

HEAVY GULLS PREVENT THE TUGS REACHING HER.

The Anzra Finishes and Nerus Arrive—Kilmory's Flying Trip—Racing Against Time.

Columbia river lightship No. 50 is still ashore near where she took the beach on the 21st December night, about a month ago. The wind was at the time on the southwest, and it is believed that Contractor McIntosh has a very fair show to succeed in his undertaking, but it is the general opinion of mariners here that he will be obliged to go to the bottom before he can be reached by the tugs.

RACING AGAINST TIME.

County of Merioneth's Fast Trip Up the River to Save Thousands. The British ship County of Merioneth has been added to the en-route list. She arrived at Honolulu early in the morning and as soon as the tide was discharging, she left for the island port, where she will arrive on the 10th inst.

BUILDING O. R. & N. SWITCH

Construction was commenced yesterday morning on a secondary switch on East Second street for the O. R. & N. Co., beginning at East Morrison street and extending south far enough to pass by all the street railways on the east side. The switch about four blocks for the present. Oscar Bellinger, engineer for the company, was present yesterday when the preliminary work was begun. The switch to be constructed is a continuous switch on the west side of the rough line, but there must be connecting points, so that cars may be switched off and on to the main line. It is probable that the switch will be completed in about six weeks.

KILMORY'S WONDERFUL RUN.

Miles Over 35,000 and is Close to the Round-Trip Record. The British ship Kilmory arrived at Queenstown Wednesday, after a fast passage of 13 days from Portland. While she is considered one of the fastest breakers, it is the last lap of one of the quickest round-trip voyages that has ever been recorded. The Kilmory sailed from London for Honolulu, February 8, 1898, and made the run in 136 days, 15 hours, 45 minutes. She arrived at the island port May 23, and did not receive very quick dispatch, being detained there until July 10, when she sailed for Honolulu. The voyage from the island was only 23 days. At Portland she received quick dispatch, being in the river but 25 days. Her round-trip time on this round trip of about 35,000 miles was 136 days, 15 hours, 45 minutes, including the time lost in discharging cargo and loading ballast at Honolulu, and discharging ballast and loading cargo at Portland. Her time was but 16 months and 24 days.

SECOND JANUARY SHIP.

British Bark Anzra Clears with a Big Cargo. The British bark Anzra cleared yesterday for Queenstown or Falmouth for London via the Cape. The cargo was dispatched by the Portland Flouring Mills Company and is the second of the new year's fleet to get out of the way. The next on the line is the German ship, which will start loading yesterday, and will be finished early next week. The German ship Nerus, under charter for wheat-loading, arrived at Astoria yesterday evening, after a rather slow trip of 41 days from Europe. This is bringing the en-route fleet now due here to rather small proportions, and the business for the rest of the month will be confined to taking care of the fleet now in the river.

FIVE LIVES LOST.

Fatal Result of an Attempt to Raise the Steamer Patria. LONDON, Jan. 4.—The Hamburg-American steamship Patria, which caught fire in the English channel, was abandoned when all attempts to tow her to some port had failed, and she was going ashore between Walmer and South Foreland in the English channel, was raised today. She subsequently foundered and five persons were drowned.

STEAMER ALBEMARLE ASHORE.

Grounded in the James River and in Danger From Ice. NORFOLK, Va., Jan. 4.—The steamer Albemarle, of the Old Dominion Steamship Company, went ashore in the James river, and assistance was sent from here. The steamer is in danger from heavy ice. It is reported that the passengers reached shore in safety.

Vessels in Distress.

LONDON, Jan. 4.—The steamer Maria Blom, of Copenhagen, was put into Funchal, Azores, with her propeller out of order. The British bark Mused, from the

A TRANS-CASPIAN OASIS

KIZIL-ARVAT, A GREEN SPOT IN THE DESERT. A Town Where the Turkomans Congregate—Fruit of Various Kinds and Cucumbers for Russians.

ASKHABAD, Trans-Caspia, July 8, 1899.—The remotest portions of Russian Central Asia were approached and conquered by force of arms in the month of May, but Turkomania, as the region of the Turkomans was known before the Russians created the province of Trans-Caspia, was invaded by the caravan routes from Central Asia to Orenburg, the Aral sea, the Rivers Amu Daria and Sir Daria-Oxus and Jaxartes of the ancients—and the Northern Caspian, had all been victorious Russian armies long before these deserts were successfully passed. The khans of Khiva and Bokhara and Ferghana had yielded to the weight of Russian arms before the nomadic Turkomans who dwell in the sand ceased their resistance.

For several hundred miles after leaving the Caspian the railway has a direct southerly course along the base of the Kopet Dagh range of mountains, which forms the boundary between Persia and

Domestic and Foreign Ports.

ABTORIA, Jan. 4.—Arrived—German ship Nerus, 41 days from Kiao Chou. Condition of bar at 12 M., moderate; wind, east; weather cloudy. Position of lightship unchanged. San Francisco, Jan. 4.—Arrived—Steamer Signal from Columbia river; steamer Marina, from New York; steamer Santa Rosa, from Rival; schooner Jennie Stells, from Gray's harbor; steamer Empire and Alice Blanchard, from Coos bay; steamer South Portland, from Oyster bay; steamer John Thompson, Seattle steamer Lealme, from Tacoma; steamer Tacoma (January 3), from Portland. Sailed January 4.—Steamer Geo. W. Elder, from Portland; schooner Charles R. Wilson and Robert, from Coos bay; steamer Western Home, from Coos bay; steamer Mattawan, from Tacoma; bark Oakland, for Everett. Tacoma—Sailed Jan. 3.—Bark Gatherer, for San Francisco; Jan. 3.—Steamer City of Topeka, for Alaska. San Diego—Arrived Jan. 3.—Norwegian steamer Thyra, from Portland. Honolulu—Arrived Jan. 3.—Schooner Ida McKay, from San Francisco, for Aberdeen. Falmouth—Arrived Jan. 3.—British ship Kilmory, 12 days from Portland. New York, Jan. 4.—Arrived—Schooner Napier, from Rotterdam, from Amsterdam. New York, Jan. 4.—Arrived—Victoria, from Naples. Portland, Me., Jan. 4.—Sailed—Buena Vista, for Boston. Liverpool, Jan. 4.—Arrived—Michigan, from Boston; Teutonic, from New York.

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The Russian dominions. From these mountains the cases are fed, not by surface streams, but by artesian wells tapping the saturated strata. It is made quite clear by careful study of the region that the water comes not from the northern side nor the summits of the range, which are not high enough to be snow-capped, but from the Persian slope, which is far more rain. It was into such a country that the Russian armies forced their invasion by march and by railway. The first fresh-water well is at Kazandjik, more than 100 miles from the railway terminus on the Caspian, so that the water for Krasnovodsk must be hauled at least that far. The supply at Kizil-Arvat, 4 miles further, is made quite better and the facilities so much more convenient that most of it is carried in tank cars from that station to the dry city. Kizil-Arvat is situated at the northwest extremity of the Akhal Tekkie oasis, and was the first of the Turkoman forts seized by the Russians when they invaded the country of the Tekkin Turkomans. It is a fertile place, thanks to abundance of water.

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Specialties of the Legislature.

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DEFENDS THE BRITISH

FORMER TRANSVAAL RESIDENT HARD ON THE BOERS. Native Dutch Are Ignorant, Bigoted and Seldah, and Oppose All Forms of Advancement.

Dr. George McLain furnishes The Oregonian with a copy of a paper containing a letter by W. H. Gold, who, Dr. McLain says, is a farmer living in North Dakota. He has resided in the Transvaal, and was born in New York. Mr. Gold's letter follows:

It is a very common idea among a goodly number in this country that the present trouble in South Africa has its origin through a desire on the part of Great Britain to get possession of the rich mining lands of the South African Republic, commonly called the Transvaal. Any fair-minded person who will allow his reasoning faculty to exert itself for a moment will at once see that this is a fallacy, unworthy of utterance by the most ardent Boer sympathizer. For where has the British government ever been appropriated to itself, or made responsible for the wrongs of the natives in the Transvaal today, nor one penny more would she get out of the mines than she has got during the past years.

Foreigners Are Oppressed.

The writer has spent between four and five years throughout the Transvaal, and should have a pretty good idea of the situation. I don't think I am biased in my feelings, and trust I shall not be considered so; but it is impossible for a foreigner to live in the Transvaal for any length of time and not find himself the subject of oppression to an almost unbearable degree. Yet he dares not complain or hold up his finger in his hand, for the Boer is a man who will not be trifled with. Should any trouble arise between himself and a Boer, no matter how unpleasant a nature, there is no redress for him; it is grin and bear it, and he must let it pass. He is not allowed to give vent to his feelings in any way, yet every Boer is armed to the teeth, and there are none who delight more in the use of their weapons. Many a foreigner has been shot and has been shot in cold blood on account of some trivial quarrel, and that is about the last that is heard of it. It is but a short time ago since the papers of this country gave an account of the murder of an Englishman in the streets of Johannesburg of one Edgar—shot in cold blood on one of the principal streets in the first city of the country.