LOST $5000 BY WAITING

OWNERS OF LEYLAND BROTHERS MISSED BEST FREIGHT MARKET.

Lady Isabella Will Load Flour for South Africa—Indravelli's Big Cargo—Rapid Ocean Transit.

The British ship Leyland Brothers left up from Astoria yesterday morning, and will reach Portland today. This ship offers a good illustration of the folly which is sometimes displayed by shipowners when they get the impression that they have a copper-riveted "cinch" on the freight market. When the Leyland Brothers was approaching the Columbia River less than a month ago, on a trip up from the west coast of South America, her owners were offered a charter at 42 shillings. She was then held at 43s 9d, and nothing less would be entertained. When she came into the Columbia a little over two weeks ago, 40 shillings was obtainable. Her owners then wanted 41s 3d. Since that time it has been a down-hill chase, and the owners were unable to again catch up with the freight market until Wednesday, when the ship was chartered by the Portland Flouring Mills Company at 35s 9d.

The ship is a pretty good carrier, and on her last outward trip from Portland carried away 3370 long tons of wheat. She will undoubtedly do as well this time, and her loss by the decline in freights for the past month is accordingly a little over $5000, or a matter of $200 per day for nearly a month. The only satisfaction that the owners can derive from their stroke of mismanagement is the fact that they are better off than some other owners, who in former years have kept their ships in idleness for an entire year, and were at last forced to take a lower rate than was obtainable when the ship was laid up.

A paragraph in yesterday's Oregonian made the rate of the Leyland Brothers 33s 9d, instead of 35s 9d. The latter figure is the lowest rate paid this season for a spot ship, and with so much wheat in sight, it is doubtful about spot sailers reaching 33s 9d this season, or, at least, not before the turn of the year.

RAPID OCEAN TRANSIT.

Irishman Reaches New York With a Pretty Swift Project.

NEW YORK, Oct. 17.—Edward I. O'B. Croker, of Cork, Ireland, said to be a cousin of Richard Croker, is here for the purpose of promoting rapid transit between Europe and America. The Journal and Advertiser says that Mr. Croker is the general manager of the Cork, Bandon & South Coast Railway, which runs through the principal towns in Ireland between Cork and the Lakes of Killarney. It is the intention of the company to run a line of steamers from Narragansett Bay to Castletown, Berhaven, Ireland. From Castletown there will be a railroad connection to Bantry, where the line will join the Cork, Bandon & South Coast Railway. The new steamships will be the fastest in the world, and are expected to cross from Narragansett Bay to Ireland in 3½ days. In order to attain this great speed a new style of machinery and fuel will be made—a fuel that will take up little space and furnish a greater heat. This has been found in Texas oil, which has been thoroughly tried and found to be very satisfactory.

CAPE NOME FLEET.

Steamer Centennial Reported on the Beach Near Teller City.

SEATTLE, Wash., Oct. 17.—The St. Paul, which arrived from Nome today at noon, brought down considerable information about other vessels of the Behring Sea fleet and general affairs. The Garonne had not put in an appearance at Nome, and considerable anxiety was felt for her safety. The Senator was scheduled to sail on her homeward voyage yesterday, and is expected to bring out a full load of passengers, including a number of Government employes. On the afternoon of September 6, the St. Paul's sailing date, the report was current that the steamer Centennial had gone on the beach near Teller. No confirmation of the rumor could be had before the St. Paul sailed. The report was to the effect that the Centennial was making her way south from Teller, and on the evening of September encountered a heavy fog, in which she went aground. No lives were reported lost, and the vessel was said to be well on the beach, but resting easily on a bed of sand.

COTTAGE CITY SAFE.

Towed Into Port Townsend Yesterday by the Steamer Dirigo.

PORT TOWNSEND, Wash., Oct. 17.—The steamship Cottage City was towed into port today by the steamer Dirigo with a broken shaft. According to Captain Wallace, the Cottage City broke her shaft while in Fitzhugh Sound, four miles north of Queen Charlotte Sound. The sea was smooth, and good anchorage was found. After the Cottage City had been at anchor about 10 hours the steamer Dirigo was signaled, and asked to tow the disabled steamer to Puget Sound.

The Cottage City had 229 passengers, and when the accident happened there was not the slightest excitement among them. Captain Wallace reports that during the entire voyage of the Cottage City rain and fog prevailed, and the nights were the darkest he ever witnessed during his 20 years' service in Alaska waters. The steamer Dirigo brought 46 passengers.

FOR SOUTH AFRICA.

British Ship Lady Isabella to Load for the Dark Continent.

The British ship Lady Isabella, now on her way up the river, will load the first cargo of the season for the Dark Continent. Last year Portland dispatched quite a number of vessels for South African ports, but this year the business has been rather slow in getting under way. The Lady Isabella will load a mixed cargo, but the greater part of it will be flour. The Boer troubles in South Africa have had a bad effect on trade with that country, and until matters get to running smooth down there again, Portland exporters will not do very much business in that quarter. The Lady Isabella is a comparatively small ship, but there are so many vessels in Portland to load ahead of her that she will not finish in time to get away before November.

GRAIN FLEET LEAVING.

Glenturret, East Indian and St. Donatien Put to Sea Yesterday.

The wheat fleet ready for sea was cleared out of the lower harbor yesterday by the departure of the Glenturret, St. Donatien and East Indian. The owners of the Glenturret will undoubtedly be very well satisfied with the experience of the steamer at Portland, as the Glenlogan, which arrived on Puget Sound four days before the Glenturret reached Portland, is still over there, and will not get away before tomorrow night, and may be held over until next week. The East Indian, which sailed yesterday, was in port but 26 days, which is very good dispatch for so early in the season. The Bourbaki, Mayfield and Carlo P. will be the next of the fleet to get away, and now that the strike trouble is over, they will be rushed along to completion.

INDRAVELLI DISCHARGING.

Big Liner Has a Large Consignment of Freight for Portland.

The big liner Indravelli came right along up the river Wednesday night, and was at her dock in this city shortly after daylight. As soon as she entered at the Custom-House a large force of men went to work, and some of her inward cargo was sent out on the mail train for the East last evening. The Indravelli brings the usual Oriental cargo, with a large consignment of miscellaneous freight for Portland. There are 1500 bags of papermaker's clay, 500 bales of hemp, and several thousand packages of coffee, tea, pepper, nutmegs, tapioca, lily bulbs, curios, firecrackers, sausage nuts, pills, earthenware, preserved fruits, onions, incense sticks, wine, olives, etc. There was an unusually heavy consignment of freight for New York and a number of other Eastern cities were down on the manifest for tea, curios, etc. As soon as the inward cargo is discharged, the steamer will load outward, but will not sail until her scheduled date, October 25.

SEALERS COMING HOME.

May Taylor Reaches Victoria After an Unusually Long Cruise.

VICTORIA, B. C., Oct. 17.—A little breeze which sprung up this morning brought home the five schooners of the Behring Sea fleet which have been on a cruise since last December, covering an immense territory. The Behring Sea fleet has an average catch a little lower than last season, accounted for by the skippers by the unfavorable weather and consequent restlessness of the seal herds. No accidents are reported to the schooners.

The schooners of the Behring Sea fleet which arrived are: The Florence M. Smith, with 640 skins; Ainoka, 337; Favorite, 306; Geneva, 418; and R. I. Morse, 150. They report the Zealah May with 438; E. B. Marvin, 420; Allie I. Alger, 364; Ida Etta, 220; Penelope, 500; Arietes and Olive, 600; Sadie Turpel, 157, and Umbria, 473.

The schooner which has been on such a long cruise is the May Taylor, which for 11 months out has only 506. Leaving here in December, she went down off the California coast, then to the Japan coast, Japan Sea, Gulf of Tartary, Copper Islands and Behring Sea. Her captain reports that seals were plentiful in the Japan Sea, but he got in too late. From the sea he went to the Copper Islands, and then on a prospecting trip to the inside coast of Saghalien Island. He saw many seals in the latter place, but again the weather was against him. The Copper Islands were visited again, and the schooner made a cruise in the Okotsk Sea. From there she went into Behring Sea, and then home. The Behring fleet, it is expected, will all be back within a fortnight, and the two schooners of the Asiatic fleet still out are due home. The Behring Sea catch is about 12,000, which, with the 7000 taken on the coast by Victoria schooners, 10,000 taken by Victoria and Japanese schooners on the Asiatic coast, and 22,000 taken by the lessees of the Pribyloff Islands, will bring the world's catch up to over 50,000. Nothing further was heard of the reported seizures of three Victoria schooners for sealing within the prohibited zone in Behring Sea, but there was a rumor that the schooner Enterprise, of this port, was taken by one of the patrol steamers.

Kaga Maru Libeled.

SEATTLE, Wash., Oct. 17.—The owners of the German steamship Elba filed today at the United States District Court a libel against the Kaga Maru to recover damages alleged to amount to $25,000 and demurrage at the rate of $350 a day. The libel states that the accident that occurred on October 15 was entirely caused by the unskillful management of the Kaga Maru.

French Fishing Craft Missing.

FECAMP, France, Oct. 17.—The Josephine Ann, a three-masted fishing vessel, belonging to this port, has been missing since she sailed from here for the banks of Newfoundland. It is presumed that the vessel and her crew, numbering 30 persons, have perished.

Tillamook Lumber Cargo.

TILLAMOOK, Or., Oct. 17.—The lumber schooner Antelope was towed to sea today by the Elmore. She loaded in this city at the J. A. Taft Co.'s mill. She is chartered to take two more loads of lumber to San Francisco.

O. R. & N. Ticket Agent Resigns.

ASTORIA, Oct. 17.—M. B. Bozorth, who has been city ticket agent of the O. R. & N. at Astoria for a number of years, has resigned and will leave tomorrow for Wolf Creek, in Southern Oregon, to engage in mining.

Domestic and Foreign Ports.

ASTORIA, Or., Oct. 17.—Arrived at 6 A. M. and left up at 11 A. M.—Steamer Columbia, from San Francisco. Left up at 9:20 A. M.—British ships Lady Isabella and Leyland Brothers. Sailed at 2 P. M.—French bark St. Donatien, for Queenstown or Falmouth for orders. Sailed at 3 P. M.—British bark East Indian, for Queenstown or Falmouth for orders. Sailed at 3 P. M.—British steamship Glenturret, for St. Vincent for orders. Condition of the bar at 5 P. M., smooth; wind southwest; weather cloudy.

New York, Oct. 17.—Sailed—La Bretagne, for Havre; Barbarossa, for Bremen.

Murgran, Oct. 17.—Sailed—Adato, for Portland, Or.

London, Oct. 17.—Sailed—Bendorah, for San Francisco; Manitou, for New York.

Queenstown, Oct. 17.—Sailed—Germanic, for New York; Noordland, for Antwerp.

San Francisco, Oct. 17.—Sailed—Barkentine Tam o' Shanter, for Columbia River; steamer Tiania, for Nanaimo. Arrived—Steamer Geo. W. Elder, from Portland; barkentine M. J. Griffin, from Port Hadlock; steamer Alberta, from Astoria.

Cape Town—Sailed Oct. 13.—Steamer Glenelven, for Tacoma.

Nagasaki—Sailed Oct. 14.—Steamer Adato, for Portland, Or.

Guaymas—Arrived Oct. 7.—Schooner Lottie Bennett, from Gray's Harbor.

Seattle, Oct. 17.—Sailed—Steamer Newsboy, for Gray's Harbor; steamer Dolphin, for Skagway. Arrived—Steamer Robert Dollar, from San Francisco; steamer St. Paul, from Cape Nome; steamer Czarina, from San Francisco; steamer Dirigo, from Skagway; steamer Cottage City, from Skagway.

Rotterdam, Oct. 17.—Sailed—Potsdam, for New York.

Moji—Sailed Oct. 16—Steamer Langbank, for Astoria, Or.

Havre, Oct. 17.—Arrived—La Savoie, from New York.

Genoa, Oct. 17.—Arrived—Trave, from New York.

Bremen, Oct. 17.—Arrived—Kaiserin Maria Theresa, from New York.

Liverpool, Oct. 17.—Arrived—Majestic, from New York; New England, from Boston.

Minneapolis Sheriff in Trouble.

MINNEAPOLIS, Oct. 17.—Philip Megaarden, Sheriff of this county, was arraigned in the District Court today under 11 grand jury indictments, charging him with perjury, grand larceny and embezzlement. The Sheriff is paid by fees, and the present official is charged with swearing to false statements of services and collecting the fees therefor from the county.

VERY LOW EXCURSION RATE TO CASCADE LOCKS.

To give the many visitors now in the city an opportunity to learn something of our beautiful surroundings, the O. R. & N. Co. has arranged for a $2 00 special round-trip rate, Portland to Cascade Locks. Tickets will be on sale October 17 to 20, inclusive, and may be purchased, good for rail in both directions, or going via rail, returning by steamer. Trains leave Portland Union Depot at 9 A. M.; arrive Portland 4:30 P. M. Direct connection is made at the Locks with steamer which arrives at Portland about 5 P. M. Tickets and full particulars at city ticket office, Third and Washington.

The United States collier Brutus, which arrived at New York recently from Manila, had a homeward-bound pennant 278 feet long.

MINES WITH A FUTURE

ST. HELENS PROPERTIES ARE ALL SHOWING UP WELL.

Their Development Has Been Greater This Season Than Ever Before—Some of the Best Claims.

CHEHALIS, Oct. 17.—Dr. U. M. Lauman, who has just returned from the St. Helens mining district, after having spent the Summer there, gives an interesting report of the progress of the development work which has been done in the district up to date. It has been about 10 years since the first active prospecting was done in the St. Helens district, and although the usual difficulties were met with in interesting capital in the properties, all the money that is desired for development work is now forthcoming from capitalists who have made investments. There is no railroad within 70 miles of the mines, and until a railroad is built, the question of transportation will be a serious one to contend with.

At present, Cowlitz County is spending considerable money on a road out of Castle Rock, which they hope will divert the trade to that section. The citizens of Toledo have shown some enterprise in the matter of improving the trail up the north fork of Toutle River, and by using about 35 miles of the Castle Rock road they cut off perhaps five miles of the distance into the district. Chehalis has a wagon road already completed and in good shape to a point perhaps nearer the mines than any other town, by way of Fulton. However, the citizens of this town have thus far taken but little active interest in the district, but indications are that they will now settle on some plan for a good road to the district by way of Fulton and Quartz Creek trail. They are beginning to realize that the section is to become a wealth producer, and that the business will be worth looking after.

If the coal prospecting which is now being done reveals the fact that there is an unlimited quantity of coal at Cinnebar, Norton or Verndale, there is little doubt but that a railroad will follow.

At Cinnebar three shifts of men are at work day and night. This work is being done under the direction of Frank Scott, but for whom it has thus far been impossible to learn. Presumably, however, the work is backed by some railroad company. It is rumored that it is the Southern Pacific, although this is only a rumor.

At Norton several fine prospects have been uncovered. W. W. Weybright is in charge of the work, which is backed by L. Gerlinger, of Portland. Mr. Weybright has a crew of men with him, and they are constantly at work shafting to determine the quantity.

At Verndale the O. R. & N. Co., under the direction of Mr. Wanzer and George Wells, is at work with a diamond drill, and has sunk a shaft 258 feet on a prospect that promises to be rich in quality and quantity.

Although the distance from these coal prospects to the mines is 25 or 30 miles the opening of the one will doubtless include the entire mining prospect. The Northern Pacific has its eye on the situation, and undoubtedly considers the section as its territory. E. G. Locke, the company's geologist, has been into the St. Helens district this season already, and has promised to go in again the latter part of this month to note the progress of the development.

A number of very promising properties have been opened up in the district, and as the devlopment work proceeds these show more apparent richness. Steps are being taken to patent the Chicago and Norway groups, the preliminary proceedings having already been taken. Among the more promising and most developed properties may be mentioned the following:

Polar Star—This mine is owned by the Cascadia Mining Company. W. W. O'Connor, of Toledo, has contracted for a 200-foot crosscut. The company has 200 feet more to go before it will strike the main lead. The Polar Star has 150 tons or more of ore on the dump, assays averaging $60 copper, with gold and silver of value. Work will be continued all Winter.

Samson—The Samson is under bond to Dr. H. W. Coe, of Portland, who is to do 30 feet of development work each month for two years. It is a copper proposition.

Minnie Lee—At this mine a crosscut of 250 feet is being made to strike the main lead. It is owned by the Goat Mountain Mining Company.

Goat Mountain Lead—This is the property of the Goat Mountain Mining Company, which has just let the contract for 400 feet of crosscut. Work will continue all Winter.

In the true fissure country, William Hostetler and George McClure, of Agate, on the Ripper and the Chief, have four feet of galena and copper pyrites, with some gray copper, assaying as high as $60 to the ton. They have an offer from Governor Ames, of Colorado, of any amount of money they need for development work. They will begin 100 feet of tunnel early in the Spring.

On the Octavia and the Copley lode, owned by Reynolds & Stewart, of Chehalis, and Dr. Lauman, 50 feet of tunnel has been run alongside of a nine-foot ore wall.

On the Northwest Chicago, which is an extension of the Octavia and Copley lode, Dr. H. W. Coe has run 200 feet of tunnel. He is now preparing to crosscut it with a 400-foot crosscut, striking the lode at 200 feet depth. The property is owned by the Chicago Mining Company.

The Juanita Mining Company has run 40 feet on the Juantia. The mine is owned by Dr. Lauman, Reynolds & Stewart, J. R. Welty, E. A. Frost and J. M. Kepner, of Chehalis, and Somerville Bros., of Napavine. A six and one-half foot lead has been tapped, showing copper glance, gray copper and black oxide of copper, running $60 to the ton. Contracts have been let for 100 feet of development work on this property, to begin early in the Spring.

The Washington mine, owned by Messrs. Beighie, Lane, Peterson and Johnson, of Tower, has a 12-foot lead in a 10-foot tunnel. It is a copper prospect, carrying black oxide, with an assay of $10 in gold besides.

On the Norway mine 150 feet of tunnel has been run, and the assay shows $35 to the ton, mostly copper. About 100 tons or ore are on the dump at this mine.

The Swedish Mining Company has 70 feet of shafting on the Sweden mine, and has contracted for 200 feet more to be done this Winter. It has four feet of high-grade copper ore in its 70-foot tunnel. Both the Norway and Sweden groups are owned by the Boston & New York Copper syndicates.

Dr. Coe has just bonded six more properties alongside the Norway and Sweden properties.

The Golden Crown Mining Company, which is a new company, has let contracts for 350 feet of development work on its property.

The Mary mine, owned by F. E. Osborn, of San Francisco, shows a fine gold prospect at a depth of 10 feet, which runs $20 to the ton.

There are many other prospects that have had assessment work done on them this Summer, and a large number of prospectors have kept going in and out of the district. Dr. Lauman brought out with him an exhibit of about 500 pounds of ores from the different claims that have been opened up, and within a day or two these will be placed on exhibition in Chehalis. He is confident the time is not far distant when the St. Helens district will prove itself one of the richest in the United States. The development of this district means much to Portland as well as this section. The metropolis of Oregon is certain to secure the lion's share of the trade of the section. Portland men have and are still lending great assistance in making the true worth of the district known.

In the Buckeye Mining District.

UNION, Oct. 17.—The Buckeye mining district, about 12 miles south of Union and three and one-half miles east of North Powder, is proving to be one of the greatest mineral districts in Eastern Oregon. Prospecting has been carried on there for a number of years, but not until recently has the extent of the ore bodies been fully demonstrated. The main ledge in the group most extensively opened up shows a ledge nearly 150 feet wide and of unknown lateral extent. The ores from this immense ledge assay $40 to $50 per ton in gold and copper. The ores of the camp are valuable principally for the copper contained in them. As depth is attained the copper values increase, and some of the ores taken out this week go as high as 74 per cent copper. The ores are of such a character that they must be shipped to a smelter for reduction, and in order to ship the rock economically it will be necessary to build a spur from the O. R. & N. from a point at or near the town of North Powder, so that cars may be loaded at the mines. The railroad is taking an active interest in the matter and is having the proposition investigated to see if it will pay them to put in the spur. A large number of men are kept constantly employed there, and much valuable quartz is on the dumps.

Sunbeam Placer Mine Bonded.

GRANT'S PASS, Or., Oct. 17.—The three quartz claims in the Sunbeam group, three miles from town, have been bonded to S. R. Burke, of Tacoma, for $11,500. The bond is to run nine months. The property has had considerable development work done, there being a shaft 140 feet deep and a tunnel 70 feet long to tap the shaft. Work will at once be begun upon the tunnel with a double shift, and the property thoroughly worked. The owners of the mines, N. B. Meade & Sons, have always considered their mine a valuable one, but have lacked capital to properly develop it.

Oregon Mining Stock Exchange.

Yesterday's quotations on the Oregon Mining Stock Exchange were:

	Bid.	Asked.
Adams Mountain	1⅞	3
Astoria-Melbourne (guaranteed)	19¾	23
Buffalo	...	2
Copperopolis	9⅞	11
Champion	22¼	40
Caribou	2	2½
Gold Hill & Bohemia	8½	10
Goldstone Consolidated	.005	1⅞
Huronian	5¼	6¾
Isabella	.003	1
Lost Horse	5½	7
Oregon-Colorado M. M. & D.	24½	25½
Oregon Ex. & Dev. Co.	...	1½
Riverside	3⅞	5
Sumpter Consolidated	2	3

SALES.

Copperopolis, 1000 shares at 10
Oregon-Colorado, 500 shares at 25

SPOKANE, Oct. 17.—The closing quotations of mining stocks today were:

	Bid.	Ask.		Bid.	Ask.
Amer. Boy	9½	9⅞	Morrison	1¼	2¼
Blacktail	9½	9⅞	Prin. Maud	1½	1¾
Butte & Bos.	½	1½	Quilp	19	23
Crystal	9⅞	12	Ramb. Car	49½	51½
Conjecture	⅞	1⅞	Republic	1¾	4
Deer Trail ... 2		2¾	Reservation	7½	7⅞
Gold Ledge .. 1		1½	Sullivan	9½	10
L. P. Surp.	3⅝	4½	Tom Thumb	12¾	13½
L. Dreyfus	2½	4½	Wonderful	1½	3¾
Mtn. Lion .. 22		26	Winnipeg	7⅝	10
Morn. Glory..	2¼	3	Fisher Maiden	9	11½

SAN FRANCISCO, Oct. 17.—Official closing quotations of mining stocks:

Alta	$0 02	Mexican	$0 17
Andes	4	Occidental Con	4
Belcher	9	Ophir	86
Best & Belcher	15	Overman	9
Bullion	1	Potosi	7
Caledonia	30	Savage	11
Challenge Con	11	Seg. Belcher	2
Chollar	7	Sierra Nevada	16
Confidence	70	Silver Hill	30
Con. Cal. & Va.	1 75	Standard	4 10
Crown Point	8	Union Con	16
Gould & Curry	3	Utah Con	3
Hale & Norcross	16	Yellow Jacket	15
Justice	2		

NEW YORK, Oct. 17.—Mining stocks today closed as follows:

Adams Con	$0 25	Little Chief	$0 11
Alice	40	Ontario	11 00
Breece	1 40	Ophir	75
Brunswick Con	12	Phoenix	6
Comstock Tunnel	6	Potosi	6
Con. Cal. & Va.	1 70	Savage	9
Deadwood Terra	50	Sierra Nevada	14
Horn Silver	1 90	Small Hopes	40
Iron Silver	64	Standard	3 85
Leadville Con	6		

BOSTON, Oct. 17.—Closing quottaions:

Adventure	$ 24 00	Osceola	$ 99 50
Bing. Min. Co.	29 00	Parrott	38 50
Amal. Copper	87 50	Santa Fe Cop.	4 00
Atlantic	38 50	Tamarack	290 00
Cal. & Hecla	650 00	Utah Mining	22 50
Centennial	20 00	Winona	2 25
Humboldt	10 00	Wolverines	59 50

Northwest Pensions.

WASHINGTON, Oct. 17.—Pensions have been granted as follows:

Washington—Increase, rest., reis., etc., William D. Peterson, Lakeside, $10; Robert B. Crandall, Olympia, $12.

Five-Year-Old Boy Drowned.

ALBANY, Or., Oct. 17.—Elliot, the 5-year-old son of C. H. Stewart, was drowned in a ditch this afternoon.

WHEAT SALES CONTINUE

PALOUSE GROWERS ARE ACCEPTING 40 CENTS PER BUSHEL.

Nearly 1,250,000 Bushels Have Been Sold at This Figure—Colfax the Central Market.

COLFAX, Wash., Oct. 17.—Colfax remains the central wheat market of the Palouse country, and heavy buying here continues. The three exporting firms whose headquarters are in Colfax bought 225,000 bushels of wheat at various Whitman County points today. The Pacific Coast Elevator Company got 100,000 bushels, the Northwestern Warehouse Company 65,000 and the Interior Warehouse Company 60,000 bushels. The largest individual crops were those of Henry Young, near Wawawai, 17,000 bushels, and H. S. Scott, Glenwood, 14,000 bushels, which were bought by the Interior Warehouse Company.

The Pacific Coast Elevator Company got 140,000 bushels yesterday, instead of 80,000, as published, getting 60,000 after office hours. This makes the total purchases by these three firms in the four days since the price reached 40 cents 1,165,000 bushels.

GEOLOGICAL SURVEYORS RETURN.

Explored Alaskan Wilds, and Had Many Startling Experiences.

SEATTLE, Oct. 17.—After touring thousands of miles through Alaskan wilds, constantly facing dangers of every description, three parties of men sent to the north last Spring by the Geological Survey returned today on the steamship St. Paul. A majority of the members of the parties will proceed at once to Washington, where data and information secured on the trip will be embodied in Government statistics, maps and reports. The three parties operated in as many sections of Alaska. One, led by T. G. Gardiner and A. J. Collier, surveyed the unknown country north of Nome. A second, headed by W. J. Peters, made a complete investigation of the district lying between the Koyukuk River and the Arctic Coast at Point Barrow. The third party operated in the interior country bounded by the Little Koyukuk, Dall, Old Man and Kobuck Rivers. A fourth party, headed by A. H. Brooks, worked in Southwestern Alaska, and has not returned.

At times the exploring parties were as much isolated from civilization as was Explorer Stanley in the interior of Darkest Africa. For months no white men outside the members of the parties were seen, and they were surrounded by thousands of miles of dreary stretches of uninhabited country.

The party led by T. G. Gardiner and A. J. Collier secured accurate geological data of the district north of Nome. The Peters party reached Koyukuk River in the Spring. It explored the treacherous river and headed for the shores of the Arctic north. The trip was a continual round of hardships and exposures. The supplies and instruments were carried on the men's backs.

The Mendenhall party lost all its supplies by the everturning of the boats in the rapids on Old Man River. It succeeded in reaching Bergman nearly starved, and secured food.

FRICTION OVER APPOINTMENT.

British Columbia Names a Man Who Doesn't Suit Canada.

VICTORIA, B. C., Oct. 17.—Friction has arisen between the Federal and Provincial Governments over the appointment by the latter of J. P. Babcock, of California, as Fisheries Inspector for the province. The Federal Government controls the sea fisheries, which include the salmon in the rivers, but the provinces have been disputing this. Recently the salmon canneries complained that the Federal Government was not paying sufficient attention to the protection and propagation of the salmon, the Federal Commissioners seldom visiting this province, although the British Columbia fisheries contribute an immense revenue to the Federal Government. The provincial authorities were induced to appoint Mr. Babcock to investigate the fisheries, with a view of establishing hatcheries. As soon as this became known, a protest was sent from Ottawa. A special to the Colonist from Ottawa on the question says:

"The federal authorities do not look with favor upon the appointment of J. P. Babcock as Fishery Commissioner by the Provincial Government of British Columbia. Some time ago Attorney-General Eberts wired the fisheries department here, asking in effect for the sanction of Ottawa authorities to Mr. Babcock's appointment, but a discouraging communication was sent to Victoria in reply."

The feeling seems to prevail here that Mr. Babcock, if allowed access to the spawning grounds, would accede to the requisition of the United States authorities for British Columbia salmon, which Ottawa has sturdily refused, especially as the Americans permit the use of traps to the detriment of Canadian fisheries.

Mr. Babcock is in an anomalous position, holding an appointment from the provincial authorities, and yet powerless to do anything. He cannot strip a fish during the close season without the consent of the department here, and it does not seem likely this will be granted.

RICH STRIKE AT THE NORTH POLE.

Ore Body Opened Up Which Averages $10,000 to the Ton.

BAKER CITY, Oct. 17.—A wonderfully rich strike has been made in the North Pole mine. This is one of the many mines about which it is almost impossible to obtain authentic information, the people in control not being inclined to take the public into their confidence.

From a gentleman who has recently visited the mine, it is learned that a very rich ore body has been opened up on the 600-foot level, which averages $10,000 to the ton. This statement cannot be authenticated, but it is known that a rich body of ore has been encountered, and the shipments of bullion and concentrates is on the increase. In time the real facts will be known, because it will not be possible to prevent the truth from becoming public property where so many people must of necessity be in possession of the facts, as is the case about a large mine like the North Pole.

Good Reports From the Brazos.

The latest reports from the Brazos mine are encouraging. One difficulty encountered at this mine has been the lack of water with which to operate the mill. Recently the mine changed hands and the new owners decided that by sinking a deep shaft they would accomplish a double purpose by developing the mine and obtaining a good supply of water. The shaft is now down 140 feet and the flow of water is increasing very fast and the ore is increasing in quantity and value.

Kelly Sells Out of the Psyche.

The Psyche mine, in the Greenhorn district, has been sold to an Omaha syndicate, or rather G. T. Kelly has sold his one-third interest to John P. Breen, of Omaha, who, with his associates, now owns the entire mine. Mr. Kelly sold his interest on a basis of $50,000 for the entire property. Judge J. T. Fawcett, of Omaha, who is one of the owners of the mine, arrived in this city a few days ago, accompanied by Mr. Breen and George S. McCagne, and after a careful inspection of the mine and the workings, the deal was closed for Mr. Kelly's interest. The Omaha people have not bought the mine for speculative purposes. Judge Fawcett said today that none of the stock would be placed on the market. A shaft has been sunk 60 feet, and a drift, or tunnel, has been driven in 50 feet. Assays made some two or three weeks ago showed an average of $71 13 to the ton. Recently another assay was made of samples taken from across the face of the ledge, where it was five feet wide, and the average was $80 to the ton. The vein seems to increase in width and value as it goes down. It was only one foot wide at the surface, and now it has widened to nine feet and seems to be well defined.

Damage Suit Against Railroads.

ALBANY, Or., Oct. 17.—A large damage suit has been begun in the Circuit Court of Linn County by ex-Sheriff M. Scott, against the Southern Pacific Railroad Company. The plaintiff, who is a large stockbuyer, charges that on October 10, 1900, he was riding in a car while having cattle shipped to Portland, when some cars were backed violently against the car in which he was standing, throwing him down, badly bruising ham and breaking one of his legs, and crippling him for life. He therefore asks for $20,000 damages. A. S. Bennett, of The Dalles, and H. C. Watson, of this city, are the attorneys for Mr. Scott.

AT THE HOTELS.

THE PORTLAND.

A M Somerfield, Boston
E Newman, San Fran
C S Wills, Boston
J M Gamble, N Y
Z F Mail, Boston
Thos J Lane, St Paul
J L Brewster, Jr, Phila
J W Oliver, Boston
R D Spencer, Chicago
G M Stark, Saginaw
Mr & Mrs J H Neustadter, San Fran
C S Jacobson, city
O D Colome, Seattle
H E Boyrie, Seattle
Chas H Baker, Seattle
Geo F Meacham, do
John P Burke, San Jos
H Kenworthy & wife, London
F J Lindrum, London
W H Emerson, Boston
Miss Devine, Vancvr
S Soule, San Fran
J R Mills, Ashland, Or
H S Sanford, do
C M Tozer & wf, N Y
Frank Floyd, Kan Cy
Fred S Davis, San Fr
I Cohen, San Fran
W R Sebres, Idaho
S D Kilpatrick & wf, Wyoming
J H Cradlebaugh, Sumpter
R B Cradlebaugh, do
C H Ingham, England
S Mosely Woods, N Y
B F Rash & w, Salt Lk
Mrs C A Boyle, Los Angeles
A H Pettit & wf, city
C H Pettit & wf, Mpls
G B Libby, N Y
W W Dixon, N Y
H D Johnson, So Bend
M Byrd, Baltimore
W G Steel, city
A C Osborn, Chicago
A Yull, St Louis
F M Gray, San Fran
John L Baker, Chicago
G Lipman, Philadelphia
Mrs A W Crawford, SP
R V Coster, N Y
S Hebel, Chicago
Leo Bruck, N Y
A H Fischer, N Y
Walter Bowen & wife, Seattle
J C Fitzhenry, Worcester, Mass
J A Devlin & wf, Astoria
J L Elam, Walla W
Fremont Morse, U S C & G Sur
C W Fitzgerald, do
R H Leavitt, U S A
P G Eastwick, Jr, do
A Sheglitz, N Y
Miss A Guthrie, Tacoma
Miss O M Connellan, Sacramento
R B Lindsay, Milwk
Thos Montgomery, Slocan City, B C
I L Fletcher, San Fr
E D Marshall, Phila
A M Hicks, Seattle
O J Oliver, Jr, Waukesha, Wis
Thos Lynch, San Fran
H S McGowan, Astoria
Will Smith & wf, Chgo
Bob Mabry, Des Moine
O W Crawford, San Fr
W L Kinly, Vancv Bks
C D Latourette, Oreg C
F S Hannaford, Tacoma

THE PERKINS.

Thos H Tongue, Hillsboro
John L Sweeney, Seattle
Dr E E Shaw, W W
Mrs E E Shaw, W W
W C Dibble, W W
Mrs W C Dibble, do
J E Kirk, Warm Spgs
Geo Towney, do
J O Moen, Rhinelander, Wis
Chas Hall, do
J B Wait, Roseburg
Mrs J B Wait, do
L N Roney, Eugene
J G Parker, Jr, do
George M Parker, do
Grace M Parker, do
Sam Bohen, do
B Lindgen, do
Geo McArdle, Vallejo
Frank E Lamb, do
Hugh Cargan, Mich
Ben E Lyster, Gardnr
N J Cornwall, Berkeley, Cal
Geo S Parker, Tacoma
G A McCoy, San Fran
W E Pruyne, Heppner
John P Hanson, Huntington, Or
T C Cannon, Baker C
Mrs J B Palmer, The Dalles
E D Le Cleve, Bakr C
L C Slater, Moro, Or
Wm Slater, Moro, Or
H L Heath, McMinnvl
C C Hamoch, Cornelius, Or
Mrs C C Hamoch, do
C H Walter, Chehalis
W L Mercer, Chicago
Ira A Phelps, Albany
J H Duncan, Centralia
Mrs J H Duncan, do
H E Miner, San Fran
L Bolter, Los Angeles
Mrs W R Morris, Bay City, Or
Chas Rogers, Astoria
Mrs Rogers, Astoria
L E Warner, Medford
Mrs E A Bennett & ch, La Center
Thos Anderson, Heppner, Or
Mrs C E Jones, Wasco
W T Rigby, Pendleton
E Dennis, Baker City
H E Dodson, Warrendale, Or
C Robie, Seattle
G Hicks, Tacoma
Mrs G Hicks, do
Miss Hicks, Tacoma
L E Allen, Colfax
Mrs L E Allen, do
Henry Clay Cohen, New York
Mrs J E Bennett, do
F D Magan, Lyle
T Balfour, Lyle
C E Jones, Wasco
Ryner F Malsthon, Tacoma
Mrs H E Dodson, do
Miss Grace Wade, Seattle
Miss Delton, Seattle
C W Henderson, S F
Fred W Bassler, Boise
Mrs F W Bassler, do
C A Lyons, Hoquiam
Mrs C A Lyons, do
Dan D Stitz, Pa
W H Taylor, Dalles
Mrs W H Taylor, do
J J Collins, Albany
Ed Logan, Albany
Horace E Thomas, Forest Grove
Roy Smith, Olympia
J A Cunningham, Carlton, Wash
Mrs J A Cunningham, Carlton, Wash
Thomas R Hewett, do
E R Byford, Ft Dodge
W L Ainsworth, do
G W Crisp, Elma
E H Ostrander, San Fr
W G Aiken, San Fran
D E Williams, Dallas
Mrs O E Williams, do
I W Woods, Dallas, Or
J A Adams, N Yakima
A G Adams, N Yakima
R C Adams, N Yakima
H Q Allen, Silverton
Mrs H Q Allen, do
Clyde Darmais, Albany
Mrs C S Cranston, Oceola, Wash
Miss Mildred Cranston, Oceola, Wash
Geo D McCormick, Wash
John A Carson, Salem
Miss Annie Carson, do
W B Morse, Salem
Mrs W B Morse, do
H H Hurst, Aurora, Or
E R Applegate, Drain

THE IMPERIAL.
C. W. Knowles, Manager.

E Morse, city
J A Bilger, city
O F Godfray, Roseburg
A H Fischer, N Y
R Lyall, St Louis
Fred E Pabey, Seattle
C E Martlinger, S F
G N Frazer, Eugene
E S Williams, St L
Mrs Williams, St L
F E P Keegan, Olequa
Mrs Keegan, Olequa
Miss Minnie Thompson, Tacoma
Joe