eager and expectant men. The new dis-covery offered an opportunity to retrieve losses and they were ready to throw the

On the little peninsula separating Port Clarence from Grantley Harbor, was found a nicely rounded townsite, bordering on a cone, where vessels could anchor along shore and discharge their

cargo by means of planks, and, strange as it may seem, rusning parallel with the beach were found streets graded by Na-

ture to the proper width, with foundations of hard-packed gravel and carpeted with

of hard-packed graver and carpeter was grass. Grantley avenue is the main street, and is as true as if it had been run by surveyors' lines. In the rear of the townsite is a beautiful fresh-water lake and lagoon, and pure well water can be had at a depth of six feet. The advantages of the new townsite over that

advantages of the new townsite over that

of Nome were so apparent that in two weeks' time fully 300 tents dotted the

peninsula, and choice lots were held as

Port Clarence has long been known as

the only safe harbor for many hundred miles of coast in Northern Alaska, and has been used by whalers as a rendezvous and of late years by the Government as a reindeer station. Stern-wheel steamers can penetrate 65 miles from Teler into the interior and steam is unconstitution.

ler into the interior, and steam launches 110 miles into the heart of the Kouyrock country. The Kouyrock district is of vast

extent, and, unlike the Nome district, where the richness is confined to a limited area, has good creeks well distrib-

uted. Owing to the remoteness of the district, development work has been slow and reports have been tardy in coming

in. But now that miners have completed

their season's work and are returning, all are unanimous in saying that the district

is rich beyond expectations, and all pre-

dict a boom the coming year.

The creeks which have shown the best

results thus far are Garfield, Quarts and Harris. Garfield contains over 100 claims. Of these, 15 have been prospected and show up well, and it is thought that there will not be a blank on the whole

Reports fully as encouraging, if not

more so, have been received from the Bluestone district. On Gold Run, one of

been located. Pans running as high as \$10

have been taken from surface gravel,

and it is expected that this creek will rival anything in Klondike. Gold Run is

but a few hours' walk from Teller, and

accessible by boats to within five miles. Backed by these two rich and promising

districts, and a good townsite and harbor.

Teller is very likely to become one of the

\$20,000 in Gold Dust Stolen.

brings from Nome the news that \$20,000

in gold dust was stolen from the Alaska

Commercial Company's warehouse, September 14. It was the entire output of

claim No. 7, on Anvil Creek, and belonged

TACOMA, Oct. 18 .- The steamer Lane

ED H. COLLIS.

leading towns of Alaska.

high as \$1000.

creek.

situation:

NEWSPAPER.

Thinks the Republicans

Should Win.

The following letter, written by Rep-

resentative Tongue to the Los Angeles

sition of the Western man on the political

James, Esq., Manager Los Angeles Daily Heraid—Dear Sir: I am just in receipt of yours of the 5th inst. requesting me to make a brief statement of what I con-sider the vital reasons why President

McKinley and a Republican Congress should be elected.

"They are in brief, in order that we

may preserve and maintain our present business prosperity and protect, defend and uphold our National honor. The elec-

tion of Bryan, and with it a Democratic

Congress, would unsettle all business, destroy all enterprise, diffuse doubt, un-

certainty and distrust throughout all our

industries, would threaten the integrity of our courts, the maintenance of our

monetary standard, and precipitate untold

business panic and disaster. The en-dorsement of Mr. Bryan's policy of with-

drawing from the Philippine Islands un-der insurgent fire, deserting a policy de-liberately entered into, and that with Mr. Bryan's own advice, would render us ridiculous in the eyes of the civilized

world. It would wreathe with smiles the face of every assassin who has shot down American soldiers, and planned the mas-

sacre of women and children in the Philippine Islands. It would cause our own

boys who are offering their lives to de-fend the National honor and sustain our National authority to hide their heads in

shame. To elect a Democratic Congress alone would paralyze our policy in the newly acquired territories. They have

become the property of the United States by virtue of the ratification of the treaty,

which is now the supreme law of the

land. It is the duty of the President to

uphold the National authority, enforce

National laws in every portion of the United States. A Democratic House of

Representatives would withhold the necessary means to do this, and paralyze the arm of the Executive.

"There are two reasons that appeal especially to the people of the West.

and should induce us not only to cast our

electoral votes for President McKinley,

but to give an overwhelming majority.

In the first instance, men of enterprise and capital in the East during the last

few years have been afraid of the West. There has been too much of Bryanism, too much threat of repudiation, hostility

to capital, to successful business men, to government of law as administered by

the courts, too much constant threat of

need men of enterprise, push, business

capacity, backed by some capital, men who will engage in new business under-

takings, who will make successes, not failures. In order to attract this class

of men, we should convince them that Bryanism does not dominate our people.

that capital and business enterprises and

business men will be protected, honest obligations will be enforced, and the

rights of both person and property respected. An overwhelming majority for the Republican ticket will do more to ac-

complish this than any other one thing. It will inspire confidence and direct to-wards the Pacific Coast a stream of the

very immigration that we need to develop our resources, engage in new enterprises,

and help us to attain the growth and the prosperity that are surely in store for

"Second-The East is unanimous for the

retention of Porto Rico. Not only this, but Eastern people want Cubs if it can

be acquired consistently with National honor. While the treaty of peace was

pending before the Senate there were at least six resolutions introduced, each one of which sought to loosen our hold upon

the Philippine Islands, but contained no word of objection to the retention of Por-

to Rico. This is self-interest. Porto Rico and Cuba lie at the doors of the

for Eastern business, for Eastern busi-

ness men, Eastern capital and Eastern

enterprise. The East is largely opposed to the retention of the Philippine Islands, because they are West, and because they

will build up Western trade and Western growth. But our first interest is in West-

ern growth. Western trade, the develop

where. The best opportunities for the ex-

tension of trade during the next 50 years will be in Asia. If we could induce the

Asiatic people to eat toast with their coffee, or mush for their breakfast once

a week, and wear a clean shirt once a

month, it would take all the surplus wheat and cotton we have to sell. It is

a trade that we ought to have. It is a

trade that we can have. The opportunity

is now at our doors. We must not let it pass by us. In the future the com-merce of the Pacific will rival that of the

Atlantic. There will be a Boston, a New York, and a Philadelphia on the Pacific Coast. The Pacific Ocean will become an

American lake. Let us be watchful for our interest, the interests of the Pacific

Coast; acquire and hold the trade that belongs to us. We have Hawaii. We

need the Philippine Islands to enable us to accomplish this purpose. If the East is against us, and the Pacific Coast is in-

different, we may lose these islands. Nothing could happen to the Pacific Coast

more detrimental to our future prosper

ity.
"For these reasons we should stand

together, shoulder to shoulder, and give

an overwhelming vote for the retention of

those islands. We have acquired them honestly. They are a part of the United States. We have the consent of about

7,980,0000 of the inhabitants. There are probably 20,000 to 30,000 Tagais who do

They increase the opportunities

Herald, is a clear statement of the po-

"Portland, Or., Oct. 15. - H.

Columbia River Scenery.

C J Hyde, Holbrook,
Mass
J Grimaley, do
J P Willis, Castle Rk
J M Clark, Champaign, Ill
Geo A Mealon, Dawson
Frank G Shultz, do
J F Logue, La Grand
Juanita Logue, do
A F Chamberlin, Sonta Rosa, Cal
Mrs T H Smith, Sait
Lake

W Hallings, Fendleton
W T New, Pendleton

Mrs T H Smith, Sait Lake
Mrs E Cooper, Union H A Brigham, Nome
Walter L Tengue, Woodburn, Or Those H Tongue, Hillshoro
E F Beck, San Fran Mrs E F Beck, do P McTutusch, Tillamook, Or Mrs P McTutusch, do J Moroif, Tillamook H B Parker, Astoria Alide Smith, Astoria Jennie Smith, Astoria THE IMPERIAL.

E Plerson, St Paul I Fryckholm, Seattle O E Chapman, New Cumberland, W Va Mrs C E Chapman, do Mrs Fred Overman, Tacoma

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Don't say "rub-ber heels" at the purchase. Say "O'Sullivan's" and get all that is coming.

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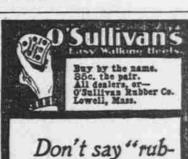
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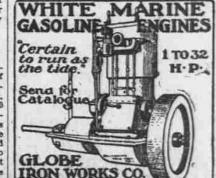


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in your cooking. There are none why you

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his luggage from point to point, lived comfortably, and rested wheneve he felt tired. His longest day's run was 108 miles, made over the prairies of Kansas. He is going to ride back to Aspen after a four days' rest in Boston.

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A DOUBTING THOMAS.

Had His Falling Hair Stopped, and Dandruff Cured, Without Faith.

H. B. Fletcher, Butte, Mont., October 20, 1809, says: "Like many other people, I have been troubled for years with dandruff, and within the last few months my hair came out so badly that I was compelled to have what I had left clipped very close. A friend recommended Newbro's Herpicide. I confess that I doubted his story; but I gave Herpicide a trial; now my hair is as thick as ever, and entirely free from dandruff."

the cause, you remove the effect." At druggists, \$1 00. Herpicide is a delightful

hair dressing for regular use

OCTOBER WHEAT EXPORTS long-range chartering, and certainly indicate that some one has great faith in STEAMERS FOR WHEAT.

PORTLAND HOLDS HER PLACE Siam Now in the Government Service NEAR THE HEAD OF THE LIST.

ships for Grain Loading-

Marine Notes.

four, two were so close to Portland that

Oregon metropolis makes a wonderful

ertland, Or.

ent ports are as follows:

THE WORLD'S SHIPPING.

Britain in Importance.

ond place. The Register contains the names of 28,422 vessels, with a tonnage of 28,043,728, and of this number Great Britain

has 10.838 vessels and her tonnage is 14 .-

the numerical proportion of British ships

ORIZABA IS TOTAL LOSS.

-Government Cable Saved.

hetween Nome and St. Michael, is a total loss. The vessel was abandoned Septem-

ber M, according to reliable reports re-ceived here. Ten days' constant effort to

haul her off resulted in failure. The Ori-

maba hung so hard and fast that those

engaged in the effort to float her left her

to her fate. Her crew was taken to St.

Michael. Some, and possibly all, will re-

turn on the same company's steamer Sen-

loss aside from the vessel and such of her

furnishings as could not be removed. The cable and all the apparatus aboard the

steamer were taken off and stored at St.

PINMORE'S FAST RUN.

British Bark Goes to Queenstown

From the Columbia in 114 Days.

has been made since the turn of the year, and affords guite a contrast to the 175-

day runs which some of the earlier ships

are making. The Pinmore was dispatched

by G. W. McNear, and carried one of the

largest cargoes of the season. She has not only beaten seven of the June ships

which salled from two days to three weeks

shead of her, but she has also beaten four

from Shanghai to Portland left the Co-

and has not yet reported out. As the

Pinmore sailed from the Columbia just four days before the new season opened,

it is probable that some of this season's ships will be heard from in a few days

LONG RANGE CHARTERING.

Londing at 42 Shillings.

Galgate, which made the record run

three days ahead of the Pinmore.

of the May fleet that are still on the way

The British bark Pinmore arrived out at Queenstown yesterday, after a pasage of 114 days, which is the best run that

The wreck of the Orizaba entailed no

getor, which is now at Nome.

1890

Will Load at San Francisco. Steamers are beginning to out some fig ure in the grain trade from the Pacific Coast, and already three have been char-Decided Gain Over Last Year-Steamtered. The Robert Adamson and Oiga were reported several days ago, and yes-terday the Austrian steamer Siam, which has been in the Government transport service, was chartered in San Francisco by Girvin & Eyre, to load wheat at the The detailed monthly statement of the exports from all ports in the United States for the month of September has Bay City for Europe. Particulars of her charter are not known, but the rates are supposed to be in line with those recently just been issued by the Bureau of Statistics, and as usual Portland is well up toward the head of the list. The wheat paid on the Coast. It is now reported that the Olga, recently chartered for San Francisco with the Portland option, will shipments of this city were exceeded by come to this city to load. the difference was but trifling. Compared with the shipments of a year ago, the

THE OVERDUE LANSING.

An Unsatisfactory Cable From Lon-

showing, for in October, 1899, this city was in ninth place with shipments less don Reports Her Safe. NEW YORK, Oct. 18.—A cablegram from London states that the British ship Lansing, Captain Chapman, from Port than half as large as those for October, 2900. Puget Sound has also made a gain over last year, when she was in 12th place, while now she has advanced to minth place. For October, 1900, Portland Blakely June 1 for Port Jirle, has ar-rived recently at an Australian port, name not given. A dispatch from San Franleads such prominent ports as San Fran-cisco, Baltimore, Galveston, Puget Sound, Newport News and others of lesser imcisco yesterday stated that reinsurance at 20 per cent had been offered on the Lansing, which carries a cargo of 2,000, portance. The shipments in detail as given by the Bureau of Statistics for the 000 feet of lumber.

onth of September each year, are as Sale of the Klickitat Completed. The sale of the uncompleted steamer York Bushels Bushels Pork 220 22 2,678,678 1,013,797 Drieums Sheriff, who delivered a bill of sale of the craft to Mr. Glesson, the bidder, and he turned it over to his principal, the O. R. & N. Co., which took possession of the closely, pronounce this article the fairest consequence of the closely, pronounce this article the fairest consequence of the closely, pronounce this article the fairest consequence of the closely, pronounce this article the fairest consequence of the closely pronounce this article the fairest consequence of the conseq craft and will proceed to complete it and put it into service. The money is held in the hands of the court penders that it is to be a service. the hands of the court pending the set-tlement of the question as to what claims shall be paid out of it. Another question is also left open—the ownership of certain parts or attachments prepared for the boat but which were not actually a part For the nine months ending October 1. Portland is also in a conspicuous place of the craft at the time it was seized.

The united States that have shipped The value of these parts is said to be

more wheat than was sent from the Willamette port. The details for the differ. Marine Notes. William McCabe, formerly of this city, but at present the proprietor of a number of stevedoring plants strung around the Pacific from Honolulu to Cape Nome, was in the city yesterday on a flying trip

from Seattle. The steam schooners Despatch and Ful-

| 1909. | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. | | 1896. 900 8 184 676 8 842,236 7 278,361 11,712,636 6,799,154 4,910,410 6,549,586 8,996,348 2,073,246 3,122,776 2,979,573 3,053,757 2,979,573 3,053,757 1,742,675 3,650,619 1,440,006 1,988,683 1,140,005 449,185 27,422 84,470 uth 124 140,578 4,654,279 3,216,926 ton will both carry good-sized cargoes of lumber to San Francisco this week. The Willamette River steamboatmen are praying for rain, and the boats of the Oregon City Transportation Company. which are running through to Salem, are obliged to take advantage of the morning dew in order to get over some of the 09,065,207 81,762,125

shoal places. It is rumored along the water front that Captain J. A. Brown has disposed of his farm at Terry for a nominal con-United States Ranks Next to Great The new edition of Lloyds Register haz

just appeared and contains some interesthis dates mixed is not so great. ing statistics relating to the merchant marine of the world. It shows that notwithstanding the marveous strides that satled from San Francisco for Portland have been made by Germany in maritime growth, the United States is still in sec-

yesterday.

Domestic and Foreign Ports. ASTORIA, Oct. 18 .- Arrived down-Steamers Despatch and Fulton, for San Francisco. Condition of the bar at 5 P. M., rough; wind south; weather hazy. is not so great as is the case with some other countries, because the greater part of her ships are of larger size than those

of other countries, and more of them are steam vessels. It is gratifying to note mouth and Cherbourg; La Touraine, for that the United States is next to Great Britain. We have 2135 vessels, with a ton-nage of 2,750,271; Germany has 3710 ves-sels having a tonnage of 2,650,003. Then

omes Norway with 2380 vessels, with a New York, onnage of 1640,812; then France, with 1214 Manila, onnage of 1.540,812; then France, with 1214 Manila, Oct. 18.— easels, having a tonnage of 1,350,562, and from San Francisco. trom San Francisco.

Liverpool, Oct. 18.—Arrived—New England, from Boston: Rhynland, from Phelia. Sailed October 17—Penniand, for "The second reason for failure is the Italy with 1176 vessels, having a tonnage of \$63,655. Sweden has a greater number of vessels than France, having 1433, but

as the vessels are smaller, the tonnage is only 607,272. Japan has 1000 vessels, the tonnage being 574,557; Holland, 406 ves-sels, with a tonnage of 530,227; Denmark has 862 vesels with a tonnage of 519,011;

Austria-Hungary, 270 vessels with a ton-nage of 416,664. Greece, Brazil, Belgium, Portugal and Chile all have a tonnage in excess of 100,000. The steam tonnage of ampton for New York. San Francisco, Oct. 18.—Sailed—Steamer Czarina, for Seattle; bark Undaunted, for British merchant navy is superior to that of all other countries combined, but Puget Sound; schooner Lettle Carson, for Gray's Harbor; steamer Walla Walla, for Victoria; steamer Alliance, for Portland. nearly half of the tonnage of the United tates is made up of sailing vessels. Great

Britiain has more than 1600 steamers of 5000 tons and upwards. Germany has 127 of the same size; the United States 120 Rotterdam, Oct. 18.—Salled—Spaarndam, for New York. Queenstown, Oct. 18.—Salled—Pennland. and France 60. Great Britain now has from Liverpool for Philadelphia. Honolulu, Arnived Oct. 3—Bark Adder-ley, from Newcastle; bark Dominion, from 24 steamers with a register of 16,000 tons

ley, from Newcastle; bark Dominion, from Newcastle. Oct. 10—Bark Freeno, from Newcastle. Sailed Oct. 3—Ship E. B. Sut-ton, for New York. Oct. 10—Steamer City of Rio, for China; U. S. S. Hancock, for Wessel Abandoned in Alaskan Waters Mantla via Guam. SEATTLE, Oct. 18 .- The Pacific Coast Seattle-Sailed Oct. 17-Steamer Carlisle teamship Company's steamer Orizaba,

City, for Manila; steamer Humboldt, and steamer City of Topeka, for Skagway. which was wrecked on Rocky Point Reef, St. Michael Island, September 17, while laying the Government telegraph cable Honolulu-Sailed Oct. 9-Ship Great Admiral, for Port Townsend. Sidney-Arrived prior to Oct. 17-Steam-

er Warrimoo, from Vancouver. Nagusaki-Sailed Oct. 16-Ship Torrisdale, for Port Townsend. Seattle-Arrived Oct. 17-Steamer Ruth, from Alaska; steamer Chas. D. Lane, San Pedro-Arrived Oct, 17-Schooner

Glendale, from Tacome. Eureka-Arrived Oct. 17-Steamer Del Norte, from Coos Bay. San Diego-Arrived Oct. 17-Schooner Emma Utter, from Coos Bay: steamer Robert Adamson, from Nanaimo.

London Wool Auctions.

LONDON, Oct. 18 .- A large attendance was present at the wool auctions today. The number of bales offered was 13,481. Merinos were 5 per cent below the opening figures. The demand by the home trade was less keen, while that from the Continent increased somewhat. Weakess was most pronounced in medium inferior greesy grades, scoured also selling irregularly. Fine crossbreds ruled slightly lower, and medium coarse and greasy goods fractionally higher. Parcels suitable for America were 5 per cent above the prices prevailing last July.
Cape of Good Hope and Natal wools, with

to 20 per cent below the July prices.

the exception of combing greasy, were 15

Cotton Market. NEW YORK, Oct. 18.-The cotton market opened steady, with prices 568 points higher. Before the close of the first hour there was a marked change for the worse, and prices declined 15 points under a rush to sell by nearly every branch of the trade. The market closed barely steady at a net loss of Sgill points, the latter on

October only. IMPORTANT TO TOURISTS.

June Ship Taken for Puget Sound Londing at 42 Shillings.

The freight market continues inactive with very few ships offering and not many wanted. The Halewood cannot get within three shillings of what was obtainable a few weeks ago, and her owners, like the man who holds his wheat when a high price is offered, are in a fair way to lose heavily by waiting. So long as freights hang above 40 shillings to 45 shillings, however, the market can hardly be termed weak. The German ship Columbia, \$518 tons net register, is reported fixed for June loading on Puget Sound at 48 for wheat, with the option of lumber at 85 shillings. These figures are the highest yet reported for such The Rio Grande Western has arranged

GOOD DREDGING ON SNAKE

SANDS OF RIVER ARE YIELDING FAIR PROFIT TO MINERS.

Many Machines Likely Will Be Installed Next Year-Fair Statement of Conditions.

BAKER CITY, Oct. 17 .- Dredging for gold on the Snake River is attracting National attention at present, in spite of the many costly failures that have attended a fair test of the various devices studied out by experts. The fact that gold in large quantities is known to exist brings forth a succession of experiments,

When the fact is announced that dredges are being operated at a profit on Snake River today, there will be a tendency to disbelieve. But such is true, Millions are not being made, but the returns are sufficient to warrant the belief that within another year a dozen to a score of dredges will be handling the sand of the Snake. A standard has been es-tablished, a successful system tried, and, with further improvement and organization of the work, better results are to be

Business men of Baker City have been aware for some time that the difficulties aware for some time that the difficulties of gathering the fine gold in the Snake River were being overcome, and they halled with keen pleasure an excellent article in the last issue of the Engineering and Mining Journal explaining fully Klickitat, of the Central Navigation & the successful method. This article was Construction Company, was completed written by F. Powell, and reflects the Construction Company, was completed written by F. Powell, and reflects the yesterday. The \$5500 bid was paid to the sentiment of conservative men here, Cap-

> work. Mr. Powell says:
> "The bars of the Snake have appeared a
> very promising field for the gold dredge. A stream with moderate current of three miles en hour and no dangerous floods; a climate permitting operations for nine or ten months in the year; oceans of gravel from which 'prospects' of 50 cents to \$5 a yard can be shown with a pan and a shovel; bowlders generally sent; pay dirt from the top down, parently, so that deep dredging and cleaning bedrock are unnecessary; all these seem to make the ideal ground for the gold dredge, and gold dredging the implest matter imaginable. It has proved

otherwise. Reasons for Numerous Failures. 'The reasons for the numerous failures

to realize the success promised by so many favorable conditions are chiefly two. The first is the character of the deposit with respect to the distribution of values. In most cases the pay is confined to a few inches of gravel at the surface of the bar. This pay streak is usually more compact than the gravel immediately below, and a glance will suffice the provide of the provide of the confined winer like. suffice to show the experienced miner its limits when exposed in the face of a cut. The loose, light gravel below will seldom show more than a few scattering colors, while the top streak may run sevsideration to a recent arrival named Lewis. Captain Brown will return to stevedoring, where the liability of getting his dates mixed is not so great.

The steamer Alliance will take the place of the Del Norte in the coasting line, and the Snake River Valley, sometimes at or recent stream and the Snake River Valley, sometimes at or recent stream and the snake River Valley, sometimes at or recent stream and the snake River Valley, sometimes at or recent stream and the snake River Valley, sometimes at or recent stream and the snake River Valley, sometimes at or recent stream and the snake River Valley, sometimes at or recent stream and the snake River Valley. near the level of the present stream and sometimes many feet higher. In some cases these older bars have a pay streak two or three feet thick, and in rarer instances the values extend five or six feet down, gradually diminishing with depth, instead of increasing. In all cases the gravel bars are richer on anywhere else, and a sample taken from New York, Oct. 18.—Arrived—lier, from the first few inches is no indication at all Bremen. Sailed — Bonn, for Bremen; of the average value for any consider-puerst Bismarck, for Hamburg via Ply-able depth. In dredging it is necessary to excavate to a depth of at least four feet below water level, and if the banks are Havre.

Boston, Oct. 18.—Arrived—Saxonia, from worked it is necessary to handle all the Liverpool.

Lendon, Oct. 18.—Arrived—Manitou.
from New York. Sailed—Menominee, for good many yards of barren material to Oct. 18. — Arrived — Fedenica. get one yard of pay gravel. This cuts down the average yard handled in the

Philadelphia; Dominion, for Montreal; difficulty in saving the small values con-Parisian, from Montreal. Antwerp, Oct. 18.—Sailed—Switzerland, for Philadelphia.

Queenstown, Oct. 18.—Sailed—Oceanic, ciated with magnetic iron sand, from from Liverpool for New York.

Cherbourg, Oct. 18.—Sailed—Kaiser Wilhelm der Grosse, from Bremen and Southhelm der Grosse, from Bremen and Southflat scales, sometimes cup-shaped, and are more easily lost than the very fine

ones, which are more in the shape of Methods of Doing the Work. The various methods of doing the work are further set forth in the article. Screening and direct amalgamation have been tried, and, while successful on a small scale, have never proven satisfac tory because of the large capacity re-quired in the amalgamators, and their scouring by the sand. The only practically successful method is known locally as the burlap system. This involves screening to one-eighth of an inch to remove the coarser portion, and sluicing the remainder over broad tables covered

with burlap or similar material. The first dredges tried were all of the suction, or centrifugal pump style, Until recently, the bucket or ladder dredge had not been given a thorough test, and only one of the suction dredges had been made to operate successfully. This was owned by the Sweetser, Burroughs Mining Com-pany, of Minidoka. For three years Mr. Burroughs kept spending money experi-menting until he demonstrated that the dredge could be operated at a profit. It was done only by careful business man-agement, and selecting finer gravel. As some of the richer bars were of coarser gravel it was seen that the suction dredge would have a limited field, and recently a dredge with buckets was constructed, but along the same lines as regards sittle-ing. At the present time there are five dredges operating on the river. Mining

men in this section heartily indorse the following statement of Mr. Powell: "It is probable that with the success achieved by these gold dredging on the Snake River will take a new start. The actual possible results and the means and methods necessary to obtain them having been worked out through years of experiment and many fallures, there is no good reason why future enterprises of the kind should not be uniformly successful. Careful selection of the ground to be worked, good machinery properly hundled

necessary."

The burlap system has developed from the crude efforts along the bank to pan out gold. Men in the vicinity of the Snake River without employment have taken simple appliances and struggled along making whatever they could until more profitable employment was offered, Among such workers, what was known as the beach system was found to be the best. A short sluice was erected by the water, the bottom being covered with burlap or similar material, and the work-er dug up the sand with a long-handled shovel and poured it with some water into the head of the sluice. The efficiency of buriap being established in this manner,

It was then adapted to the dredge sluices NEW TOWN OF TELLER, ALASKA

With Good Harbor and Rich Mines, Bids Fair to Eclipse Nome. Bids Fair to Eclipse Nome.

TELLER, Alaska, Sept. 25.—(Special correspondence.)—The building of a town on Grantley Harbor, which bids fair to eclipse Nome, is in progress. The place has been named Teller, in honor of Senator Teller, of Colorado. Its existence dates from the latter part of August, when news of the marvelous richness of Gold Run, a fributary of the Bluestone, reached Nome. Soon the little steamers running to the north were crowded with running to the north were crowded with for export.

to Dr. A. N. Kittelson. It was in five boxes weighing 105 pounds, and only awaited the departure of some reliable Portland Mining Stock Exchange. The following transactions were made yes-erday at the Portland Mining Stock Exchange: Helena 4,500 shares sold at 345, Merchants National Bank Portland 6s
Funding 5s
Albina 6s
Bridge bonds
City Hall 5s Water bonds Ferry bonds do coupon do Ss. reg. 134% 134% 115 115% 118% do coupon 134
do old 4s, reg 114½
do coupon 114½
do coupon 114½
do 6s, reg 112
do coupon 113¾ Oregon Mining Stock Exchange. Following were the quotations at the Oregon Mining Stock Exchange yesterday: Adams Mountain

Musick 10
May Queen 1
Oregon-Colo, M. M. & D. Co. 4
Oregon Ex. & Dev. Co. 4
Riverside 4
Umpqua SPOKANE, Oct. 18.—The closing quotation for mining stocks today were:

Bid. Ask.

Blacktail 12% 12% P. Mtn. Ten. 18

Butte & Bos. 3 3% Quilp 19 23

Crystal 3½ 5 Ramb. Car. 25% 27

D. T. Cont. 3 3% Resublic 85

Gold Ledge. 2½ 3% Reservation 5½ 7

Gold. Harv. ½ ½ 10% Suilivan 14 15½

I. X. L. 17½ 10% Suilivan 14 15½

Iron Mask. 42 Tom Thumb 10½ 2

Jim Blaine. 4 8 Waterloo 3¼ 3½

L. P. Surp. 8 8½ Waterloo 3¼ 3½

Mtn. Lion. 35 57½ Conjecture 2½ 3½

Morn. Glory. 5% 5% Devey 4½ 3½

Morrison 2 2½ Paic Alto 8

Prin. Maud. 2 2½ Gold Stand. 8 5½ for mining stocks today were: BAN FRANCISCO, Oct. 18 .- The official clos-

NEW YORK, Oct. 18 .- Mining stocks today

closed as follows: BOSTON, Oct. 18.-Closing quotations:

W. F. Han, Washington, president; J. A. Harden, Kausas City, first vice-president; J. M. Smith, Toronto, Ont., second vice-president; W. G. McDole, Cincinnati, third vice-president; W. B. Brockway, New Orleans, secretary and treasurer.

TACOMA. Oct. 18.—Wheat—Quiet, un-changed. Bluestem, 56c; club, 55c, both

went of Western enterprises. The reten-tion of the Philippine Islands is as important to us as the retention of Porto Rico and the acquisition of Cuba is to the East. We should be as strenuous for our interests as they are for theirs. Mr. Bryan's attack upon the retention of the Philippine Islands, while silent as to Porto Rico, is to gratify that class of Eastern voters who are small enough to envy Western growth. The increase of our trade to Asia during the last few years has been very great. It will be greater in the future. Our increased productions for the last three years have been enorm-ous. We are selling a very large portion ous. We are selling a very large portion of them, the greatest portion, to England and her colonies alone. This will not always last. We must have a market else-

not consent. The majority welcome us and welcome our flag. It means their upbuilding as well as ours, their interest as

well as ours. Let us say to the Eastern people by our vote in November, as loudly and as emphatically as we can say it, that we propose to retain the Philip-pine Islands, support the authority of the United States, and the honor of our flag. I have the honor to remain, very truly and sincerely yours,
"THOS, H, TONGUE." Wheeling Across the Continent. NEW YORK, Oct. 18.—Thomas J. Corcoran, of Aspen, 200 miles northwest of Denver, who is riding a wheel from Denver to Boston, has arrived in New York,

Street Railway Conventions. KANSAS CITY, Oct. 18.—Walton H. Holmes, of Kansas City, was today elected president of the American Street Railway Association, and New York was selected as the place of holding the next an-nual convention. Other officers were elected as follows: H. H. Vreeland, New York, first vice-president; N. H. Heft, Meriden, Conn., second vice-president; J. B. McCleary, Birmingham, Ala., third vice-president; T. C. Pennington, Chicago,

secretary and treasurer.

The Association of Street Railway Accountants elected the following officers:

Denver, who is riding a wheel from Denver to Boston, has arrived in New York, after averaging 70 miles a day for 20 days. Corcoran starts for Boston tomorrow. He left Aspen on August 14, and has made his ride alone. A 10-pound baggage roll was his sole incumbrance, as he did not even carry a toolbag. The run to Denver was the hardest of his trip, it being over a steep mountain trail. This route has led him through Topeka, St. Joseph, Quincy, Springfield, Indianapolis,

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