

NEW BIG CARGO RECORD

THYRA CLEARS WITH OVER 51,000 BARRELS OF FLOUR.

Largest Flour Cargo Ever Shipped From Portland-Oriental Line Arrives.

The largest cargo of flour that has ever cleared from the Columbia starts seaward this morning on the Santa Fe's big Oriental liner Thyra. Portland has dispatched more than 200,000 barrels of flour to other parts of the world, but the last outward trip of the Goodwin from Puget Sound captured the record for a single shipment, and the cargo of the Thyra, clearing yesterday, is the nearest approach that we have yet made to a new record. It is also the first cargo in excess of 50,000 barrels to leave this port. The Thyra was cleared by T. M. Stevens & Co., and has aboard 51,304 barrels of flour, valued at \$1,224,540. Honor King heads the list with 47,422 barrels, valued at \$1,135,124. Next in importance is a new port for Portland, New Chang being listed for 15,500 barrels, valued at \$371,250.

The other four shipments are as follows: For Ches Foo, 400 barrels, valued at \$10,600; for Shanghai, 5473 barrels, valued at \$139,326; for Kobe, 19134 barrels, valued at \$468,816; for Yokohama, 564 barrels, valued at \$13,656. Hon King also received there being for that port 125,500 feet, valued at \$1355; and for the same port there is listed 27 barrels and 65 cases of bottled beer, and five bales of wool. The Thyra also has aboard 133 bales of cotton from San Diego, and a lot of miscellaneous plunder from San Francisco. She is drawing about 15 feet of water, and will go through without difficulty.

CAPTAIN RICHARDSON DEAD.

Massachusetts Court So Decrees, But the Columbia's Skipper Objects.

Legally dead, but actually very much alive, has been the condition of genial Captain Richardson, of the United States light-house tender Columbia, for the past three years. The captain went East on a hurried leave of absence about three weeks ago, and the object of his visit is thus explained by the Morning Telegraph of New London, Conn. "One of the most peculiar of legal cases has just come to light in this city, believed to have been the first of the kind to come before the Federal Court of this district. It is a case where a man has been declared legally dead, but who turns up in fairly good health and is looking for a little wealth with which to continue in the enjoyment of the remainder of his life. The story is substantially as follows: "In 1889, John E. Edwards, a resident of Waterford, passing away, leaving an estate valued at \$2000. The heirs-at-law were two half-brothers, William Edwards, of Waterford, and Charles Richardson, who had not been heard from since 1888. The estate was settled by Henry C. Fuller, as administrator. He turned over one-half of the estate to Attorney John C. Geary, as conservator of William Edwards, and placed the other half back to await the other claimant-at-law.

"In 1897 a law was passed in the State Legislature which provided in cases where a person had been declared dead, and heard from in seven years or more was deposited in a bank, it could be, upon application by the heirs of the absent person, administered upon and an administrator appointed, as though the absent person was dead, and with authority to divide the income of said property between the heirs-at-law of the absent person, supposed to be dead, and the heirs of the person who had been declared dead, and after that the principal or any part of it could be used for the benefit of the heirs-at-law.

"Attorney Geary, acting for William Edwards, made application as provided by statute, to the Court of Probate; and after the hearing of testimony, it was decreed that Charles Richardson was justly dead, and was directed that the estate be turned over to Mr. Geary, conservator of William Edwards.

"Since that time the income from said estate has been used for the benefit of William Edwards by Mr. Geary.

"Now in comes the claimant heir, Charles Richardson, who makes application that, notwithstanding the decree of the court that he is dead, he should be maintained as if he is alive. There have been several hearings before the Judge of the Probate Court, Hon. Alfred Colt, and a number of witnesses on both sides have given testimony, and the court has not as yet rendered a decision.

"Charles Richardson is captain of the United States light-house tender Columbia, stationed at Astoria, Ore., and has a leave of absence for 21 days. He left Astoria one week ago last Thursday, and arrived here on Wednesday last, and returned at the Crocker House. As his time here is limited, the Court of Probate is hurrying along the case as rapidly as can be done, under the circumstances. There is hardly any doubt but that Mr. Richardson is the right claimant, but the Court must be satisfied beyond any possibility of doubt.

WHALES ARE PLENTIFUL.

State Encounters Thousands, and the New England Kills One.

The steamer State of California, which arrived up Tuesday evening, encountered an enormous school of whales off the Oregon coast. There were thousands of the big fellows, sporting themselves on all sides, and they formed an interesting sight for the passengers, who were unused to exhibitions of that kind. They all went out of the way of the steamer, and accordingly the story the State brings is not as thrilling as that which has reached Vancouver, B. C., by the steamer New England. A special to a Seattle paper reads as follows: "The halibut-fishing steamer New England, which arrived from the north last night, met with peculiarly favorable weather way down. She was running at full speed across Queen Charlotte Sound on Saturday night, when she ran into a large whale, which had apparently been coming to the surface. Her forecast cut nearly a dozen feet into the marine monster, and by that time the vessel was practically brought to a standstill, although her machinery was still working.

"As she worked forward she passed over the whale, which came to the surface again under her stern. The whale lashed the water into a foam, and was evidently his dying agonies, and the water for rods around was red with blood. In a few moments the whale turned over and sunk.

ARGYLL IN PORT.

Steamer Arrives at Both Terminals of the Portland-Oriental Line.

The Oriental liner Argyll arrived in at Astoria at 2 o'clock yesterday afternoon, and will leave up today. The Argyll received rather heavy orders from the outside, and came direct from Yokohama, in-

stead of proceeding to Hong Kong, where the bulk of the Oriental cargo is secured.

As a result of her leaving but one port, the Argyll's cargo is high, having only about 200 tons of cargo aboard. The Argyll made the run across in 15 days, which is very good time for a vessel of her class. Dowdell & Co. had a Portland-Oriental liner arriving at 10:30 ends of the line yesterday. The Monmouthshire reporting at Hong Kong, at the same time the Argyll arrived at Astoria.

Libel Against the Lakme.

SEATTLE, May 16.—The first official story of the collision between the British ship Queen Elizabeth and the American steamer Lakme, of Point-No-Point, April 16, was told today in the Federal Court through a libel filed by the British ship against the Lakme for about \$1000. It is claimed that the accident was due solely to the carelessness of the Lakme, because, being a steam vessel, she failed to avoid the Elizabeth, which is a sailing ship.

Domestic and Foreign Ports.

ASTORIA, Or., May 16.—Arrived at 1 P. M.—British steamship Argyll, from Yokohama. Sailed at 3 P. M.—British ship Aspice, for Queenstown or Palmport for the Orient, arriving at 10:30 ends of the line yesterday. The Monmouthshire reporting at Hong Kong, at the same time the Argyll arrived at Astoria.

Secretary Souvenir Button Committee.

Box 347, Portland, Oregon.

Dear Sir: You will find enclosed the sum of...

for which please send.....Spanish-American War Souvenir Buttons, with.....backs, to the following address:

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GOLD ON KOYUKUK RIVER

CLEAN-LOOKING AND COARSE, AND AS RICH AS \$80 TO THE SHOVEL.

Report of a Government Expert, Who Made a Personal Investigation of That District.

WASHINGTON, May 16.—Mr. F. C. Schrader, of the Geological Survey, who was one of the parties that made an investigation of a report upon the Cape Nome gold fields, is also personally familiar with the Koyukuk region of Alaska, and, by recrossing the bar at Cape Nome upon this gold field. In this report, he says:

"Koyukuk River flows into the Yukon about 45 miles from Reisinger's, and about 20 miles above Nulato, and has a large drainage basin, which heads in the northeastern part of Alaska, on the southern slope of the rugged divide which separates the drainage of the Arctic Ocean on the north from that of the Yukon on the south.

FOR CAPE NOME.

Portlanders Anxious to Get Possession of His Claim.

Captain John Morrison, of Portland, left last night for Cape Nome, as he desires to get in on his old claim before some one jumps it. He realizes that possession is several points in Cape Nome law. He will be followed later by Dr. Sledge T. B. Doolittle, who will bring an extensive placer mining plant up with him. This gold-saving machine consists of copper plates, washers with pure silver, and other aids all these, a stock of quicksilver will have a place in the collection, and if any gold gets away from the doctor it will go to be pretty slippery. He says he

SOUVENIR-BUTTON COUPON.

Cut this out and send it in as an order for one or more souvenir buttons

made of Spanish bronze cannon surrendered to the Second Oregon Volunteers

at the capitulation of Manila. The entire proceeds will go to the soldiers'

monument fund. Buttons are 25 cents each, in any quantity, in orders

specify whether you want button-back or pin-back. The latter is for ladies.

Buttons will be sent, postage paid, to any address in the United States or

Canada.

Circle, between (approximately) 1900.

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NEED MORE INSPECTORS

LABOR ORGANIZATIONS FEAR CONTRACT JAPANESE ARE COMING.

Peculiar Relief Asked by Certain Settlers—Carriers Don't Like to Make up Deficiency of Time.

WASHINGTON, May 16.—A request has been made by the labor organizations of the State of Washington for additional Immigration Inspectors on Puget Sound. It is claimed that the Government cannot be protected against the influx of contract laborers unless immediate help is allowed. Three additional temporary inspectors were authorized several weeks ago by the Secretary of the Treasury, and the policy has been to employ only all the necessary inspectors in accordance with the recommendation of the Collector for the Puget Sound district.

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SETTLERS ASK PECULIAR RELIEF.

A number of settlers in the northwestern part of the State of Washington, who took up land and made improvements thereon and whose property was subsequently taken inside of a forest reserve have applied to the General Land Office for relief, and request that they be placed inside a forest reserve and were therefore allowed to improve the land in selling their holdings, regardless of their improvements, because they did not believe that relief would come to them through the limitation of the forest reserve. Accordingly, in the meantime, their holdings were sold and subsequently the lands originally entered by them were excluded from the forest reserve. They now desire the department to provide some means by which they can secure their original rights, either by compensating the parties to whom they sold or in any other manner that might be suggested.

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