

OVERDUE SHIP IS SAFE

BLACKBRAES ARRIVES AFTER A LONG PASSAGE FROM TABLE BAY.

St. Mirren Also Arrives From Valparaiso—Palatinus and La Rochefoucauld Ready for Sea.

The British ship, Blackbraes, arrived yesterday, after a long passage of 14 days from Table Bay. Ships have been longer in making the passage, but the underwriters were apparently unduly alarmed about the vessel, for they were offering 20 per cent reinsurance on her. The British ship St. Mirren also arrived yesterday, after a passage of 14 days from Valparaiso. She reached Astoria shortly before noon, and left up in the afternoon, in tow of the steamer R. H. Thompson. The arrival of these two ships leaves less than half a dozen steamers due at this port, or at least known to be due, although there may be a few whose sailing date is unknown that are close at hand. The French bark La Rochefoucauld, from Valparaiso, is due in about 14 days, and the Barmbek, with cement, is due in 12 days from Hamburg. The French bark Les Andes is sailing today for Madagascari for Portland, over four months ago, and may have taken a round-about course in order to get in as much mileage as possible. If she came direct she should have reached Portland at least a month ago. The Centurion is due 96 days from Newcastle, and the Galgorn Castle 91 days from Table Bay. The Windsbraut is 91 days out from Valparaiso.

From present indications the heavy shipments of the season will be over by the end of February, although there will be a number of ships loaded each month after that. Puget Sound secures wheat from a territory which comes in much later than that which is tributary to Portland, and the Columbia river wheat which were chartered for Portland with the option of Tacoma have been ordered to Puget Sound, the last ones to receive orders being the steamers Java and Neptune.

WALLA WALLA INVESTIGATION.

Nothing of Interest in the Testimony Given Yesterday.

SAN FRANCISCO, Jan. 12.—At the Walla Walla investigation today Charles Larson, one of the steamer's passengers, testified that at five minutes of 4 o'clock in the morning he came on deck, having got up to have a smoke. He plainly saw the lights of the Max. He lit his pipe, and immediately afterwards heard eight bells sounded. It usually takes him 15 minutes to smoke his pipe, and just as he finished the collision occurred. He concluded, therefore, that it was about 4:15 A. M. when the vessels collided.

He succeeded in getting into one of the boats. There was a compass in the boat, but it was in such bad order that it was useless. There was nothing with which to ball the boat out. So far as he knew, all the officers and men were sober on the night of the wreck.

One of the Walla Walla passengers, Peter Schofield, testified that the boat in which he escaped was equipped with five oars and a compass.

Charles Lechevalier, second mate of the Max, said he was on the deck of the bark five minutes before the collision, and plainly saw the lights of the Walla Walla though they were occasionally hidden by the steamer's smoke. He declared that the published story that he told the captain of the Washington that he saw women and children in the water after the collision was absolutely unfounded. He speaks English very imperfectly, and said that on this account his attempt might have been misunderstood.

The other witnesses examined were Peter Schofield, a fireman; H. Harris, the steamer's steward; Ole Olsen, carpenter; McC. Ling, a quartermaster; Ole Johnson and Ole Smith, sailors. None of them said that they saw any lights on the bark, though they all said they were in positions on the vessel to have seen them. Ling's testimony corroborated the statements of other witnesses, who said that for some time previous to the collision Hughes was in the chartroom instead of being on the bridge.

The Walla Walla liferaft, upon which Rev. Henry Erickson and five other survivors from the wreck spent 30 hours of terrible suffering, was taken to Hoquiam by the steamer Melville Dollar. Two life belts and two coats left behind when the passengers were taken off on January 3 by the steamer Eureka Sunday were found on the raft. In one of the coats were papers belonging to W. J. Shiel, the pantryman, who was one of the rescued. The other was a life belt which belonged to a passenger. The raft was picked up about 18 miles east of Crescent City. Captain H. H. Weaver, one of the survivors of the Walla Walla wreck, came down to the Eureka Sunday night, and is now at St. Luke's Hospital, undergoing treatment for the damage wrought by the violence and exposure following the collision. When the doctor held out hopes for his ultimate recovery, Captain Weaver is a physical wreck.

WILL CONTEST THE AWARD.

Owners of the Floetbeck Not Satisfied With Judge Hanford's Decision.

The \$25,000 salvage award made by Judge Hanford in the Floetbeck case will not be permitted to stand. It is in the power of the owners to change the decision. An appeal would be taken, and the Supreme Court will pass on the merits of the claims made by the tugboatmen. The owners contend that the ship was in no such danger as is claimed by the libelants, and expect to prove that she would have sailed out of the danger if the tug had not appeared. The tugboatmen, Judge Hanford gave the owners of the Matthea, which has since been lost with all on board, \$6000. The crew of the steamer received \$250 divided as follows: Captain Crook, \$500; First Officer Parker and Second Officer Harman, each \$300; quartermaster, name not given, \$100; Steward, \$100; and the crew, each \$100. The tugboatmen, Captain Hertz and George Lindell, each \$200; first engineer, second and third engineers and carpenter, each \$100; each of four other seamen, \$50; each of three others, \$50; each of six firemen, \$50; each of four coalheavers, \$50; steward, \$50; second cook, waiter and two mess boys, each \$25. The tugboatmen and tugboat company receive \$2000. The crew of the tug Tacoma and Wanderer receive awards as follows: Captain, each \$500; first mate, each \$300; chief engineers, each \$250; to each of the other members of the crew of these tugs, \$100.

The crew of the Holyoke fares as follows: Captain, \$300; first mate, \$100; each of the other members of the crew, \$50. Interest is allowed at 6 per cent from February 1, 1901.

TWO BIG CARGOES.

Palatinus and La Rochefoucauld Clear With Nearly 300,000 Bushels. The grain fleet from Portland for the month of January received a couple of additions yesterday, bringing the shipments for the month to date (including flour) up to over 1,300,000 bushels. The British steamship Palatinus, the first steamer to clear with wheat this year, was dispatched by Kerr, Gifford & Co. for St. Vincent, for orders, with 188,228 bushels of wheat, valued at \$120,466. The French bark La Rochefoucauld was cleared by the Portland Grain Company with 111,144 bushels of wheat, valued at \$120,000. She goes to Queenstown or Fairmouth for orders. The same firm yesterday cleared the British bark Engeström from Tacoma, with 125,672 bushels of wheat. The Palatinus left last yesterday afternoon, and the La Rochefoucauld will follow today.

The next ships on the list to finish this week are the William Mitchell and the Astor. Exclusive of these two there are still 19 ships in the river to load. Four of them are on the free list, but will probably be fixed before the end of the month.

STEAMSHIP MOVEMENTS.

Hatusu and Indravelli Will Not Arrive Until Late in the Month.

The British steamship Hatusu sailed from Moran yesterday for Portland. She comes to the Pacific Export Lumber Company, and the load consists of lumber at this port for Vladivostok. The vessel was expected to reach Portland in time to get away in January, but on account of a delay in the Orient, she will hardly arrive in time to clear before February. Another delayed steamer is the Portland & Astoria liner Indravelli, which was expected to reach Portland on the 25th. As the last good inward cargo she will not get out in time to clear before February. The Indravelli sailed from Yokohama last Saturday. The dispatch from the ship, which was from Hong Kong Sunday. Merchants Exchange advised yesterday reported her in collision in Hong Kong, in which she was slightly damaged. No particulars were given, and as the company had received no advice of the accident from the agent at Hong Kong, it is not believed that her damages were serious.

SCHOONER TURNED TURTLE.

The Hull is Afloat in the Straits of Juan de Fuca.

VICTORIA, B. C., Jan. 12.—Dispatches received this afternoon from Alberni, at which port the steamer Queen City had arrived on her way down the Vancouver Island coast, report that the schooner Minnie L. Point has been wrecked off the coast, and the upturned hull is floating between Carmanah Point and Port Renfrew at the entrance to the Straits of Juan de Fuca. What has become of the crew cannot be learned, but it is feared that all have perished, as no trace was found of them at any point along the coast. The ship's bottom is very foul, and the hull was seen first by Indians some days ago. Wreckage has been picked up by the lighthouse keeper at Carmanah Point, bearing the name of Minnie L. Point. The only vessel known locally whose name in any way resembles that on the wreckage is the schooner Annie E. Point, which has a tonnage of 70 tons, but the Annie E. Point is safe, and is at her wharf in the upper harbor outfitting for her sailing career. The steamer Queen City is due late tonight, and she may bring advice of the lost vessel.

VOYAGE WAS UNEVENTFUL.

Blackbraes Was Held Back by Foul Condition of Her Hull.

ASTORIA, Or., Jan. 13.—The British ship Blackbraes, which arrived this afternoon from Table Bay, did not have an eventful passage, although she has been on the overdue list for some time and was re-insured for 15 per cent. Her delay was caused by a succession of head winds, but no severe weather was encountered. The ship's bottom is very foul, and this interfered with her making a fast passage. October 19 Thomas Johnson, an able seaman, fell from the main topmast yard to the deck and broke his neck. He was buried at sea on the following day.

Construction Soon to Begin.

SEATTLE, Jan. 13.—Naval Constructor Hibbs announces today that work on the battleship Nebraska, to be built by Moran Bros. & Co. of this city, will begin within the next two weeks. There has been considerable delay. Mr. Hibbs says, about beginning the work on account of the machinists' strike, but he believes the first rivet will be driven in the keel of the new ship within the fortnight. Some delay, Mr. Hibbs says, will probably mark the occasion. Hibbs also says that the repairs to the battleship Oregon, now in drydock at the Puget Sound navy-yard, will be completed within a month.

Struck a Reef.

VICTORIA, B. C., Jan. 12.—News has been received here by letter to the effect that H. M. S. Amphion struck a reef on her way from Panama to Victoria, and was seriously damaged, but how badly the letters do not say. As the drydock at Callao was occupied she proceeded to Valparaiso for repairs. The naval authorities are waiting anxiously for word of H. M. S. Amphion, which is overdue at Honolulu for this port.

The steamer Rosalia and Majestic will hereafter call at Port Angeles on their way to and from Victoria.

Wing and Wing May Be Sold.

ASTORIA, Jan. 12.—The two-masted schooner Wing and Wing was towed to anchor in Young's Bay this afternoon, where she will remain until her business affairs are settled up. From the present outlook it is quite probable that she will be sold here to satisfy the claims against her.

The Case of the Henriette.

ASTORIA, Jan. 12.—The result of the examination of the French bark Henriette by the French Consular experts has not been made public, but it is expected that when word is received from her owners the vessel will be sold as she now lies.

Domestic and Foreign Ports.

ASTORIA, Jan. 12.—Arrived at 11:20 A. M. and left up at 4 P. M.—British ship St. Mirren, from Valparaiso. Arrived at 11:30 A. M.—Steamer Alliance. Arrived down at 11 A. M.—German bark Seestern. Arrived at 3 P. M.—British ship Blackbraes, from Table Bay. Arrived at 3:30 P. M.—Steamer W. J. Patterson, from San Francisco. Arrived at 1 P. M.—Steamer Geo. W. Elder, from San Francisco. Condition of the tide at 5 P. M.: moderate; wind east; weather cloudy.

New York, Jan. 12.—Arrived—Kaiserin Maria Teresa, for Naples, Genoa.

San Francisco, Jan. 12.—Arrived—E. S. Clappa, from San Francisco.

Auckland, Jan. 12.—Arrived—Sonoma, from San Francisco, via Honolulu, for Sydney, N. S. W.

Bremen, Jan. 12.—Arrived—Darmstadt, from New York.

San Francisco, Jan. 12.—Arrived—Haverford, from New York.

Gibraltar, Jan. 12.—Sailed—Laha, for Genoa and Naples.

Seattle, Jan. 12.—Sailed—Steamer Edith, for San Francisco; steamer Carina, for Tacoma; Jan. 13.—Steamer Parillon, for Skagway. Arrived Jan. 12.—Steamer Herodotus, from Tacoma; Jan. 13.—Steamer Carina, from San Francisco. Sailed Jan. 12.—Steamer Tampico, for Honolulu.

San Francisco, Jan. 12.—Arrived—Schooner J. M. Coleman, from Astoria. Sailed—Steamer Columbia, for Astoria; steamer Rival, for Willapa Harbor; schooner Duane, Gray's Harbor; steamer Croquette River, for Portland.

Manila, Jan. 12.—Sailed—Tongkat, from Seattle and Tacoma, via Hong Kong, etc., for London.

S. B. CATARRH CURE

Is taken internally, acting directly on the blood and mucous surfaces of the system. It permeates every fluid of the body, eradicates the disease from the system, cleanses and heals the afflicted parts and restores them to a natural, healthy condition. For sale by all druggists. Book on catarrh free. Address Smith Bros., Fresno, Cal.

ONCE A WEEK.

Personally Conducted Excursions.

Via Rio Grande line, either via Huntling or Sacramento, to all points East. Through sleeper to Chicago, etc. Magnificent scenery. Call for lowest rates, etc., at Rio Grande office, No. 124 Third street.

BUSINESS ITEMS.

It Baby Is Cutting Teeth.

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children's teething. It soothes the inflamed gums, allays all pain, cures colic and diarrhoea.

MINES PROMISE WELL

FUTURE OF BLUE RIVER DISTRICT SEEMS ASSURED.

Many Paying Properties and Others Worth Developing—Strike in St. Helena District.

The Blue River mining district, which comprises principally a ridge between the Blue and Calapoopa Rivers, covering a space of about 12 miles by eight miles, has probably more mining claims within its limits than any other district in the state. J. G. McCauley, who has been mining in the district for the last three years, is in the city, and from him is obtained a partial list of the mines of the district, the number of which is larger than has been generally supposed. First on the list is the Lucky Boy mine, the most productive so far in the district, where 30 men are employed and a 15-stamp mill is running and turning out

the pay streak was seven feet wide and had widened about six feet in the last 15 feet. The rock pans out well. A mill will be built on this mine next summer.

Dr. Cable, of McMinville, owns the Badger claim, a little north of McCauley's property. He has a tunnel in 150 feet and the indications are favorable. At the mouth of Poorman Creek Fred Sharkey has a very promising claim. He has about 300 feet of tunneling done, and the rock looks good. At the head of the Calapoopa River Brownsville men have the Great Northern mining claim, on which there has been a good deal of development work done. The mine was at one time bonded to C. H. Park for \$25,000 for 30 days, but he could not conclude his negotiations for the sale at that time. There are many other claims on the Calapoopa side on which more or less development work has been done. Linn County will probably construct roads through the district next summer, and a number of mills will be erected there.

St. Helena District.

Charles Olsen, who has a contract for the Cascade Mining & Development Company, in the St. Helena mining district, came into Portland from the mines during the week, and reports a rich strike

in the Hanna Lee mine. At the end of a 150-foot cross-cut tunnel he struck the hanging wall of a well-defined quartz ledge and uncovered some very fine ore.

On the 14th day Wallace Olsen, who has a contract for the Hanna Lee mine, struck the hanging wall of a well-defined quartz ledge and uncovered some very fine ore.

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