

TWO MORE FREE SHIPS

BARKS LA FONTAINE AND FALKIRK IN PORT.

Steamer Lakme Will Sail This Morning—The William Mitchell Is Loaded.

The disengaged fleet in the Columbia River was increased yesterday by the arrival in port of two more vessels. They are the French bark La Fontaine and the British bark Falkirk, both in ballast, the former from Nagasaki and the other from San Francisco. They made their respective voyages in good time. The Falkirk came from Santa Rosa in 23 days, and evidently did not have to beat about the entrance to the Columbia very long. She is of 182 net tons, and the La Fontaine has a register of 179 tons.

There are now six disengaged ships in the Columbia River. Two of them are British vessels, and four are French boat-owners. The Coast ports are well supplied with tonnage just now, so that the outlook from the point of view of the shipowner, is not as bright as it might be. The vessels arrived to late yesterday for their effect in charters to be noticeable.

No ships put to sea yesterday. Late in the afternoon La Rochefoucauld and the Bardowick arrived at Astoria on their way to sea. The outward-bound grain fleet at Astoria now numbers seven vessels—The Wendur, La Rochefoucauld, Formosa, Bardowick, Palatina, Susanna and Pembrokehire.

A MYSTERIOUS WRECK. Identity of Derelict Has Not Yet Been Disclosed.

VICTORIA, B. C., Jan. 16.—Further advices received from the West Coast regarding the derelict which has gone ashore at Cape Beale in Barclay Sound, were found, the one intact on Village Island and the other broken at Bonilla Point. That on Village Island was found by Indians, who described it as a ship's boiler. The one on Bonilla Point was of hard wood, painted white inside and out. A mast, sails, running gear, blocks, etc., are coming ashore in Barclay Sound. Nothing is learned of the crew or the identity of the wreck. The only letters distinguishable on the hatch comings are "L. Falkirk" and "W. S. Kirk". The lighthouse keeper at Cape Beale reports that the wreck was that of a 30-foot schooner on the keel, painted red below the water line, green and white above. No name boards were found, but a piece of one had the letter "O," evidently the beginning or end of a name. The wreck was breaking up.

WILL HAVE NEW ENGINES. Tug Winona Will Be Improved by Her Recent Mishap.

The Port of Portland tug Winona is at the foot of Everett street. The Williamson Iron Works is furnishing the repairs to the damage which she received in an encounter with the Regulator some time ago. The hull has been made as good as new, and the cabins have been improved by being made two feet higher. The old engine has been taken out, and will be replaced with a compound, which is nearly finished. The diameter of the high-pressure cylinder will be 7 1/2 inches, and that of the low-pressure will be 15 inches. The stroke will be 12 inches, the same as before. The boiler is eight feet long by 70 inches in diameter, made of iron. The little steamer has a draught of six feet, is of 50 gross tons, and is a very quick and span little boat. The new engine will be in place by the end of the week, and will then be subjected to Government inspection.

OWNERS ARE NOT UNEASY. Copper River Steamer Elith Thompson Is Still Unrepaired.

SEATTLE, Jan. 16.—The Copper River steamer Elith Thompson is still unrepaired. The fact that nothing was heard from her today caused some comment on the water front and in marine circles. Her owners say there is no ground for uneasiness, despite the fact that the vessel is now five days overdue from Valdes, Captain L. D. Jones, her master, had left this port, to seek shelter, not to venture out in any storm of unusual severity on the return voyage. As the Thompson had not reached Sitka January 7, the date the Cottage City sailed from the Alaskan capital, her owners are confident that she did not encounter the furious gales that the Cottage City had to buck on her way from the North.

CARGO OF LUMBER. Schooner Lakme Takes 500,000 Feet to San Francisco.

The steam schooner Lakme finished loading last night, and will sail for San Francisco this morning at 7 o'clock. Her cargo consists of 500,000 feet of lumber and 45 tons of bar iron. A number of passengers will sail on the schooner. The vessel's departure was delayed by freight, and she did not get away as promptly as was scheduled. The Charles Nelson, the other vessel of the Frank Woolsey Company's line, will leave San Francisco for Portland about Saturday. She will bring north about 20 grain vessels in port to load, and Lakme on her return trip will bring about 60 tons more, and is scheduled to leave the Bay City January 23.

BIG STEAMSHIP TRUST. Representatives of Trans-Atlantic Lines Will Meet at New York.

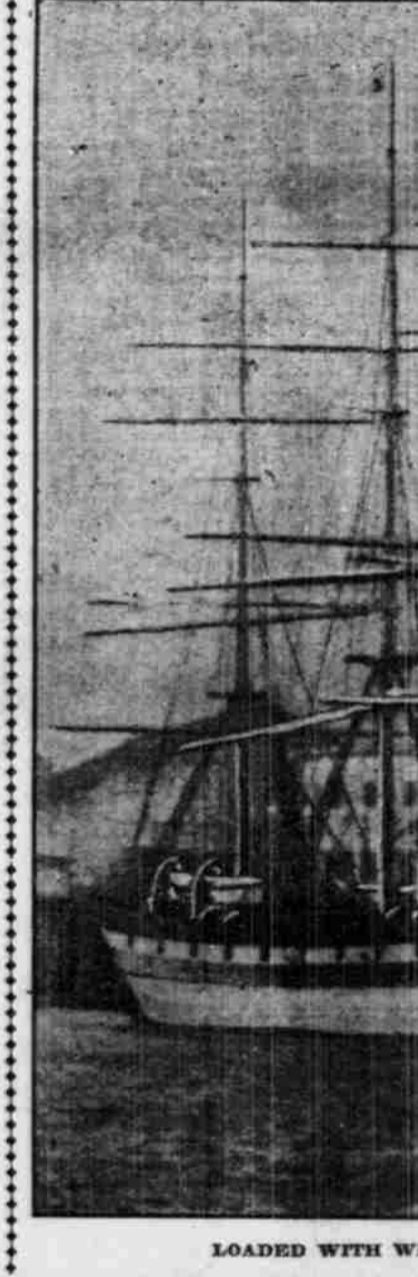
NEW YORK, Jan. 16.—Among the passengers on the steamer Celtic, which has just sailed for New York, are W. J. Pierce,

a driver in both the White Star and the Leyland lines; Bruce Ismay and W. S. Graves, White Star directors; Ralph Neville and John Dickinson, leading Liverpool shipping lawyers, cables the World's London correspondent. It is believed that their mission to the United States is connected with the rumored pending trans-Atlantic combination between the White Star, Leyland, American and Atlantic Transport companies. The opinion in shipping circles is strong that a working agreement will be settled upon soon in New York.

REPAIRS TO THE WILCOX. The Barge Is Now in South Portland, Where She Will Go on the Way.

The barge Wilcox has been taken to the boatyard in South Portland for repairs. The craft was extricated from its position under the bonthouse with considerable difficulty, and three steamboats were required to do the work. At the South Portland yards are also the barges Siskimokwa and Lincoln and a third, formerly the Government barge No. 3. The latter is on the way, and has re-

BRITISH SHIP WM. MITCHELL.



LOADED WITH WHEAT FOR EUROPE.

ceived a new stern and new frames and planking at the bow. The skeleton of the stern-wheeled steamboat which will be shipped to China is finished. The boat will be 130 feet long, 24 feet wide and 4 1/2 feet deep. Its draught will be about 15 inches. The steel for the boiler has been received, and the Williamson Iron Works is at work on the machinery. If the boat is successful in China several others will probably be built here and sent after. Tentative plans have been considered for two boats, each 135 feet long and 34 feet wide.

The steamer Albany is at the Olson yards receiving minor repairs to her machinery. "Monkey" rollers will be attached to her steering gear. Those rollers find growing favor on the river, especially with towboats. Several steamers have been fitted with the apparatus recently, among them the Fannie.

WM. MITCHELL LOADED.

Her cargo is 115,712 Bushels of Wheat—Moves Into Stream Today. The British ship Wm. Mitchell finished loading yesterday. Her cargo is 115,712 bushels of wheat, valued at about \$74,000. She is dispatched by Kerr, Gilford & Co. for Europe. The vessel will probably clear at the Custom-House today. The next ship to finish cargo will be the Castor, and after her probably the Carl. The Wm. Mitchell is the 12th vessel that has loaded here this month. The year 1901 has begun with a good start, for in the first half of January the exports of grain have amounted to about 1,250,000 bushels. This month will probably be a record one for business at this port. There are now 22 grain vessels in port to load, and six of which are not engaged. Besides these there are seven grain ships ready for sea.

The Wm. Mitchell will move into the stream this morning.

Rele of the Walla Walla.

Captain Doran, of the steamer Columbia, which picked up a life raft of the wrecked Walla Walla, has retained the

seat of the stool which was found on the raft. It is the seat of the stool on which Captain Hall sat when he rowed the raft. The raft was afloat 30 hours before its occupants were picked up by the Despatch and taken to Crescent City. It was found by the Columbia 72 miles north of the scene of the disaster.

Contract Not Canceled. SAN FRANCISCO, Jan. 16.—Edwin Goodall, head of the firm of Goodall, Perkins & Co., denies the truth of the report from Seattle that the contract of Goodall, Perkins & Co. with the Pacific Coast Company had been canceled. When spoken to at his home in Oakland, he said he knew nothing of the matter, and that the report was without foundation.

Astoria Marine Notes. ASTORIA, Jan. 16.—The taking of testimony in the intervening libel suit of the tug Walla and Tatoon against the British ship Nelson was resumed today before C. E. Runyon. The witnesses examined were Bar Pilots Cann and Gunderson and Weather Observer Johnson. The general tenor of the examination of

the steamer Columbia will sail for San Francisco this evening. The Anarus this morning will move from Greenwich dock to Montgomery St. The French bark La Rochefoucauld reached Astoria last evening on the outward trip.

The Government transport Seward is making a run up the river at the wharf north of the Burnside bridge. The tug Sampson is at the Williamson Iron Works undergoing a few minor repairs to her machinery steam pipes.

The steamer Ruth will be launched within two weeks. Repairs are going forward as rapidly as possible, and the boat is receiving a general overhauling.

The steam schooner Ruth has nearly finished loading cargo of 400,000 feet of lumber for San Francisco. She has been at Penney's mill for the past two days.

Very little is doing at present on the Astor, which captured at her dock several weeks ago and has been righted. A representative of her owners is expected to arrive in a few days, and repairs will be resumed.

Captains Edwards and Fuller, Government inspectors, will go to Tillamook in a few days to look over a new small screw steamer, the Maria. They will go by water, as they give a horror of the hardships of the Coast Range at this stage of the winter.

Several of those who were passengers on the lost steamer Walla Walla have in the last few days applied at the office of the Pacific Coast Steamship Company for damages for their lost effects, but none of them received any encouragement, says the San Francisco Chronicle. The officers of the company maintain that they cannot be held for the losses. As there is nothing left of the steamer except a few battered lifeboats and raft, there is little that can be levied on to secure the amounts of the damages that might be demanded.

"According to the Harter law, which governs the liability of vessel-owners, damages can be collected only to the value of the vessel on or through which the loss occurs," said Captain Miner of the Walla Walla, who went to the bottom of the sea, and she is now of no value to us or to any one else."

Domestic and Foreign Ports. ASTORIA, Jan. 16.—Arrived—J. P. M.—Steamer Simore, from Tillamook. Arrived at 1:45 P. M.—French bark La Fontaine, from Nagasaki. Arrived at 4:30 P. M.—British bark Falkirk, from San Francisco. Arrived at 4 P. M.—rough; wind west; weather squally. Arrived down at 6 P. M.—French bark La Rochefoucauld; British ship Bardowick. Arrived at 10:30 P. M.—Steamer Cottage City, from Alaska.

Seattle, Jan. 16.—Arrived—Steamship Santa Lucia, from Seattle. Arrived at 10:30 P. M.—Hamburg; Colombia, from cruise. Sailed—Cottage City, for Sitka.

New York, Jan. 16.—Arrived—Pennsylvania, from Hamburg. Arrived at 10:30 P. M.—German ship Asterisk, for Tacoma.

Ballard, Jan. 16.—Sailed—Schooner Carona, for San Pedro.

Portland, Jan. 16.—Arrived—Empress of India, from Vancouver.

St. Vincent, Jan. 16.—Arrived—Memphis, from Tacoma. Sailed—Guatemala, etc., for San Francisco.

Glasgow, Jan. 16.—Sailed—Livonian, for Philadelphia.

Queensdown, Jan. 16.—Sailed—Westernland, for Philadelphia; Celtic, for New York; both from Liverpool.

Liverpool, Jan. 16.—Sailed—Dominion, for Portland; Mar, for Seattle.

San Francisco, Jan. 16.—Sailed—Steamer Queen, for Victoria; steamer Signal, for Coos Bay; schooner John G. North, for Port Townsend; schooner William B. Lewis, for Astoria; schooner Basie K., for Coquille River. Arrived—Steamer Luella, from Tillamook; steamer Edith, from Seattle; schooner Corinthian, from Coquille River; schooner Edith, from Coquille River; schooner Albion, from Coquille River; schooner Ida Schauer, from Port Gamble; schooner Marie E. Smith, from Port Gamble; schooner Oceano, from Coos Bay; schooner Mayflower, from Coquille River.

New York, Jan. 16.—Arrived—Germanic, from Liverpool. Sailed—La Gasconne, for Havre.

Lake Front Land Deal. HARTFORD, Mich., Jan. 16.—The members of the Pokagon band of Pottawatomie Indians have been notified by their secretary, J. Cusway, that Chicago men will be at Dowagiac at the end of this

Iwaco, Chitnook and McGowan's. Front-end boiler spoiled the rumor yesterday by declaring it had no basis of truth.

Steamer Fairhaven About Again. SEATTLE, Jan. 16.—The steamer Fairhaven, which ran on the rocks at Miller Point Wednesday morning, is about again. She is now at Ballard, where she went under her own steam. The injury to the Fairhaven consists of a hole four feet wide by 12 feet long in her starboard bow.

Tauruga-Vladivostok Line. VICTORIA, B. C., Jan. 16.—The steamer Rhojan Maru, which arrived from the Orient tonight, reports that her owners intend establishing a line in conjunction with a scheme of the Great Northern between Tauruga and Vladivostok, connecting with the Trans-Siberian line.

Manzanita at Seattle. SEATTLE, Jan. 16.—United States lighthouse tender Manzanita, Captain Charles Richardson commanding, is in port again on her regular inspection tour from Astoria, the vessel's headquarters. She has not been in this harbor since October.

Cattle Steamer for Alaskan Trade. VICTORIA, B. C., Jan. 16.—Captain Buckholz and a company of Victoria and Seattle are planning the construction of a freight and cattle steamer for the Alaskan trade. She will be built by the Victoria machinery depot.

Marine Notes. The British ship Nelson arrived down at Astoria this evening.

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These Maynard Carbines

That we have are just from the U. S. GOVERNMENT ARSENAL at Benicia, Cal.

They Cost \$18.00—We Are Selling Them for \$2.00

They are the greatest bargain any one has ever bought. Bold assertions; nevertheless true, as every purchaser of a Maynard will tell you in short time. Many people voluntarily report they would not take five times what they paid for it if they could not get another. They shoot 30-caliber, heavy brass shell cartridges, using a cap. We give 30 loaded ball cartridges with each gun free. Shells can always be reloaded by hand without reloading tools, and are called everlasting. With ball they shoot nicely at 1000 yards, and effectively at 500 yards; with shot at 75 yards. For chickens, rats or small game, cannot be surpassed. Any child 8 years old can soon be taught to reload the shells and shoot without danger, thus protecting your ranch when family are away. It's the handiest and biggest bargain of your life. CARTRIDGES CAN ALWAYS BE HAD at Northwest Gun Company's, 33 Third street, Portland; or of W. S. Kirk, 130 First avenue, Seattle, Wash. Price, \$1.50 per hundred.

OUR GUARANTEE Should you be displeased with the Maynard, or not do the work we say, after you have used it, bring it back and we will refund you the full amount paid.

For Decorating and Use We have other Guns, Revolvers, Swords, Mexican War Caps, Jeff Davis Hats, etc.

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from U. S. Navy Dept., for boys, girls or men to wear chilly mornings. Nothing cheaper or warmer, 20 Cents.

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W. S. KIRK, PORTLAND, OREGON 130 Sixth Street

week, to pay each of them the first \$100 on the recent lake front agreement. This will mean a great deal to the Indians, as each child will draw this sum, as well as the older members, and the winter is always hard on the Indians, as they are not a very strong people. The agreement referred to is a purchase of so-called equities of the Indians in a large tract of land on the lake front and near Chicago.

attested before a Justice of the Peace. Other cases will be filed in a short time. Twenty of the prosecutions are aimed at purveyors of impure vinegar, six are for violations of the oleomargarine law and six are against sellers of flavoring extracts. The complainant in each case is E. M. Patterson, Assistant Pure-Food Commissioner. Inspectors for the Commission have been gathering evidence in these cases for several weeks. In each instance of a purchase, the inspector would ask, "Is this article pure?" and, affirmatively reply being received, would pay for the article and take it to the Commission's office for analysis. State Chemist E. M. Eaton and an assistant analyzed all the samples obtained in this way and after he reported his analysis the prosecution was decided on. Most of the impure vinegar being sold in Chicago is from St. Louis, and is labeled "Pure olive vinegar," but is in reality, it is said, a low wine article.

A Correction by Salmon Brown. PORTLAND, Jan. 16.—(To the Editor.)—In The Oregonian of the 11th inst., under the caption "Wants John Brown Papers," is cited a misstatement of mine in regard to the returning of the Frederick the Great sword to Colonel Lewis Washington, who Harper's Ferry was recaptured by General Robert E. Lee, in command of the United States marines. The pistols were carried away by John E. Cook, one of the insurgents, who was also brother-in-law of Governor Wright of Indiana. Cook, while foraging for food, was captured, and the men who escaped carried the pistols into Ohio, on the Western Reserve. My brothers got possession of them and returned them to Colonel Washington, through the agency of J. Miller McKim, of Philadelphia.

Colonel Washington survived the Civil War, in which he took no part, and his widow sold the sword, with other relics, to the State of New York. Now, if the pistols of La Fayette are not dearer to the hearts of the American people than the sword of Frederick the Great, then I must say we fail to appreciate the great assistance in gaining our independence. I only claim that, in view of the return of the pistols to their rightful owners by our family, it is more than a matter of justice and courtesy that the intercepted correspondence of my father should be returned to its rightful owners, JOHN BROWN BROWN.

Anecdote of John Brown Days. FOREST GROVE, Jan. 12.—(To the Editor.)—An article recently printed in The Oregonian reminded me of a relic I have in my possession of some exciting times when John Brown, Green and Copeland were at Charleston, Va. It is a telegram from Governor Wise, in answer to a request from myself as Mayor of Oberlin, O., that the body of Copeland be forwarded to his parents, then living at Oberlin, pledging myself as Mayor of the town to meet all expenses. This was done at the request of his parents and prominent citizens of the place. The following is a correct copy:

Charleston, Dec. 17, 1859.—A. N. Beecher, Oberlin, O.; Medical students took the bodies of Copeland and Green to Winchester for dissection. H. A. WIER. I was well acquainted with both Copeland and Leary, who also was a resident of Oberlin. Both were young men of good ability and well respected by the citizens of the place.

On receipt of the telegram, Professor Monroe started immediately for Winchester, and with the assistance of the faculty of the college, succeeded in getting the body of Copeland ready to start for home the next morning. The students of the college, by some means, got wind of the matter, and during the night made way with the body.

Rates on Copper Lowered. LIMA, Peru, Jan. 16.—Via Galveston.—In view of the heavy fall in the price of copper, and in order to prevent the threatened closing of several copper mines in this country, several transatlantic steamship lines have lowered their freight rates on copper by 7 shillings per ton. The leading firms of Lima and the Lima Chamber of Commerce have requested the Central Railway to reduce the present rate on copper transportation. The railway has not yet replied to the request.

SUMMARY OF THE ASSESSMENT ROLLS OF THE SEVERAL COUNTIES OF OREGON FOR THE YEAR 1901.

A large table with multiple columns listing assessment data for various counties in Oregon for the year 1901. The columns include County, Number of acres, Value of land, Value of improvements, and Total value. The counties listed include Baker, Benton, Clackamas, Clatsop, Columbia, Coos, Curry, Douglas, Gilliam, Grant, Harney, Jackson, Josephine, Klamath, Lincoln, Lane, Linn, Malheur, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Union, Wallowa, Wasco, Wheeler, and Yamhill. The table ends with a 'Total' row summarizing the entire state's assessment.