

A dispatch was received this morning by Captain J. B. Libbey, of the Puget und Tugboat Company, from some of his tug captains, and two tugs were im-mediately dispatched to the relief of the These tugs are the Tyee, Capsteamer. tain C. T. Bailey, and the Tacoma, Cap-tain H. H. Morrison. As the tugs left this merning, they are now outside, and will have no difficulty in picking up the disabled steamer and bringing her in.

The Elm Branch, Captain Illiff, is en route to Portland, Or., from Nagasaki, and is 25 days out today. She is without ORTRO

It is not known how long she has been disabled, but from her position it is judged two or three days. It would seem judged two or inree days. It would seem that, having broken down, she had al-tempted to make the cape under some kind of snil, and had run up close and tried to enter. Flattery rocks are several miles south of the cape, and a somewhat dangerous locality

Cangerous socality. Last July the Elm Branch loaded at Port Binkeley for New Chwang, China, and afterward salled with a cargo from Vancouver, B. C., for the Orient. She is an iron steamer of 205 tons.

UNDER NEW FLAGS.

Well-Known Grain Carriers Which Have Lost Their Identity.

High freights all over the world, and a fleet which is rapidly decreasing by natural causes, does not prevent England getting rid of her old salling vessels, and every week a few more of the old-timers which have often figured in the Portland grain trade lose the r identity by going under new flags with new owners. Among those reported within the past month are several which are exceptionally well-known in Portland. The Cambrian Queen, which has made so many flying passages between Portland and the United Kingw sails under the hanner of

a steamboatman's hair stand on end, and the only wonder is that more boats are not sunk there. the natives of the islands if they should attempt to board the vessel, as they had been reported to have done to other vessels shortly before. No attack was made, but one of the boys in handling a pistol accidentally shot another in the head, killing him instantly. Upon their arrival at Panama, yellow fever broke out on board, and three of the boys died from it. She made the run to the mouth of the board, and three of the boys died from it. She made the run to the mouth of the Columbia from Panama in 57 days, and took Pilot Sanderson on board. This morning the weather was very thick out-side, making it impossible to take reck-orings except by soundings, and as it was onings except by soundings, and as it was found that the vessel was within six miles of shore and it was blowing a gale, sail was taken in, and while doing so Robert Griffiths, another one of the boys, overboard from the fore topsail yard. The alarm was given and lines wer thrown to him, as he lay on the water, but he appeared stunned and made no effort to grasp them nor even a life buoy that was thrown by his side. First Officer Jones immediately began to get a small boat in the water, against the wishes of Cantain Pritchard, as it was almost certain death to attempt it, but the boat was lowered in nine minutes, and Mate Jones and four of the crew rowed away into the darkness in search of "Jumbo," as young Griffith was familiarly known. The boat was gone for nearly five hours, and those aboard of her were given up lost, when they returned with the boat full of water and the men totally exhausted, but they had found no trace of the missing man. The sea was very rough, but North ead was sighted for a moment, and Gunderson then picked up his position and made the attempt to sall in. He was successful, and as he got inside he found the tug Escort ready to take him to a safe anchorage. Captain Pritchard ther thought that his troubles were over and that he would load wheat for Europe and get home again. The first letter that he ened was from the owners of the vessel, telling him that she had been chartered to load flour for Japan, and it will another year at least, before he will get near enough home to visit his family.

privilege, the work becomes a simple matter of French finance and French en-gineering. On clear days you can see Gibraltar from Tangiers; and, while the spot has not yet been made public, it is said that the European end of the funnel is to be not many miles from England's arsenal of France. Then, from every stronghold. "From Paris to Soudan without chang-"point, French railways will bring troops, provisions and munitions. Around Toulouse

James Olson, of the Portland Shipbuilding Company, under the supervision of Captain Charles T. Kamm, the contractor, men and material having been abipped from this city to Lewis river for the purpose. The Mascot will be repaired immediately and resume her run without

my. She was brought up to Portland Thursday night between two barges. Both Captain Kamm and Mr. Olson have had experience in this line, and Mr. Olsen is an old hand at the business, as he has raised a

mber of sunken boats on the Upper Willamette. The company is highly pleased that the Mascot was raised in such short order, it being only six days from the time the work was

menced until she was satisfy at the dock. The north fork of Lewis river just below Woodland is a perfect nest of snags, enough to make

took a personal interest in them. Today there is but one of them alive. While passing through the islands north of Aus-tralia a year ago this month, firearms were placed in readiness for use to resist When Spain and Morocco grant the the but one but do but to but to be the but to but to

torrents, will then take the fleets of was and commerce to Toulouse, the central

with the mother country. France is to be extended practically to the utmost con-fines of her long-cherished, expensive colthan 50. It is in its outlings and locks

ideas. They have developed into a sturdy actas. They have developed into a stardy, self-reliant people, great hunters, and men well fitted to cope with the savage animals and savage men with whom they have had to contend in their colonization of the wild mere there have here the of the wilderness. They have been for the most part stockraisers, and the scar-city of pasture scattered them over a

wide area.

"Like all frontiersmen they have devel-oped a remarkable courage and spirit of independence. They have also grown into a passion for solitude and isolation, out of which has grown not only their impatience of control, but a neglect of the graces, amenities and even the decencies of civilized life, showing little traces of their descent from the cleanest and neat-est people of Europe. Living entirely in the open air, and mostly in the saddle, they are strangely ignorant. They have no literature and few newspapers. What reading they do is confined almost entire-ly to the Bible. Their religion is the somber and stern Calvinism of the 17th entury, hostile to all new light, thorough-y imbued with the spirit of the Hebrew ecords of the Old Testament, and with very little of the Christian spirit of kind-ness and mercy taught in the New.

The Slavery Question.

"For years the Dutch and English lived n amity. But in 1834 a law was passed in England abolishing slavery, much to the disgust of the Dutch, who held to their old biblical notions about slavery, They resented what they considered an in-fringement of their property rights. It is true the British government granted trax, but any political capital gisaned by the minority in this way would be triffing in its value compared to the capital they would derive from a treasury growing every week more congested as the presi-dential election approached and a money them a compensation, but the amount was less than the current value of slaves in the colony, and the Boer farmers thought themselves robbed. When the law was put into operation, in 1835, they determined to leave the colony, and made what is market growing in consequence unduly stringent. One of the awkward features still referred to among them as the

'great trek.' of the situation is the fact that a small

FEDERAL REVENUE PROBLEM of note circulation.

JUDGE FOR YOURSELF.

Take a trip to Chicago by either of the

Late in the Session. routes offered by the O. R. & N. Co., and you will come back convinced that the O. R. & N. trains are as good as the best.

Wisdom of Leaving It Open Until

WASHINGTON, Jan. 6 .- (Special correspondence New York Journal of Com-merce.)-The republican leaders are pur-suing a conservative course. In deciding to adjourn the settlement of the problem of revenue reduction until later in the session of congress. The fact has become clear that the subject cannot be dismissed absolutely at the present time until the next session, as was balleved to be possible down to a recent date. Events may prove that some reduction of taxation is absolutely required. The The probabilities, indeed, rather favor this proposition, but there is a chance that some unexpected events in the world's noney markets or the demands upon the

money markets or the deminis upon the frequery may check the rapid accumula-tion of the surplus which is now going on. It will be much clearer by April or May whether revenue reductions are ab-solutely required them is the case at pre-

solutely required than is the case at pres-ent. A simple bill abolishing some of the more obnoxious of the stamp taxes and the special license fees upon industries could then be brought into the house and passed. Its consideration in the sen-ate might prolong the sension several weeks, and would afford the democratic minority a good opportunity for campaiga speeches and for amendments favoring free raw materials and a moderate income

O. R. & N. trains are as nood as the best, By patronizing the O. E. & N. Co. you are given the choice of two routes to Chicago-cliner by the Gregon Short Line and Union Pacific to Omain, and the North-western from there to Chicago. A solid vestibuled train is run through to Chicago by the latter route. This train is first class in every respect-fitted with the latest-improved sleepers, both freet and second chass, carries a diner. first and second class, carries a discr clear through, hus a library car attached, and, in fact, is equipped with all the latest improvements which tend to make traceling confortable. Full information re-garding rate and connections can be had of Mr. V. A. Schilling, 254 Washington street. Another Night Rainbow. PORTLAND, Jan. IL-(To the Editor.)-

naw in your lashe of restorday a comfeld, Or., in which he states that he saw a rainbow at night. I recall a phenomeon of the same description that I saw in November, 1822, in Fortland, about ? o'clock in the evening. The conditions were very similar to those that Mr. Dean describes, only that I noticed the colors faintly discernible, but inverted-that is, red appeared on the outside of the rain-bow, and the violet inside. This was no doubt due to the double refraction caused by the light coming from the moon in-stead of directly from the sun.



way, bearing the name Bayard. The Anamiba, which seldom missed a season in this trade, was sold to the Portuguese, and will banceforth be known as the Africa. The Knight of the Garter has been purchased by the Italians, and now bears the fatherly name Papa Emanuele. and the old bark Glengarry is sailing un-der the same flag, bearing the name Geronima Blancha

The little bark Airlie, which has spent all her life under the British flag, now becomes the Norwegian bark Superb. All of these vessels are under the flags of nations which send vessels to the Pacific coast, but the old British bark Firth of Tuy has been sold to a nation which has never honored Portland by the presence of her ships. This venerable grain carrier is now the Uruguayan bark Vilasar. Among all of the number of vessels which have recently changed their names, but a single one, the British ship Glenfinart, still re-tains the flag under which she was launched and sailed for so long. The Glenfinart was sold on her last passage out from this port, and her name has since been changed to Harlech Castle. She is now en route for Honolulu from London, and will probably be in Portland again before the end of 1800. Two of the German barks now in port, the Magdalene and the Alsterkamp, were formerly British bearing the names Trade Winds and Flotow.

FLAVEL'S FIRST WHEAT.

New Town at the Mouth of the River Sideiracks Astoria.

The first shipment of wheat ever made from the new town of Flavel, at the mouth of the Columbia, will go forward on the steamer Arab, which is now taking coal at that port. There were nine carloads in the lot, or, to be explicit, 6666 buchels. valued at \$3250. The case with which the big steamer went through, drawing about 34 feet, proves that this comparatively triffing amount could have been taken aboard at Portland, without delaying the steamer any on the passage down the river, but as the vessel was much larger than any of the regular liners that have been coming here, it was thought best not to take any chances with her on her first trip. Th's additional 200 tons brings the amount of wheat and flour aboard the

steamer up to 5499 tons. Now that Flavel has shipped some wheat she can consider hetself on even terms with Astoria. The latter port commenced sh p-ping wheat 25 years ago, four vessels-the Vermont, Aliquios, City of Dublin and Frank N. Thayer-loading there in 1874. The business of loading full cargoes there was soon discontinued, however, in it was found to be cheaper to take the ship to the cargo than to take the cargo the ship. Nearly every year since on there have been small shipments from then the Astoria, but for Flavel the shipment just made comes strictly under the head of new business. It is known, indeed, that the channel is so changing that Astoria is practically side-tracked, and such sh'pments as are made in future down there will be made at Flavel.

BOER VERSUS BRITON.

Relative Merits of the Combatants Forcibly Discussed.

The South African war was among the subjects discussed in a down-town resort Thursday evening, and a couple of an-clent mariners who went "down to the sea in ships" about 29 or 30 years ago had hold of opposite ends of the argu-ment. "One Boar is good for six English-mer" was the Boar's next volley with bit men" was the Boer's first volves with his long-range mouth. "You are a Har," promptly retorted his chum, who paused with a schooner half way over the bar, noan" was the Boer's first volley with his long-range mouth. "You are a Har," promptly retorted his chum, who paused

Marine Notes.

The Galena, Criffel and Magdalene are scheduled to finish loading wheat today. The steamer Columbia sailed for San Francisco last ovening. The Elder will follow today.

The United States steamer Perry arrived here Thursday afternoon. The officers of the vessel are: Captain W. F. Kligore, Lieutenants R. M. Sturdevant, C. W. Cairnes and Eben Barker, Chief Engineer H. L. Boyd, and Assistant Engineer T.

Domestic and Foreign Ports.

ASTORIA, Jan. 12.-Arrived - British ark Haddon Hall, 60 days from Panama. Condition of the bar at 5 P. M., rough wind southwest, fog. Reported outside at 3:30 P. M.-American ship Clarence S. Bement, from Shanghal; British ship Col ony, from Taltal. San Francisco, Jan. 12. - Arrived-

Schooner Ivy, from Coos bay. Salled-Schooner Letitia, for Gray's harbor; steamer Signal, for Portland. Coos Bay, Jan. 12 .- Barbound-Steamer

Empire, for Arcata, Jan. 12 .- Sailed-Steamer Czar-

na, for Tacoma. Olympia, Jan. 12.-Arrived-Brig Tan-ner, from San Pedro. Port Los Angeles, Jan. 12.-Arrived-

Steamer Mineola, from Nanalmo, Salled -Steamer San Mateo, for Nanaimo, Salled -Steamer San Mateo, for Nanaimo, Seattle-Arrived January 11-Steamer Al-Ki, from Dyea; schooner Mildred, from Redondo.

from 1 San Diego-Arrived January 11-United

States ship Bear, from San Francisco. Cardiff, Jan. 12.-Sailed-British ship Leavernbank, for Santa Rosalla. Tokohama-Salled January 5-British teamer Goodwin, for Tacoma. Port Gamble, Jan. 12 .- Sailed-Ship Great Admiral, for Sydney. Liverpool, Jan. 12.—Arrived—British ship

Bothwell, from Portland.

ony of Algeria.

"But this is only a beginning," says the Frenchman, glibly. "The projected railway line along the northern coast of Africa will extend to meet the line of Tripoli, and so continue to Cairo and the Isthmus of Sues, There another tunnel will be cut under the Suez canal itself, and the railroad will continue on triumphantly along the shores of the Persian gulf, on, on, across the continent of Asia to-Bombay.

M. Berlier, engineer of the Gibraltar tunnel, declares that the work will not cost more than 123,000,000 francs. When the channel tunnel was proposed-and they actually bored a mile or more of it before an invasion scare in England put a stop to everything-the engineering diffi-culties were the easiest disposed of. M M Berlier's experience with the Seine tun-rel and the Metropolitan Underground has put in his hands new methods and a corps of experienced lieutenants, and the fact

that the work is so near home will give th French investor confidence that he might lack since Panama. Canal of the Two Seas

It is proposed by taking advantage of the present waterways of the interior of France to make a ship canal from a well-guarded port on the Atlantic coast to as well-guarded a port on the Mediterranean. From Bordeaux, up the Garonne river, the canal-boats that carry freight so economically throughout all France plod their way to Agen, to Toulouse, and

then through the Canal du Midi, by great lock system, climb and descend the watershed of the Atlantic and Mediterranean by way of the formidable Neck of Naurouze. Below Carcasonne the Canal du Midi strikes the River Aude, and then starts off northeast along a winding

route to Beziers, completing a great complicated system. By way of the Aude the canal-boats descend to the Mediter-ranean below Narbonne. The engineer

du Midi-in old-time called the Canal de Languedoc-was that Pierre Paul Riquet. first created Baron and then Count of Caraman by Louis XIV, as long ago as 1665. His grandson married the sister of the last Prince de Chimay before the direct male line became extinct, on which event the title was transferred to his descendants, now properly the house of Caraman-Chimay, into which Clara Ward, a pretty girl from Detroit, married only to abandon it in company of a Hun-garian Gypsy violinist of the name of Rigo. This canal of Languedoc was the first great artificial waterway of Europe, and the 17th century genius of Pierre Paul Riquet shines as brightly at the pening of the 20th century as ever. The ardest task of modern engineers will be to follow him over the Neck of Narouze,

"the black mountain," where the cuttings must be 65 feet deep. Millions and mill-ions it will cost to widen and deepen the old canal through this most difficult part of its route. Where the canal-boats now drag their slow way the Canal des Deux-Mers will give passage to the heaviest man-of-war. will

whirled across France, through hills and valleys, not by mules, but by steam loco-motives. Thirty-two feet deep and wide enough to permit two warships to pass

Contrary to what would seem the natural Atlantic terminus, Bordeaux is pro-posed to be neglected in favor of what will be.

other in it, will be the Canal des Deux-Mers.

practically, a new port. Arca

that the projected canal is to be most extraordinary. Sixteen locks are planned to do the whole job of the watershed that has its apax in the dreaded Col de Naurouze, and they are to be the answer of French engineering science to the lamer table failure of Panama.

At the beginning it was seen that ordinary locks would not serve; with them the passage would require at least six days. One way of diminishing their num-

ber-it is estimated that 200 would be nec-essary-would be the old-fashioned plan of keeping the canal to the low altitudes of the plains and then, arriving at the Col de Naurouse, to pass through it in a giant cut. It would be a cut of 500 feet To avoid the necessity of this al-impossible engineering feat, they deep. have imagined a prodigious novelty, the ship elevator and the moving lock.

Wonderful Contrivances,

The ship elevator is a great metallic reservoir that moves up and down hill on a great number of railway tracks, operated much after the manner of a funi cular. There will be one at the top of the slope, another at the bottom. Each will receive a ship. The weight of the lightest will be balanced by the addition of more water. Then, the equilibrium being ar-

tained, a comparatively moderate force will be sufficient to disturb it. Up will go one reservoir and down the other! Nothing could be simpler! Where ordinary locks are to be used the same principle of metallic basins bal-

ancing each other, side by side, is to be exploited, for the sake of the expedition They are to be such locks as the world has never seen. Once through them and into the Aude river, it will be pisin tow-ing straight to Narbonne, which is almost on the Mediterranean. Here is another naturally protected port. like Arcachon, a geat basin, impenetrable by a hostile fleet.

This ends the tale of the Canal of the Two Seas, and the vivid imagination of the Gaul again takes hold. "Imagine fa constructed," cries the Frenchman, "Then imagine the Mediterranean tunnel in full working order. In that day France will have become the mistress of the Mcditerranean. She will give passage to her Rus. sian ally's fleets at pleasure. Spain, en-tering the French republic on an advan-tageous basis, her commercial and industrial renaissance is accomplianed. Po-litically, France and Spain, now one re-public, balance Germany, Algiers, too,

will have become French soil, while from the far-off Soudan come interminable trains loaded down with precious raw material. All Africa will come to know France as the great near country. From her corner, isolated Italy cannot but be sorely tempted to join the republic, fol-lowing Spain. The old dream of the conlowing Spain. The old dream of the con-federated Latin states will be accomplished by industrial and commercial mo-tives. The confederation absorbs North-ern Africa, including Egypt. It controls route to India and China the

Only one thought troubles the imagina-tive savants who thus look into the future. They hope Germany and England will not have invented flying machines by the time the Mediterranean tunnel and Canal of the Two Seas are structed.

Does It.

Yonkers Statesman

Bill-Hear that fellow? He sings to keen the wolf from the door. Jill-I should think he would be emichon, with its great natural basin, lends | nently successful.

They settled in what is now known as the colony of Natal, and attempted to es-tablish an independent government--a pro-ceeding which was objected to by the British government on the grounds that people who are still considered British subjects have no right to attempt to form an independent state on territory that, while it had not formally been declared while it had not formally been declared to be a colony, was under British protec-tion. It was, therefore, proclaimed to be a British colony, and the Boers again migrated, some settling in the Orange river country and the others crossing the Vanl river and founding the South Afri-

can republic. The history of all the troubles that have arisen between the Boers and the native tribes on the one hand and the Boers and the British government on the other is too long and too complicated for an evening's discussion. There has been fault on both sides. So far as the English are concerned, the main cause of th ments, which will have to be provided for by continuing appropriations; there are about \$11.000.003 authorized or appropritrouble which has arisen lies in vacillation and the want of a settled policy.

"The history of the past half century in ated for public buildings by the last con-gress, of which only a little has yet been South Africa should be a very useful sublect of study for the statesmen and pollticians of the United States. It demon-strates clearly what is the inevitable result of making a foreign policy the sport of party politics. With all the blessings been authorized, but under which the cos of government by popular representation weaknesses, and this is not the the increase of the military force will least of them. swell materially the future average ex-penditure of the United States, even in

Beer Tria'm n' of Nat yes.

"Toward the natives the Boers have always been harsh and tyrannical-a sur vival, perhaps, of the consequences of their long connection with negro slavery and the struggles they have had with the Hottentots, the Kaffirs and the other The English have always treated tribes. the natives with proper humanity and indness, and the government regulations islands for permanent military and naval posts. Chairman Cannon appreciates the fact that such posts ought to be created. for their management are excellent. The danger is that private cupidity and the struggle for wealth may induce the white in order to enable the United States to men to override or evade them.

take a resolute stand if our treaty rights are threatened in China, but he doubts "The supreme question in the develop-ment of Africa is not the increase of the whether the necessary information from military and naval experts on the sites power or prestige of England, Germany, France or any other European nation. and the defenses required will justify After the present war clouds have been tual appropriation for such work this dissipated the future of South Africa will rest largely on the question of equity year.

Another element which will affect the treasury policy will be the enactment of the pending gold-standard bill. The senand integrity in the treatment of the na If these principles are strictly obtives. served there lies a bright prospect before ate bill provides for setting aside at once the country and its people, both white and black. But if the white man closes his gold reserve of \$150,000,000, while the ouse bill, in specifying a lower minimum eyes and does not recognize the handrenerve, provides that the fiscal balance shall not be reduced below \$50,000 500. It is probable that the senate provision for a reserve of \$150,000,000 will become law. writing on the wall, he may receive a rude awakening."

Lynchings in 1800.

Chicago Tribune, Dec. 3). There have been 107 lynchings in the United States during 1859. Of these, 163 were in the South and four in the North, Of the sufferers, 84 were blacks and 23 whites. Forty-four persons were lynched for murder, 11 for complicity in murder, one for arson and murder, 11 for rape, six for alleged rape, and one for rape and murder. It is apparent that rape is not the paramount cause of Southern lynchlimits would permit the application of the money now in national banks to the re-demption of bonds, but would not permit ings it was once. Georgia heads the list with 28. Then Mississippi follows with 14. Louisiana with 13 and Arkansa with 11. further reductions in the cash held. waya and means committee will be able to proceed much mere intelligently in re-Of the four Northern lynchings, three were in Kansas and one in Pennsylvania. While it is deplorable that as many as 107 ducing taxation after the gold-standard bill has become law, and it is known ex-arctly how the fiscal balance will be afpersons should have been put to death otherwise than in accordance with the forms of law, yet there is some comfort fected by the gold reserve. If the sec-retary of the treasury pays away the present deposits of public money in the to be drawn from the fact that the record for 1899 is the smallest in 15 years, and falls below the figures for 1898 by 20. These statistics go to confirm the opinion. based on other evidence, that the South is growing ashamed of its lynching record, ury and will become available for the in-



reon more where the a trial free of the For I will wire them a trial free of the Fore of Stomash Trouble, Sidney Liver Disease. My Hownes burden to Dr. Burkhart's Venetable Comp cured me in incommilia. Dr. J. W. Wilder, A For sale by all drugstess. Third, size and the second se





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"All of the second seco

banks as premiums upon bonds exchanged under the refunding plan, these bonds will be released from the custody of the treas-

Upon the basis of the daily irreasury state-ment January 4, showing a cash balance of \$281,365,026, the setting aside of the

ollowing years.

pent, because of the usual delays

large naval appropriations whi

erfecting titles to sites; and there are the

tractors have not yet been in a position to demand payment. These items and

time of peace. How much this increases will be is beyond the ability of any one to calculate with precision. Additional

light will be thrown on the subject within

the next few months, especially in regard to the cost of the military establishment.

An important matter which has not yet

of several ports in the Philippine and Suin

een seriously taken up is the fortificat

proposed gold reserve would leave in the fiscal branch of the treasury \$131.355 (28). This is much more than is required for ordinary operations, but the national banks are carrying as deposits \$83,378,163, leaving the actual working balance of the treasury, after setting aside the reserve, about what the house bill fixes as the minimum. The enactment of these two



The

Men."