century been engaged in seal fishing in

"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 conclu-sion is that I will live to see that prob-

lem solved, and that the solution will come in less than five years. "There has never been such a deter-mined, deliberate and persistent effort to reach the pole as now, and the present methods will, in my judgment, bring suc-cess. Look at the situation: Dr. Fridtjof Nansen, the Norse explorer, started in the Fram, leaving Varanger Fjard three years ago, to follow the current that flows from North Siberia scross the pole and southward along the coast of Greenland.

"Frederick G. Jackson, the English ex-"Frederick G. Jackson, the English explorer, started for the pole in August,
1894, by way of Franz Joseph Land and
archipelago, which extends northward no
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 suplived courts, every hundred miles and so ply depois 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 pian had been entered upon when

HIS MACHINE CLIMBS THE AIR Dr. Kane first suggested it the geography Langley Maken Two Successful Fitghts lases today. Jackson whose expenses of Half a Mile Each.

Secretary Langley, of the Smithsonian with energy, and, I believe is a shaping

the key that will unlock the door that hides the mystery. "Though little has been said about it Though little has been said about it we have here in America a man, and an able one, who is preparing to start for the pole on the Jackson plan, but by a different route. He is Mr. Robert enging her of the United States geological survey. He is now actively organizing his pacity. This he end in the total standard or part of a great continent. He will establish supply stations at short intervals, according to Jackson's idea, and will eventually reach Franz Josef Land. Between this expedition and Jackson's i believe the North Pole will

It's all the same, a slight cold, congest-d lungs or severe cough. One Minute

THE PROZEN MUSE.

Oh, I would sing of the knightly t-t-times In the good grand days of o-o-old. Of Paynim affairs in f-far off i-lands, If it w-wasn't so b-beastly cold.

I'd like to chant of the cru-crusades, Where the knights turned up their t-t-toes,
For the love of the cross and the smiles

If my larynx was not h-half I-f-froze. A stanza or two on Afric's c-c-climes,

And the simoon's burning b-b-breath, Would be handy just now in these daily rhy-rhymes, If I wasn't near chilled to d-d-death.

Or I might tell how some beavenly

in a vision appeared to m-m-men, f I was warm enough, but I a-a-ain't— For I scarcely can hold m-my p-p-pen.

how I would love to echo the ne m-matchless m-maiden f-f-fair, Who lives in some real, hot, tropic

p-p-place With n-nothing on but her h-h-hair. Where the skies are scorching-the air

o'erhead Is the stuff that poets call b-b-balm; But to wake and to find I was f-frozen Well-perhaps it might do me h-h-harm

my brain like a crystallized feeberg And I don't know what to t-t-think; I guess I will borrow two overcoats
And purchase a good hot d-d-drink.

--Chicago Dispatch.

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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 The twist untwisting

Untwisis the twist.

That is, wheel it's twisted with other twine than MARSHALL'S. 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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That from his family would withhold
The comferis which they all could find
In articles of FURNITURE of the right

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