FOR A CELEBRATION

Mr. Wittenberg Gives His Views on 1905 Centennial.

OPPOSES A LARGE EXPOSITION

Suggests Unveiling of Statue or Dedleation of Fine Public Building in Memory of Lewis and Clark-Commends Corbett's Views.

Herman Wittenberg has replied to his prities by a further announcement of his position in regard to the Lewis and Clark Centennial. He goes on record as strong-Contential. He goes on record as strongly favoring a celebration, as well as Senator H. W. Corbeit's views of "cutting
our garments according to the cloth we
have." Instead, however, of advocating
he suggests a cententhe fair will go a long way towards
starting enterprises of this kind and awakless Eastern interest. It will be permasatisfied

I am pleased to see that my letter ritten about 19 days ago in reference the Lewis and Clark Exposition has bught out some criticism and furnished me ideas on that subject. As yet I do to the Lewis and Clark Exposition has brought out some criticism and furnished from think any of the views advanced, with the exception of Mr. Corbett's, need any exposition, and I believe that he will fa-

a celebration to commemorate the 100th anniversary of the Lewis and Clark exgo too far in the premises, so as to make scrious blunder in the way of over-stimating their ability to carry on sucressfully a large exposition.

Why He Opposes Large Exposition Some of my reasons are these: I don't believe that Portland people can raise a large amount of money. I be-lieve \$300,000 is what the incorporators are going to endeavor to raise. I don't think that this amount will be secured, judg-ing from my knowledge and personal ex-perience in soliciting subscriptions in this

ment will contribute a reasonable amount, but not to the extent that our enthuslasts in the City of Portland, who are "boost-

og the fair, expect. y could be inuch must not be expected in the way handling large crowds by our rail-

I notice that some of our enthusiasts re urging the people to begin work at ice, and not to wait until the last mo This brings us up to the point but if we are to have an exposition, where should it be located? This matter should be given serious considration. I am not offering any site in he shape of town lots, as I do not think hat personal interest should enter into this matter. In my opinion the grounds should be located where all the different street-our lines can easily reach them, and t upon one line, nor should it be at any est distance from the center of the as it is possible to make it Sometime go Mr. Cordray, I believe, presented a ch, in my opinion, was a good e and should be given some consider-

Another thing, if we are going to com the fair, I think our enthusiasts uld begin at once to dig up some oncy, as it takes coin to pay for labor, of Portland does not want to be placed the position that Buffalo is, of having contractors yelling for money and able to get it. Let us see how much se enthusiasts will dig up out of their ockets to start the fair on a cash basis, sich is the only way on which it should Let us raise \$300,000 in the City Portland and put it in the bank for it purpose of defraying Portland's prortion of the expenses of the fair.

Solicit Subscriptions at Once. think possibly it will be a better way reach the true sentiment of the people an any other to commence soliciting bacriptions for that purpose. I do not nk that the writer will be at the foot do his part, but he believes in at finding out whether the public

nts an elaborate affair or not. One gentleman (I believe Mr. McAllen) ites that we should be up and at it; at it is going to be a great thing. Peoare coming from California, Nevada, Idaho and Montana, and are go-bring their wares here to display m to the great crowds that will come om the far East; that the Orient is gone must be lost in getting into line, etc.
t us find out how many of these differt states will contribute to the carrying on this exposition, so that we may know nd affair. Let us not go ahead blind-let us do it on a conservative and yet ad-gauged plan. I do not claim to be calamity howler, nor do I believe that ere are any "wheels of the cars of ogress" which will run over me and sh me out of existence, as some timely much as any other citizen who claims the public thoroughly understanding

made the statement that Portland take one-fourth of the sary to carry on this exposition and better results, and I relierate my stement. I believe that we could have celebration here, to be wound up with unveiling of a fine monument in commemoration of the Lewis and Clark Cen-ternoration of the Lewis and Clark Cen-ternora

memory of the Lewis and Clark expedition, which, in my opinion, would be a fitting tribute to their memory. All of this could be accomplished without the expenditure of the \$500,000.

I believe further that if our citizens would take the same interest in securing would take the same interest in securing funds to deepen our river between here and the Pacific Ocean, and advertising to the world that our city is located on a deep-water harbor where the largest ships of the world could come and go without hifdrance, and if we could secure other industries here, such as smelting works, a drydock and the development of our coal mines, we would be expending our energy in a better direction than trying to whoop up an exposition that will only be of temporary benefit and not of as lasting value as permanent improvements. ing value as permanent improvem What Could Be Done With the Money

Let us be enterprising and progressive Let us be enterprising and progressive in building up our city ourselves; let us not endeavor to bring people here to do something that we do not dare or dare to do ourselves. Let us take the risk that we are endeavoring to persuade others to take. Let us get up local interest to build railroads over into the Nehalem Valley. Tiliamook region, Yakima country by way of Vancouver, or ima country by way of Vancouver, or from Drain or Roseburg to Coos Bay, or down the Pacific Coast, giving the mera large exposition, he suggested in the form of unveiling a statue or the dedication of a fine public building in memory of the two hardy explorers, Lewis and Clark, and two hardy explorers, Lewis and Clark, and who are only throwing out words of warning. Mill find these same men ready to do their part more cheerfully than they will dig up money for a fair, which they

serious consideration. The arguments and judgment of people who are solely in favor of), and that is to have one interested in selling town lots and who within our means. Let us not depend on are willing to furnish sites, providing the exposition will be located on their ground, are not worthy of reply. I think the gation going to Salem and asking for a atriotism of such parties would vanish soon as it was found that the exposi-son would not be located in their dis-from the country would do with such a In so far as Mr. Corbett's letter is concerned, I desire to state that I am in accord with his views—that we should "cut our garments according to the cloth we have." I am in favor of Portland having much stress on our ability to raise money from the state or National Legislatures, pedition to the Pacific Coast. I believe in the meantime I hope that the citizens of Portland will freely express thing of this kind should be done. What desire to impress on the citizens of ortiford and the State of Oregon is not to too far in the premises, so as to make slowly.

not be said later on that we made a leap in the dark. Rather let us make haste slowly.

H. WITTENBERG.

"NEGRO EQUALITY" ALARM

Remarkable Expressions From Leading Southern Newspaper.

An amazing article on the Booker Washington incident is published by the New Orleans Times-Democrat. We make extracts from it. The question it raises is whether one who writes in this manner Again, I don't believe that the Legisla-ure of the State of Oregon will be willing to vote an appropriation of any great amount. I am satisfied, with the proper representation, the United States Govern-transport will contribute a reasonable amount. conjured up by this writer and set forth in terms so energetic, is a mere figment of the imagination; for such equality Another point is this: I don't think that | never existed, nor ever can. About oneour friends have taken into consideration the fact that transportation facilities in this country are such that there would possible to cast the race out of the body not be enough equipment to handle any great crowd of people, and I don't think ed to invest hundreds of thousands of tives of it. To assume that he is trying are to install equipment for a temorary affair of this kind. Therefore, too of the races, and to declaim about it with such passionate earnestness is a strange freak of the mind, and it affords a curious study in human psychology. It is upon this view of the case that we reprint the paragraphs that follow:

In the judgment of the Southern people the President has not only flagrantly violated the recognized laws of good taste, but has stirred political friction and sectional anir that can result only in harm to the whole country; to the North and East as well as to the South and West; to members of the white race as well as to members of the black race Though in the arder of immediate resentmedituperation was heard in certain sections the South, It is but fair to say that these iso lated instances of unrestrained statement reflected not the temper but the agony of the Southern people. In an overwhelming number of instances the Southern press has been conservative in its criticism; has waited patiently in the hope that the earlier report was not well founded, and, even when convinced of its ruth, has been ruled by the spirit of calm re-

It is a mere commonplace to state that the ave been profoundly stirred by this incident It is but a faint suggestion of the truth to say that the Southern people have realized with mingled sorrow and indignation that a large majority of their white countrymen who live at the North differ with them on a question of supreme importance not only to the but also the Nation.

Disappointing as may be this reflection, the Southern people will yet meet promptly and courageously the Issus that has thus been forced upon them. It is no fault of theirs that sectional lines have once more been sharply drawn by a Republican President. It is n fault of theirs that the President has lot si the dogs of sectional animosity. The respo-sibility—and it is idle to deny that the resposibility is grave—rests upon him who extended that invitation to dinner, and upon him who accepted the invitation, and upon the country-men of each who have seen fit to defend the action of both. Whatever unhappy results may

action of both. Whatever unhappy results may follow this incident, Americans of the Southern States may not be blamed.

Now, however, that the issue has been distinctly made, and that the people of the North, regardless of party, have seen fit to advocate racial social equality, it becomes the plain, the imperative, duty of the Southern people to dissect from that view and to resist by all ones. sent from that view, and to resist by all pos-sible means and in all possible ways every effort to disseminate the repelling idea through-out the South. It should be made clear beyond the possibility of eavil that on this question the South represents the very "disaldence of dissent"; that the Southern people have taken thoughtfully and prayerfully the position they now hold; that under no influence whatever will they consent to recede even one inch from their vantage ground of truth; that they will stand firm in the faith of their fathers who made and kept the South what it is, and that having done all they will yet remain fixed in their determination. Uninfiamed by prejudice and undeterred by threats, the Southern people will dedicate their lives, their fortunes and and has suggested. I have always been their sacred honor to protect themselves and favor of Portland keeping to the front their descendants from a barbarism that would

as any other citizen who claims be worse than annihilation.

as his home, but I do not beplunging into this matter withpunging into this matter withpublic thoroughly understanding a land of sentiment; and sentiment rules the life of the Southern people. But it is the senti-ment of purity, of valor and of truth. It is the sentiment that prefers death to dishonor annihilation to deterioration. It is this sentiment that now animates the Southern p They understand that there are many things money may not buy; that the traditions of their fathers and their mothers cherished in the

Two More Steamers From the Icy North.

BROUGHT 1200 PASSENGERS

Snow Was Falling and Preparation Were Being Made for a Long, Cold Winter-Two Shooting Affrays.

and Tanana. The repair stations, occupied by jeams, have been built every 20 miles. The line between Eagle City and Tanana will be constructed early next Spring, it being announced the work will be let by contract instead of being buil

A steam drill for prospecting has been started at Nome for Winter work. The drill bores a 18-inch hole and will go down the Clackamas Station 100 feet per day. It was started a few days before the Senator sailed and it will

be used for Winter prospecting.

Prospectors arriving at Nome from
Shismareff Inlet report having found several quartz ledges, and surface rock brought in assays well.

The benches on the Bluestone are show-ing up well, according to Harry Hill, president of the Bluestone Mining Com pany. Prospecting has been done all Summer on benches 350 feet above the creek level and at a depth of 50 feet good pay gravel has been found, and it is believed an old channel has been dis-

The stampedes for Candle Creek con-tinues, and on October 15, the schooner Arthur E, and the steamer Reception left PORT TOWNSEND, Wash., Oct. 27 .- | Nome, taking a large number of men

ASALMON HATCHERY

Capacity of the Plant Not Yet Filled -Successful Efforts by the Government Experts-Tipping

OREGON CITY, Oct. 27 .- Never before has the United States hatchery on the

the Clackamas Station.

EIGHT MILLION EGGS RECEIVED

of Employes.

Two steamers arrived here from Nome and supplies.

The grand jury, which has been in ses. Clackamas contained as many eggs as

pregnate the spawn from three or four females, and other times it is necessary to use as many as three males on a single spawn.

In the Salmon Racks.

It is interesting to watch the salmon at the rack. They dart to and fro against the rack in their endeavor to go further up the river. Their noses are much bruised from striking against the rack. The gravel below the rack is piled up in beds that have been made by the salmon. The male help the females do this. The salmon are repulsive-looking. They are covered with sores and on the backs of those that are ready to spawn is often a fungus growth.

The rack is two miles above the railroad bridge and fishing for salmon is prohibited by law above the bridge during the spawn-ing season. When the high water comes it will sweep away the rack, and though parts of it are saved, a new rack must be placed in the river every year. Many of the salmon that have been caught by the hatchery crew were found marked, some of them with a portion of the tall cut, which was the mark of the State of Washington four years ago.

The work at the hatchery is done by three men experienced in fish culture. The building contains 64 troughs, each holding approximately 150,000 eggs, making the ca-pacity of the station about 9,600,000. In addition to this there are 80,000 eggs in troughs outside of the building. Under ordinary conditions, with the water at a temperature of 6 degrees, the eggs will hatch in from 30 to 35 days. An additional point in the temperature will make five days' difference in the hatching period. Cold water retards the development of the eggs. After the salmon are hatched the eggs. After the salmon are hatched the eggs adhere to them for about 20 to 25 days and furnish their nourishment, be-ing gradually absorbed. When the eggs disappear the fish must be fed. The fry are placed in tanks, of which there are ace paces in tanks, or which there are 36, each containing 70,000 in the first stage of growth. As they become larger sev-eral thousand are turned out in the river at a time, to prevent the overcrowding of the hatchery. The station is equipped to handle not more than 4,000,000 fry at any one time, and as the salmon grow they require more space. Five hundred thou-sand fry may be fed until the last of May and 300,000 could be held until the last of June. The water from the hatch-ery troughs is filtered and cleaned of all impurities, and then used in the tanks where the fry is placed. From 85 to 95 per cent of the eggs are hatched and many eggs are not thoroughly impreg-nated and consequently do not hatch out. The unimpregnated eggs turn white and fast as discovered are removed from the healthy eggs.

A Case of Tipping.

Superintendent E. N. Carter, of the Clackamas hatchery, flatly denies the report that salmon were sold by the fish-ermen employed by the Government to catch salmon for spawn. The report ob-tained circulation through a letter from W. P. Bamber, of Parkplace, and was printed in The Oregonian of October 20. In the communication Bamber stated it had been customary in former years to give the salmon away to farmers and others, who come, some of them, from a distance of 25 miles, to obtain salmon. Bamber alleged that the fish were sold by employes of the hatchery and also were thrown in the Clackamas River, thereby polluting the water and making it unfit for use. The truth of the matter as explained by Superintendent Carter, who went to considerable trouble to investigate the affair, is this: Hundreds of people come to the hatchery for salmon. It is hard to believe that any one can eat the fish, particularly any one who has seen a spawned salmon; nevertheless the hatchery officials are besieged with re-quests for more fish than they catch. A number of these people were camped on the bank near the pens where the spawning is done. Some of them disturbed the owner of the land, A. Bolle, milked his cows, and were finally refused admittance to his premises, so were compelled after-wards to wait on the opposite bank until the snawning was over when the figh we delivered to them by one of the fishermen, One morning after the Government crew of fishermen had worked all night, the sh were left in a boat, the crew first intending to eat breakfast. But as the people camped on the opposite bank were n a hurry to go home they offered the fishermen a small sum of money to bring the fish to shore, which was done. When the transaction came to the ears of the superintendent he ordered that tipping should cease. It was also ascertained that in all cases where fish were thrown in the river after they were killed it was by people who took the salmon. It should be understood that the tipping of the men delivering the spawned fish was started by the persons receiving them and was not demanded or exacted by the fishermen. It has been stated that much of the salmon given away is being peddled over the country. This is very much to be regretted, but the fish are given to all allke it is impossible to know who the peddlers are.

FIRE DEPARTMENT IN ACTION

Gave an Exhibition of Running to Fire Before a Polyscone.

Several thousand people gathered resterday afternoon on Second street between Morrison and Main, to witness the polyscope pictures taken of the fire department by Photographer Shields, Thirty pieces of fire apparatus were out under the direction of Chief Campbell. It was a stirring sight as the horses tore up ond street, straining every nerve as if they were racing to a real fire. Each animal seemed to know that rain was threatening and that the burst of sunshine would not last long. It seemed as if they said to one another: "Let us get this affair done, and then back to the stables." Mr. Shields was waiting with his photographic apparatus, on Second street, near Main, and he unwound nearly 300 feet of film to take the moving pic-

When the latter are finished, probably the first object exhibited will be a cloud of dust, then the horses will rapidly come into view and the different pieces of fireapparatus, with short intervals between The run was a successful one, and Mr. Shields stated that he thought the pictures would print satisfactorily. After they are finished they will be exhibited over all parts of this country and Canada. The usual fire engine pictures on poly-scope screens portray one or two engines, but in this instance the views will be more exciting when spectators see the 30 pieces of fire apparatus passing rapidly in

succession on the screen The horses attached to Hose 3 ran the fastest and bore off the palm for behavior. Horses hauling Chemicals 1, 2 and 3 fin shed almost at the same time.

Registration in Ohio.

CINCINNATI, Oct. 27.-The registration of voters in Ohio for the election one week from next Tuesday closed last night. The total registration of Cincinnati was 76.602 the largest ever recorded, except for the Presidential election last year, when it reached 82,322. The registration innati two years ago was 74,106, and at that time the conditions were the as now, the election then being for state officers and members of the Legislature, as at present. Two years ago John R. McLean, of Cincinnati, was the opponent of Governor Nash, and it is a surprise to all that the registration this year exceeded Sometimes one male is used to im-

Portland Had Only Eighteen Transports in Two Years.

EVIDENCE OF DISCRIMINATION

Government Has Raised Threadbare Pretexts in Explanation-General Corbin's Proposal to Abeliah Service Would Aid This Port.

In two years africe October, 1899, 18 Government transports have sailed from Portland for the Philippines. San Franisco and Puget Sound have each dishas sent just as few transports from here as possible and continues in the same policy. Whether this city is treated unfairly on account of misinformation about the harbor or on account of favoritism is of slight consequence, since the injustice

has been done and is not corrected.

When Portland first raised complaint the authorities at Washington alleged that the ships could not get to this city because of their deep draught. When this was explained away the next pretext was that Portland could not provide supplies as cheaply as Puget Sound and San Fran-cisco. Although the fallacy of the pretext has been often exposed the unfair discrimination continues. It is indisputable that Portland has the cheapest market for forage supplies on the Pacific Coast, as was demonstrated by the facts printed in Saturday's Oregonian.

Ships That Sailed From Portland. The first transports from Portland, the Rio Janeiro and the Sikh, sailed October 4, 1899, with soldiers. The Pennsylvania, and the Olympia followed November 3. November 10 the Lennox sailed for Manila with horses and mules and again in the following March with a similar cargo, Since July, 1900, 12 vessels have taken away forage cargoes, aggregating about 15,000 tons of hay and oats. These ships are as follows: July 5, 1900-Lennox, 597,303 pounds outs

S03,783 pounds hay, 470 horses, July 20, 1900—Braemar, 280,000 pounds

August 30, 1900-Argyle, 2,750,514 pounds oats, 2,395,408 pounds hay. September 25, 1996—Lennox, 739,392 pounds oats, L144,729 pounds bay, 47t horses. September 27, 1900—Thyra, 897,161 pounds oats, 1,371,865 pounds hay. October 8, 1990—Braemar, 3,660,860 pounds

oats, 3,191,550 pounds hay. November 8, 1900—Buckingham, 2,450,620

pounds oats, 2,137,720 pounds hay.
December II, 1908—Thyra, 385,449 pounds
oats, 1,005,006 pounds hay.
January 4, 1901—St. Bede, 4,869,259 pounds
oats, 2,783,313 pounds hay.
March 20, 1901—Kintuck, 730,000 pounds forage, 815 horses. May 18, 1901—Copack, 400,660 pounds oats, 3,470,800 pounds hay.

September 25, 1901—Palatinia, 7,631,550 pounds hay. Another ship, the Goodwin, took a cargo of lumber from Portland March 29, 1901. The Strathgyle also took a part cargo of lumber from Portland August 17, 1901.

General Corbin's Proposal, Information comes from Washington that Adjutant-General Corbin is advocatng a new transport service. If his proid be carried out it as believed that Portland would get a larger share of the contract awards from the War De

It is General Corbin's idea that the Gov. ernment should relinquish its Army trans-ports plying between Pacific Coast ports and Manlla, and hereafter convey all its troops and supplies on ships of commer-cial companies. He bases this contention on the ground that the transport service as now conducted, while thoroughly effi-cient is costing the Government far more than would the transportation of troops on steamships engaged in Oriental com-

merce.

Commercial companies of this character would have an advantage not possessed by the Government, in being able to carry. aside from Government troops and sup-plies, a full complement of passengers, freight and mails, not only to Manila, but to other Oriental ports, with which the United States is building up a trade. The carrying of troops and supplies would be a further inducement to such lines, and would insure them a certain amount of business at comparatively regular periods. General Corbin even goes so far as to intimate that Congress might with propriety offer "certain inducements" to cial companies operating ships between the Pacific Coast and the Orient to install lines of steamers under such charters as would in time of necessity serve the Government as reserve Army and Navy transports. Such a system, General Corbin as-serts, would be more economical and just as efficient as the present system, and would avoid in the hour of necessity the chartering of ships, few of which would be fitted or convertible into transports suitable for Army and military stores. This arrangement, he says, should be extended to the Atlantic Coast as well, and private interests should be allowed to transport troops and supplies to and from Cuba and Porto Rico as well as the Phil-

It appears from General Corbin's report that the transport service must nec-essarily be continued for some months to come, yet the opinion is expressed that Congress should take proper steps to per-mit the discontinuance of this service and enact legislation authorizing the department to advertise for bids for carrying men and freight on the Pacific, to go into effect at the beginning of the next finent year, such service, of course, to be sur-rounded by safeguards that would insure a well-regulated service in ships sultable and economical for the Government's re-quirements. This would also permit the Postoffice Department to make contracts for the carrying of mails upon regular chedules. Ever since the occupation of the islands the mail service has been very unsatisfactory, as dependence has been wholly placed on Army transports, which

has necessarily been very irregular.

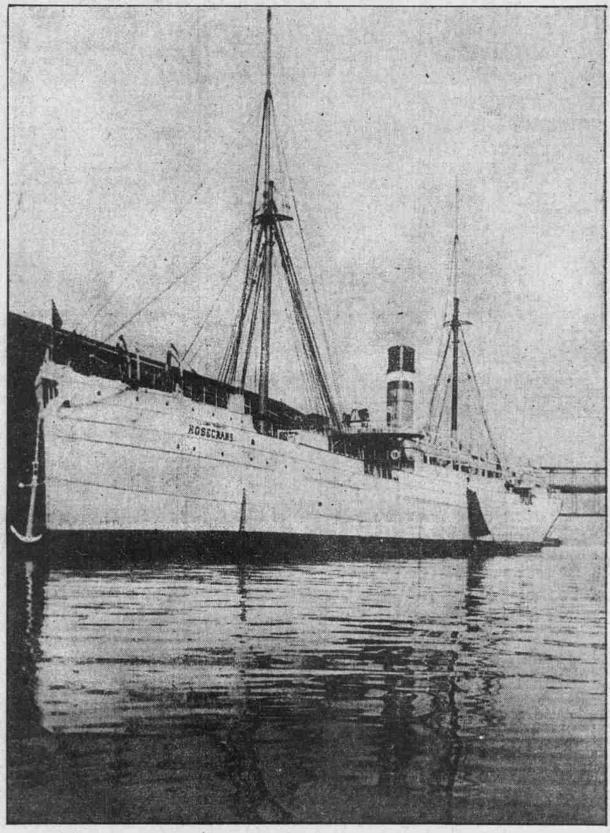
These observations and criticisms of General Corbin are based on actual observations made during his recent trip to the Philippines. His ideas, if carried out, would tend materially to build up the steamship lines plying from the Coast to the Orient, and would prove of great tesistance to the lines running from Port-

Reindeer in Alaska

band.

SEATTLE, Oct. 7.-Dr. Sheldon Jack-son, general agent of education for Alaska, arrived in the city today from the North on the steamer City of Topeka. He is on his way to Washington, D. C. He praises the work of Lleutenant Rest. hoff, the adventurous revenue cutter of-ficer, who reached Port Clarence recently from Siberia with a herd of reindeer. The reindeer in Alaska now number 4155,

TRANSPORT RECEIVED VISITORS YESTERDAY.



THE ROSECRANS, NOW IN PORT.

The officers and crew of the United States transport Rosecrans, were hosts yesterday aboard the ship, and a large number of people availed themselves of the invitation extended to visit the transport. During the afternoon there was a constant stream of visitors, and the number would undoubtedly have been larger but for the inclement weather. The officers and crew received the visitors and showed them over the transport, from the hold where the soldiers sleep, to the delicate nautical instruments in the bridgehouse. Captain T. H. Dobson, master of the transport, and First Lieutenant Campbell C. Babcock, Battalion Adjutant of the Seventh Infantry, who is acting as Quartermaster, were on board and assisted in entertaining the people who called.

Shortly before the ship was closed to visitors a party from the Seamen's Institute came aboard, and held a gospel service for the crew and such visitors as wished to remain. The Rosecrans is one of the few vessels in the transport service owned by the Government, instead of being leased from individuals or corporations. ship was purchased in 1898 and has since been in service between the States and the Philippines. The Rosecrans has taken part in some memorable occurrences in the Philippines that will be historical, and in every way has proven a most satisfactory ship. Since acquired by the Government, the transport has been entirely remodeled. cold-storage plant has been installed, and the passenger-carrying capacity enlarged to 600, besides the officers and crew, who number 95 men.

The Senator sailed from Nome October 19 and for several days before sailing the icy fingers of Winter had fastened themselves on Nome and vicinity. Snow was falling and ice had formed and preparations were being made for a long, cold When the Senator sailed, steamship Queen was at Nome and the Roanoke was at St. Michael. A furious orthern gale was blowing. The Queen Valencia and Roanoke will be the last steamers from Nome, and they will bring about 2000 people, and there are many more who would return if transporta tion could be secured, besides a large number of destitute who would be compelled to remain at Nome and face a Arctic Winter, depending upon charity. Two more murders are added to the crimes in the North. named Johnson, who had been engaged in freighting at Chinik, was found dead with a hole in his head, and everything points to murder and robbery, as Johnson was known to have a large an money, but nothing could be found on his

person or among his effects. A tragedy occurred at Chinik on Octobe 14. W. C. Beall, colored, attempted to carve a woman. Her screams brought to her assistance A. J. Beecher, who saved the woman's life and shot and killed Beall.

Spruce Creek, which enters Behring Sea eight miles below Solomon River, has shown up remarkably well during past season with a pay streak 200 wide, and will be the scene of extensive

operations next season.

The telegraph line between St. Michael and Fort Gibbon, on the Tanana, has been completed and is in working order and it is said good service will be maintained during the Winter between Nome

Senator bringing 525 and the Garrone 700, sion the past month at Nome, has con- now. Up to this morning nearly 8,000,000 cluded its labors, returning 15 true bills.

Judge Wickersham has rendered an opinion which gives general satisfaction among miners. In the decision he sus-tains the original locators and declares in substance that miners' rules and regulations are inoperative when they assume to override or are in conflict with the mining laws of the United States.

> Gold on the Stenmers. SEATTLE, Oct. 27 .- Three steamers ar-

rived from Alaska today. brought \$500,000 in gold; the City of To-peka \$100,000 in bullion from Treadwell, and \$100,000 in dust from the Klondike The Garonne had quite a quantity of gold in individual holdings. Among the heavy Nome operators to return Count Podrousky, a Russian nobleman, who also owns valuable concessions in Siberia, and Major French head of o most powerful syndicates in that part of Alaska.

Nome Commissioners Removed. SAN FRANCISCO, Oct. 27.-Advices received from Nome state that Judge Wickersham has removed from office United States Commissioners James L. Galen, R. N. Stevens, Archie Wheeler and O. D. Cochrane. The grand jury is said to be investigating charges which have been made against these officials.

Dawson's Gold Shipments.

SEATTLE, Oct. 27 .- The official records at the Gold Commissioner's office Dawson, where export certificates for all gold going from the country must be obtained, show that the gold shipments from Dawson for September amounted to \$3.000,000. This brings the total for the last four months to \$21,640,000.

have been received and there is room for but 2,000,000 more. In 1888, when the Spring run of salmon was taken, 5,000,000 eggs were hatched, but other than this, 3,000,000 eggs is the greatest number hatched for any one year. For a number of years the hatchery was situated on the south bank of the river, about six miles from where it empties into the Williamette. The the ory was advanced that more successful results would ensue if the station moved lower down. Accordingly, a little more than one year ago a new hatchery was established, four and one-half miles below the old one. The superintendent of the station, E. N. Carter, all along con-The superintendent tended that many salmon spawned near the mouth of the river and the situation of the hatchery permitted of the escape of many fish and the loss of thousands of eggs. The result of this season's work shows the successful issue of the theory, Only the Fall run of Quinnat (commonly called the Chinook) are used at the hatch-

ery. Early in August a rack, 250 feet long, stretching from bank to bank, was placed in the river, not far below the station. The superintendent engaged a crew of seven men and fishing commenced Sep-tember 22. At nightfail the men go out with gill-nets and, starting at the rack, drift down the river a distance of a quarter of a mile to the live pen, in which the catch is placed and the spawn taken-from the female. This is impregnated with milt from the male and the eggs are placed in baskets and taken to the hatch-The females are killed but the males are left in the pen and used again, until they are useless, when they are killed. Uusually the male is used three or four times, but no rule can be laid down for