ONE OF THEM PLYING THE FRENCH FLAG MAY BE THE PASTEUR,

New Year's Was Quietly Celebrated on the Front-Pacific Mail's New Liners.

Two barks, one of them flying the French flag, were reported off the mouth of the river inst evening, and it is probable that one of them is the Louis Pasteur, over which the San Francisco reinsur-ance speculators have been making so much russ, and on which they have paid such extravagant premiums. Portland shipping men have never felt any uneasiness over the safety of the vessel, but in San Francisco as high as 25 per cent reinsurance has been paid on her. The reason for this extravagant rate is

"A wrecked bark on the cheerless coast of Therra del Fuego and what appeared to be the hull of some sort of vessel not far from the scene of the first disaster, has caused the marine underwriters to grow anxious and quote reinsurance on whole fleet of ships that are making

iong trips around the Horn.
"Some time ago the bark Bianca stranded near the Straits and was a total wreck. Soon afterward it was reported that another bark-rigged craft had been een ashore not many miles from where he Bianca struck. The latter vessel had been in company with the French bark Louis Pasteur, and it is now feared that the Pasteur was the unfortunate one, as she is 149 days out from Limerick, for Astoria, and is reinsured for 25 per cent A number of other vessels are making long trins, and reinstrance commenced to jump this morning, with the result that nine ships in all, bound from Europe for California and Oregon ports, were quot-

WHALING IN THE ARCTIC. The Past Season Was the Best in

Many Years. Spearing whales in the Arct'c is not the whale oil commanded remunerative prices, though the securing of whalebone is quite as important as ever, says a San Francisco paper. The first whaler to twach San Francisco in 1999 was the steamer Mary D. Hume, which arrived on September 30, having spent two winters at the north. The first of the wind-jammers to return was the bark Charles. mers to return was the bark Charles Morgan, on November 2. In all, 18 whalers came to hand before the close son, of which 10 were sten Every one brought some bone and eight of them had oil as well. The steamer Beluga had 106,000 pounds, the accumulation of her own and other vessels. Traders brought down 19,925 pounds of bone and 5190 pounds of ivory. Total receipts for the year were 6221 barrels oil, 206,125 pounds bone and 6430 pounds ivory. The quantity of bone is the largest since 1893. The past year has been the best in several years. From one to three vessels are lost every year, while a new one is surely added. The business will hereafter be largely controlled by the steamers. Four of these steamers failed to come down, those in charge concluding to win-ter in the Arctic. These are the Bae-lena, Fearless, Grampus and Norwhal. Three of the sailing fleet left port for another cruise in the first week in De-These were the Alice Knowles, California and Charles W. Morgan, Others will follow in the spring.

NEW PACIFIC MAIL STEAMERS. Will Be the Largest and Speedlest in the Service.

two new Pacific Mail steamships which the keels have just been laid at the shippard, the Newport News Ship-building & Drydock Company is building the largest steamships ever contracted for in the United States. The first of the new vessels will be completed by Decomber, 1900, and the second will be ready for service in March, 1901. The cost of each of these vessels will be about \$2. 000,000, which is almost as much as the ships buildings at the shipyard there. The general dimensions and main features of each of the Pacific Mail ships are as follows: Length over all, 575 feet; beam, 63 feet; depth, 40 feet; displace at 27 feet draught, 18,400 tons; gross ton mage, 12,000; indicated horse power, 18,000; speed, 18 knots; bunker capacity, 2500 tons of coal; first cabin passengers, 150; steerage passengers, 1200.

These big liners will carry mail for the United States government, and they are designed to lower the time between San Francisco and Hong Kong. The speed of 18 kmots required in the contract does not mean that they will not be faster than that; it means that they will always be able to make 18 knots under favorable The ships will be with doubt the speedlest craft crossing the Pa-

NEW YEAR'S IN PORT.

The Water Front Was Quiet and the Day Was Duly Observed by Tara. Portland harbor was rather quiet yesterday. Nearly all of the crews of the ves-sels in port were on shore leave, and along in the evening the North End presented an animated scene. The California steamer, which arrived up Sunday afternoon, was the only ship in port that was working. She brought a considerable amount of fruit and produce, and some of the Front-street commission-houses opened up to take care of it. At Astoria, the Principality cleared out in the fore-noon, leaving the Glenholm the only ves-sei in the river ready for sea. The big China liner Arab came up off the mouth of the river just before dark last even-ing, but did not cross in. She will prob-ship come in early this morning. Pilot ably come in early this morning. Pilot Pease has been at Astoria for several days, awaiting her arrival, and she will hurried up to Portland as soon as she clear of the government officials at

WORLD CRUISE ABANDONED. Victoria Sloop Got as Par as Callao and Pat Back.

SAN DIEGO, Cal., Jan. 1.-The little San Director, Call. Jan. 1.—The little 10-ton sloop Oxora, Captain McCord, from Callao, Peru, came into port today. The party on board, besides the captain, comprised two other men and a boy. They left Victoria B. C., something less than a year ago to cruise around the world, but upon arrival at Callao gave up the daring mpt, and the boat was turned northward, arriving here after having salied something over 12,000 miles. Those on board had some perilous adventures on the trip up, running short of provisions, and louing their and losing their reckoning. A British vessel, however, came to their aid, furnished them food and gave them their

Lax Port Regulations.

SANTIAGO DE CUBA, Jan. 1.-The Ward line steamer Saratoga, after having been 10 days aground, was pulled off yesterday by the Santiago tugs. All her cargo and coal were removed, and the channel around the propeller and keel was dredged. An investigation has shown to the channel around the propeller and keel was dredged. An investigation has shown Mensed, it is claimed.

TWO BARKS OFF THE RIVER outside at 5:15 P. M.—British steamship Arab, from Kobe; two barks, one flying the French flag. Condition of the bar at 5:15 P. M.—Smooth; wind, southeast;

weather, cloudy,
San Francisco, Jan. 1.—Sailed.—Schooner W. F. Jewett, for Columbia river;
steamer Arcata, for Coos bay.
London, Jan. 1.—Sailed.—Marquette, for New York.

Manila, Dec. 31.—Sailed—Pennsylvania, for Portland, Or. Moville, Jan. 1.—Arrived—Monteagle, from St. John, N. B.

Liverpool, Dec. 31. - Arrived-Etruria. from New York.

Port Townsend—Arrived Dec. 31—Bark-

Newsboy, for San Pedro. Manlia-Sailed Dec. 31-U. S. S. Thomas, for San Francisco, via Nagasaki.

THE PHILIPPINE SITUATION Summary of an Article by an Eye

witness in the Islands.

In the current number of Scribner's Magazine appears an article on affairs in the Philippine islands, by Frederick Pal-mer. It bears the evidence of both intel-mer and conduct The author written as ligence and candor. The author writes as ligence and candor. The author writes as one relating what he has seen, and commenting on it with frankness. It is hard and the blaze could not have been com to say from his article whether he is an municated from it. The mysterious part "expansionist" or not. Certainly he is of the affair is the fact that the door was not a believer in the capacity of those of the Philippine population who are fighting our government to succeed in carrying on a government by themselves. He thinks the main cause of the difficulty of the door caught fire again two feet above and was running up the side of the door caught fire again two feet above. thinks the main cause of the difficulty when it was extinguished. Both places between us and the inhabitants of the islands is that the latter misunderstand the door until the paint caught. District ands is that the latter misunderstand our character and our intentions toward themselves. He does not believe that the war was necessary. Statesmanship at Washington would have prevented it. This while Mrs. Coleson and her nephew were was needed, and tact also was needed af- in the other room with the door open, ter our victory at Manila under Dewey. Our nation had then the best of opportunity, but it was not improved.

In the composition of the Filipino there We found a people there represented by Aguinaldo. Both he and they might have been conciliated and brought to co-operate in a subordinate capacity with our forces, if they had been intelligently un-derstood and judiciously treated. Referring to Aguinaldo, Mr. Palmer says:
"There can be no question of this re-markable being's hold on his people's affections." Through him, Mr. Palmer thinks, the Filipinos might have been readily managed. The mistake was in not thinking it worth while to conciliate Aguinaldo. Instead of making his vanity our servant, we made it a joke. It was the best are wanted there. A farmer in from same toward the other leaders. We would Gresham said yesterday that he watched same toward the other leaders. We would not listen to them; we simply sought to put them down. They are intelligent people. They learned what the status of the colored man in this country was, and they conceived the belief that when we obtained possession of their territory they would share in it. We were prompt to assert that right of possession, and in so doing we omitted to add that they were to share in the government. If there had been any person there authorwere to share in the government. If there had been any person there authorized to go among them and say they were to participate in it, the turn of affairs might have been very different. But there was not. Spain was attended to at Paris; the Filipinos were forgotten at Manifa. Instead of a politic deference, there was only contempt on our side toward the Filipinos. This came from the soldiers. The administration at Washington in the meantime did nothing. It was waiting, in the language of Mr. Washington in the meantime did nothing. It was waiting, in the language of Mr. Palmer, "upon the people of the United States to make up their minds on the question of foreign acquisition." The Filipinos, in this condition of affairs, fore-boded the worst. They reasoned, again in Mr. Palmer's language, that "if the status of the negro, as they understood it, was to be theirs in the new system, they would be applied to the supplied without sending abroad, but the difficulty is in getting pienty of the right kimi of milk. It was found when the factory was started by the farmers in that district, that there was not enough milk to run even one would have to leave the islands anyway, and they had concluded to make a fight

before going."

For two months before the resistance at arms broke out, this state of affairs existed. It naturally became worse with time, for our soldiers were always assert-ing their superiority. It grew into race hatred for the United States as invaders. This brought insults from the Filipino trenches to our troops. The Tagalog is the fighting man of the Philippines as surely as the Sikh and the Goorkha are of India, but, after hostilities commenced, he quickly found that he was no match for the American soldiers. He is brave, however, and he will fight until the end after ever, and he will fight until the end after his method. This, added to what we have noted of him above, is the key to his con-tinued resistance. He had brightness enough to see that open combat on his part was useless, but he had the re-source of guerrilla fighting, and of this he was prepared to avail himself.

These tactics were bearing in Filining

he was prepared to avail himself.

These tactics were begun in Filipino avoidance of battles in the earlier part of last season. Yet Mr. Palmer represents the half-breed leaders as estranged and discouraged, and their soldiers as rapidly deserting after the taking of Calumpit.

It was then that Assingled processed. It was then that Aguinaldo proposed peace. He was told that unconditional surrender was all that was to be granted him. The rainy season was immediately impending, and he seems to have been sharp enough to postpone negotiations till it arrived. Then our own troops were mor-tified and uneasy. At this time the corre-spondents' "round-robin" was sent home. Yet Mr. Palmer appears to think a censor ship of some kind was justifiable. H does not, however, approve altogether the military management on our side, though he objects to nothing but the adaptation of General Otis to his work. He charac-terizes that officer as "charitable, never tiring, never losing his temper, automatic," of phenomenal industry and marvellous endurance, lacking in nothing but magnet-ism. We are gratified also to learn from this writer that the burnings of houses in the Island are not the work of our sol-diers, but that of the retreating Filipinos. The article as a whole justifies hope-fulness for the future. We do not find the fear of a long guerrilla resistance in it. Our nation, Mr. Palmer holds, needs now, most of all, to send men of character to govern the Philippines. "Beside a native fudge," he says, "in every court a white man must sit." "What is to be feared is the prospect of ephemeral appointments in the payment of political debts." He would have manhood suffrage in the election of the small communal units, and limited franchise in the election of larger ones. This clearly includes the participa-

tion of the native races in the government. Installing the Machinery.

The concrete foundations for the new engine and dynamo in the power-house of the City & Suburban Railway Company, at Inman, Poulsen & Co's sawmill, are about complete. The west side of the building will be taken up with the new machinery. Already some portions of the large dynamo have been delivered and others are to follow.

The castings for the dynamo alone weigh was dredged. An investigation has shown remarkable port regulations. No pilots in the harbor have licenses, except two policing Spanish licenses, except two policing Spanish licenses, but several others are permitted by the commandant of the port to use the pilot fing. The man the grounded the Saratoga was not be regularly to the port to use the pilot fing. The man provents completed. The new serious times are provents completed. The new serious times are provents to the pilot fine and the pilot fine a Bomestic and Foreign Ports.

ATORIA, Jan 1.—Arrived down at 6
A. f. and salied at 2:50—Steamer Homer, forban Francisco; salied at 11 A. M.—Brith bark Principality, for Queenstowier Falmouth, for orders. Reported provements completed. The new engine

BLAZE IN EAST SIDE RESIDENCE CANNOT BE EXPLAINED.

Sudden Death of H. G. Freeman-Letter From Alaska-Electrical Machinery Installed.

A fire alarm was turned in from box entine Quickstep, from Kahului. Sailed— 215, East Market street and Grand avenue, for a fire in the residence of Captain Seattle, Jan. 1.—Sailed—Steamer Al-Ki. Coleson, East Second, between Market and for Dyea; steamer Mackinaw, for San Francisco.

Tacoma — Sailed Dec. 30 — Barkentine

Mill streets, last evening. The East Side fire companies responded promptly, but were turned back at East Market, as the blaze had been quickly extinguished with a bucket of water.

District Engineer Holden and others went over to the house to investigate. Mrs. Coleson had been thrown into hysteries through fright. It was a most sin-gular fire, and it could not be explained. Mrs. Coleson was alone with her nephew, and they, were taking supper in the dining-room, the door to the sitting-room be ing open. They heard the crackling of the and the stove was too far off for a spark to have leaped from it, and even if that had occurred, the blaze would not have been started on the side of the door. No one who saw the charred door offered any

prices, and they are hard to get at any price. Saturday, in response to an adver-tisement, a fresh cow, Durham and Jersey, and a good milker, was quickly snapped up for \$60. The average scrub cows, worth from \$20 to \$25, can hardly be sold at all. They are not wanted ex-cept for beef. Most of the cows sold are there was not enough milk to run even one at this factory has been \$900, but Manager Lewis has completed the arrangements for doubling the output by putting in another milk vat and preparing storing-room for the additional output. He will be able, from now on, to store 1900 cheeses if necesas soon as possible. Here is where the good cows are mostly going, and any one having a first-class cow for sale can dispose of her at Gresham quickly.

Is on Wade Creek.

C. E. Steelsmith has just written to his friend, Job Hatfield, of Inman, Poulsen & Co., from Jack Wade creek, Alaska. He is well known in the city, and his friends will be glad to hear that he got through with his outfit without any serious difficulties, and is now working on a lay on Wade creek, a new discovery and a branch of Forty-mile creek. In this letter he gives an extended account of his trip, and tells of several adventures. He and those with him had eight tons of freight. He says that they had a good trip down the Yukon, stopping and sleeping on the banks had no ground to work out. He says that he and his partner are working on a lay and had got down 17 feet. A nugget worth \$119 was taken out of a claim near their cabin, and hence Steelsmith thinks he and his partner stand a good show of making a strike. He says that, so far, matters on Wade creek look better than in other portions of the Klondike, but it is very hard to get there, and the expense is heavy. The boiler for thawing purposes he took in was gotten through all right, and Steelsmith says it was set up and in operation. It promised to prove a success. The freight on the thawing outfit from Portland to Wade creek was 28 cents per pound. In closing his letter, he says:
"So far, I have no fault to find, as I knew what I was going up against, and have not been disappointed. Am getting quite expert in baking flapjacks, but the cooking is the most unpleasant part of life in this country. Coming into a cold cabin after a day's work to find your tea kettle frozen up and the beans you sat up half the night before to cook, frozen so hard that they resemble gravel, one is apt to wish he had not come, and realize that life is real in this country."

Kept Open House. Rev. W. O. Forbes, pastor of the Forbes Presbyterian church, of Albina, and wife, kept open house last evening from 7 to 10 and during that time their home was con stantly thronged with the members of their church and their personal friends. Mr.
Forbes is now the ploneer pastor of Port-land. He was the first pastor of the Al-bina Presbyterian church. After serving 10 years, he resigned and entered other work. Two years ago he was recalled by the church which bears his name, which he accepted, to the great joy of the members. He and his wife have made a practice of opening their home every. New Year's day, and last evening they have the pleasing custom.

kept up the pleasing custom Sudden Death of G. H. Freeman. George H. Freeman, an unmarried man, who lived alone on his farm a mile and half east of Lents postoffice, at Mount half east of Lents postoffice, at Mount Scott, was found dead Sunday in an outbuilding, under conditions that left no doubt that he died very suddenly. He had been in good health, as, far as his neighbors knew, and had made an appointment to mest G. B. Brotano, F. Amata and V. Carrie, Italians, Sunday, to arrange for the sale of his farm to them. The

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ment, but not finding alm in the house looked about the premises, and were very much startled to discover his dead body. They informed Mr. Schuman, the nearest neighbor, and the coroner was notified of the death. The body was then brought to the East Side morgue, where an inquest will be held this morning at 10 o'clock. The position in which the body was found gave the impression that death had come very guickly. Freeman was 67 years old, and had lived in Multsomah county 26 years. He has a sister, Mrs. Sharp, who lives at Damascus. It is stated that he was a school teacher in the county some time ago.

Methodist Love Feast.

An all-day meeting will be held at the Centenary Methodist church today. All the Methodist ministers in the city are expected to be present. The services will begin with a sermon at 9 o'clock by Rev. H. D. Atchison, which will be followed by an old-fashloned Methodist "love feast.

Enst Side Notes.

Mr. and Mrs. Vandecourt Dunning have returned from their tour through Washington and California. They had a pleasant trip, and returned much refreshed.

Dr. C. B. Smith, of Eagle Creek, formerly of Portland, has been spending the holidays with his father, Dr. S. Smith, of the East Side.

Another lot of large shade trees on East Seventh, between East Taylor and East Yamhill streets, have been removed. East Seventh street has been graded out, and the roots of the trees had run in every direction through the ground, and the trees had to be taken out. Gradually property-owners are beginning to realize that most of the shade trees, while looking very attractive, do a lot of damage to sewer pipes and sidewalks, and are having

vat, and only the past few months has language" and elocutionary exercises in-enough been supplied. The amount paid out per month to those delivering milk musical departments of the Oregon agricultural and the Philomath colleges: Professor Schnauffer, musical director of Portland university; Professor Bonavea, Miss Pettit and Miss Dora Wiseman, with local talent, were the performers. an evening of high-class music and of ex-

EASTERN LIVESTOCK.

Latest Quotations From the Principal Markets.

CHICAGO, Jan. 1 .- Cattle-Good to choice na-CHICAGO, Jan. 1.—Cattle—Good to choice native steers and Texans strong, inferior kinds slow, cow market active and steady, feeders quiet and unchanged; good to choice, \$5.409 6.50; poor to medium, \$4.1500 30; mixed stockers, \$388.85; selected feeders, \$4.2504 85; good to choice cowe, \$3.4004 60; helfers, \$3.250 4.90; canners, \$2.2503; buils, \$2.00.04.50; caives, \$4004 35; Texan beeves, \$4.2505 35. Hogs-Market active, 5@10c higher: top, \$4 50; good clearance; mixed butchers, \$4 15@4 50; good to choice heavy, \$4 25@4 50; rough heavy, \$4 15@4 20; light, \$4 10@4 4216; bulk of males, \$4 30@4 45. Sheep#Minkey onctive. 5@10c higher: lambs.

lambs, \$5 4065 85.

Receipts-Cattle, 13,000; hogs, 23,000; sheep, 10,000.

OMAHA, Jan. 1 .- Cattle-Receipts, 1500. Market stronger; native beef steers, \$4 5095 80; Western steers, \$4@4 75; Texas steers, \$3 70@4 80; cows and helfers, \$3 25@4 50; cainers, \$2 25@3; stockers and feeders, \$4 90@4 75; caives, \$3 50@5; bulls and stags, \$2 80@4 20. caives, \$3 5090; bulls and stags, \$2 5094 20.

Hogs-Receipts, 2100. Market 5974c higher;
heavy. \$4 15@4 22½; .mixed, \$4 17½ @ 4 22½;
light, \$4 17½@4 65; bulk of sales, \$4 20@4 22½.

Sheep-Receipts, 500. Market steady; fair to choice natives, \$4 30@4 60; fair to choice Westerns, \$4@4 40; common and stock sheep, \$3 75 @4 20; lambs, \$4 25@6 30.

KANSAS CITY, Jan. 1.—Cattle—Receipts, 300. Market active, 10c higher; Texas steers, \$400. 5 25; Texas cows, \$3 2003 35; native Heers, \$400.6 85; native cows and helfers, \$200.75; stockers and feeders, \$305; bulls, \$3 0004 35. Hogs-Receipts, 3000. Market 5@10c higher; bulk of sales, \$4 25@4 35; heavy, \$4 25@4 40; packers, \$4 30@4 30; lights, \$4 25@4 30; Yorkers, \$4 25@4 30; pigs, \$3 05@ 4 25 per cwt. -Receipts, 1000. Market 5@10c higher

lambs, \$4@5 40; muttons, \$4@4 60. Silver and Money in London. LONDON, Jan. 1.-Bar eliver-Quiet, 27 3-164

Money-4 7-16@5 per cent.

Ready for the Snow. The East Side Railway Company has made preparations for snow, and will be able to clear the track in a short time. It is in the form of a rotary snow plow, operated by electric power. It is an electric car, with powerful motors, and pro vided with brooms and scrapers in front and rear. An independent motor operates the brooms, which can be whirled at a high rate of speed and send the snow some distance from the track. The car re-

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three men came according to the appoint- with it the company expects to clear the track of snow should there be a fall. The car was out the other day on the Oregon City line, in charge of Superintendent Maxwell, and it seemed to give sat-isfaction. It attracted much attention

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Conceding that certain well-improved farms, with orchards, etc., bring \$5.50 per acre, there is no reason that fand walted at \$30 to \$40 per acre is worth \$7 to \$7.50



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