

MYSTERIOUS STEAMBOAT

ENLARGED CRAFT PROWLING AROUND THE COLUMBIA RIVER.

Owners Will Soon Be In Conflict With Uncle Sam—Marion Lightbody Reaches Queenstown.

There is a mysterious steamboat bobbing up and down the Columbia and Willamette rivers, engaged in trading with the farmers along the shores, and incidentally accumulating a stock of trouble for her owners that may prove very expensive.

The craft bears the name Trader, and the most singular feature of her performance is the fact that the men who are running her seem to be making no studied effort to keep out of the way, but are apparently ignorant of the law covering such cases.

SUBSIDIZED STEAMER.

Astoria Making a Bid for Trade of Lower Columbia.

ASTORIA, May 22.—The necessary amount for the establishment of an independent steamer line between this city and lower river points has been subscribed by the business men of Astoria, and the boat will shortly be placed on the run.

The steamer which is to be chartered for the run will fly as far up the river as Stella. The vessel is to catch the trade of the 4000 people of Wahkiakum County, Washington, most of which now goes to Portland.

The new boat will make a round trip every day, leaving Stella on Saturday morning, and on the return, leaving Astoria at 3 or 4 in the afternoon. This will give the people living along the river three or four hours in town. It is the intention that the boat should catch the trade from Cathlamet, touching at Westport, where a new saw mill has recently been built.

MARION LIGHTBODY OUT.

Chief Contestant in Ocean Race Made a Slow Passage to Queenstown.

The British bark Marion Lightbody, one of the quartet of big ships which sailed away from the Columbia early in January on a long ocean race to Queenstown, arrived out of the Irish port yesterday.

The Marion Lightbody made one of the fastest passages on record between Santa Rosalia and Portland last fall, and her performance led a number of other ships in this city to believe that she would make a better showing with the German ship. The latter, however, carried a crew twice as large as the Lightbody, and all were trained men, while many of those on the Britisher came under the head of what North Enders term "stiffs."

WILL BUILD A BIG BOAT.

Captain Spencer to Use Billings Machinery for a Towing Steamer.

Captain E. W. Spencer has let a contract to Joseph Paquet for the building of a powerful tugboat to be used for towing log rafts principally, and to be especially adapted for that kind of work. She is to be 30 feet in length, 22 feet beam and six feet depth of hold.

INDRAPURA FILLING UP.

Big Liner Will Take Over Six Thousand Tons of Freight.

The big liner Indrapura came up from the four mill yesterday and went to Albia dock to continue discharging and loading. She has enough freight in sight to insure nearly a full cargo, which is a better showing than was expected for the second ship of the line. The unsettled condition of affairs in the Orient is affecting other lines, but the Indrapura is starting from Portland, and within the past week two steamers which the Tacoma papers call Oriental liners have been entering bids for what charters from this port. The Knight Companion, which is following the Indrapura in the Portland line, will have a full cargo, and from now on the Portland line will have plain sailing, unless too many unprofitable Portlanders continue shipping by the Puget Sound line.

CUTTER GRANT ASHORE.

Government Vessel in a Bad Position in Spanish Inlet.

VICTORIA, B. C., May 22.—The United States revenue cutter Grant, Captain Tozer, ran ashore on an uncharted rock in Spanish Inlet at 3 o'clock this morning. She struck on her bilge well forward and tore a bad hole in her hull.

PAINTS A ROSY PICTURE

OTTO M. ROSENDALE TELLS OF MINING IN SOUTHERN OREGON.

Predicts an Enormous Output From Jackson and Josephine Counties—Picturesque Mining Region.

NO MORE "KICKING."

O. R. & N. Quits Work to Secure Channel at Sand Island. ASTORIA, Or., May 22.—President Mohler, of the O. R. & N., and several officials of the road made a visit to the other side of the river, Captain Conway was with the party, and made an examination of the work being done by the steamer Oklahoma, which has been trying to "kick" a channel through the sand bar at Sand Island. It was found that while the steamer loosened the sand, there was not enough current to carry it away, and the work has been stopped.

The Centennial Labeled.

SAN FRANCISCO, May 22.—In the United States District Court today the American Mercantile Company labeled the steamer Centennial for 14,281. The plaintiffs allege that on October 8, 1900, the Northern Commercial Company, owners of the steamer, contracted to carry a cargo of coal from Seattle and deliver it to the North Coast Light Company at Cape Nome. It is claimed that the steamer reached there with the coal, but that the will patrol the whole southeastern coast. The rush will proceed direct to Skagway. It is reported that on her arrival at Skagway the revenue cutter will take Judge C. Brown and Judge James Wickham on board and sail with them for Valdes, Cook Inlet and adjacent points.

Rush Sails for Alaska.

SEATTLE, May 22.—The revenue cutter Albatross, Captain Kirtland, sailed today at noon for Southeastern Alaska, where she will be stationed permanently. Her headquarters will be at Sitka, and she will patrol the whole southeastern coast. The rush will proceed direct to Skagway. It is reported that on her arrival at Skagway the revenue cutter will take Judge C. Brown and Judge James Wickham on board and sail with them for Valdes, Cook Inlet and adjacent points.

Booying of Channel Completed.

ASTORIA, Or., May 22.—The lighthouse tender Manzanita has completed the work of booying a channel from Harrington Point to Kamoon, Captain Kirtland, of the steamer T. J. Potter, was on board the Manzanita while the work was being done, and it is said that this steamer will that channel on the run between Portland and Ilwaco this summer.

Gray's Harbor Lighthouse.

WASHINGTON, May 22.—The Light-house Board has given notice that on or about July 1 the color of the tower at Gray's Harbor light station, Washington, on the seaward side of Point Chehalis, and on the southern side of the entrance to Gray Harbor will be changed from stone color to white.

Lightship Almost in Water.

ASTORIA, Or., May 22.—Progress was made today in launching the lightship into Blakely Bay, and her bow is now almost in the water. It is expected that another day will see the vessel afloat, as there are no reasons for not completing the launch. She is much smaller than was anticipated.

Yellow Jack on Chilean Steamer.

ELMA, Peru, May 22.—The Chilean steamer Linar, Captain Roberts, from San Francisco for Valparaiso, bringing the United States mails from Havana, was quarantined nine days at Guayaquil, Ecuador, from yellow fever occurred on board.

Health Officers' Boat.

RAINIER, May 22.—The Wilbars, a new steam launch, built by Milton Smith, of this place, for the Government, made its initial trip today to Astoria. It is to be used as a health officer's boat.

German Steamer Ashore.

ASTORIA, May 22.—The German steamer Anania, from Hogo via Singapore, April 30, for Hamburg, is ashore on Azeles reef. She has eight feet of water in her forehold.

Domestic and Foreign Ports.

ASTORIA, May 22.—Sailed at 8 A. M.—Steamer Alliance, for San Francisco; Steamer Elmore, for Tillamook. Condition of the bar at 4:30 P. M. smooth; wind, south; weather, cloudy. ASTORIA, May 22.—Sailed—Steamer City of Topeka, for Alaska. Everett, May 22.—Arrived—Bark Oakland, from San Pedro. Valparaiso—In port March 11—British ship Melina, for Oregon. Hamburg—Arrived prior to May 21—French bark General Melinet, from Oregon. Liverpool, May 22.—In port May 12—British ship Riverside, for Oregon. Queenstown, May 22.—Arrived—British ship Marion Lightbody, from Oregon. San Francisco, May 22.—Sailed—Ship Vanguard, for Queenstown. Arrived—Steamer City of Pueblo, from Victoria; schooner Jennie Thellin, from Gray's Harbor; steamer Mattewan, from Tacoma; Steamer Empire, from Coos Bay. Sailed—Bark Hadyn Brown, for Chemainus. Port Hadlock—Arrived May 21—Bark Bertha, from Iquique. Source, May 22.—Arrived—Bark Omega, from Honolulu. Port Blakely—Arrived May 21—Ship Columbia, from Shanghai. 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