

VICTIM OF THE GALE

Steamer in Distress at Entrance of Straits of Fuca.

SOUND'S STORM-BOUND FLEET

Steamer Jeannette Sights a Sinking Schooner off Oregon Coast-Gales in the English Channel-Ellibek's Quick Dispatch.

PORT TOWNSEND, Wash., Dec. 21.-The schooner Forrester just arrived from Cape Flattery, and reports sighting a steamer this morning between Flatery Rock and Tatoush Island, flying signals of distress. The captain of the Forrester was unable to make out the name of the steamer, as a fearful gale was blowing. The description he gives of the steamer indicates that the distressed vessel is the Charles D. Lane, which sailed from here Tuesday evening, with 1,000,000 feet of lumber.

The vessel is in a dangerous position, and if the wind continues she is liable to go on the rocks and become a total loss, with all on board. Further particulars are not obtainable, on account of the telegraph office at Neah Bay being closed for the night.

Last night and today fearful south-westerly winds prevailed on the Straits of San Juan de Fuca, which was impossible for vessels to steam against. The steamer Robert Dollar, coal-laden for San Francisco, after an ineffectual attempt to make headway against it, returned here at noon, and is awaiting abatement of the wind.

The barkentine Klukitak, lumber-laden, sailed out yesterday, but returned today. Other vessels which are en route for Port Angeles, and ran in there for shelter.

The continued rain and wind storm has been the most severe known here for years, and much damage has been done along the Port Townsend Southern Railroad, where there are a number of wash-outs, and trains are not running over the line.

The steamer Al-Ki, arriving from the North this afternoon, reports the City of Topeka still hanging on Sullivan Island, with about 20 feet of fore-reef gone, and one of her plates torn off. From the action of the surf her bottom has been severely damaged, and it is the opinion of those returning that the vessel will never be floated. The material is in a very bad condition. A wrecking crew has been sent from Juneau.

The tug Pioneer, which was cruising at the Cape, is said to have gone to her relief, and another tug was dispatched from here this evening.

VERY QUICK DISPATCH.

Ellibek Discharged Inward and Loaded Outward in Twelve Days.

Portland continues to maintain her reputation for handling out wheat cargoes faster than they are dispatched from any other port on the coast, and the latest ship to clear in one respect has made the best record of the season. The German bark Ellibek, bound for London, left here yesterday afternoon, after being in Portland harbor but 15 days. In that period the vessel discharged nearly 300 tons of inward cargo, and loaded nearly 300 tons of outward cargo. She entered at the Custom-House December 6, but did not commence discharging until the next day. Two Sundays intervened, so that she was here 12 days in handling nearly 600 tons of cargo. She will leave down the river today or tomorrow.

San Francisco papers have a habit of accusing the Ellibek of a record in that port on the grounds that so many of them bring inward cargo that it requires much more time to handle them than is required to handle the ships loading at Northern ports. Portland has held the record on ballast ships for a long time, and now that a cargo ship has been discharged, loaded, cleared and made ready for another voyage, it shows the advantages of this port show all the more prominently. The French bark Louis Pasteur finished her wheat cargo last evening, and the German bark Pax will finish her cargo of flour today.

JEANNETTE'S ROUGH TRIP.

TWELVE DAYS FROM CAPE FLATTERY TO SAN FRANCISCO. SAN FRANCISCO, Dec. 21.-The steamer Jeannette, which arrived from Seattle last night, had a very rough voyage. The steamer was nearly 12 days making the run. From the time Flattery was passed until Point Reyes was reached, there was a succession of gales, and the ship was buffeted again and again. At times Captain Mason thought he would never reach port.

December 24, when 60 miles northwest of Cape Blanco, the Jeannette spoke a three-masted schooner bound from Gray's Harbor for San Francisco. Those on board the sailing vessel asked the steamer to stand by until morning, as the schooner was leaking. The steamer did as requested, but about 1 o'clock on the following morning the wind blew up strong from the southeast, and by 4 o'clock it was blowing almost a hurricane. The interim the steamer sustained considerable damage. The doors in the engine-room were smashed in, the cabin was flooded, the boats were set moving in the skills, and 15 barrels of oil were washed overboard.

RIVAL HAD PERILOUS VOYAGE.

Captain of Her Expected Ship to Fill and Go to Bottom. PORT TOWNSEND, Wash., Dec. 21.-The steamer Rival, according to reports broadcast here, was wrecked on the coast of the Columbia, west of San Francisco to South Bend. After leaving San Francisco the Rival encountered severe gales, and when she succeeded in reaching Willapa harbor the weather was thick and stormy, and she was unable to pick up the buoys marking the channel. While laying to she had the port side of her cabin stove in full length, and in that condition, as the fury of the gale increased, she was compelled to put to sea. While under a full head of steam, she drifted broadside before the gale for a distance of 30 miles, and the house for Cape Flattery, arriving there yesterday morning with only 10 tons of coal.

NEWBERG'S ROUGH TRIP.

Arrives at Gray's Harbor Four Days Overdue, After Rough Handling. ABERDEEN, Wash., Dec. 21.-The steamer Newberg, from San Francisco to this port, arrived today, four days overdue on account of the storm. Captain Peterson says it was one of the severest blows he has experienced, the wind snapping heavy iron rings attached to sails as if they were thread. The masts were torn to ribbons. Captain Peterson kept well out to sea, and thus avoided going ashore. On board the Newberg was Captain Sorenson, who is to take charge of the schooner Slade, launched here last week. Captain Peterson says the jetty nearly completed at the entrance of Gray's Harbor is proving of great benefit to Pacific Coast mariners.

STEAMERS FOR MANILA.

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Mining Stock Quotations.

SPOKANE, Dec. 21.-The closing quotations for mining stocks today were:

Table with columns: Bid, Ask, Bid, Ask. Stocks listed include Blacktail, Butte & Bos., Crystal, D. T. Con., Evening Star, Horn Silver, Golden Harv., Iron Mask, Jim Blaine, K. L. Harv., Little Car, Morrison, Noble Five, P. M. Tunnel, etc.

CORNUCOPIA MINES ACTIVE.

Much Development Work in Progress-Electric Power for Property.

BAKER CITY, Dec. 21.-Edward Mills, of Cornucopia, one of the owners of the Queen of the West mine, in that district, was here today and stated that much development work was in progress. A force of 40 to 50 men are at work in the Red Jacket mine, and until activity prevails in the Union-Companion, the Red Jacket will be the first mine in the Cornucopia district worked to any extent. It is now one of the properties of the Cornucopia Mines of Oregon Company, the one taken out a few days ago, and is now personally directing the transfer of this machinery.

Centralia Notes.

CENTRALIA, Wash., Dec. 21.-An ordinance providing for the closing of saloons during the Fall months, while the spores are being distributed. Apple scab was briefly discussed, the