

FATE OF ANDRADA. Some Anxiety Felt for the Big Four-Master.

When she was going under full steam dark she struck the iceberg about 20 miles off Treadwell. She continued on to Juneau, but had a time on the coast of the accident, and was temporarily repaired at that place. She was to sail for Seattle, via Sitka, on the morning of December 29.

ASHORE IN A STORM. Steamer Iydvane Wrecked but Crew Saved.

ST. JOHNS, N. F., Jan. 2.—The British steamer Iydvane, Captain Milburn, from Hamburg, December 15, for Wilmington, N. C., went ashore during a snow storm last night at La Manche, and is likely to become a total loss. The crew is safe but met with a frightful experience in the open boats. No details of the disaster have been learned.

The steamer Iydvane is of 177 tons net register. She is 210 feet long, has 39 feet 2 inches beam and is 15 feet 4 inches deep. She was built at Lunenburg in 1885 and was owned by J. T. Lunn & Co., of Newcastle.

NEW COMPASS CARD. Degrees to Take the Place of Points and Fractions.

NEW YORK, Jan. 2.—A special to the Herald from Washington says: Rear-Admiral R. B. Bradford, Chief of the Bureau of Equipment, has sent to well-known navigators a proposed new compass card, designed by Lieutenant-Commander R. W. Diehl, Superintendent of Compasses. The object of the proposed change is to omit the present system of points and fractions thereof, and use degrees only.

The present card contains points and degrees. The conversion of one into the other, Lieutenant-Commander Diehl says, is a natural result for the appearance of both, but is not a necessity as would be recognized were the points omitted. Accuracy requires expression in degrees, and not in points, the use of which is but a duplication of work.

FAST AUGUST FLEET. Another Portland Ship Arrives Out in Good Time.

The British ship Franklina arrived out at Falmouth Nov. 27, after a fast run of 17 days from this port. The Franklina was the fourth ship of the August fleet to leave the Columbia River, and her run, while not below the average for the four ships being 117 days. The advantages of a fresh-water harbor over one located on "salt chuck" are shown by the fact that the British ship compared with those from other ports. Not a single ship of the August fleet from Puget Sound has reported out, and while five of the ships sailing in that month from San Francisco have arrived out, the fastest passage from the Bay City is slower than the slowest from this city.

MILOS DIE TODAY. Oriental Liner is Coming With a Full Cargo of Freight.

The steamship Milos will pioneer the big fleet of Oriental liners which will reach Portland this year. She is due at the mouth of the river this morning, and, as soon as she gets through the narrows will come on up the river with one of the largest cargoes of Oriental merchandise that has yet been entered at this port.

TRANSPORTS LEAVE JAPAN FOR SEATTLE. Seattle, Jan. 2.—A cablegram announcing the departure of three United States Army transports from Nagasaki, Japan, for Seattle was received by Major Ruhlen, in charge of the local Quartermaster's office today.

NOTICE TO MARINERS. Notice is hereby given that, on December 1, 1900, the three-pile beacon from which this fixed red light is shown, on the east side of the channel near the entrance to the dry-dock at Albina, Oregon, which was carried away on December 24, 1900, and the light extinguished, has been replaced and the light re-established.

OPPOSITION TO CALIFORNIA. Increased Transportation Facilities Helping Chilean Traders.

MANAGUA, Dec. 15.—Chile is making active efforts to sell to Nicaragua, and other Central American republics, flour, wheat, horses, hay, etc., in opposition to California, and to other countries. Chile is taking this action in view of the low freight rates by the British line of weekly steamers of the South American Pacific Navigation Company, plying between Chile and Central America; also to the low freight rates by the monthly line of German steamers operated by the Kosmos Company, which enter Chilean and Central American ports twice a month on a route from Nicaragua to California. Chile gives a subvention of \$100,000 per annum to the English company's steamers.

COLLIDED WITH ICEBERG. Dirigo Had Narrow Escape in Alaska From Destruction.

SEATTLE, Jan. 1.—The steamer Dirigo, of the Alaska Steamship Company, which sailed from this port last week for Skagway, collided with an iceberg on the morning of December 18, in Gastineaux Channel, below Juneau, and had a narrow escape from destruction. As it was her stern was badly shattered below the water line, resulting in the springing of a leak. The news was brought down by the Victoria.

DOMESTIC AND FOREIGN PORTS. ASTORIA, Jan. 1.—Arrived down-Steamer Signal, for Puget Sound. Condition of the sea rough, weather cloudy; wind southwest.

NOT TO BE THOUGHT OF. Salem Steamship. The proposition to make the 25 County Assessors of the Equalization Board is too ridiculous to be thought of. The principle back of it is wrong and it would be a very costly piece of machinery, which would do so far as desired results are concerned.

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GALLERY OF NEW MEMBERS OF OREGON LEGISLATURE. R. D. HUME, JOINT REPRESENTATIVE FROM COOS AND CURRY COUNTIES.

WEDDERBURN, Jan. 2.—R. D. Hume, Joint Representative from Coos and Curry Counties, is best known as one of the plume and successful salmon cannerymen of the Pacific Coast. Probably no man in the Northwest has founded more institutions of this character than Mr. Hume. He was born in Augusta, Me., in 1845. His first business was in California, where he engaged in business in San Francisco with W. Hume and P. F. Nutting. This partnership continued two years, when Mr. Hume retired, and came to Portland. He engaged in business for a short time in Oregon's metropolis, and withdrew from the field to rest a cannery at Cathlamet, Wash. He operated the plant with good success until 1870. He then founded a cannery near Skamawawa, on the Columbia. Mr. Hume also built canneries at Baiter and Astoria. In 1878 his attention was directed to Rogue River as an excellent opening for a salmon cannery. He at once proceeded thereto, and engaged in the business on a large scale. His plant is one of the most complete on the Pacific Coast, and is yearly being enlarged.

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BOGUS LETTER RECEIVED. CUDAHY NOT ALARMED BY THE LATEST THREAT. Man Arrested in South Dakota Was Not Pat Crowe—J. J. Crowe Released.

OMAHA, Neb., Jan. 1.—A letter, printed with a lead pencil, was received by E. A. Cudahy this afternoon, demanding the withdrawal of the reward for the kidnapers' arrest. The fact that the address was printed in similar style to the former letter, and the suspicion before it was opened that it was from the same source, but Mr. Cudahy stated tonight that it was a rank imitation, and said he would attach the slightest significance to it. It was mailed in the postoffice about 3:30 o'clock in the afternoon. He showed the letter to a reporter who called at his home to verify a report that another letter had been received from the kidnapers, and said it was evidently patterned after the facsimile of the letter that had been printed. He stated that it was of the same class as several others that had been received from various points, except that it had been printed. He pointed out that there was a marked dissimilarity between it and the one received from the kidnapers, both in the shape of the letters and the general wording of it, as well as in the spelling. Apparently every word that was possible of misspelling was misspelled.

WRONG MAN ARRESTED. CHADRON, Neb., Jan. 2.—It was reported this afternoon that the officers who were reported to have captured Pat Crowe, the alleged abductor of young Edward Cudahy, while endeavoring to make good on a ransom of \$10,000, were actually Indian country yesterday, were thrown off their guard by Crowe's friends and sympathizers, many of whom live near the agency. Crowe's friends are said to be spreading his name to the "Hole in the Wall" country in Wyoming, where he is to join an old-time friend and cattle rustler, and may enter a secluded life away from the reach of officers of the law. The officers yesterday ran down a Boston curio hunter named Dennis, but he was released on proving his identity.

Crowe's Brother Released. OMAHA, Neb., Jan. 2.—Edward Cudahy, Jr., failed today to identify J. J. Crowe as one of the men who kidnaped him. Cudahy appeared at the City Jail and confronted Crowe in the courtroom after looking at the suspect five minutes or more, young Cudahy remarked:

"I never saw that man before. He is not the one who snatched my brother and if he had anything at all to do with the kidnaping I did not see him." Crowe was then released.

Not on the Michigan. LIVERPOOL, Jan. 2.—An investigation by a representative of the Associated Press of the report circulated in the United States that Pat Crowe was a passenger on board the steamer Michigan, which left Boston for Chicago for this port, arriving here today, failed to verify the story. The Michigan carried no passengers, but in addition to her crew she carried a number of crew members. None of these would acknowledge himself as Crowe, and as the Liverpool police had not been notified of the expected arrival of the supposed man, they did not examine the cattlemen.

Cudahy Money Was Marked. DALLAS, Tex., Jan. 2.—All the banks in Dallas today received descriptions of the money paid by the New American Hotel for the ransom of his son. It is claimed that marks were placed on the money. When any of it is attempted to be passed, the arrest of the persons offering the money will follow. Charles H. Babler, throughout the United States, Canada and Mexico have received similar notes.

CHARGED WITH BIGAMY. Consulting Engineer of Widener Syndicate, Arrested in New York. NEW YORK, Jan. 2.—George Howard, a consulting engineer of Boston, who came to this city about a year ago as the representative of the Whitney-Elkins-Widener syndicate, and who has made his home in this city since that time, was arrested at the New Amsterdam Hotel in this city on the charge of bigamy.

Another Man Suspected of the Richardson Murder. ST. JOSEPH, Mo., Jan. 2.—The Prosecuting Attorney today took up a case in the Richardson murder case that may prove to be a solution of the mystery. Some reason, which the prosecution has not divulged, it is believed that George Vaughn, the sweetheart of Beatie Phillips, whom she killed after the wedding, has been developed from his testimony on the stand last week. His actions the night of the tragedy are being investigated. It is a fact that the witness told Richardson home, ostensibly to see the domestic, but it develops that he also enjoyed a familiar acquaintance with the mistress of the house. The people of Savannah are greatly mystified over the delay in securing a statement from Mrs. Richardson, the widow.

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NEW YEAR'S EVE IN '64. How It Was Spent by "Perseusman Brigade." PORTLAND, Jan. 1.—(To the Editor)—I attended "watch meeting" last night, and what I heard there was not "looking back" at the old year, but "looking forward" to the new year. We saw the old year out and the new one in 37 years ago. Many of your older readers will recollect the cold New Year's Eve of '64; some others have heard of it. The "Perseusman Brigade," and we were encamped in Monroe Gap, about 20 miles north of Knoxville, East Tennessee. But in order that you may realize the suffering of our poor soldiers that night, it will be necessary for me to review four or five weeks of our previous lives. This brigade had been hastily organized to escape we had to cross Clinch Mountain on a dark night in a rain storm, marching all night and all the next day, without rest or anything to eat, losing during that night and day 5 per cent of the men.

On this march men became so exhausted that they fell and literally died in their tracks. We found two men who had been there for some time, but were there eaten by the dogs. The men had recuperated to some extent by the last of the year, but they had shed all their rags, and it was a comrade's description of "My wardrobe consisted of an overcoat, the tails of which had gone up in smoke; a jacket (blouse) with the sleeves cut off; a pair of trousers, the knees and two large ventilating windows at the rear; socks from an old saddle blanket; moccasins constructed from pieces of moccasins; one suit of underwear, the pieces of which were homesteaded by that pesky little 'varmint' that caused so much camp life profanity."

I think you may have a fair idea of our conditions the last day of the year, 1863. This day was moderately warm. I think it rained a little in the afternoon, and then turned to snow. In explanation of what followed, I would say that there was plenty of green wood all around us, of which we could use freely, but in our front, and only a few yards distant, was a rail fence, and the dogs were so close that they would not touch it, an order that had been strictly obeyed.

The weather remained comfortable until 11 o'clock P. M., when a cold wind from the north, and the piercing blasts from the Cumberland quickly penetrated to the marrow of the half-clad boys. Knowing that it was the last day of the year, and that the boys were so close to an emergency like this, and that there was a strict order against burning that fence, the boys patiently endured as long as they could, but when human nature succumbed no longer, they crawled out with great unanimity—and that fence just walked into camp. The Captains knew nothing about it; they covered their eyes.

But even with good fires, the suffering was intense. One side would freeze while thawing out the other. A good fire in front of my tent, and "A" tent, made me quite comfortable, and I might have remained in its protection, but a number of those boys freezing and burning on the outside were confined to my care, and my heart and conscience would not let me lie in comfort while they were suffering, so I would let the boys out, while I stood by a fire. Although a long night, it finally came to an end, and morning broke clear and bitter cold, marked by a frost. It continued cold for several days, and thereafter we were better prepared for it, and the suffering was minimized. That was a New Year's Eve to be remembered.

If an comrade of the "Perseusman Brigade" reads this I know he will not only vouch for the truth of it, but will presume that comrade of Burdette's command can give similar experiences of suffering on that cold New Year's Eve. M. SICKMAN.

Persons suffering from such headaches, dizziness, constipation, pain in the side, are asked to try one of Carter's Little Liver Pills.

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CRIME IN THE UNITED STATES. The statistics of homicide in the United States for 1900 are not encouraging. From 1895 to 1899 there was a steady decrease year by year, the totals falling from 10,500 to 8,200, but this year the reports show a total of 9,377, an increase over last year of 350. If next year the figures increase proportionately the first of the new century will be as largely marked by crime as was 1896.

From the present outlook the indications are that the record of the coming year will be even darker, for human life was never held cheaper than at the present time, and hanging and lynching make little impression. Rudyard Kipling was not far out of the way when he said that murder was the national crime of the United States.

Trolley Cars in Porto Rico. SAN JUAN DE PORTO RICO, Jan. 1.—Thousands of people yesterday witnessed the starting of the new trolley system, the island's first run of that description. The people were much astonished.

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CORVALLIS, Or., Jan. 2.—Professor E. R. Lake, of the Oregon Agricultural College, who has just spent six months in Europe as the special agent of the Department of Agriculture at Washington, has arrived home. His mission abroad was to study the prune and hop industries of the Old World, with a view of acquiring information that could be turned to account in this country. There is every reason to believe that on both accounts Professor Lake's mission has been entirely successful. The results of his investigations appear in his report to the department, now in the hands of the printer. One of the chief results attained is the discovery of several varieties of prunes that it is confidently believed will

and prepare the way for setting 'this field. "One point in the work that lies ahead of the prune industry in the Northwest, a point that forces itself upon the observer in the East, is that people in general do not know how to serve prunes; they are not acquainted with the qualities of the fruit. The prevailing opinion is that there are two or three kinds of prunes, Turkish, French and Californian. Only occasionally is a person found who knows of Oregon prunes. What we must do is to put demonstrators in the large cities who can prepare palatable dishes of this fruit, much in the same way that the baking powder people do, so that the people can become acquainted with our Northwest product and its real merits.

The outlook for the Pacific Coast prune appears bright. France, our only rival in a high-grade product, has passed her zenith in the industry. The grape people are replacing the old prune orchards with vineyards, and the acreage of new prune orchards is relatively small. While very large quantities of inferior grades of prunes are grown in Austria, Bosnia, Serbia and Turkey, these will not compete with the grade of product that we should put up.

While in Austria, Mr. Lake took occasion to investigate the hop and its cultivation, and prepared the way for setting 'this field.

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