

SHIPS ARE VERY SCARCE

HIGH FREIGHTS ELSEWHERE HAMPERING PORTLAND GRAIN TRADE.

Nitrate Ports Are Paying Record-Breaking Rates—Four Trans-Pacific Steamships Next Month.

These are golden days for shipowners, and they care not a rap whether the wheatgrowers of the Pacific Coast sell their wheat or eat it. The Orient has a record-breaking crop of rice, which is keeping all of the available steam tonnage engaged, and nitrate freights are higher than they have ever been before.

San Francisco 4134 has been paid for spot tonnage, and 40 shillings for April ships. These rates seem very high in comparison with what we have been accustomed to paying, but they are apparently warranted by the amount of wheat yet to be moved, and the growing crop prospects and high freights elsewhere.

The shipowners are keeping pretty close tabs on the amount of wheat yet to be moved from the Pacific Coast, and this perhaps is the reason that business is so near a standstill. The farmer has initiated a limit which will be very effective, but the moment the foreign market improves so that the price could be paid, the shipowners give the screws another turn, and everybody is most favorable to a crop failure in Oregon, Washington and California, and the farmers hold on to the reserves now unold, freights will weaken, otherwise the outlook is most favorable for the shipowners to receive the lion's share of the profits in the wheat business.

PLENTY OF CHARTS.

Treasury and Navy Departments Are Both Coast Surveyors.

NEW YORK, March 21.—A special to the Tribune from Washington says: The Superintendent of the Coast Survey appeared before the House yesterday in opposition to the proposed appropriation to enable the Navy Department to continue its surveys of the new insular possessions.

Last year's naval bill, approved by the President on March 3, authorized the Navy to make "surveys of the imperfectly known parts of the coast of the islands of Cuba and Puerto Rico, with their bordering keys and waters and minor outlying islands." On the same day the President signed a bill which provided for the Coast Survey by the Treasury Department, with an appropriation "for every expenditure requisite for and incident to the survey of the coast of the United States and of the United States."

The Navy now has two vessels engaged in making surveys in Cuba, one in the outlying islands, and one in the Hawaiian Islands. There has also been a co, one in the Hawaiian Islands and one at Guam, and orders have been issued for the preparation of six of the naval vessels in Philippine waters to begin their surveys of those waters.

But under the provisions of the Revised Statutes, section 41 and 42, the navy has been for years surveying in all parts of the world, and has been charting Cuba, Puerto Rico, Guam, Hawaii and the Philippines, while the Coast Survey has been limited to the shore line of the United States. However, in 1898, the Coast Survey published a chart of Cuba made up from Spanish sources, which had already been made available to the Government and the people of the United States in a Navy Department publication.

About the same time and before the Treasury Department had done any surveying in the West Indies, the Coast Survey chart No. 320 of the island of Puerto Rico was published in practical duplication of Navy Department chart No. 1061, which has been issued by the Hydrographic Office and has the latest information incorporated into it.

In the same year and before the Treasury Department had done any surveying in the Hawaiian Islands, Coast Survey chart No. 499 of the Hawaiian Islands was published, duplicating the Navy Department chart No. 1268, which had been issued by the Hydrographic Office since 1893, and, again in 1900, the Coast Survey chart No. 517 of the Hawaiian Islands was done any surveying whatever at the island of Guam, the Coast Survey republished in chart No. 492 the information that is represented in the Navy Department chart No. 1748, which the Hydrographic Office has been issuing since 1896, and which is now subject to extensive alterations found necessary through recent naval surveys.

To avoid further duplication, Congress will probably confine the operations of the Coast Survey to the mainland of the United States. It has been proposed to enable the Coast Survey to do the work which will compel the repair of the older vessels of the Coast Survey and the building or purchasing of new ones and large sums to man them, and the work is essentially ship work.

COPRA AND COCONUTS.

Big Tropic Bird Arrives From the South Sea.

SAN FRANCISCO, March 21.—The brig Tropic Bird, which has arrived from Tahiti with a cargo of copra and over 2,000 coconuts, reports that she was quick on the island when she sailed. It is probable that the City of Papeete and the Tropic Bird will be withdrawn from the South Sea trade, as the latter has been both vessels carried, have been turned over to the Union Steamship Company, of New Zealand, and mails from here will be carried by the Oceanic Steamship Company.

TRANS-PACIFIC STEAMERS.

Four Oriental Steamships Due to Load at Portland in April.

The steamship Monmouthshire sailed from Yokohama for this port Tuesday. The "Shire" is a fast steamer, and will be followed in the regular line by the steamship Braemar, which was at the Portland route for nearly two years. The Braemar left this route about eight months ago, and has been running through the Suez. Her return to the Portland route will be hailed with satisfaction, as she is a very large carrier, and a good boat to handle in the river, in addition to the two steamers of the

AND NOW THE AFTERMATH

INSTRUCTIONS ABOUT THAT NEW YORK AGREEMENT.

Illinois Central Appoints B. H. Trumbull Its Agent Here—Other Appointments—Railroad Notes.

Appropos of the resolutions adopted by the railroad presidents, published yesterday, the several representatives here of the lines interested have received instructions from their superiors. What was written to them in substance, what was written all. Here is a sample paragraph: "This should have the effect of very materially strengthening the agreement between the trans-Pacific lines."

Another Eastern official writes to his representative: "I wish you would watch the situation very closely, both as to cut rates and transportation, and keep me fully advised. The fishing vessels had capacity in reaching harbor. They were considerably damaged."

Notes From Astoria. ASTORIA, March 21.—The bark Harvester, which is taking on trap poles at Stella for Hume Bros. & Hume's Alaska fisheries, will finish loading tomorrow. She will then load 40,000 salmon cases at the Astoria Box Company's wharf.

The Peruvian bark Francisco Toso cleared at the Custom-House today for Seattle, with 25,000 feet of lumber valued at \$227 74. She was loaded at the Knappston mills.

French Bark's Long Passage. SAN FRANCISCO, March 21.—The French bark Emille Galline arrived today from Swanes, after a voyage of 27 days, which included a stop of nearly two months at Rio Janeiro, into which port she put upon her arrival, and in which she spent several days trying to reach Cape Horn. The vessel was obliged to retrace her course to Rio Janeiro, that being the nearest port where repairs could be made.

Vessel Was in Distress. SEATTLE, March 21.—The Noma News of November 21 says: "A two-masted schooner was seen from Sitrook, flying distress signals, in the slush ice about 15 miles northeast of Sledge Island. Some of the Sitrook people also claim that the vessel fired guns. The schooner was watched for some time, but darkness setting in shut out the view. No sign of the schooner has since been seen."

City of Florence a Total Wreck. SAN FRANCISCO, March 21.—Inspector Henry Payne, who visited the scene of the wreck of the British ship City of Florence, reports that the vessel and her cargo were a total loss. Only a part of the hull is visible. There was no insurance on the City of Florence, but the cargo of nitrate was insured.

Marine Notes. The big liner Abnergoe moved down to the China Four miles yesterday, and commenced loading and unloading cargo. She will carry away a cargo which will be close to the record.

Two square-riggers were reported off the mouth of the river last evening just before dark. One was thought to be the Marchal Villiers, and the other is probably one of the Honolulu fleet.

The steamer Geo. W. Elder had not been sighted off the mouth of the river at dark last evening, and it is thought she has been detained by some slight accident. She will probably reach Astoria early this morning.

The British ship Tinto Hill has been rechartered at San Francisco to load wheat for Valparaiso. The Chilean crop is not a failure, but the wheat is wanted for milling purposes. The vessel is reported to have received 24 for wheat to Valparaiso, and 26 64 from a West Coast port to Europe with nitrate.

Domestic and Foreign Ports.

ASTORIA, March 21.—Sailed—Steamer Deutch or San Francisco and Astoria. Condition of the bar at 5 P. M., smooth; wind south; weather cloudy, with rain. Outside at 6 P. M., two squalls.

San Francisco, March 21.—Arrived—Schooners Berwick and Del Norte, from Stuslaw; schooner Vine, from Gray's Harbor; bark B. P. Cheney, from Seattle; schooner Sacramento, from Tillamook; State of California, from Portland. Arrived March 20—Schooner S. Danielson, from Stuslaw. Sailed—Schooner Occident, for Gray's Harbor; steamer W. E. Jewett, for Willapa; steamer Arcata, for Coos Bay; steamer Wellington. Sailed March 20—Steamer Grace Dollar, for Oregon.

Port Townsend, March 21.—Arrived—Steamer Victoria, from Manila. Sailed March 19—Steamer Humboldt, for Skagway.

Port Los Angeles, March 21.—Arrived—Norwegian steamer Titania, from Nainai. Tokohama—Arrived March 18—Japanese steamer Tokohama, from Seattle, and the Japanese steamer Tokohama, from Seattle.

Hong Kong, March 21.—Arrived—Empress of China, from Vancouver. Tokohama—Sailed March 20—British steamer Monmouthshire, from Hong Kong, for Portland.

New York, March 21.—Sailed—Culo, for Liverpool; Victoria, for Genoa, etc.; Oceanic, for Liverpool; Kensington, for Antwerp; via Southampton.

Bremen, March 21.—Arrived—Kaiser Wilhelm der Grosse, from New York. Philadelphia, March 21.—Arrived—Switzerland, from Antwerp.

Southampton, March 21.—Sailed—Seals, from Bremen, for New York. New York, March 21.—Arrived—Steamer Kaiser, from Bremen, via Southampton.

Yamhill County News. McMILLVILLE, Or., March 21.—Farming is going forward all over the county, in consequence of the good weather of the past two weeks.

Mrs. Michael Hilary died here yesterday of typhoid fever, and was buried from the Catholic Church today.

The bicycle paths of the county are in a fair condition. Between Dayton and Uniondale a good path has been made this Spring.

Ex-soldiers of the Second Oregon of this place will celebrate the first anniversary of the battle of Malabon next Sunday morning. The published orders state that they will "make a charge on the trenches of Malabon to take place at 6 o'clock; light marching order."

The local teachers' institute for March will be held at Carlton on March 29 and 30.

The Yamhill County Sunday School Convention will be held in Carlton March 29 and 30.

ILLINOIS CENTRAL.

B. H. Trumbull Its Portland Representative—Other Appointments.

All speculation as to who is to take charge of the offices of the Illinois Central, to be opened in this city, can now be set at rest. An official circular of the company from Chicago, covering the matter, reads as follows: "Mr. H. B. Trumbull is appointed commercial agent, with office at Portland, Or. His jurisdiction will extend over the freight and passenger traffic in the States of Oregon and Washington; the State of Idaho north of the lines of the O. R. & N. Co., and Northern Pacific Railway; the State of Nevada north of the main line of the Northern Pacific Railway, and east from Idaho State line to, but not including, Helena, Mont."

The appointment becomes effective March 15, but the official announcement did not reach Portland until yesterday.

The Illinois Central also makes announcement of the additional appointments following: "Mr. J. H. B. Trumbull is appointed commercial agent at Portland, Or. His jurisdiction will extend over the freight and passenger traffic in the States of Oregon and Washington; the State of Idaho north of the lines of the O. R. & N. Co., and Northern Pacific Railway; the State of Nevada north of the main line of the Northern Pacific Railway, and east from Idaho State line to, but not including, Helena, Mont."

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Eastern Rates Threatened.

NEW YORK, March 21.—No settlement has been reached as yet of the dispute in regard to New England tourist rates between the Lake Shore, the Michigan Central and the Grand Trunk, and it will probably become necessary for the Presidents to interfere once more. This dispute is, as usual, right on top of the settlement of the rates on the Grand Trunk to rates on business from St. Paul-Chicago lines, which was caused by the same lines, has given rise to considerable speculation among the transit men.

The lines that are making all the trouble," said a passenger agent, "are Vanderbilt lines, and their action is in line with the evident policy of that system to knock out the different routes. The dispute is not settled soon, the result will be a demoralization of rates in this territory, because the sale of tickets good from June to October, with stop-over privileges, via Albany to New England points, will naturally affect rates out of New York."

Unless the matter is arbitrated, this dispute, it is estimated, will result in a disruption of the joint passenger agreement.

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WAY OF TRANSGRESSOR

EX-COUNTY TREASURER OF LINN SENT TO PENITENTIARY.

If He Shall Fail to Pay the Fine Imposed, His Entire Term Will Exceed Eight Years.

ALBANY, Or., March 21.—At an adjourned session of the Circuit Court, held this afternoon, ex-County Treasurer P. G. Morris, convicted of larceny of public money at the regular term of court, was sentenced to the penitentiary for a term of four years, and to pay a fine of \$100, or imprisonment in the county jail for 150 days, in lieu of said fine, and the costs of the action. As it is doubtful if the defendant will be able to raise the money for the fine, it means a total sentence of over eight years.

The case has excited more interest here from the time the shortage in the accounts of Mr. Morris was discovered by the present County Treasurer, F. M. Jack, on his taking the office in July, 1898, on account of the previous excellent reputation of the ex-treasurer, Green Morris, as he was known, is a native son of Oregon, about 40 years of age. He was brought up on a farm, receiving a good common-school education, and was assisted materially by a year or two spent in the Monmouth Normal School. He was well liked by everybody, and was known for his integrity of character, so that when he was nominated by the Republicans in the spring of 1894 for the office of County Treasurer he "took" with the people, and received a plurality of over 600 in what had been at one time the banner Democratic county of the state; and again in 1896, after being renominated for the office without opposition, he received the highest vote of any man on the ticket, though at that time he had overdrawn his account. In 1898, though presented to the convention, he was not nominated.

Upon retiring from the office he was informed that he had failed to turn over to his successor the amount the books called for. He insisted there must be a mistake, and denied emphatically having received any more of the money of the county than he was entitled to. The books were examined twice, and then again by his bondsmen, so confident were many that there must be a mistake, but the bondsmen refused to pay the shortage, when suit was brought by the county, and the case was tried before Judge Burnett, who found at that time he had overdrawn \$4,000 from the bondsmen of the first term, and \$300 from the bondsmen of the second term, a total of \$4,300 and interest.

The defendant went to trial last week in the criminal case under the second charge, with the civil judgment standing against him. The evidence showed that he had mixed his own accounts and those of the county, and that he had done nothing to show for the money that had been used by some one, and the verdict was against him. The justice of it is generally admitted by a natural and regular movement of the jury, and particularly on account of the fact that he has a wife and six children, the oldest of whom is 15 years of age, dependent upon him. To add to the matter, foreclosure of the mortgage upon his farm was begun a few days ago, and his home will one time from him, so that when he finishes his term of imprisonment he will have no home to return to.

DEVELOPING QUARTZ MINES. Great Activity Now in the John Day Country.

"The great John Day placer mining district, which for 40 years has been noted for its large output of gold dust, is now being developed by the new placer boom," said A. C. Dore, a pioneer of Canyon City, yesterday, at the Imperial. "Quartz mine development is encroaching upon us from Baker County, and there is already a number of the smaller placer mines being extended to Canyon City, a distance of 80 miles from its present terminus at Sumpter."

Mr. Dore has mined among the tributaries of the John Day as far back as 1863, and he feels assured that the mother lodes of all these placers are now to be tapped with the aid of outside capital. "It is the history of all placer districts," he said, "to finally become deep mining localities, with stamp mills employing many hands, all the year round, where sluicing and hydraulicking had given work only while the snow on the mountains was melting. In the vicinity of Canyon City, several rich ledges are being opened up, and one, the Prairie Diggings, was bonded last week for \$30,000."

"The extension of the railroad from Sumpter through Canyon City to Harney Valley will tap a region of Southeastern Oregon, already rich in agricultural, stock and timber resources, and the road that builds into that country can be sure of a profitable business from the start. Prairie City, 16 miles from Canyon City, is already feeling the thrill of new life, as a result of the railroad talk, and real estate is taking in quite a boom there."