SKAGWAY, May 17.—After six months in the grip of the loe, the Yukon River is again practically open to navigation, and the lakes at the headwaters of the stream are expected to be open in two or three weeks. Steamers are running at places between White Horse and Dawson, and soows are starting down the river. Scows are being built at Lake Bennett Scows are being built at Lake Bennett and on other headwaters of the Yukon for sending down the river this season. The boats at Bennett are getting up steam and testing their boilers, while yet in the los. Crews are on hand, and just as soon as the los shall be gone, the vessels will be running and doing a good business.

To be added to the big fleet of fine steamers that piled the lake last season, a fine steamers that piled the lake last season, a fine steamer is being built at Reposit.

6 fine steamer is being built at Bennett by the John Irving Company, for the Bennett-Atlin run, a steam seow of 20 tone capacity, for transporting railroad material on the lake, and three ordinary

material on the lake, and three ordinary soows of 156 tons capacity are also being built there, and will be ready for use as soon as the ice shall be gone. People are gathering at Bennett to swait the opening of the lakes, when they will start down for Dawson and other interior points, many of them with freight. Small traders with stocks of several thouall traders with stocks of several thou-Sand dollars' value are getting ready to rush through on the first boats for Daw-son. They are taking in chiefly supplies of which the market frequently runs

The work of washing the dumps that have accumulated during the Winter has already begun on the Klondike. The out-put of the season has been estimated at as high as \$30,000,000. Steam thawers and hydraulic apparatus are largely respon-sible for the increased outputs. The steam apparatus used in thawing in the Winter will be used largely in pumping water from claims in the Summer, and thus the creek claims in the bottoms be worked in the Summer.

Railroad Working North. The White Pass Ratiroad will be running trains into White Horse, ill miles from Skagway, the last of this month. Traffic connections from Bennett will be made over Lake Bennett by steamer until that over Lake Bennett by steamer until that part of the line along the lake shore is completed, which will be about July M. The more northerly end is being completed first, because of the more severe weather along the lake in the Winter. General Manager Hawkins, of the road, who arrived a few days ago from a Winter's solours in the States has just complete's solours in the States has just complete. ter's sojourn in the States, has just com pleted a tour of inspection along the line He reports that half of the tracklaying to White Horse will be completed this week, and that all the rails now at Caribou being laid, the remainder of the track will not be put down until after Lake Bennett shall open, and rails can be taken from Bennett over the lake. He thinks the lake will open May 24 to 28. Eight days after that, he says, the track will be laid into White Horse, the most northerly point of advance of the steel horse in America. Terminal facilities are being provided at White Horse, and will include coal bunkers of 2600 tons capacity. The railroad has amalgameted with the strong line of steamers of the Canadian Develop-Company, which will also provide coal bunkers for steamboats at

Horse, and it is promised that after this season a part of the Yukon fleet will no longer use wood for fuel. Eleven hundred men are working on the extension of the White Pass road. eathly pay-roll on the extension is \$50,000. The pay-tool for that part of the road now under operation is \$40,000. The general offices of the road are all being moved here from Scattle this week. A fine, large headquarters buildings has just been

Atlin and Porcupine Camps The travel into Atlin continues, but to

ot as heavy as it will be after the lakes open. The Fantall trail is scarcely pas-cable any longer. The Atlin district will this season be converted, to a large degree, into a big hydraulic camp, and a number of rich quartz properties are being de-veloped. The first stamp mill of the camp will begin operations next week. An English syndicate is putting in a hydraulic plant on Wright Creek that will cost \$150,000. The syndicate is known as the Pen-Dugwig. It has 800 acres of placer ground. The company will employ a large number of men. On Willow Creek, George A. Brackett, builder of the famous Brackett wagon road, is putting in a big hydraulic plant, and has 70 men employed. On Birch. Pine and other creeks other big plants are being installed, at the cost of many thousands of dollars, and the gold-laden earth of the Atlin district will be overturned by acres this season, and the yield of last season will be increased. Labor is in good demand there. Sulcing in the district began this week. The allen act last year delayed matters until

The Porcupine district up the Chilkat River, is alive under the Spring operations of miners. Several big flumes and other works are being prepared, and it is estimated by reliable men, competent to judge, that the output of the camp this senson will be \$250,000. Supplies for Summer use were chiefly taken in during the Winter over the ice of the river. It then cost 5 cents a pound to take in freight. Indians are now taking it in in canoes in large quantities for 3 cents.

Conditions in Skagway.

Skagway is not as lively as during the last Winter, when many of the people having interests in Atlin and other in-terior mining fields were here spending the close season. That class has nearly all gone to the interior again, and some who have been more steady re-sidents are drift-ing away to Nome. Some are taking the Yukon River route, and some are going to Puget Sound and Portland to sail thence by ocean. The majority are taking the ocean route just now. There are some who think they stand a fair chance of getting down the river and to Nome by boat among the first to reach the famous

wever, Skagway promises to enjoy a good transient business all the season, in-cidental to traffic to and from the Klendike and Atlin, and to the touris: 'ravel. The Pacific Coast Company, it is understood, is to run three steamers in the tourist trade. Heretofore it has run but two

New homes, business houses and church-es and public halls are constantly under construction in Skagwny, and the place is becoming a more comfortable and presentable town every day. During the last eight months nearly \$200,000 has been spent here in hones and business buildings, may of which are quite modern, and would be creditable to any city. Electric lights, telephones a water system and well-cared-for streets and sidewalks are among the advantages of the town, and it is expected that after the Carter bill shall become law, Skagway will be ensided to expand and become even more comfortable and attractive.

able and attractive.

Splendid Sp ing weather prevails now and it is at trich and mild and as cheerful as on the Sound or in Oregon at the same time of the year. Skagway gardens and farms are doing well. Oats are up six inches in Dyea, where a field of 45 acres is under cuttivation. res is under cultivation

Enumerating Alaska Indians. Three important United States Government expeditions arrived here yesterday on the steamer Cottage City. All are to work in Alaska.

One party, at the head of which is George Saxon, of Seattle, as Special Cen-sus Enumerator, is bound on the extraor-dinary mission of taking the census of the Indians of the White River the Indians of the White River country. He has eight men with him. They will go to Valdes and there be pro-

SOUTHEASTERN ALASKA vided with homes and an escort of soldiers from the command of Capitain Abercrombie, U. S. A. They will be gone on their land trip until Fall, and in the meantime will travel 2000 miles or more in one of the unexplored regions of the North. From Valdes they will proceed to Copper Center, then work up the Tana-na River and proceed across the divide to the headwaters of the White. An In-dian guide and an interpreter will be

taken along.

Another of the expeditions is that of Professor Walpool, of the United States Agricultural Department, to make a adentific investigation along the coast from Skagway to Yakutat. Isnac Jones, graduate of the Kansas

State Agricultural College, is here, en route to Circle City, where he will work with Professor Jordison, special agent for the agricultural department, in examining the vegetation of the region.

DIDN'T KNOW OF QUARANTINE.

thip Got Into Trouble by Passing Port Townsend Station. SEATTLE, May R.-The steamship entennial, for the Northwest Commerisco at midnight inst night. The vessel ame into port without the least thought or knowledge of any new regulations re-garding quarantine and unwittingly poked her nose into considerable trouble. The Centennial sailed from San Francisco hefore the new quarantine orders had been promulgated, and the first she knew of them was some time this morning, when local customs officials boarded her when local customs officials boarded her and began to take steps to carry out the new regulations. In the meantime, pas-sengers had been permitted to come ashore and scatter throughout the city. There are 500 or 600 passengers in this city who are going to Nome on the ver-sel. It is cialined that there is not the slightest bit of danger of any bubonic plague being abourd, but the wording of plague being abourd, but the wording of the regulaton which governs the quar antine of vessels makes it necessary to be as strict as possible. It may be that the local quarantine inspector can poss on the vessel, but then again it may be necessary for the Port Townsend officials to perform that function.

Largest Ship for Nome.

SEATTLE, May 24.-The steamship Oble, of the Empire line, the largest passenger-carrier yet leaving this port for Nome, got off this afternoon, having on board 706 fortune-hunters. She takes as general cargo 1500 tons. The Roaneke, with over 500 passengers, will sail tomor-

PROGRESS OF THE CAMPAIGN.

Prospects Favor Republican Success

In Clackamas County. OREGON CITY, May 34.—County Chair-nan J. U. Campbell and Secretary G. B. Dimick, of the County Republican Central ommittee, returned today from a tour of Macksburg, Barlow and Stafford, with the county candidates. Chairman Camp-bell is considerably encouraged over the outlook, and predicts a victory in this county for the Republicans. A rousing meeting was held at Stafford last night, an enthusiastic audience being present. Senator Brownell addressed a goodly au dience at Oswego last night. Colonel Miller, who is the principal speaker for the fusionists in the county campaign, is accused of bitterly fighting fusion be tween the Democrate and Populists in the county last Winter. He was afraid that the Democrats would lose their identity in fusion. Hon, C. W. Fulton joined the publican county candidates at Milwau-tonight. A. S. Dresser, candidate for Joint Representative, is putting up a good campaign, and it is not believed that Mr. Bingham's candidacy will affect his

Republicans at Milwaukie. MILWAUKIE, May 24.—The Republican campaign in Milwaukie was opened to-sight with a rousing meeting in the Town Hall. A large crowd was present when A. S. Dresser, candidate for Joint Repre-sentative of Multnomah and Clackamas Counties, made the address of the evening. Harrison Allen, candidate for District Attorney, spoke briefly, and Senator George C. Brownell also gave an interesting talk, urging everybody to vote the straight Re-

S. M. Yoran at Wasco.

WASCO, Or., May 24.—S. M. Yoran, of Eugene, delivered an able address here oday in favor of the Republican ticket. dered splendid music. Enthusiasm ran high.

Fulton Spoke at Haisey. HALSEY, Or., May 24.-Hon, C. W. Fulton, of Astoria, addressed a large audionce in the Opera-House last night.

ODD FELLOWS' GRAND LODGE.

Elect Officers, Agree to Meet Next In Baker City, and Go on Excursion. ASTORIA, May 25.-The Grand Lodge of odd Fellows met this morning at 8:20 with all the delegates present. The special order of business being election of officers, balloting was at once taken up. For the office of warden, which is the stepping stone to all the chairs of the grand lodge, it being the rule to advance officers who passed that station and have seen faithful in discharge of their duties been faithful in discharge of their duties chair by chair to the highest position, the candidates were Robert Andrews, of Portland; Joseph Micelli, of Roseburg; William Green, of Eugene: J. S. Locks, of Huntington, and A. J. Johnson, of Scio. Andrews was elected on the second

The next contest was over the place for holding the next grand lodge. Baker City, Albany, Corvaills and Portland contested. Baker City secured the prize by a vote of 189 against the next highest vote of 34, which was given Portland. The grand lodge then adjourned and

members went on an excursion to Seaside. The grand lodge resumed sitting tonight, and elected the following additional offi-

eerg.
E. E. Sharon, of Portland, grand sec-retary, and J. K. Weatherford, of A bany, grand representative.
The Grand Assembly of Robeksha elected

the following officers:

Mrs. Annette Weatherford, of Albany,
president; Mrs. Nellie Gust n. of Portland, vice-president; Mrs. Nett e Ungerman, of McMinuville, warden; Mrs. Ora Cospet, of Dallas, secretary, and Mise Callie Man-son, of Astoria, treasurer. It is expected that the grand body will finish its backers. finish its bir iners by noon tomorrow.

Washington Notes

F. W. Brooks, William Tennant and W. G. Bickelbaupt, all of South Dakota, will erect a mill having a capacity of 1000 barrels of patent roller process flour per day, at Everett.

A careful examination of the shipping statistics of the Great Northern shows that 1,000,000 bushels of wheat passed through Everett ins year, and that 7,000,00 bushels arrived at Scattle for export.

About 20 property-holders on Frent street, in New Whatcom, have decided that the building of the Great Northern inshore line would be a detriment to the city and a great damage to the r proper; and are circulating a petition arking the City Council not to grant the franchire.

"GREAT NORTHERN FLYER" "The Most Popular Train Across

America."

Solidly vestibuled, palace and tourist deepers, dining cars (meals a la carte). buffet smoking-library cars.
Louves Portland daily, 6:20 P. M., for Montana, St. Paul, M. nneapolis, Duluth, Chicago and all points East.

OREGON'S MORAL LAWS

ABSTRACT TO BE DISSEMINATED BY CHRISTIAN ENDEAVOR UNION.

Object Is to Make People Familian With Them Rother Than to Engage in Aggressive Warfare.

OREGON CITY, May 31.-Rev. A. J. Montgomery, president of the State Chris-tian Endcavor Union, who will go to Al-bany tomorrow to preside at the state vention, has received an advance copy of the abstract of the Oregon laws relating to social and moral questions. This ab-stract was prepared by the executive conmittee of the state union, and steps will taken at the convention to distribute the printed copies, and at least one will be placed in the hands of every ministor in the state. Abstracts of the laws relating to cigarettes and tobacco, cruelty to animals, disorderly houses, elections, ex-h.bi:lon of deformed persons, gaming, intoxicating liquors, lotteries, minors, obscenity, profanity and indecency, oplum-prizerighting, Sunday and seamen, are given in the work. Mr. Mon-gomery anys that it is not the intention to wage an aggressive warfare on the violation of order that they can be the more readily inforced. In fact, a campaign of educa

Today, Receiver William Galloway, of the local land office, received a letter from the Getchell & Martin Lumber & from the Getchell & Martin Lumber & Manufacturing Company, of Des Moines, In., inquiring if there were any desirable locations where there was a good supply of oak timber. The letter stated that the company desired to engage extensively in the manufacture of wagons and bug-gles out of Oregon oak. Mr. Galloway aent the letter to the Portland Chamber of Commerce, with a request to answer

Today County Clerk Dixon completed recording the registration blanks from the outside precincts, and the footings show a total of 4753 votes registered in the county, about 600 more than were

cast two years ago. In the Circuit Court today, Selma Lange, formerly of Multnomah County, filed a sult for divorce from Oswald Lange, on

the ground of desertion.

APPORTIONED SCHOOL MONEY. Preparations for the Closing of the

Vancouver Schools. VANCOUVER, Wash., May 24.-County sperintendent Evans has completed the prortionment of school funds on hand, mounting to \$12.160.36, among the 78 school districts of the county. Of this amount district No. 6, comprising schools of this city, receives the sum of

orrow evening the first of the series of public exercises attending the closing of the schools will take place at the Standor the schools will take place at the Standard Theater. These will be given by pupils of the eighth grade, and mark their advent from that grade into the High School. A fine programme of recitations, essays and music has been prepared for the constant.

Superintendent James Watson, of the Washington School for Defective Youth, is making arrangements for the closing of that institution for the year, which will take place Wednesday, May 30. Mr. Watson states the year just closing has been one of the most successful in practical results in the history of the school and esults in the history of the school, and that the attendance has been considerably increased. Pupils of the school living at points on the line of the O. R. & N. Railway will leave here Wednesday, May 30, and those destined for Puget Sound and other points on the Northern Pacific leave on Thursday.

In the Superior Court today, in the case of David Griffith vs. Adam Johnson, a con-tention over \$2 50, due on a promisory note, amounting to \$35 70, claimed by Griffith for wages (to which Johnson claimed an offset for board of \$150), the jury returned a verdict in Griffith's favor

The damage suit of V. V. Rand against Laren Seward was on trial before the Laren Seward was on trust before the jury the greater portion of the day. This case is similar to that of Ferrell against Seward, disposed of Tuesday. Rand also alleges to have had a finger bitten by Seward, but asks for \$50 damages; whereas Ferrell only asked for \$5. In this case Seward also claims damages from Rand for alleged injuries received during the

RESTRAINT OF COMMERCE. Sutt Submitted in United States Court

-Damages Sought.

TACOMA, May 24.- The first case to be tried in this state under the act of Congress which prohibits combinations hav-ing for their purpose the restraint of interstate commerce, came up in the United States Court yesterday, when the case of S. A. Gibbs vs. the Washington Red Cedar Shingle Manufacturers' Association was The defendants demurred to the com-

plaint on the ground that the formation of the association was not a violation of the act of Congress referred to, and holding that the mere fact that the defendants manufactured shingles did not signify that they would ship them. As there is no state law against the formation of such combinations or associations, if the con-tention set up by the defense holds good, Mr. Gibbs would have no recourse in law. Judge Hanford asked both wides to sub mit briefs, which was done, and the case was taken under advisement.

Mr. Gibbs asks for heavy damages on account of alleged injuries to his business by reason of the formation of the associa-

Stole Wheel and Was Sent to Asylum ALBANY, Or., May 24 .- William H. H. Shields, aged about 60 years, a native of Linn County, and son of one of Linn County's early Treasurers, was today committed to the insane asylum and this af-ternoon taken there by Sheriff Munkers. The case has excited confiderable interest in Albany, watere Shields, an odd char-acter, has rended most of his life. He had been arrested for starving several had of cattle kept in a barn, but, though discharged the matter never on his mindischarged, the matter proyed on his mind and he imagined the officials were continually after him. Last evening a boy set his bicycle against a fence, when Shields took it and wheeled into the country, followed by the Sheriff as soon as that offi-tial could be not fied. Leaving the bicy-cle, he fied through the selds to the Sanwhere he gave himself up to the Sheriff this morning.

Enidemie of Saloon durgiaries. TACOMA, May 14.-There has been durs the past few days an epidemic of loon burglaties, no less than seven sa-cus having been entered and the tills robbed in that time. In three cases no money was obtained—only liquor and cigars taken—but in the other four, sums varying from \$12 to \$40 were obtained. The police have made several arrests in connection with the burgiaries, and think they have not some of the men who did

CHEHALIS, Wash., May 2.—A Consta-ble at Winlock Irst night arrested three men who are supposed to be the men wanted in Spohomie's County for robbing and almost killing a man there a few days

ago.
"Bob" Stout, who works in Brown Bros." sawmill at Napavine, was hit on the back

of the head by a set-screw on a saw-ar-ber late yesterday evening, and received a elight fracture of the skull.

The Citizens' Club re-elected the old of-

The Citizens' Club re-elected the old of-ficers at the last meeting, as follows: President, N. B. Coffman; vice-president, J. T. Coleman; secretary, J. M. Kepner; treasurer, J. T. Coleman. The club will

The Epworth League convention of the Chehalts district is to be held at Chehalis June 11, 12 and 13.

Suit Against Olympia.

Suit was filed in the United States Court at Tacoma Tuesday by James A. Haight, attorney for the bondholders of the Olym-pia Water Company, against the City of pin water company, against the City of Olympin, to compel the levy of a tax sufficient to pay their claim for \$1224, and interest, for the water supplied to the city during the years 1806 and 1859, at the rate of 1800 each per year for 20 hydrants, and \$12 each for 21 additional hydrants, in accordance with a provision in the ordinance granting to the water company the right to extend their water makes through the to extend their water mains through the streets of the city.

The complaint alleges that the trust company took an issue of \$150,000 bonds on

the water company in 1890, on the faith and credit of a provision in the franchise by which the city was to be furnished

Found Dead In Bed. VICTORIA, B. C., May 24.—G. H. Seeling, for many years of the firm of Simon Leise; and formerly a resident of San Francisco, was found dead at his home this evening. He often threatened to commit suicide on account of financial difficulties, and it is believed he came home from San Francisco, where he had been visiting, to carry out the threat

Prohibitionist at Medford MEDFORD, Or., May M.-John G. Woolly, candidate for Vice-President on

wooly, candidate for Vice-Fresident on the National Prohibition telest, spoke in the Presbyterian Church this evening to a crowded house. He spoke of the dis-couragements in the temperance work, and urged the voters to be loyal at the rolls.

AT THE HOTELS.

THE PORTLAND.

Huron. Mich
Miss fielia M West, do
W W Forbish. St L
E B Lyon. Minneapolis
Mrs J B Kellogg, Orange. N
Miss Lelia Shelby, city
Eugene Shelby, city
Eugene, Shelby THE PORTLAND. Frank Polley, Pasadens, Cal
Harry Hartness, N Y
Harry Hartness, N Y
J Wentworth, Bay Cy, C S
Milch
G K Wentworth, Chgo
B H Cooper, Chicago
L Gerlinger, Vancouvri Nathar, New York
Krnest C Dalton, do
H C Boruf, St Paul
H P Upham, St Paul
H P Henry & wife,
Butte, Mont
W P McKeans, W W
H Danker, Spokane
Emil Pursch, San Fr
R Meinescke, Washin
B McDonnell, Sonoma
Maurice Leopold, Chgo
G M Simpson, San Fran
Merocecke, Washin
Can Mendescke, Washin
Can Millory, Chicago
C M Simpson, San Fran
Murrice Leopold, Chgo
G M Simpson, San Fran
Geo C Salch, Chicago
Mr & Mrs George N J B Crowley, San Fran
Columbia River Scenery.

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Regulator Line steamen, from Oakstreet dock, daily, except Sundays, The
Dalles, Hood River, Cascade Locks,
and return. Call on, or fone Agent for
further information.

THE PERKINS. F Wickham, ship Dovenby Hall
TH Johnson, do
TH Johnson, do
TH Johnson, do
TH Johnson, do
TH Golmen, forest Grove
E C Hill, Forest Grove
E C Hill, Forest Grove
T L Rogers, Spokane
Jos Finkham, Idaho
A Brewer, Salt Lake
Mrs Edwards, do
Lake, Utah
Lake, Utah
Lake, Utah
Mrs Fred Dawson, do
A J McKinson, Burns
C E Moulton, Tacoma
C E Moulton, Tacoma
Mrs A L Scoffeld, Los Angl
Mrs A L Scoffeld, do
D M Clement, Ashid, Op
D M Clement, do
E E Randall, St Paul
Mrs D M Clement, do
E E Randall, St Paul
Mrs M F Shaw, M D, Hood
Mrs M F Shaw, M D, Hood
River, Gr
Mrs M F Shaw, M D, Hood
Mrs W L Warren, McMinn
Mrs C L Shattuck, do
C S Roning, Townsend,
Mont
F S S Myers, city
Geo Roberts, St Paul
W W Carroth & fam
Ily, Ellensburg
John Stewart, Eugene
J H Altken, Huntington
Chas H Abercromble,
Astoria F Wickham, ship Dov-Rex Edwards, Toledo, enby Hall

THE IMPERIAL. C. W. Knowles, Manager.

Jas B Owens, Spokane
J B Taylor, Bennett,
Mra Owens, Spokane
Dr Geo Dall, Cott Grv
Mre Wilson, San Fran
Dr Geo Dall, Cott Grv
Mre Wilson, San Fran
S G Hoffman, San Fr
W L Carren, San Fr
W L Carren, San Fr
Mre J Honnick, Toron- Wn William, N T
fon, Can
The M Donnick, Toron- Wn William, N T
OMER R Hamsay, Jr, de D W Stuart, Cakid, Cal
S M Stock, San Fruh
T Hendryx, Baker C G H Perro. city
Wrn Smith, Baker City B S Wheeler, Sacmuto
Jas S Pitcher, city
Wrn Smith, Baker City B S Wheeler, Sacmuto
Jas S Pitcher, city
Geo H Surnett, Salem
J Grebler, Astoria
A M Evans, Marshfield Mess Gearin, Astoria
A M Evans, Marshfield Mess Gearin, Astoria
A Mrs W Robb, Astoria A J Johnson, Solo
J H Young, Washing
F L Kelly, Sclo
bon, Is
Mrs Taylor, do
Mrs Robbinson, Astoria
Geo H Hess, Chleago
Mrs Robbinson, Astoria
Geo H Hess, Chleago
THE ST. CHARLES. C. W. Knowles, Manager

THE ST. CHARLES.

THE ST. CHARLES.

N Dare, Wash
MeNell, do
Stephens, do
d Stephens, do
Stephens, do E N Dare, Wash
P A McNell, do
F C Stephens, do
Wm Myrick, do
Fred Stephens, do

Ronde
Wm Bell, Astoria
A.C Bennett, Kelso
C.C Bennett, Kelso
W. Hennett, Kelso
W. H. Jones, Glencoe
P. Dames, Butte
Irs Dames, Butte
Irs Dames, Butte
In Lysons, Carlion
G. Hughes, Forst Gruin
Hoefer, Champoeg
Studell, Enfaut Mrs Annie Wieger, Carrollion
A Studell, Eufaula
A Studell, Eufaula
Bercham, Oregon
Thos Payne, Centralia
Geo Boyden, Centralia
Ed Payne, Centralia
Ed Payne, Centralia
Peter Johnson, do
John Jeldnes, Centralia
Mrs W D Ingersoll, Salem cilla Roblinson, do
furt West, Scappoore
Peterson, Scappoore
las Duncan, Dalles
V C Warrick, Scio
A Frantz, Knaope
las Finchiell, Sartis
Curry, Wallace
H Flackium, Wallace
Mrs. Wells, Wallace
W E Wells, Wallace
W C Wells, Wallace
C Allingham, Holsey

Hotel Brunswick, Seattle. European; first class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoma. Strictly first-class; newly furnished throughout; tourist headquarters.

JUNE FLEET WILL BE MUCH LARGER THAN USUAL.

Plenty of Work for Longshoreme at Good Wages-Last 1899 Ship Arrives Out.

The big turret steamship Elm Branch, under charter to the Paella Coast Export Lumber Company to load lumber at chis port, is due today or tomorrow, and will port, is due today or tomorrow, and war be followed about three days later by the Inverness, which comes to the same company. The arrival of these oig steam-ships, coming at a time when three are several grain ships in port, will give em-ployment to a large number of men, and as wages for this kind of work are 40 to 10 cours see hour they distribute coraidb) cents per hour, they distribute considerable money in the port for labor. This has been a good season for the longwintermen, and any man willing to work will have no diliculty in securing a job around the ships for the rest of the season. June grain ships in former years have been scarce, indeed, but from present indica-tions there will be a much larger feet than by which the city was to be furnished with so many hydrants, at the figure named, but that the city has refused to pay for the years 1898 and 1899, and only offers \$1600 in full for the two years, instead of \$3512 as claimed.

The city, the complaint alleges, has only levied a tax of 2% mills for current expenses, while by law it may levy 10 mills, and by reason of such levy they have no funds on hand to pay the water bill.

Scarce, indeed, but trum proceed that the same is carried to next month. The usual to be attended to next month. The usual to be attended to next month. The usual to be attended to next month. The least tended to next month. The usual to be attended to next

vessel, supposed to be the Finmore, is re-ported outside, and well probably be in today. The Mabel Rickmers sailed from Hidgo May 6, and as she is a last sailer, she is almost vertain to reach Portand in time to figure with the June fire. This will make a very satisfactory ending to a season which has dragged cons lerably at times, but which, on the whole, has been earliefactory. satisfactory.

PORTLAND FLEET LEADS. December Passages Over Ten Days

Better Than Puget Sound's. The British ship Hutton Hall, the last of the 1899 grain fleet from Portiall to Europe, arrived out at Queensiown Tues-day, after a passage of 186 days, the long-est for the month of December, and over two weeks longer than the average for the month. There were 18 snips in the De-cember fleet from Portland for Europe, and they made the outward run in average passages of 129 days. This average is sometimes beaten during months when a smaller number of ships are in the fleet, but it is a remarkably good showing for such a large number of ships. The Wateroo, the last of the December first from Puget Sound for Europe, also arrived out Tuesday, after a passage of 150 days, the slowest of the month from the Sound's There were but four vessels in the Sound's European grain fleet for December, and

European grain fleet for December, and their average passage was 18% days, or over 19 days slower than the passages of the fleet from the Columbia River. Of the Portland fleet, the Inverurie. Arctic Stream and Fulwood were tied for first place, with 120-day passages to their credit. The Royal Forth and and Sietta Miranda were a day longer on the passage. Miranda were a day longer on the passage, and the Leyland Brothers and Crown of Germany were out 122 days. The short-est passage of the Sound fleet was made by the Lrumianrig, in 129 days.

earcity of Sailors, and Owners'

Peculiarities Making Trouble. The Russian ship Sylfid is still at Astoria, waiting a crew, and the Dovenby Hall is in the stream at Portland. Both slips were offered crews at the rate which has prevailed in Portland for over a year. out declined to do business with the Portand boarding-house men, and as men have since been leaving for the north and finding work ashore, saliors are no longer plentiful. A few of the heaviest shippers Portland have with considerable effort for over a year kept the cost of scuring crows down to the most satisfactory rates that have prevailed for years. In his work they have not at all times had the support of either the captains or own-ers, and as the latter parties are more vitally interested than the shippers, it would not be surprising if matters around back into the old groove again.

La Bourgogne Litigation. NEW YORK, May 24.-The Fronch line officially known as La Champignie Gen erale la Transatlantique, whose steam-ship La Bourgogne sank on July 4, 1838, from 80 to 100 miles off Sable Island, with a great loss of life, has filed a petition in United States District Court, which

the United States District Court, which, it is hald, will practically cut off without a cent all claimants for damages. There are 63 claimants in all, and the claims which have been stated on payers filed amount to \$1,207,534 75. There are 21 claims in which the amounts are not mated, and these will bring the sum total up to about \$1,590,000.

Heavy Tourist Travel.

NEW YORK, May 24.—All of the big ocean liners which salled for European ports this past week are crowded with ourists, most of whom were going to the Paris exposition. Through information gained today at the offices of the various companies, it is made pain that they are doing as big a business as they expected to do. The Paris exposition is, indeed, proving a boon to the steamship companies.

Lone Sails For Nome

SAN FRANCISCO, May 24.—The steam-er Charles D. Lane sailed for Cape Nome today with 300 passengers. At Scattle she will take aboard 100 more fortune hunters. The transport Lawton also sailed for Alaska via Seattle, where she will take on board a body of troops and distribute them among the various Alaskan head-

Veteran Captain Dead. SAN FRANCISCO, May 24. - Captain Robert Searle, for many years commulate of the Pacific Mail fleet of steamers, died today at the Palace Hotel from a com-pilention of diseases. Captain Searle was

known on the Coast and in the Oricht, having served with the Pacific Mail ht over 10 years. He was a native of Fag-land, and was about 70 years of oge. Domestic and Foreign Ports. ASTORIA, May 24.-Arrived at 3:15 P. M.-British bark Galgate, from Shanghai Arrived at 7 A. M. and left up at 9.5 A. M.—Steamers Despatch and Del Norte, from San Francisco. Arrived down at 7 A. M.—British steamer Argyll. Outside

to A. M.—British steamer Argyl. Outside at 6 P. M.—A square-figger. Condition of the bar at 5 P. M., rough; weather cloudy; wind southwest.

Hoquiam — Sailed May 22—Schooner Dauntless, from Hoquiam for Junymas; steamer Newberg, from Aberden, for San Pedro; steamer Coquille River, from Hoquiam, for San Francisco.

San Francisco, May 24—Arrivoi.—Bark.

San Francisco, May 24.—Arrived.—Bark-entine Gardiner City, from Coos Pay. Salled-Steamer Grace Dollar, for Cape Nome: steamer Charles 2). Lanc, for Se-attle: U. S. S. Lawton, for Seattle; Daisy Rowe, for Coes Bay. Seattle-May 23.-Steamer Garonne, for Cape Nome; steamer Olympia, for Cape Nome; steamer City of Seattle, for Skep-

Antwerp—Arrived May 21.—British ship Crown of England, from Oregon. Queenstown—Arrived May 22.—British ship Hutton Hall, from Oregon, and railed for Antwerp, 23d. Yokohama - Arrived May 22.-British steamer Empress of China, from Van-

Nagasaki-Ready for sen May &-German ship Emille, for Chemainus. Hiogo-Salled May S.-German ship Ma-bel Rickmers, for Portland, Or. London, May 24.—Arrived—Manitou from

New York. New York, May 24.-Sailed-L'Aquitaine,

Queenstown, May 3.—Arrived—Pennishd, from Philadelphia, for Liverpool. Naples, May 24.—Arrived—Ems. from New York, and salled for Genoa. Liverpool. May 24.—Salled—Bovic, for

Queenstown, May M. Sailed Bengan-land, from Liverpool, for Philadelphia; Majestic, from Liverpool, for New York.

RICH IN COPPER AND GOLD. W. Catlin Tells About Mines

Southeastern Alaska. W. W. Catlin, vice-president of the Khayyam Copper Company, has just re-turned from a trip to Southeastern Alus-ka, and will return, after a brief visit in Portland. When seen yesterday, he said: "A great deal of interest in the mining way has been above in Southeastern. way has been shown in Southeastern Alaska, and particularly in and about Ketchikan. There are a good many very promising prospects, both of copper and gold, and several properties are being quite extensively worked. The Khayyam Copper Company, of Portland, of which C. H. Prescott is president, has conmenced work on an extensive scale, and will continue it through the year with every promise of developing property of great value. In so far as that particular property is concerned, every man com-petent to judge of such things who has ever been on the property has expressed positive confidence in its great value. It will probably take some time-10 months is even approximately realized, the prop erty will be one of the best in the c

"Southeastern Alaska is coming to the front as a region possessing mineral de-posits of very great value, and bids fair to become a great producer of copper and gold. Its climate is such that there is no lifficulty in working the entire year, and it is so accessible that the tran problem is very early solved. With these natural advantages and its apparent great richness, there is no reason why it should not become one of the fincet mi gions in the United States"

J. W. Prescott and a party of practical miners are registered at the Merchant. They have a large outfit, and are fully prepared for a three years' stay at Nome. They have a 16-horsepower, double-cylin-der gas engine, and a Boggs centrifugal pump, which is rated at 1000 gallons per pump, which is rated at 1000 gallons per minute. In pumping at, least 20 per cent will be sand. They will use three methods for saving the values—silver plates, riffles with quicksilver, and screens with matting. They also purchased 20 barrels of gasoline, which the steamship company refuses to carry, consequently they will have to purchase their supply in the north. Mr. Prescott says that he has been able to buy a great deal of his outfit here as cheaply as he could have nurchased in as cheaply as he could have purchased in

Buying All Sorts of Supplies. The crowd of "miners" who are to leave for Nome Saturday evening are still buy-ing things which they think may prove useful. One party who intend to pros-pect the interior of Seward peninsula pect the interior of Seward peninsula were yesterday purchasing alpenstocks, iron "creepers" to fasten to their shoes when walking over ice, and goggles to protect their eyes from the glare of the snow fields. Others were purchasing folding rubber buckets, and a sort of small hoopskirt of netting to fend off mosquitoest. Many were having tents blankets. toes. Many were having tents, blankets, etc., baled, and all were roping parcels and cases to prevent them from bursting open by rough handling.

Off for Nome. George W. Hazen has placed his law office in charge of Jerry Bronaugh, and leaves with his partner. George A. Beil, for Nome, where they have two placer claims on Copper Creek, which they will work. They take along enough machinery, etc., to work 20 men. All the large nuggets they find they will save for pres-ents to their friends.

Ploneer Going to Nome Among the elderly men who leave Port-land for Nome this Spring is Homer Bryan, a pioneer farmer of Clatskanie,

whose age is 72. Mr. Bryan has a device for raking that rich sand out of the sand winnowing the gold out of it, in manner that will fill several barrels u the yellow metal in the short workin season on the Nome beach. He is conf dent of returning in the Fall with enou-to make him a bloated bondholder. to make him a bloated bondholder remainder of his life.

KILLED ALL THE RAT Astoria Has Nothing to Fea. Bubouic Plague.

August C. Kinney, & wellhysician of Astoria, and a former officer of that port, is at the Persin He says Astoria has nothing to fear fro a visit of the bubonic plague, now, the rats have been all destroyed and the animals always become infected with the plague before the disease attacks the hu-man family. He has made a scientific study of this dread disease, he says, and finds that it can be readily checked after finds that it can be readily checked after it appears in a community, provided the rate have been previously exterminated. "The bacilli of the bubonic plague," said Dr. Kinney, "are transmitted only by living beings. The microbes do not infect garbage or sewage, and so cleaning a city and burning its rubbish would. not prevent its spread. Cleanliness is very good in typhoid, because the typhoid mi-crobes lurk in fifth and damphess.

"Astorians believe so feverently in exterminating the rats that they are pre-pared to kill the rodents in every ship that touches dock in their port. The rats can be very easily killed on shipboard by fumigating the lower decks and hold with sulphur, before the cargo and ballast have been discharged. The dead rodents can be picked up afterward and cremated.

"At Santos, in Brazil, last year, Dr. Kinney says the rats broke out with the plague some two weeks before the populace became infected, and thus the dread visitor speedily got the upper hand of the people. At Honolulu and in Sydney, Aus-tralia, the rats started the plague, and in the former city hundreds of thousands of dollars' worth of property had to be burned before the epidemic was stamped out. Honolulu pays 25 cents a head for dead rate now. In Sydney, the plague rages yet, although the public treasury has been thrown wide open to pay the ex-pense of coping with it. In Tokto, Bombay and other ports, the prevalence of the disease has been aggravated by rats, and

in all of these cities a war of extermina-tion is now being waged.

"It cost Astoria only \$15 to rid itself of rats, and Portland could clean its for-dents out for \$250. Then, should the plague appear, the patient could be iso-lated, the stricken premises furnigated and the malady would not thus cause a panic. Portland, by all means, should kill off its rats, and provide for the killing of every visible rat appearing in its har-bor on board of a vessel."

Astoria is now paying 5 cents a head for dead rats, but few are being brought

10 cents a head was paid. About 200 rata were paid for out of the city treasury, a large number being killed by private aterprise. Surveyor General Wyman, at Washingon City, furnishes a pamphlet free, wh treats on preventive measures to be adopted in all American seaports. Dr. Kinney has had the benefit of one of these, and he heartly commends their

perusal to the health officers of Port-

In the height of the rat-killing era.

Indians Disappearing.

Eugene Register.

It will not be many years before the Government is relieved of the responsibility and expense of conducting and main-taining Indian reservations throughout the West. There are those who contend that the race is not dying out with any great rapidity, but figures from the Siletz reservation, near Corvalits, Or., show con-vincing evidence to the contrary. In 1836 6000 Siletz Indians were installed upon thi reservation, one of the most healthful is cations in the Willamette Valley; today, after an interval of 44 years, there are only 300 who draw upon Uncle Sam for

Brakeman Instantly Killed. LA GRANDE, Or., May 24.—Stephen Foley, brakeman on a passenger train, was instantly killed at 9 o'clock tonight while engaged in making the coupling of the engine to the train. The young man was unmarried. His father and mother are residents of La Grande.

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