A WAKING EMPIRE

Hint of Resources Developing in Western Idaho.

RAILROAD NORTH FROM WEISER

Thunder Mountain Gold and Seven Devils Copper Large Factors—Agricultural Possibilities.

WEISER, Idaho, May 24.—The western portion of Idaho along the Snake River is one of great interest, as well as the scene of much activity. Its topography includes mountain peaks, fertile plateaus, basins and valleys, intermediate ranges, spurs and divides, great forests of pine and fir, extensive rivers and lakes, which hold the accumulated falls of rain and snow. These primal solitudes were formerly the home of the Indian, the deer, the Rocky Mountain sheep, the goat and bear, the mountain lion and the almost extinct American bison. The many streams that bore life for the parched tongues of these wild inhabitants of the plain are filled with that charm to the American sportsman—the mountain trout. But all these things are being disturbed by the touch of an advancing civilization.

First came the hunter and trapper to dispute with the red man his right to universal dominion. Then the brave and rugged homebuilder and, more recently, the miner, the stockraiser, the business man and the capitalist. This growth of communities brought commerce and transportation facilities. In places advantageous to the accumulation and redistribution of commodities, towns and cities have sprung up, whose growth is in proportion to the amount of financial and commercial centralization they can command.

In the way of natural advantages this part of the state is richly endowed by Nature. Her valleys spread out beneath a genial sky, whose sun kisses into wonderful productiveness every plant and fruit known to the north temperate zone. Her uplands and hillsides teem with herds of livestock, and her mountains are proving great storehouses of copper and precious metals.

Prominent Mining Districts.

Probably no mining district is attracting more attention at the present time than Thunder Mountain. The mountain and district by that name are situated in Central Idaho, west of the Bitter Root range of mountains, on the south side of the Salmon River, about 60 miles southeast of Warren, in Idaho County. The present line of approach is by way of Weiser, over the Pacific & Idaho Northern Railway to Cambridge, which place is the temporary terminus of that road, 40 miles from Weiser; thence by fairly good wagon road to Warren, and from there by pack trail to Caswell Camp, which is at the foot of Thunder Mountain. Thunder Mountain is the center of a vast mineral zone, with Boise and Deadwood basins on the south, Florence on the north and Loon Creek on the east, all interspersed with more or less noted camps, which have produced an aggregate of over $200,000,000 since 1862. But on account of the many difficulties of transportation, caused by numerous large rivers, absence of roads, precipitous mountains and heavy timber, Thunder Mountain has been until recently isolated. Developments of the last few months prove this to be one of the most demarkable ore bodies known in the world. There is embraced in it an outcrop of gold-bearing ore 1600 feet long by 600 feet wide and several hundred feet high. It is claimed by men who have visited this great natural wonder that it will prove to be a more extensive mine than the Alaska Treadwell, and that the ore is much richer.

This ledge was discovered by the Caswell brothers, while looking up a stock range. They accidentally ran across a piece of quartz nearly half gold. This led to prospecting and the subsequent location of the great body from which the specimen came. A mill test of four tons of ore made at the Iola mill gave an average value of $9.50. The test was made under the direction of Captain Wood, manager of the Iola mine. On account of the isolation of the property, the Caswell boys gave no attention to quartz mining. They put in operation a very crude rocker, and in six days in the Summer of 1887 cleaned up $250. The only water available for their use was caught in a small reservoir on the hillside, and sufficed for not more than 20 days in any season. During the Summer of 1888 they cleaned up $1750, and in 1899 $5400. The 1900 clean-up is expected to reach $20,000. On June 1 a party of 20 stockholders will leave Weiser to be present at the clean-up.

A few months ago a strong company was organized for the purpose of thoroughly developing the mineral resources of Thunder Mountain. This company is preparing to build a good wagon road from Cambridge to Thunder Mountain over a much shorter route, via Salubria, Van Wyck, Hot Lake and Miller Mountain, the total distance of which will not exceed 50 miles from Cambridge. The Thunder Mountain Consolidated Gold Mines Company, Ltd., has ordered from Chicago a five-foot Huntington milling plant, with a view of thoroughly testing and developing the properties preparatory to the installation of a 100-stamp mill next season. The company was organized under the laws of the State of Idaho on March 16 last, with a capital of $3,000,000, with general offices at Weiser, Idaho. The interest at Weiser in Thunder Mountain is intense. All the local business and stock men are interested in it, and, besides these, bankers, business men, investors and mining men from British Columbia, Washington, Oregon, Idaho, Montana, California, Missouri, Minnesota, Wisconsin, Michigan, Ohio, New York, West Virginia and South Carolina are stockholders. E. M. Barton, of Weiser, a man long associated with Idaho's mining and stockraising, and A. B. Anderson, president of the Bank of Weiser, are at the head of the company.

Seven Devils District.

Ninety miles north of Weiser, on the Idaho side of the Snake River, in Washington County, is the great Seven Devils copper district. The famous Peacock mine of this district was discovered about 20 years ago. It was originally a large blow-out, showing rich copper ore on the surface. More extensive development work uncovered a permanent vein of rich copper ore. The bornite ore carries about 20 per cent and the pyritic ores 15 per cent copper and some gold. This property is now owned by Eastern capital, and will be extensively operated. This mine has now about 10,000 tons of ore on the dump ready for shipment.

The South Peacock mine is also in fine working order, and shipments will begin as soon as the roads are in order.

The Badger, Standard, Bodie, Copper King, Humbolt, White Monument and Alaska groups are all promising properties. The Alaska group is owned by Portland people, and is being developed.

The Blue Jacket is working 30 men, and taking out some fine ore. The Corah, near the Blue Jacket, is making a good showing.

The Seven Devils country is reached by the Pacific & Idaho Northern to Cambridge, thence by good wagon roads.

Rapid River District.

The Rapid River district is on the Little Salmon River and contains some very promising gold properties, among which is the North Star. The district is well watered and timbered, and easy of access. There is more or less mineral all the way down the Little Salmon.

At Marshall Lake is a new district, opened up last Fall, which gives promise of some good mines. It is situated south of Warren.

Placer Diggings.

The Long Valley placer diggings are at the head of Long Valley, near Big Payette Lake. The Bay City Mining Company owns 12 square miles, and the Clara Folty Company a large tract of this land. They are constructing extensive ditches and otherwise preparing for heavy work this season. There are other companies and individuals working in that vicinity. There has been much gold taken out of the district in the past, and with improved and extensive appliances much more will be taken out in the future.

The Heath District.

One of the districts that has attracted much attention in the past few months is known as the Heath district. It is located about 50 miles northwest of Weiser, and is reached by the Pacific & Idaho Northern Railway to Cambridge, thence by good wagon road, a distance of 16 miles. This was formerly worked as a silver camp, no great amount of copper being known to exist until within the last 18 months. Since then a great amount of development work has been done. This is known as a pyritic camp, with granite, porphyry and lime formation. The leads are very large, running from four to 50 feet in width, some even wider. There are many fine concentrating prospects, and no doubt in the near future many large bodies of ore will be opened up, as development work is being pushed on a large number of claims. Among the prominent claims are the Abbie, or Ruth group, under bond to a syndicate headed by Jay Crick, State Mine Inspector of Idaho. There has been considerable work done on this property, and it shows up well.

The Conglomerate group is being opened up by the Conglomerate Company, and is also showing up well. A considerable amount of work has been done in the way of tunnels, drifts and shafts.

The Heald group of three claims is under bond to the Anglo-Columbian Exploration Company, of Boston. It is pushing work, and has a large amount of ore in sight. The Brown, Maxwelton and Dewey groups are also fine properties, showing considerable pyrites of copper from the surface down. There is not much work done on these properties yet, but it is understood development work will soon start. The Maxwelton and Dewey groups are under bond to L. A. Hall and associates of the Pacific & Idaho Northern Railway, as is also the Mountain Queen, upon which they have quite a force of men at work.

This district having large deposits of copper ores, with timber, water, limestone and iron in abundance and good transportation facilities close at hand, must become one of the leading camps in this section. Weiser being the gateway to all these great mining districts and the natural distributing point for all kinds of supplies for the large country surrounding it, it would be rather more marvelous that it should not grow than that it should do so.

Growth of a Railroad.

The growth of Weiser has been very marked in the past year. From a rambling little village, whose inhabitants sauntered to the depot twice a day to see the train go by, it has risen to the dignity of a railroad center. Having the advantages of a main line service east and west through the Oregon Short Line, it is also the initial point of the Pacific & Idaho Northern. It was the construction of this road that brought new life to Weiser, and laid at her feet the possibilities of a commercial and mining center. Much of the credit of this enterprise is due to the foresight and energy of Lewis A. Hall, of New York, who is president of the road.

P. P. Shelby is general manager, and is counted one of the best organizers in the Northwest. He was sent by Jay Gould in the early days of railroading in the West as a field lieutenant, to spy out the route to the Pacific Coast. He has been for 34 years actively engaged in railroad work in the interests of the Union Pacific and Great Northern roads. He invented and put in operation the first railroad ferry between Omaha and Council Bluffs. Having been so long engaged in transcontinental work, which has opened up the magnificent great West, he now takes up the task of developing one of its portions.

Since 1889 the Union Pacific has had a series of surveys made for the purpose of tapping the Seven Devils country and Northern Idaho. The two main routes considered were by Weiser, down the Little Salmon River via the Seven Devils, and via Huntington down the Snake River to Lewiston. In more recent years large Eastern and Montana capitalists have invested in the Seven Devils country, through whom there was brought about a combination of capital for the construction of this road as an independent line, with L. A. Hall as president. The road begins at Weiser, and follows the Weiser River up the west side, and is now in operation to Cambridge, a distance of 41 miles. It will require 60 miles more to complete it to Seven Devils, part of which is already graded.

This district is considered of great wealth, when its ores are made available by transportation facilities. Many other rich mining districts will be tributary to this road.

In addition to the vast and rich mining districts, the P. & I. N. will open up large farming and timber belts, capable of supporting thousands of people, and considerable land that is subject to entry. Among the numerous enterprises Mr. Shelby has under consideration for the development of this section of the state is the utilization of the Weiser River to produce electric power. The engineers estimate the stream to be capable of producing 6000 horsepower. This will be used to supply the towns of this part of the state with electricity for light and power purposes.

Also by diverting the waters of Snake River into canals an extensive and general irrigation system will be established, by which hundreds of thousands of acres of land can be brought under a high state of cultivation. This will prove one of the prominent factors in the development of the country.

Salmon, Clearwater and Camas Prairie countries, of Northern Idaho, constitute a vast area of very fertile land, already containing large agricultural districts, and many thousands of head of cattle, sheep and horses. The route of the P. & I. N. as surveyed crosses the upper tributary of many streams and valleys, whose wealth, pouring into the great Columbia basin, contribute much to its fame, as also to the wealth of the City of Portland. In speaking of this road, Mr. Shelby said:

Easy Road in Rich Country.

"The P. & I. N. traverses a country of easy grades and great resources. The maximum grade so far is only 2.2 per cent or 116 feet to the mile. It will penetrate a large forest of fine pine and fir timber that has been practically untouched, covering the headwaters of the Payette and Weiser Rivers. This alone will furnish a large traffic for a quarter of a century. The Seven Devils country alone will supply 1000 tons of ore a day for shipment for many years.

"These ores are very rich in copper; shipments made to New York, after a long haul over mountain roads, have netted over $100 per ton. Much of it goes 40 to 60 per cent copper. They generally carry enough gold to pay all mining and smelting expenses.

"Tributary to the Seven Devils are other rich districts, along the Salmon and Little Salmon Rivers. Along the line of this railroad is nearly 3,000,000 pounds of wool, ready for shipment, and thousands of tons of ore on the dump. From the very start the road has paid operating expenses, and at the present time is paying all expenses and interest on the bonds."

A cement gravel of unusual quality has been discovered along the line of the new road. A test has been made which shows that it will pack till it becomes almost as hard as solid rock, and is impervious to water. When run through a fine screen it will form a surface as smooth as a board, and can be swept like a floor. The streets of Weiser are being paved with this gravel, and it is the intention to treat the roads of the county in the same way.

JOHN J. MILLER.

COTTON AND IRON LOWER

DECLINES ARE NOTED IN A NUMBER OF STAPLES.

Period of Extraordinary Buying and Speculation Followed by Lower Prices—Bank Clearings.

NEW YORK, May 25.—R. G. Dun & Co.'s weekly review of trade will say tomorrow:

Transition to a more natural range of prices after a time of extraordinary buying, speculation and rise is not wholly delightful, however needful it may be to business health. But the gradual change this year, though wearying, has given opportunity in various branches to avoid loss. It is nearly six months since the highest prices for pig iron were reached November 29, and of wool, December 1, while hides reached their maximum December 14, leather and iron products January 10, boots and shoes January 24, wool February 21, and cotton and cotton goods March 21. The tables given by this paper have shown that the highest point for all prices was March 16, and after two months of slow decline, the range for all prices was 4.5 per cent lower May 16. But the past week has added its full share, a fall of 4½ per cent in cotton, 3 per cent in pig iron, 1.5 per cent in iron products, 2 per cent in hides, 2½ in boots and shoes, and 2½ in leather, 3½ in petroleum products and a little in many other products.

The decline in cotton was rendered sensational by the failure of the firm which had most strongly resisted it, and for some months had led the campaign for high prices in the belief that stocks for the rest of this year would scarcely meet demands with the next crop in doubt. The course of the market for some months to come cannot well be predicted, as provision for the future has been made by spinners on both sides of the ocean. Weakness in wool as yet not enough to prompt heavy buying has hindered free purchases of goods without doubt, and there is of late somewhat more complaint of cancellations, and of slow collections. But the market is waiting rather than unhealthy, and quick adjustment to a lower range of prices for material might soon become as active as at any other time for years. The silk manufacture is helped by reduction in prices of raw, and the decline in manila hemp also aids a manufacture which is beginning to accomplish more than many realize.

The nominal price of Bessemer pig is held without change at Pittsburg, and without transactions. Bessemer is offered much below the $24.90 asked by the association, while prices of finished products of iron and steel have declined more than 18 per cent, within two months, without any reduction in rails, structural shapes or in sheets. No. 1 Lehigh pig is quoted here at $21, and the best anthracite $22 at Philadelphia. But doubt about sufficient supplies of steel-making iron for coming months seems the impediment to renewal of activity. Tin is also a shade lower, with copper and lead unchanged this week. Sales of Connellsville coke below prices recently quoted exhibit in strong light the change in iron manufacture.

Sudden and extensive changes are now reported in leather and boots and shoes, apparently resulting from the unyielding refusal of many dealers to place anything like their usual orders for the season at prices recently asked. Concessions are now reported at 2½ to 5 cents per pair in leading grades, for which such reduction was not reported a week ago, so that the general decline averages about 3 per cent. It was doubtless based in part upon considerable concessions in leather, as it now appears that subsequently all staple grades have been sold at prices ½ to 1½ cents below those recently quoted, the fall averaging about 3½ per cent.

The movement of breadstuffs has now materially changed. Atlantic exports of wheat, flour included, have been, in four weeks, 10,405,397 bushels, against 8,657,165 last year. Pacific exports were 2,791,791 against 1,842,703 last year. Prices have changed very little, the excitement being concentrated upon cotton, which declined 7-16.

Failures for the week were 185 in the United States, against 142 last year, and 20 in Canada, against 18 last year.

TRADE IS QUIETER.

Quotations Have Weakened in Several Lines of Business.

NEW YORK, May 25.—Bradstreet's tomorrow will say:

Trade is, if anything, quieter and prices are lower than a week ago, while efforts towards a readjustment of productive capacity to present conditions, are noted in several lines of industry, notably iron and steel and lumber. Unsettled conditions in the cotton trade, and a large failure, due mainly to overstapling the bull side of the staple, has tended to weaken quotations in several lines of speculative business. Better crop reports and the backward demand for cotton goods are of course partly responsible for the sharp break, but statistically the staple remains very strong.

Crop reports are as a whole good, except for wheat. As regards the latter, it may be said that in the Northwest some much-needed rains have fallen, but the claim is made that more moisture is needed. Winter wheat prospects in the Southwest remain good, but foreign inquiry has been on a reduced scale. Practically the entire corn crop has been planted under favorable conditions and reports from the oat crop are likewise good, but a slight shading of quotations due to backward export business is to be reported for these cereals. Hog products are also lower and the same is true of cheese, petroleum, hides and leather, copper and a number of iron and steel products.

Perhaps the most favorable report of the week as to distributive trade comes from the grocery business, in which the sharp advance in refined sugar, due, it is claimed, to the enhanced price of the raw material, and not to any settlement of the trade war, has stimulated demand in other lines, notably coffee, which is also higher for the week.

Advices from the dry goods trade are of backward demand at retail, affecting orders in many lines, but cotton goods production is still heavy.

Wool is weaker and manufacturers are still holding off. The boot and shoe market is dull with manufacturers firm but with jobbers asking for lower prices. Lumber is on the whole weaker, partly owing to the unsettled conditions in the building trade and partly to the feeling that prices have been pushed too high, and this feeling is likewise true of a number of other lines. In iron and steel, the deadlock still continues, buyers and sellers being apart, while the drift of values where business is actually accomplished is toward a lower range. Nominally Bessemer pig and steel billets are unchanged, and this is correct as far as large producers are concerned, but outside offers are at considerable reductions from quoted values. Notable weakness exists in the price for iron and steel bars, for plates and for grades of Eastern foundry iron. Almost the sole supporting feature is the strength of export, but late advices would seem to indicate that foreign markets may follow those of America toward a lower range.

Almost alone among iron and steel products, structural material is firm and much is hoped for in the direction of new business. The weakness in cast iron pipe is inducing some curtailment of production, notably at the South.

Wheat, including flour, shipments for the week aggregate 3,698,968 bushels, against 5,178,422 bushels last week, 3,198,319 bushels in the corresponding week of 1899; 4,399,183 bushels in 1898; 2,681,326 bushels in 1897 and 2,064,953 bushels in 1896. Since July 1 this season the exports of wheat aggregate 175,383,456 bushels, against 208,469,109 bushels last year, 210,896,969 bushels in 1897-98.

Business failures for the week number 167 in the United States, compared with 165 last week, 158 in the week a year ago, 221 in 1898, 257 in 1897 and 227 in 1896.

In the Dominion of Canada business failures for the week number 18, as compared with 24 last week.

Bank Clearings.

NEW YORK, May 25.—The following table, compiled by Bradstreet, shows the bank clearings at principal cities for the week ended May 24, with the percentages of increase and decrease, as compared with the corresponding week last year:

		Inc.	Dec.
New York	$ 922,664,000	....	28.2
Boston	119,165,000	....	10.5
Chicago	115,845,000	2.0	....
Philadelphia	82,378,000	11.8	....
St. Louis	30,381,000	5.5	....
Pittsburg	32,569,000	10.8	....
Baltimore	18,121,000	....	22.7
San Francisco	15,888,000	11.9	....
Cincinnati	15,942,000	15.5	....
Kansas City	14,553,000	15.5	....
New Orleans	8,218,000	2.4	....
Minneapolis	8,820,000	....	0.6
Detroit	7,560,000	....	....
Cleveland	10,188,000	11.2	....
Louisville	7,402,000	....	1.1
Providence	6,333,100	13.4	....
Milwaukee	5,507,000	3.0	....
St. Paul	4,896,000	21.9	....
Buffalo	4,826,000	14.9	....
Omaha	6,494,000	54.0	....
Indianapolis	6,445,000	24.4	....
Columbus, O.	5,355,000	6.6	....
Savannah	2,824,000	43.5	....
Denver	3,733,000	27.3	....
Hartford	1,994,000	....	9.9
Richmond	3,408,502	24.2	....
Memphis	2,065,000	30.4	....
Washington	2,419,000	3.3	....
Peoria	1,724,000	....	10.1
Rochester	1,868,000	9.3	....
New Haven	1,298,000	....	8.2
Worcester	1,222,000	....	20.8
Atlanta	1,294,000	....	1.2
Salt Lake City	2,176,000	9.3	....
Springfield, Mass.	1,170,000	....	27.7
Fort Worth	1,925,000	20.9	....
Portland, Me.	885,000	....	32.1
Portland, Or.	1,786,000	12.7	....
St. Joseph	4,620,000	35.6	....
Los Angeles	2,600,000	57.4	....
Norfolk	1,187,000	10.6	....
Syracuse	1,051,000	2.2	....
Des Moines	1,584,000	22.3	....
Nashville	1,228,000	8.9	....
Wilmington, Del.	877,000	16.4	....
Fall River	723,000	....	24.3
Scranton	1,207,000	1.0	....
Grand Rapids	1,285,000	17.3	....
Augusta, Ga.	690,000	18.1	....
Lowell	558,000	....	18.9
Dayton, O.	999,000	....	3.6
Seattle	2,469,000	16.9	....
Tacoma	1,120,000	34.9	....
Spokane	1,116,000	....	14.9
Sioux City	1,211,000	37.4	....
New Bedford	320,000	....	24.1
Knoxville, Tenn.	514,000	....	25.1
Topeka	721,000	5.4	....
Birmingham	777,000	8.9	....
Wichita	407,000	....	10.7
Binghamton	345,000	5.5	....
Lexington, Ky.	354,000	4.4	....
Jacksonville, Fla.	752,000	....	....
Kalamazoo	350,000	10.0	....
Akron	459,000	20.1	....
Chattanooga	437,000	5.5	....
Rockford, Ill.	408,000	....	....
Canton, O.	287,000	17.1	....
Springfield, O.	268,000	28.7	....
Fargo, N. D.	212,000	....	11.2
Sioux Falls, S. D.	129,000	1.5	....
Hastings, Neb.	176,000	45.4	....
Fremont, Neb.	124,000	22.7	....
Davenport	842,000	13.4	....
Toledo	1,766,000	8.6	....
Galveston	5,250,000	9.8	....
Houston	5,068,000	7.4	....
Youngstown	290,000	....	24.2
Evansville	781,000	....	....
Helena	601,000	....	4.2
Little Rock	427,000	37.7	....
Springfield, Ill.	370,000	....	4.3
Saginaw	328,000	21.0	....
Totals, U. S.	$1,524,704,000	....	18.8
Outside N. Y.	602,099,000	1.3	....
Dominion of Canada—			
Montreal	$ 11,518,000	....	8.8
Toronto	7,861,000	1.8	....
Winnipeg	1,766,000	24.2	....
Halifax	994,000	5.8	....
Hamilton	613,000	....	9.0
St. John, N. B.	572,000	12.3	....
Vancouver	740,000	59.4	....
Victoria	732,000	4.2	....
Totals	$ 24,799,000	....	0.9

In the Financial Markets.

NEW YORK, May 25.—Bradstreet's financial review tomorrow will say:

Speculation continues to be very restricted in character, public interest in the market being small, while transactions are principally the result of professional traders' activity. This has, however, been an interesting, though disappointing, week for Wall street, and involved one serious disaster in stock exchange circles. It began with a more or less active renewal of bullish feeling on part of the speculative community, caused by the announcement that the New York Gas war had been brought to an end, also by the news that Secretary Gage has called the $25,500,000 of extended 2 per cent Government bonds for redemption, thereby tending to prevent any undue accumulations in the treasury.

Last Saturday the advances were general, and Monday the market opened with a further display of strength, which, however, did not continue, as there seemed to be a decided disposition to take profits. Prices, accordingly, receded irregularly, though bullish manifestations were kept up more or less in special stocks like Sugar, Tobacco, Atchison preferred and Northern Pacific, and the market, while dull, was not a weak one. London operations in our market were mixed, and at one time exaggerated reports about the presence of the bubonic plague at San Francisco created a disposition to liquidate American stocks in the foreign markets. Some attention was paid to the crop situation. Although reports of drought in the Northwest were heard, the general situation was favorable to the granger railroad prospects. The decline of foreign exchange and the lowering of the Bank of England's rate rendered the shipment of $1,250,000 gold to Paris Thursday a matter of little consequence to the street. In fact, the end of the gold movement is generally considered at hand. The only other incident of general importance was the failure of Price, McCormick & Co. It had the effect of renewed liquidation and weakness in securities, the whole list Thursday selling off to a certain extent.

AN EXPLOSION THREATENED

Frauds in the Cuban Customs Service.

NEW YORK, May 25.—A special to the Herald from Washington says:

An explosion in the Cuban customs service is threatened which promises revelations as sensational as the disclosures in connection with the postal service. An official of the customs service, who has just returned from Cuba, brings information that the customs service there is honeycombed with fraud and the employes are trembling with fear of investigation.

That Congress must make a thorough investigation of every department of the Government of Cuba is the conclusion forced upon Administration leaders in both houses. Nothing short of a searching inquiry by a committee containing representatives of the minority party will be accepted. It is probable that the Bacon resolution will be adopted by the Senate.

Thus far no steps have been taken officially to investigate the Cuban customs service, but it is asserted that several employes in that service are contemplating resigning, while others who are away on leave of absence will not return because they do not wish to become involved in the investigation.

It is declared that investigation will show that through lax business methods and unscrupulous employes, thousands of dollars have been diverted from legitimate channels into the pockets of dishonest officials and their accomplices. Disbursements of sums ranging from $100 to $10,000 have been made to persons who have not performed any service whatever, it is said, and in many instances without the formality of presenting vouchers.

Gross extravagance in expenditures for furniture, supplies and other expenses in connection with the customs service is also charged.

CARPET-BAGGERS IN CUBA.

War Department Says the Number Has Been Overestimated.

NEW YORK, May 25.—A special to the Tribune from Washington says:

The War Department has issued a statement from the division of customs and insular affairs designed to show that the number of "carpet-baggers" in Cuba had been overestimated so far as the customs service of the island is concerned.

According to the latest returns, which were of those of December 31 last, there were 6668 customs employes, of whom 515 were Cubans, 99 were Spaniards, and only 50 were Americans, of whom 26 were employed at Havana, principally at headquarters. The total number of employes in the Havana custom-house was 253, of whom 260 were Cubans, 58 Spaniards, 12 Americans, and three belonged to other nationalities. At the sub-port of Batabano all three employes were Cubans. At Cienfuegos 53 were Cubans, 11 Spaniards, and two Americans. At Santiago there were 42 Cubans, four Spaniards and three Americans. At Matanzas there were 24 Cubans, three Spaniards and one American.

The nationalities at the other ports were as follows: Cardenas, 14 Cubans, 10 Spaniards; Neuvitas, 13 Cubans, two Spaniards, two Americans; Manzanillo and subports Santa Cruz and Jucaro, 19 Cubans, one Spaniard; Gibara, 10 Cubans, one American; Guantanamo, seven Cubans, three Spaniards, one American; Sagua la Grande, nine Cubans, two Spaniards, one American; Caibarien, seven Cubans, three Spaniards, one American; Trinidad, seven Cubans, one Spaniard; Baracoa, six Cubans; Tunas de Zaza, four Cubans, one Spaniard.

Ex-Convicts Coming.

NEW YORK, May 25.—No decision has been reached in the matter of admitting to this country Joseph Mullet and James Fitzharris, the two ex-convicts who are due to arrive here tomorrow on the Lucania. It is not yet certain whether the men will be excluded or not, as it may be decided that they do not fall within the prohibition of law.

EIGHTY-SEVEN CARGOES

PORTLAND GRAIN FLEET IS REACHING BIG PROPORTIONS.

This City Has Dispatched Nearly Three Cargoes for Every One That Has Left Puget Sound.

The British bark Dovenby Hall cleared yesterday for Queenstown or Falmouth for orders, and the British ship Allerton finished loading and will clear as soon as she can secure a crew. The Allerton is the 87th vessel to finish loading at Portland this season. This is a very good record, when the low price of wheat and attendant difficulty in moving it is considered. Seattle and Tacoma combined have shipped 32 cargoes during the same period. These figures show that Portland is a little more than holding her own in the wheat-exporting business. There are seven ships now in the river to finish before the end of the season, five weeks hence, and at least two more will arrive in time to secure cargoes and get away before the new season commences. This will make a total of 96 ships, which is close enough to 100 hundred vessels to satisfy all concerned. These 100 ships have carried more cargo than 150 ships of the size which were engaged in the trade 10 or 15 years ago.

COWBOYS FOR DECKHANDS.

Maverick Brander, of Montana, Makes a Trip on the Ocklahama.

Life on a Columbia River towboat as a general thing is quite prosaic, but the monotony of life on the Ocklahama on her last round trip to Astoria was varied slightly by the presence of a couple of new deckhands just off the range. Deckhands are scarce at present, along with other kinds of labor, and to fill out a crew last trip a couple of Montana cow punchers were shipped, with guns, sombreros and all of the rest of the range regalia complete. The mate could not persuade them to lay aside their guns, but by gentle argument he convinced them that it would be all wrong to carry out their determination to shoot out the range lights along the river. The Ocklahama went down light, so the bad men had a comparatively easy time until the up trip. The steamer stopped a couple of times to wood, and this kind of labor disagreed with the new men. The anchor was dropped near Rainier, and it was about 1 o'clock before they turned in. One of them left word with the watchman not to call him until 7 o'clock. As the steamer was to get under way about 4 o'clock, the watchman roused the bad man about that time. The new deckhand pulled a gun out from under the blankets and, shoving it under the watchman's nose, said:

"I told you not to call me before 7 o'clock; now you clear out of here, and if you come back again I'll bore a hole through you."

The watchman departed, and it was 7 o'clock before he repeated the call. The Lydgate, which the Ocklahama had in tow, was a source of wonder to the strangers, and one of them strolled over to the ship and began talking to the sailors who were steering. The mate of the ship, shocked at this breach of discipline, strode up, and in language more forcible than elegant asked the intruder what he was doing there. Maverick Brander retorted in kind by telling the mate it was none of his "d—— business," and in response to the mate's invitation for him to leave, told him that if he did not "close his face" he would "poke him in the jaw," "push in his slats," and otherwise disarrange his anatomy.

The mate took him at his word and left him absorbing information to take back to the range with him. After he had secured all the pointers needed, he went back aboard the Ocklahama and climbed up to the pilot-house. He went in without knocking, and when Captain Sam Colson asked him what he wanted, said he was just looking over the boat because he felt like it. He said he had never saw one before, and thought he would look it over while he had a chance. The colossal nerve of the man staggered Captain Colson, and he permitted him to wander around the boat with as much freedom as though he was still on the range. The men were paid off when the boat reached Portland, and the next applicant for a job will undergo a little civil service examination, and must leave his guns ashore, else he cannot feed in the Ocklahama's mess.

MAY RUSH DISAPPEARING.

Steamship Men Not Handling the Crowds They Expected.

NEW YORK, May 25.—Although the month of May has proved disappointing to steamship men in the number of passengers going to Europe, they are of the opinion that June and July will tell a different story. It is not possible as yet to forecast accurately the volume of the July passenger traffic, but several steamship men say they are able to predict with confidence a rush of travel in June. They say that the reports of the incomplete condition of the Paris Exposition and of the exorbitant hotel rates prevalent in Paris have kept many tourists on this side who planned to go across in May. They also point to the increased facilities for passenger traffic this Summer.

It is a fact that there are accommodations for taking to Europe from 8000 to 10,000 more passengers this Summer than could have been taken last Summer. Several passenger boats in the trans-Atlantic business a year ago have been laid off, but a larger number has been added. It is common knowledge, however, that only a fraction of the expected May rush of trans-Atlantic passenger traffic has materialized.

ELK REPORTED LOST.

The Port Townsend Built Steam Schooner's Misfortunes.

The little steam schooner Elk No. 1, built at Port Townsend a couple of years ago, which sailed for Kotzebue Sound during the gold excitement in that section of Alaska, is again reported lost, says the Leader.

She sailed some days ago from San Francisco for Cape Nome, with 16 prospectors, and a report reached that city on Monday that she had been discovered some distance up the coast bottom side up. When she was rebuilt her passenger accommodations were built up aft, which gave her the appearance of being topheavy, and on the strength of this the report of her misfortune is given much credence. She was in command of Captain Dunham, and besides the crew she had 16 passengers, three of whom are women.

Went Over a Cataract.

LONDON, May 26.—A dispatch to the Daily Express from Georgetown, British Guiana, says that a steamer, with three convoys, has been carried over a cataract in the Potaria River, British Guiana, 40 lives being lost.

Bark Dominion Is Safe.

SAN FRANCISCO, May 25.—The Merchants' Exchange reports the arrival of the bark Dominion, at Sydney. She left Tacoma on March 4, with a cargo of lumber. Sixty-five per cent reinsurance was offered on her.

Marine Notes.

The German ship Nesala left up the river yesterday morning, and will probably reach Portland early this forenoon. The Ocklahama, which is towing the Nesala, will return to Astoria with the Dovenby Hall.

The storm at the mouth of the river has not altogether subsided, and the square-rigger reported in the offing Thursday evening was not sighted yesterday, and has undoubtedly stood off shore to await better weather.

The steamer State of California had a rough time on her trip up the Coast, and did not reach Astoria until 10 o'clock yesterday morning. She suffered but little detention at Astoria, and left up about 1 o'clock, reaching Portland about 8:30 last evening.

Domestic and Foreign Ports.

ASTORIA, Or., May 25.—Arrived at 10 A. M. and left up at 12:40 P. M.—Steamer State of California; left up at 8:30, German ship Nesala.

San Francisco, May 25.—Arrived—Steamer Columbia, from Portland; schooner Guide, from Willapa Harbor. Sailed—Schooner Western Home, for Coos Bay; schooner Amethyst, for Waldport.

New York, May 25.—Arrived—California, from Genoa; Pennsylvania, from Hamburg; Fuerst Bismarck, from Hamburg.

Hamburg, May 25.—Arrived—Patricia, from New York.

Cherbourg, May 25.—Arrived—Columbia, from New York for Hamburg.

Port Los Angeles—Sailed May 24—Steamer San Mateo, for Nanaimo.

Tacoma—Sailed May 24—Ship Dashing Wave, for Cape Nome.

Seattle—Sailed May 24—Steamer Ohio, for Cape Nome.

Seattle, May 25.—Arrived—Steamer Ruth, from Skagway. Sailed May 24—Steamers Dirigo and Orizaba, for Skagway; steamer Brunswick, for Cape Nome.

Antwerp—Arrived May 23—Ship Galena, from Oregon.

Sydney, May 25.—Arrived previously—Bark Dominion, from Tacoma.

Liverpool, May 25.—Sailed—Cymric, for New York.

Glasgow, May 25.—Sailed—Laurentian, for New York.

Stettin—Arrived May 23—Thingvalla, from New York via Christiania.

Genoa—Arrived May 24—Ems, from New York via Naples.

Southampton, May 25.—Sailed—Kaiser Friedrich, from Hamburg for New York via Cherbourg.

It is within conservative limits to say that during the 10 days' session of the Ecumenical Conference 200,000 people were present at the various gatherings.

ROYAL

Baking Powder

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Makes hot breakfast-breads wholesome—no yeast germs, no alum. Makes cake, biscuit and pastry of superior fineness, flavor and delicacy. Makes food that will keep moist and sweet. Is most economical, because it is the purest and greatest in leavening strength. In the easy, expeditious preparation of the finer cakes and pastries appropriate to the season, Royal is indispensable.

Care must be taken to avoid baking powders made from alum. Such powders are sold cheap, because they cost but a few cents per pound. Not only will they spoil the cake, but alum is a corrosive acid, which taken in food means injury to health.

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