

COASTS IN TRADE BOOMING

LARGE NUMBER OF LUMBER STEAMERS PLYING OUT OF PORTLAND.

Rates Are High and Vessels Making Money—Austrian Steamship Margretha Coming In.

The coasting steamship trade out of Portland is rapidly assuming big proportions, and there are more vessels now plying between here and California ports than ever before.

ARE UNDOUBTEDLY LOST. No Tidings From the Missing Men From the Bristol.

PORT TOWNSEND, Wash., Jan. 15.—All hopes of Captain James McIntyre and his comrades, of the ill-fated steamship Bristol, being alive were dispelled by the arrival of the Cottage City from the North today.

Captain Wallace, who picked up the survivors, says that he believes that they went down with the vessel when she slid from the reef, and men in the boat got clear from the ship it would have been almost impossible for their small boat to have lived in the sea which was running at the time, as the storm had increased and he picked up the other three boats, and they were nearly swamped and the seas were breaking over them and the occupants were nearly chilled by the cold.

He says there is only one chance of their being alive, and that is that they might possibly have reached Port Simpson. The weather was clear when he picked up the boats, and he was in the vicinity for several hours, and if the boat had been afloat he would have sighted it, as he could scan the waters for a distance of 10 miles.

The Cottage City had the most tempestuous voyage down, being seven days from Juneau. In Clarence Strait she encountered a storm of unusual violence. The sea rolling so high that she was unable to headway, and at times the propeller was out of the water. She sought shelter in Union Bay, but the wind blew with such force that the boats to both anchors were broken and fouled.

The storm wrought havoc at Wrangle. The Davidge warehouse, a big structure 70 feet high, was blown down, and the excitement was picked up by the wind and dumped into the bay, and is now floating in the channel, a menace to navigation.

The Cottage City sighted the big structure as she was entering Wrangle Bay. Other buildings were more or less damaged, but no lives were lost. The storm was followed by a heavy fall of snow.

THE MODERN MIRACLE. Wonderful Work of Wireless Telegraphy on the Atlantic Ocean.

NEW YORK, Jan. 15.—Through the wireless telegraph system the Kaiser Wilhelm der Grosse, of the North German Lloyd line, just arrived from Bremen, Southampton and Cherbourg, has made the trip to the eastward and a large part of her westward voyage in almost constant communication with other vessels or the shore.

The ship was practically a floating telegraph station. The Kaiser Wilhelm der Grosse, of the Kaiser Wilhelm der Grosse, told of the telegraphic marvels.

It was the most complete test of the Marconi system that we have ever had, said he. "Herr Kronkretz, operator of the Kaiser Wilhelm, was formerly the Marconi expert on the Lucania, and consequently familiar with the latter's instructions. On December 16, off the banks of Newfoundland, the Kaiser ran into a heavy fog. Late on Monday night the Kaiser ran into clear weather again. Herr Kronkretz flashed to the Lucania this message: "We are in the fog, and the banks and in clear weather," to which the Lucania replied: "We are still in the fog, 40 miles astern. Many thanks."

"Communication between the two vessels ceased on the 17th, and on the 18th, or practically half way across the ocean and after we had conversed nearly 66 hours."

When off the coast of the record of Herr Kronkretz shows that 12 messages from the Lucania were flashed and a reply stated that all of them had been correctly caught on shore.

Of the Marconi successes on the westward trip, Captain Hogeemann said: "We passed the Kron Prinz Wilhelm, bound east almost in midocean, when the two vessels were in communication. Greetings were exchanged between the passengers and positions given."

"Of Nantucket lightship shortly after midnight 12 dispatches were sent ashore and all received. The Marconi system is a most valuable attachment to a ship in case of accident or shipwreck. As an example of its value in locating positions, I refer to a recent trip of the Kaiser, during which I should have picked up the revolving light of the Nantucket lightship. It failed to show up and the lookout picked up instead two fixed white lights."

"Have you two fixed white lights," he asked through the air. The answer was flashed back: "Yes. Our other light is out of order."

MORE STEAMSHIPS COMING. Austrian Steamship Margretha Due This Week.

The Austrian steamship Margretha has been secured for foreign and Government stores at Portland in place of the Formosa, which was originally scheduled for the business. The Margretha is now due at Port Townsend in the afternoon and will be ordered to Portland. She is expected to deliver the latter part of the week, and as her cargo is all ready for her, she will be here out in short order.

From Tacoma, for Hong Kong. The mammoth steamer Oceano, which carried away the largest cargo of lumber that ever left the Columbia River, has gone to Hong Kong and will arrive at Portland early in March. She has just left Puget Sound for Manila with Government stores, and will come to Portland as soon as her present cargo is delivered. The Margretha,

FOR LIMITATION OF LIABILITY.

Petition Filed by Company for Owners of the Walla Walla.

SAN FRANCISCO, Jan. 15.—The Pacific Coast Steamship Company, has filed a petition with the Clerk of the United States District Court asking for limitation of liability in the matter of the wreck of the Walla Walla, that went down while at sea on the morning of January 2 after having collided with the French bark Max, while off Cape Mendocino, some 11 miles.

In the petition presented the Pacific Coast states that the Walla Walla was a steamship of 2168 tons register, and that she is entered according to law at the port of New York. On January 2, 1901, the Walla Walla was en route from San Francisco to Portland, Ore., and was properly manned, and all requirements demanded by law for the safety of the passengers had been complied with. It was through the fault of the Walla Walla that the accident which caused her to founder took place.

The loss for which the transportation company agrees to stand is \$1325.88, composed of prepaid freight, chiefly baggage belonging to the passengers. The vessel and her cargo are total losses, and the company is not held responsible for the loss of the 1200 tons of merchandise which was on board at that time, as the accident causing the loss of the vessel occurred without the consent or design of any one interested or in charge of the steamer.

INVESTIGATION CONCLUDED. Captain Swan, a Passenger, Last to Tell of Walla Walla Disaster.

SAN FRANCISCO, Jan. 15.—The investigation into the collision between the Walla Walla and the French bark Max, was concluded today. Captain C. D. Swan, who was one of the passengers on the Walla Walla, swore he looked at his watch immediately after the collision, and saw that the time was five minutes after 4 o'clock. In 30 minutes after the collision the Walla Walla went down. He thought it was strange that the lifeboats were not lowered, and he went to assist in the work of rescue, as the morning was calm and the sea smooth, and the boats could easily have been lowered.

"Don't you think," asked Captain Bullard, "that if the lifeboats had been lowered they would have saved more people?" "Undoubtedly they would," replied the witness.

TWO ADDITIONS TO THE LARGE NUMBER OF SHIPS IN PORT. The British ship Blackhawk, the latest addition to the fleet of grain ships in the harbor, arrived up last evening and anchored in the stream to await a berth at the grain docks. The St. Mirren, which arrived yesterday, is also in the stream. The arrival of these two ships kept the numerical strength of the fleet in port the same as it was, as the two ships that started seaward yesterday, those leaving were the British bark Bardowie and the French bark La Rochefoucauld. In spite of the fine weather, the fleet was not able to start, as there is a pretty good nucleus for another fleet already forming. There are now four vessels in the lower harbor ready for sea.

The fleet will start on Monday, and will finish loading this week. The William Mitchell and the Scottish Minerva will start on Monday, and will finish loading today, and the Scottish Minerva will start on Tuesday, and will finish loading today, and the Scottish Minerva will start on Wednesday, and will finish loading today.

GRAIN FLEET MOVEMENTS. The British ship Blackhawk, the latest addition to the fleet of grain ships in the harbor, arrived up last evening and anchored in the stream to await a berth at the grain docks. The St. Mirren, which arrived yesterday, is also in the stream. The arrival of these two ships kept the numerical strength of the fleet in port the same as it was, as the two ships that started seaward yesterday, those leaving were the British bark Bardowie and the French bark La Rochefoucauld.

REPAIRS TO PEMBROKESHIRE. ASTORIA, Jan. 15.—The outside patch was put on the steamship Pembrokehire last morning by two divers. Everything was done in a few hours, and the work was completed in the afternoon. The vessel will be ready to start on Monday.

SEATTLE, Jan. 15.—The Puget Sound steamer Fairhaven, operating between this city, La Crosse and Portland, struck a rock and ran a short distance from Ubsady early this morning during a fog, and soon after sank in 30 feet of water. The passengers and crew all succeeded in reaching the lifeboats in safety and were towed to Utsalady, from where news of the accident was telegraphed to this city. The local officials of the harbor have made meager particulars of her sinking. They said today they understood the vessel could be raised at a cost. The captain telegraphs that the accident was due to the fog, and that the vessel was struck on her way along slowly, she hit the obstruction with sufficient force to knock a hole in her hull, and immediately filled and sank.

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BOUND TO GET THROUGH

BURLINGTON TO RUN ITS TRAINS TO LOS ANGELES.

To Use the New Line From Salt Lake City—Deal With Clark and the Harriman People.

SALT LAKE, Jan. 15.—A special to the Tribune from Washington says: There is little doubt that the Burlington Railway will, within a very few days, effect a deal with the Harriman people which will put the train into Los Angeles via Senator Clark's road from Salt Lake City to the Coast. A conference was held in Washington today between General Charles F. Manderson, general auditor of the Burlington system, and K. C. Kirtland, St. Paul, vice-president of the San Pedro road; Senator Clark and several

WHAT THE SANTA FE WILL SPEND. Thirteen Millions Will Be Paid Out for Equipment and Material.

CHICAGO, Jan. 15.—The Record-Herald tomorrow will say: "The management of the Santa Fe has decided to spend \$13,000,000 for equipment during the present year. This statement was made by officials of the company, who added that the money would come from the proceeds of the new issue of

THE STEAMSHIP PALATINA, just sailed with 5650 tons of wheat. Arrived down at Astoria Tuesday after a five run from Portland. She was but 10 hours in making the run, and had no delay anywhere on the route. Counting pilotage and running expenses both ways, and the expense of moving the wheat on board the Palatina, over the 100-mile stretch of water between Portland and Astoria, was but little over 5 cents per ton. The Palatina did not come into the river until New Year's day, and if her good luck continues she will be back on the high seas bound for Europe today.

representatives of the Harriman syndicate, which controls the Oregon Short Line and the Union and Southern Pacific properties. Senator Clark today made a proposition to buy the Short Line, or, failing in this, to lease part of the line below Salt Lake Falls in that the sinking said he would build parallel line. If his proposition is accepted, it is reasonable to expect that the Burlington will be running through training viaducts and Salt Lake, Los Angeles before the end of the present year.

TARIFF REDUCTIONS. New Great Northern-Northern Pacific Rates Will Soon Go Into Effect.

ST. PAUL, Jan. 15.—The final sheets of the Northern Pacific's new distance and terminal tariffs, which with similar tariffs from the Great Northern and Soo lines, will work a general reduction of 12 per cent in merchandise rates throughout the Northwest, went to the printers today. The tariffs will be in effect February 1, and before that date, if they can be published and distributed. The recent rate conference at Great Northern headquarters, which was attended by representatives of the Great Northern and Northern Pacific, resulted in no material changes in the current tariffs. No connecting lines were given an opportunity to inspect them and insert additional rates, which were previously agreed to. The meeting did nothing more than to pass on what had been understood before.

The first official statement regarding the effect of the rates was secured today from Great Northern headquarters. It indicates that the reductions in merchandise will be equal, on the average, to 12 per cent, as they are in line with the statement follows: "The Great Northern, Soo and Northern Pacific lines, leading into the Northwest, will be reduced to rates which will have effect at the earliest practicable date, not later than February 1, tariffs covering merchandise and general shipments from the Twin Cities and points westward to all points in Minnesota and North Dakota and new distance tariffs covering all traffic in both states, making reductions in merchandise rates that will average about 12 per cent in line with the general policy to make reductions from time to time as the increase of business will warrant."

LINE UP THE CLACKAMAS. Examination of Country in Progress —No Decision to Build.

President Hurlburt, of the Portland City & Oregon Railway, says there is nothing in the dispatch from Oregon City to the effect that his company decided to build a trolley line from Portland to Garfield, away out in the Clackamas County foothills. "Why I do not know," he said. "I may say, however," continued President Hurlburt, "that we have been looking through the Valley of the Clackamas with the idea of finding a practicable route for a trolley line to the site for the proposed electric power station of the Oregon General Electric Company. We have spent considerable time in reconnoitering the country. But we find a very difficult section for a railroad, and have not yet got a line that is at all practicable. If we shall find such a route we may build the line, provided the people along the way manifest a friendly spirit. But the more we examine the matter the more difficulties come to light, and it is entirely too much to say that we have determined to build. It is quite possible that the country will be found too difficult for economical railroading, or that the people may show hesitations as to the engineering difficulties are solved. "Many people are evidently misled into the supposition that we will build a trolley line up the Clackamas from the fact that our electric power project is going right ahead. But that will go on regardless of whether there shall be trolley line extension or not. The two enterprises are entirely separate, and the same people are interested in them. We hope to extend the trolley line, but I must say the prospect is by no means so encouraging as we would wish."

HEADQUARTERS IN CHICAGO. So Vote Railroad Employees Meet Next in May, 1904.

SAN FRANCISCO, Jan. 15.—The Brotherhood of Railroad Employees has decided that Chicago shall be its future headquarters, and today it was decided to hold its next convention there, in May, 1904. The question of ritual was taken up, and the convention decided that the non-observance of the officers shall follow that of railroading. The presiding officer of a division or lodge will be designated as the manager; the vice-president as the superintendent; the marshals as conductors and assistant conductors; the inside

sentinel as the watchman, and outside sentinel as the flagman. The inside door will be called the inner block, and the outside door the outer block, following the block system in railroading. The chief financial officer of the order will be called the general auditor. It was decided to place an organization in the following cities: Portland, San Francisco, Albuquerque, Omaha, Helena, Kansas City, Denver, Fort Worth, Aberdeen, St. Paul, Chicago, St. Louis, Little Rock, New Orleans, Indianapolis, Columbus, Nashville, Atlanta, Washington, Pittsburg, New York City, Boston, Montreal and Winnipeg.

To Increase Capital Stock. NEW YORK, Jan. 15.—The board of directors of the New York Central & Hudson River Railroad Company decided today, subject to the approval of the stockholders, to increase the capital stock of the company from \$115,000,000 to \$150,000,000.

Rate to Woolgrowers Meeting. HELENA, Mont., Jan. 15.—The Northwest and Great Northern Railroad have announced one and one-fifth fare for the fifth annual meeting of the Pacific Northwest Woolgrowers' Association, which will be held in Helena February 4.

Work on the Tunnel. NEW YORK, Jan. 15.—Preliminary work on the construction of the new Pennsylvania tunnel, which is to extend

from Long Island City to New Jersey, beneath the East and North Rivers and the Hudson and Harlem rivers, has commenced. Engineers for the firm of Jacobs & Davies, the largest tunnel-builders in the world, started drilling holes in the central track running into the Long Island passenger station on Front street, Long Island City.

Suit Against Steamer Rosalia. VANCOUVER, B. C., Jan. 15.—Suit is being brought by J. J. Palmer, of Vancouver, and W. A. Ward, of Victoria, against the steamer Rosalia and owners, for damages for detention in quarantine, due to negligence as alleged by defendant company. Palmer and Ward ask for \$20,000 as compensation for time lost during the two weeks of detention. They claim that the Rosalia was not fit to sail on January 3, the date of the island passenger station on Front street, Long Island City.

Commission to Investigate Fisheries. VANCOUVER, B. C., Jan. 15.—The Federal Government today announced the membership of a commission to investigate the whole question of the British Columbia fisheries, control of which is claimed both by the Provincial and Dominion Governments. The commission will comprise Professor Prince, who is at the head of the fisheries department of Canada; G. R. Maxwell, M. P., and Aubrey Morrison, M. P. The commission will hold its first session next week, and is expected to effect a settlement of the rather vexed question.

May Be Using Sails Instead of Steam. SEATTLE, Jan. 15.—A special to the Times from Victoria, B. C., says: "The tender was 31 days from here for Honolulu on January 3, the date of the last mail, having left here December 2, on the evening of the storm in which the cutter Matzeawan was lost. She may be sailing to the Islands, however, as ships often do, and with scant canvas and without her propeller working, she would be delayed. The mail due at San Francisco to be carried from the Islands is anxiously awaited."

King Says War is Nearly Over. LONDON, Jan. 15.—King Edward has given royal assent to the bill of consent among the public that an early declaration of peace in South Africa may be anticipated. "The war might now be regarded as approaching its conclusion," says the King, "and I am glad to agree to the bill, which will give the officers of the Grenadiers, Coldstreams and Scots Guards who start for South Africa tomorrow morning."

Tax Levy of Polk County. DALLAS, Tex., Jan. 15.—The County Court has fixed the tax levy for 1902 at 25 mills, as against 25 mills last year. The levy is divided as follows: State 10 Mills. County 15 Mills. School 10 Mills. Total 35 Mills. The court was to appoint a Roadmaster at this term, but, failing to agree, postponed the matter for one month.

Had Fire at Los Angeles. LOS ANGELES, Cal., Jan. 15.—The Rees & Wirching block was almost totally destroyed by fire today, together with the saddlery establishment of Hayden & Lewis and the coffee and spice house of E. J. Richards. The total stock was \$200,000; well insured.

Texas Oil for Liverpool. BEAUFORT, Tex., Jan. 15.—The steamer Cardium has cleared from Port Arthur with a 5,000-barrel cargo of oil for Liverpool, this being the second trip. Beaumont oil will be used for fuel under some of the boilers in the voyage across, and the other boilers being fired with coal.

Articles of Incorporation. Articles of incorporation of the Alaska Telephone Construction Company were filed in the County Clerk's Office yesterday by J. B. Hammond, E. B. McFarland and H. E. Cowell. The capital stock is \$200,000. The objects announced are to build and maintain telephone lines and to do a general electric business in the State of Alaska and all other states and territories of the United States, and in the Dominion of Canada.

Order of Incorporation. An order of publication was made by Judge Frazer yesterday in the divorce suit of Emma W. Stanley vs. Lee Stanley.

The Spokane river leaves Portland daily at 6:15 P. M.; arrives Spokane following morning at 9:30. This is the favorite route for the Spokane and Eastern Washington and Coeur d'Alene points. Ticket office Third and Washington streets, O. R. & N. Co.

the wages of engineers who have been receiving \$4 per 100 miles to \$4.50. Firemen receiving \$2.50, it is said, will receive \$3.50, and switching engineers \$3.25 a day, less one hour for dinner. Firemen on the same class of engines will receive \$3 a day, computed at 10 hours.

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Had Fire at Los Angeles. LOS ANGELES, Cal., Jan. 15.—The Rees & Wirching block was almost totally destroyed by fire today, together with the saddlery establishment of Hayden & Lewis and the coffee and spice house of E. J. Richards. The total stock was \$200,000; well insured.

Texas Oil for Liverpool. BEAUFORT, Tex., Jan. 15.—The steamer Cardium has cleared from Port Arthur with a 5,000-barrel cargo of oil for Liverpool, this being the second trip. Beaumont oil will be used for fuel under some of the boilers in the voyage across, and the other boilers being fired with coal.

Articles of Incorporation. Articles of incorporation of the Alaska Telephone Construction Company were filed in the County Clerk's Office yesterday by J. B. Hammond, E. B. McFarland and H. E. Cowell. The capital stock is \$200,000. The objects announced are to build and maintain telephone lines and to do a general electric business in the State of Alaska and all other states and territories of the United States, and in the Dominion of Canada.

Order of Incorporation. An order of publication was made by Judge Frazer yesterday in the divorce suit of Emma W. Stanley vs. Lee Stanley.

The Spokane river leaves Portland daily at 6:15 P. M.; arrives Spokane following morning at 9:30. This is the favorite route for the Spokane and Eastern Washington and Coeur d'Alene points. Ticket office Third and Washington streets, O. R. & N. Co.

WARSHIP PROBABLY LOST

CONDOR BELIEVED TO HAVE GONE DOWN IN RECENT STORM.

Phaeton Will Be Sent in Search of Her—Bound From Victoria to Honolulu.

VICTORIA, B. C., Jan. 15.—Hope for the safety of the British warship Condor is all but abandoned. Naval men here are convinced she went down in the recent typhoon, while on her way from here to Honolulu. The Admiralty officials will dispatch the Phaeton Saturday, in search of her.

FIRST FLOUR TURNED OUT. New Mill at The Dalles Will Not Be Operated to Its Full Capacity.

THE DALLES, Ore., Jan. 15.—The new flouring mill of the Wasco Warehouse Milling Company today turned out the first merchantable flour made by the plant since being operated by electric power from White River Falls, 30 miles distant, 19 days ago. Since then the employees have been busy testing all parts of the machinery, and today 50 barrels of extra-fine flour to be marketed as The Dalles brand was the result. Tomorrow the mill will begin turning out 300 to 500 barrels per day.

NORTHWEST DEAD. Prominent Canby Fruitgrower.

CANBY, Jan. 15.—George W. Shanks, a prominent fruitgrower, and a resident for 35 years, died last night aged 81. He left a wife and five grown sons—L. D. A. R. and D. J., of Canby; C. S., of Seattle; and W. M., of Olympia. The funeral will take place at Canby tomorrow, under the auspices of Meade Post, G. A. R., of this city.

Mrs. G. W. Loomis, of Chehalis. CHEHALIS, Wash., Jan. 15.—Mrs. G. W. Loomis, who had been a resident of Washington since 1877, died Monday and was buried today. She was the mother of Mrs. S. Benson, of Portland, and left a husband and three grown sons in Chehalis.

Edward P. O'Rourke, of Vancouver. VANCOUVER, Jan. 15.—Edward P. O'Rourke, a private in the Marine Corps, whose home is near Vancouver, Wash., died at Providence Hospital, in this city, today, after a complication of ailments contracted while serving in the Philippines.