

BENLARG HEARD OF

THE OVERDUE SHIP WAS CAUGHT IN THE BLIZZARD.

Her Crew Suffered Greatly and the Vessel Was Damaged, but She Went on Her Way.

BALTIMORE, Feb. 22.—The steamer Rosemore arrived today with Pilot Franklin Beebe, of New York, and news of the overdue ship Benlarg, which left Calista Buntz, Chill, October 6, with a cargo of cotton for New York.

She was 75 miles off New York, February 5, when she took Pilot Beebe aboard to guide her into New York. Two days afterwards the blizzard carried her to sea. All hands were blown away, one of the crew was thrown and had his leg broken, and the intense cold prostrated three more with frost-bitten limbs.

Two of the seamen died, and the ship's company were put on board the steamer.

After 14 days of tossing about in the blizzard, the Rosemore, from Liverpool, to Baltimore, sighted the ship Monday night, 120 miles off Sandy Hook. The Rosemore stopped and a boat put off from the distressed ship. Pilot Beebe was almost prostrated with illness.

Captain Beall and the seamen of the Benlarg tried to land the ship. Captain Crocker supplied the ship's boat with food sufficient to last 10 days.

THE ELBE DISASTER. Father of a Lost Passenger Anxious for News of His Daughter.

BRADFORD, Pa., Feb. 22.—A sad sequel to the Elbe disaster is the death of a young girl, Fannie Drucher, whose sister resides in this city, came in the shape of a letter from the father of the girl, who lives in the interior of Hungary. The letter asks if Fannie arrived safely and why no word has been sent to that effect. The elder Drucher had not heard a word from the surviving sister to accompany him with the fate of his lost daughter.

Cranth's Captain Lightly Punished. LONDON, Feb. 22.—The captain of the Cranth, which sank the Elbe, has been fined for violating navigation rules.

The Elbe's Mail Bags. LONDON, Feb. 22.—One of the Elbe's mail bags was brought to Folkestone today.

OTHER MARINE NEWS. Plenty of Deep-Water Sailors.

SAN FRANCISCO, Feb. 22.—For the first time in many months the supply of deep-water sailors exceeds the demand. As a result, there is a shortage of men in wages. Able seamen were shipped yesterday for \$15 a month, whereas the ruling rate has been \$20 per month. The advance is now \$15, of which \$7.50 goes for chance and \$7.50 as shipping fee. From boarding house masters, it was learned that they were actually turning sailors out of their houses to seek other employment. Many were registered in the red book of the committee, while others have gone into the country in search of work.

Holiday on the River. The holiday was generally observed along the river front in Portland yesterday. None of the vessels were working, and the longshoremen were given a rest. Several of the shipmasters decorated their vessels. The only movement was the arrival of the British ship Dumfriesshire. The vessel is one of the largest which has been registered in the city. It is commanded by Captain McGibbon. The ship sailed from Antofagasta December 5, and is under engagement to load grain. She is at anchor in the stream.

Several Log Rafts to Be Built. ASTORIA, Feb. 22.—Mr. Robertson, of the firm of Barnes & Robertson, of San Francisco, was here today, and states that it is his intention to hasten the construction of his proposed log raft with all possible speed. He expresses the utmost confidence in the feasibility of his project, and says that several rafts will be built at Stella before the storms of next winter have set in.

Barge and Crew Safe. DERMUDA, Feb. 22.—The Standard Oil barge No. 52 has arrived here. February 22, the steamer Mervic sailed from Boston for Philadelphia, with barge 58 in tow. On the 8th, off Barreget, the barge parted and the barge quickly disappeared. There were nine men on the barge and it was feared they had been lost.

One of the Morgan Line Ashore. HAVANA, Feb. 22.—The American steamer William G. Hewes, commanded by Captain Morgan, which sailed from New Orleans February 17 for Bluefields, is ashore on the Colorado banks, off Cape San Antonio, the secretary extremely ill. Her home port is New Orleans, and she is owned by the Morgan line.

Astoria Arrivals and Departures. ASTORIA, Or., Feb. 22.—Arrived—British ship Lindholme, 137 tons, 24 days from Valparaiso. Sailed—British ship Grassendale, for Queenstown for orders, with wheat from Portland; schooner John F. Miller, for San Francisco, with lumber from Portland; steamer Harrison for Tillamook.

Released From Quarantine. SAN FRANCISCO, Feb. 22.—The Pacific Mail steamship City of Sydney was released from quarantine this morning. Her passengers, who had been in quarantine since the vessel's arrival over a week ago, were eager to land.

Domestic and Foreign Ports. SAN FRANCISCO, Feb. 22.—Arrived—San Benito, from Tacoma; schooner Marion, from Gray's harbor. Departed—Bark John P. Peters, for San Francisco; bark thyl, for Coquille river; steamer Karkul, for Kahului; Columbia, for Astoria and Portland; Mackinac, for Tacoma.

HOQUIAM, Wash., Feb. 22.—Sailed—Schooner Charles Hanson, for San Francisco.

NEW YORK, Feb. 22.—Arrived out—La Normandie, at Havre. Sailed for New York—Anchoira, from Mollie; Vendam, from Boulogne, February 20.

Reappearance of the Aphs. Considerable has been said by farmers in some localities, that the daily average for the presence of the wheat aphid, says Eugene Register. A. W. Bond, of Irving, is one of the farmers in Lane county who has detected the presence of the pest, but he says it is understood that it is here, and in large numbers. While plowing in his field he occasionally turned over a small bunch of mold, and on investigation found that the aphs was there, often a hundred or more in a bunch. They are down in the ground to a depth of about eight or 10 inches, and are wintering nicely and will be out as soon as the warm weather comes, and it is feared they will do a great deal of damage to the grain this season. Last season they did not appear until the grain was well advanced in growth.

Beet Sugar in Idaho. A deal has been consummated under which J. E. Jennings, of Salt Lake, and associates, will purchase the Ridebaugh canal near Boise, about 800 acres of land belonging to the company. The price paid is in the neighborhood of \$200,000. The canal irrigates a large section of country below Boise, including lands in the vicinity of Nampa. It is understood that a tentative colonization project is part of the new owners' scheme, to be followed by the erection of extensive beet-sugar works. Mr. Jennings is prominently identified with the Utah Sugar Company. He

has been investigating the Boise section for two years, and has an eye on the soil and climate are peculiarly adapted to sugar-beet culture.

PARTIES TO THE SUIT. Three Others Joined With the Northern Pacific Receivers.

MILWAUKEE, Feb. 22.—Judge Jenkins has filed a voluminous opinion with the clerk of the United States court, in which he grants the petition of Johnston Livingston, Charles Van Nostrand and Edward E. Adams for leave to intervene and become parties defendant to the suit of the Farmers' Loan and Trust Company, as trustee, for the bondholders, occupying an inconsistent position in its efforts to force foreclosure and sale of the property on behalf of the second-mortgage bondholders, and to represent the third-mortgage bondholders.

The Proposed Canadian Western. A Victoria special, dated Thursday, says that in response to a request by Smiley, leader of the opposition, the provincial government today presented to the legislature a return respecting the commencement of work on the Canadian Western Central railway, a new transcontinental line, paralleling the Canadian Pacific to the north. The return states that more than \$25,000 has already been expended in actual construction. Survey plans were filed November 16 last, and comprise two sections. One, the Campbell river section, covering a distance of 120 miles, and the other, the Mackenzie bay section, including 105 additional stations. Engineer Mackay, in charge of the work, certifies that the clearing of the right of way was commenced July 25, and that the work has been completed on 138, Sayward district. This is an island, which is to be known as station 46 of the main line of the railway.

Liverpool Spot Markets. LIVERPOOL, Feb. 22.—Wheat—Spot, steady; demand moderate; No. 2 red winter, 48 1/2; No. 3 red winter, 48 1/4; No. 4 red winter, 48 1/4; No. 5 red winter, 48 1/4; No. 6 red winter, 48 1/4; No. 7 red winter, 48 1/4; No. 8 red winter, 48 1/4; No. 9 red winter, 48 1/4; No. 10 red winter, 48 1/4; No. 11 red winter, 48 1/4; No. 12 red winter, 48 1/4; No. 13 red winter, 48 1/4; No. 14 red winter, 48 1/4; No. 15 red winter, 48 1/4; No. 16 red winter, 48 1/4; No. 17 red winter, 48 1/4; No. 18 red winter, 48 1/4; No. 19 red winter, 48 1/4; No. 20 red winter, 48 1/4; No. 21 red winter, 48 1/4; No. 22 red winter, 48 1/4; No. 23 red winter, 48 1/4; No. 24 red winter, 48 1/4; No. 25 red winter, 48 1/4; No. 26 red winter, 48 1/4; No. 27 red winter, 48 1/4; No. 28 red winter, 48 1/4; No. 29 red winter, 48 1/4; No. 30 red winter, 48 1/4; No. 31 red winter, 48 1/4; No. 32 red winter, 48 1/4; No. 33 red winter, 48 1/4; No. 34 red winter, 48 1/4; No. 35 red winter, 48 1/4; No. 36 red winter, 48 1/4; No. 37 red winter, 48 1/4; 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