

CONGRESSIONAL.

Legislation Pertaining to the Interest of the Pacific Coast.

SENATE.

Bills were introduced as follows:

By Dolph—For the admission of the territory of Washington into the Union.

Also, restoring to the United States certain lands granted to the Northern Pacific Railroad Company.

Also, repealing the pre-emption and other public laws.

Also, for the forfeiture of wagon-road rights in Oregon.

Also, to set apart lands for a public park in the Willamette valley, Oregon.

Also, to encourage the manufacture of steel for modern arts and armor.

Also, to provide heavy ordnance.

Also, for the erection of a public building at Portland, \$500,000; Salem, \$100,000.

Also, to establish an assay office at Portland, and for the erection of buildings and the necessary apparatus.

By Mitchell—To amend the act of March 3, 1887, restricting ownership of real estate in the Territories to American citizens.

Also, abrogating all treaties with the Chinese Empire, so far as they permit the coming of Chinese into the United States, and absolutely prohibiting the same, except as to diplomatic, consular and other officials.

Also, authorizing the Secretary of the Treasury to establish life-saving stations at the following places: One at the mouth of the Umpqua river, Or.; one between McKenzie and Peterson's point, and one at Bay Harbor, W. T.

By Manderson—For a public building at Omaha to cost, including site, \$100,000.

By Edmund—To provide for the establishment of a postal telegraph. The Edmund telegraph bill of two years ago.

Also, for allowance of a bounty of \$33 per month to all men who served in the army during the war.

Also, for pensions to all who served during the war.

Also, for amendment of the constitution allowing Congress to pass uniform laws on the subject of marriage and divorce.

Also, for an amendment to the constitution preventing the manufacture, transportation and sale of intoxicating liquors in the United States.

Also, for the admission of Dakota and the organization of a new Territory of Lincoln.

By Stanford—To require ten years' residence before foreigners can declare their intention to become citizens of the United States, except in the case of those arriving before the age of 21 years, when residence of six years only will be required.

Also, for the establishment of a quarantine station at San Francisco.

Also, granting to the State of California 5 per cent. of the proceeds of the sales of public lands in that State.

By Cullom—For a pension to the widow of Gen. John A. Logan.

By Turpie—For the admission of the States of Washington and Dakota.

By Hoar—For the erection of a monument to Negro soldiers and sailors who gave their lives for the preservation of the government.

Also, a bill to facilitate and develop the resources of Alaska, and to open overland commercial routes between the United States, Asiatic Russia and Japan. The bill directs a survey to be made of a route for the construction of a railway by the most feasible route on the northern boundary of the United States through British Columbia and Alaska, to a desirable harbor on the southern coast of the Alaskan peninsula, on Behring sea. It is intended to begin at or near Spokane Falls, on the Northern Pacific road, and run north on the eastern side of the Rocky mountains, deflecting westward for a branch line to Sitka, the line to be continued north and west to a desirable harbor on the Alaskan peninsula. One hundred thousand dollars is appropriated for the survey.

Dolph reported favorably to the Senate a bill from the committee on commerce for extending the port of call at Portland so as to include Astoria.

Among the petitions presented to the House by Morrow, of California, were the following:

Resolutions of California Wool Growers' Association, protesting against a repeal or reduction of duty on wool.

Also, a resolution of the Chamber of Commerce of San Francisco, recommending the appropriation for repairs of the Hartford.

Also, a petition of the Chamber of Commerce of San Francisco for sea pilot defenses.

Also, resolutions of the Chamber of Commerce of San Francisco, asking an appropriation for the laying of a cable from San Francisco to the north of Fidalgo Island.

OREGON NEWS.

Everything of General Interest in a Condensed Form.

A sailor named Peter Carson was drowned at Empire City.

The postoffice at Herman, Douglas county, Oregon, has been discontinued.

A chair factory will soon begin operations at Salem, employing from thirty to fifty men.

The life-saving inspectors recommend that a life-saving station be established at Newport.

Subscriptions aggregating over \$100,000 have been raised in Portland to complete the Villard Hotel.

The order of November 28, 1887, discontinuing the postoffice at Molalla, Clackamas county, has been rescinded.

The warehouse of J. M. McIntosh & Co., at Waldo Hills station on the narrow gauge, blew over during a high wind. The warehouse contained 20,000 bushels of oats, all sacked.

Lawrence Wilhelm committed suicide at his home, on the Scholl's ferry road, near Portland, by shooting himself in the temple. He had been ill for about a year and a half and was out of his mind.

Captain Young, of the engineers at Portland, reports that a log boom at Coquille City, Oregon, interferes with the passage of the steamers that carry the United States mails, and that the navigation of the Coquille river is impeded by settlers felling trees in the stream.

Mrs. Elizabeth Miner, the female smuggler, appeared before the bar of the United States District Court at Portland to answer to a charge of smuggling opium. She pleaded guilty to the charge. Judge Deady then fined her \$150 and further directed that she be confined in the Multnomah County Jail for one day.

As a result of the investigations of the swamp land agents, 150,000 acres of land, at a rough estimate, will be lost to the State, but titles to the lands will be established, and disputes which have arisen over swamp land matters since 1860, will be largely settled. It is expected that patents for lands declared swamp will be issued by the government to the State immediately after the submission and examination of these reports.

The steamer Yaquina City, which went ashore on the sands near the entrance to Yaquina Bay, and is now a total wreck, was owned by the Oregon Development Company, and had been on the Pacific Coast only a few years. She was built by John Roach & Sons, at Chester, Pa., in 1877, and was christened the Western Texas, being intended for a Galveston packet. She was an iron ship, 231 feet long, 34 feet beam, and 12.2 feet depth of hold. Her tonnage was 1,210.98 gross and 934.11 net. Her draught was 12.6 feet. She had on but sixty tons of freight, and 300 tons of rock ballast when she went ashore. Her loss will be quite severely felt by her owners. The Yaquina came to the Pacific Coast in the summer of 1884, and has made about one hundred voyages between Yaquina and San Francisco, without any serious accident ever happening heretofore. The vessel is valued at about \$200,000. It is understood that the insurance was \$100,000.

Mrs. Charles H. Thompson and her niece, Miss Elizabeth Remley, were found dead in bed in a private lodging house in San Francisco, having been asphyxiated by gas. The ladies arrived from Chico. Mrs. Thompson's husband is baggage-master at that place. The key of the jet had evidently been turned accidentally. The room was filled with gas when the bodies were discovered.

Chinese papers give details of the disaster occasioned by the Yellow river overflowing its banks in the province of Ho-Nan, and the complete inundation of the city of Sching Chou and ten other populous cities. The whole area is now a raging sea ten to thirty feet deep, where it once before was a densely populated and rich plain. The statement is made by missionaries that millions of Chinese are homeless and starving. The newly gathered crops of herbs and trees are all swept away. "Bread, bread," is the cry of thousands. Mat huts are being erected as fast as possible, but the misery increases owing to cold weather.

A dispatch from San Francisco says: Jas. Briggs, a sailor on the British man-of-war Triumph, which arrived from Equatorial, was tried at the latter port for insubordination, and sentenced to eighteen months' imprisonment in Portland, Eng., prison. During the voyage to this city he was kept in irons. When he was unironed this evening to take down the beds he leaped through the gun port into the bay, swimming four miles to one of the wharves. He was arrested in an almost nude condition by an officer, and taken to the receiving hospital, where he will be detained until claimed by the proper officials. The escaped prisoner tells a heartrending tale of cruel treatment by the ship's officers, and says two other sailors also deserted the ship.

COAST CULLINGS.

Devoted Primarily to Washington Territory and California.

A man known as "Long" Taylor was drowned off Coleman's wharf, Seattle.

The Belmont hotel, at Los Angeles, Cal., was destroyed by fire. Loss, \$100,000; insurance unknown.

Conductor Rose was killed in the collision on the California Central construction train near Los Angeles.

Francisco P. Detenourt, a dependent middle-aged cigar dealer, blew his head off with a shotgun at San Francisco.

Capt. Charles Boyle, of the schooner Jennie Griffin, fell overboard and was drowned at San Francisco. He leaves a wife and child.

Michael Barry, 56 years of age, fell from the balcony in front of his house at San Francisco, and died from the injuries received.

At San Francisco, Postoffice Clerks Hannan and Meagher were discovered to be afflicted with smallpox, and were sent to the pest house.

Edward H. David, a sailor on the British ship Victoria, fell off the wharf at Nansimo, B. O., and was drowned before the boats could reach him.

J. B. McDonnell was arrested at San Francisco for having in his possession a block with intent to use it, for counterfeiting Bank of England notes.

A man named P. Murphy was found dead in his room in a lodging house at San Francisco. Two wounds in his head lead to a suspicion of foul play.

Henry F. Price, of San Francisco, who has been starter for the Sutter street cable road for several months, committed suicide by shooting himself.

Joseph Taylor, a watchman in the Tacoma wheat warehouses, fell from the dock, striking the timbers as he fell. He was taken out but died shortly afterwards.

A freight train on the eastern division of the Central Pacific broke in two. A portion passed under a bridge and a barkman named David Chugg fell from the cars and was killed.

In a collision between freight and passenger trains at San Bernardino, Cal., engineer Thompson and fireman Gaffney, of the freight were killed. Several cars were destroyed by fire.

Henry Nietman, a bartender, was stabbed and killed at San Pedro, Cal., dance house by a Spanish woman named Isabella Andrade, who was jealous of his attentions to another woman.

The hotel at Crescent, a small settlement near Los Angeles, costing \$10,000, was blown down by a terrific windstorm, entailing the death of Mrs. Arnold and her 10 year old daughter, recently arrived from the East, and wounding more or less seriously sixteen hotel guests, many of whom met with miraculous escapes.

A special from Paradise, Nev., says: Merrach Carrel left this place for his ranch, six miles away. Not reaching home, search was instituted and his body, frozen stiff, was found a mile from his home. He was an old resident of the valley, and a prosperous farmer.

A chambermaid in a San Francisco hotel noticed a trail of blood leading from the balcony to a room occupied by Joseph Schmidt, a young German. When the door was opened Schmidt was found lying on his back, in a pool of blood, having cut his throat with a penknife, which was found lying on a table.

Oscar Heym, accountant in the Occidental warehouse at San Francisco, shot himself in the breast, inflicting a wound which will prove fatal. A shortage of several hundred dollars was found in his accounts recently, and it is supposed this led to his suicide.

A man by the name of Murray went to a lodging house at San Francisco and engaged a room. Later there was a smell of escaping gas, which was traced to Murray's room. There was no response to repeated knocks at the door, which was finally forced open. Murray was lying dead on the bed and the gas was turned half way on.

A construction train on the Atchison, Topeka & Santa Fe road, consisting of ten cars, on which were between fifty and sixty men, ran into some stationary flat cars, at Los Angeles. The construction train was backing up for a load of sand, and as no signals were displayed by the train of flats the engineer did not see the latter in time to prevent the accident. The force of the collision broke the first car of the construction train in two. Of four men in the shattered car, Tom Rose, acting conductor, was instantly killed, and Captain Gilbert, night boss, Bill Griffith, brakeman and James Kelly, laborer, all received serious and perhaps fatal injuries.

G. W. Hunt and Nelson Bennett, the well known railroad contractors, have quit work on the Oregon Pacific railroad, discharged the men employed there and annulled and rescinded their contract with the company. Mr. Bennett had a contract for forty miles east from Albany, and Mr. Hunt had a contract for the next fifty miles.

DECLINE OF MANNERS.

A Class That Modern Society is so Proud of That of Former Ages.

There is a vast amount of twaddle talked and written about the bad manners of the period. The critics of our times are however, only the superficial observers, for manners are as good as they ever were, only they are less conspicuous and obtrusive. That positive rudeness from men to women are more noticeable now than formerly, is true enough. This follows naturally the appearance of women in the active concerns of life. When the gentler sex goes into business it must expect to be dealt with on business principles, and it comes into contact with men who have had no relations with women aside from those of their own homes. Men who are polite at home and who are well-bred, carry their politeness into their offices, and the atmosphere of many places of business is the better for the presence of women. But it is also true that gentle women are now meeting with more ill-bred men than they used to see in the days of the "gentleman of the old school."

We believe it to be the fact that the class of people from whom we expect fine manners is larger than it ever was. It is also true that the other class is more numerous, and it unfortunately constitutes an important part of the human family. It occurs to us that age and weakness are as tenderly cared for as they used to be, that there is as much deference to superiority, although there is not so much servility, and politeness is less elaborate. We certainly would not return to the formal language of compliment that obtained in the last century and the century before, and, while we speak of the "gentleman of the old school" with a certain reverence, we do not imitate him, and we would not have any of his traits except the kindness and self-respect which are the foundation of all fine manners.

The excuse for the current criticism of superficial observers is furnished by two classes of the community. The man who drives a hack and the man who blackens your boots have not the politeness of the old day, simply because they have not the servility. There was no genuineness in the old-fashioned servant of the people, and there was in the breezy manners of the old-fashioned freeman. Our hack drivers are quite as polite as the cabbies of London, and as polite as all ride men will be who feel that they are independent of their employers. We can't consider the manners of the street when we are talking about the manners of the day. We must seek our examples among people who pretend to govern their relations toward one another by the code of the polite world. The second class which give an excuse for criticism is composed of the dudes and Anglomaniacs—the people who are the ostentatious members of an ostentatious and thoroughly sham society. It is not pleasant, we own, nor encouraging, to hear wide-tongued and large-busted youth address one another as if there were no difference of sex. "Old Chappie" is well enough in its small way, but "Old Girl" is not well at all on masculine lips, for it betokens a familiarity that is damaging to the femininity of the woman addressed. And yet even dudes have better manners than they seem to have, and are entitled to much more respect than they receive. They have many virtues, and underneath their rude familiarity they have elements of good breeding. They are often kind and charitable, and in serious matters, they are considerate. It is true that they have an insolent toleration for those who are not of their set, but they are appreciative of the talents of the lower orders, whether they be intellectual or muscular. The world can afford to be amused by the dude, for, after all, he does not set the fashion of his time. The best society of our modern American life is outside of him and beyond his comprehension, and that society is sound to the core, and its intercourse is as agreeable and polite as has been that of any previous age.—N. Y. Mail and Express.

Dr. John Vansant, of the United States marine hospital at St. Louis, claims to be the first to have taken photographs by the light of fireflies. He placed twelve fireflies in a three-ounce bottle, covering its mouth with fine bobinet. The average duration of the flash of each insect was half a second, and the luminous area on the abdomen was about one-eighth of an inch square. The time of exposure was fifty flashes.—Science.

We learn from the Pittsburgh Iron World that Pittsburgh steel-makers have established agencies for the sale of the finer grades of steel suitable for making cutlery in Europe, India and Australia. Their sales have been so considerable as to practically guarantee an established trade. Steel has been sold in competition with English-made steel at the same prices, and the World says, "the prices, under the circumstances, were entirely satisfactory to the producers."

THE UBIQUITOUS JEW.

His Remarkable Adaptability to All Climates and Conditions.

It has been frequently remarked that the Jewish race has a wonderful power of adaptation to all climates. Jews are found in all parts of the globe and seem to possess a remarkable facility for acclimatization, even under the most unfavorable circumstances. Mesopotamia is considered the mother country of the Abrahamic family, as well as the cradle of the human race. Some years ago a small colony of Jews were found in the ancient city of Sennar, in the south of Mesopotamia, and in the city of ancient Babylon. Of the seventy families composing the colony, one claimed to be descended from King Joachim, the rest from the house of Levi. A colony of Jews appear to have settled in China about the beginning of the third century of the Christian era, under the dynasty of Han. In 1704 Father Gonzalez, a Roman Catholic missionary, found seven Jewish families near Peking.

In 1686 a Portuguese Jew of Amsterdam, named De Pavin, discovered a sect of Jews in Cochin China. According to a tradition preserved among them, they were descended from a tribe of Jews who had quitted Palestine on the destruction of the second temple. From their long residence in Cochin they had become completely bronzed. These are not the same as the Malabar Jews. The Jewish traveler Benjamin, sometimes called Benjamin II, discovered a colony of Jews, evidently of Persian origin, in Hindustan. They were known as "Babylonian Jews," on account of their having migrated from Babylonia. They observed the essential rites of Judaism, and strictly avoided intermarriage with other sects. In the beginning of the seventeenth century a Jewish colony settled in Cayenne, in the West Indies, one of the most inhospitable climates in South America.

Cayenne was subsequently conquered by the French, who made it a penal settlement, and the Jewish colony was forced to retire to Surinam. Notwithstanding frequent persecutions, Jews are still found in Persia, more especially to the south of the Caspian Sea, where the soil is very fertile but the climate very unhealthy. The principal city is Balprosh, where about one hundred and fifty Jewish families reside in almost complete isolation. They trade with their brethren in Great Tartary, and are engaged in the wool and silk trade or in the sale of citrons. They, too, trace their origin from the Babylonian captivity, for, according to a tradition still possessed among them, their ancestors settled in Persia in the time of Nebuchadnezzar, and did not respond to the appeal of Ezra to return to Palestine. Their mode of life resembles that of the Persians in general. They hold the beard in high esteem, and wear long, flowing robes. They have several synagogues, and obtain scrolls of the law from Bagdad. The celebrated African traveler, Mungo Park, found a colony of Jewish families in the heart of Africa, about eight hundred miles from the coast. It is no doubt this peculiarity of the Jewish race which induced a French writer on "Medical Geography" to express the opinion that: "It is questionable whether the crossing of human varieties confers on the issue constant advantages in relation to the species; for the Jewish race seems in a wonderful manner capable of adapting itself to every change of climate, while others are scarcely able to bear the least change."

The Jew is found in every part of the world; in Europe, from Norway to Gibraltar; in Africa, from Algiers to Cape of Good Hope; in Asia, from Cochin to the Caucasus; from Jaffa to Peking. He has peopled Australia, and has given proofs of his powers of acclimatization under the tropics, where people of European origin have constantly failed to perpetuate themselves.—Jewish World.

Rich Tunisian Jewesses.

The opening of the Suez Canal has made its mark on Malta. It being a great port of entry, as well as a coaling station, foreigners from all parts of the East make it a rendezvous. Of a fine evening can be seen Turks, Greeks, Armenians, Persians, East Indian nabobs, and many other nationalities. The most picturesque costumes were those of some Tunisian women (Jewesses), dressed in a fabric of fine striped silk of various colors, bound from the ankles—each leg separate to the waist; then a sort of vest, with sleeves of the same material. In place of a bonnet, a species of skull-cap was worn. They had fled from Tunis, as they were immensely wealthy, and attempts had been made to carry some of them off into captivity for the sake of a big ransom. Some time after their arrival many of those ladies assumed the European dress, and they were really a nice looking class of women, who would make many a Saratoga belle blush with envy. The males, as a class, were a fine, noble-looking lot of men—who wore the Turkish dress, including the fez.—Malta Letter.