TO CARRY THE MAILS

Contracts for Washington Star Routes Let.

WILL RUN UNTIL JUNE, 1906

Names of the Successful Bidders and the Amounts They Will Receive—Enter Upon Their Work the First of July.

WASHINGTON, Feb. 3.—Following is a statement of the awards that have been made for carrying the mails on star routes in Washington, for the four years ending June 30, 1906:

Tacoma to Olympia, Sound Steamship & Navigation Company, $1200.
West Seattle to Seattle, J. W. Wallace, $370.
Olympia to Shelton, Thomas S. Tew, $1300.
Anacortes to Whatcom, Andrew Newnall, $1075.
Seattle to Laconner, Laconner Trading & Transportation Company, $3385.
Seattle to Poulsbo, Hansen Transportation Company, $1190.
Seattle to Union, J. Rex Thompson, $1400.
Seattle to Port Townsend, Puget Sound Navigation Company, $8750.
Port Townsend to Hadlock, L. B. Hastings, $560.
Port Townsend to Whatcom, Puget Sound Navigation Company, $2750.
Port Townsend to Port Angeles, Puget Sound Navigation Company, $2750.
Port Townsend to Coupeville, L. B. Hastings, $697.
Olympia to New Kamiche, Thomas S. Tow, $1200.
Tacoma, by Roseedale, Glencoe, etc., and lake, bay, E. Lorenz, $660.
Astoria to Deep River, John Peckernell, $800.
Nahcotta to South Bend, A. W. Reed, $3000.
Sumas to Lemolo, readvertised.
Ferndale to Mountain View, Frank Osborn, $160.
Delta to Blaine, James Fenton, $260.
Blaine to Semiahmoo, A. P. Egan, $300.
Whatcom to Rome, Peter Nugent, $150.
Richardson to Otis, H. Olson, $234.
Roche Harbor to Prevost, M. Northman, $298.
Waldron to Deer Harbor, H. F. Pearmain, $290.
Clinton to Island, James Ball, $160.
Edison to Samish, W. J. Hurley, $140.
Belfast to Equality, K. M. Kenzie, $187.
Sauk to Marblemount, L. Larsen, $360.
Padilla to Bayview, E. C. Osborne, $250.
Skagit to Mount Vernon, A. P. Williams, $297.
Sedro Woolley to Cokedale, W. J. Thompson, $300.
Stanwood to Cedarhome, Ole Jensen, $225.
Monroe to Cherry Valley, W. McDonald, $450.
Arlington to Jordan, O. C. Anderson, $240.
Wenatchee to Waterville, J. Buchanan, $497.
Malott to Okoma, J. C. Croninger, $79.
Malott to Alma, A. L. Crandall, $396.
Alma to Riverside, A. L. Crandall, $537.
Brewster to Concomully, A. L. Crandall, $1037.
Concomully to Oroville, A. L. Crandall, $1037.
Oroville to Chesaw, A. L. Crandall, $777.
Brewster to Chelan, A. L. Crandall, $1387.
Brewster to Winthrop, E. R. Davis, $1545.
Winthrop to Barron, E. R. Davis, $2000.
Republic to Bolster, J. L. Thorp, $2000.
Usk to Newport, J. W. Cusick, $800.
Usk to Locke, A. P. Sadler, $240.
Kettle Falls to Myers' Falls, I. O. Hughes, $540.
Waterloo to Daisy, G. W. Winks, $160.
Harvey to Arzina, R. Butte, $360.
Tumtum to Welch, G. W. Blair, $234.
Fairfield to Waverly, C. Stout, $295.
Hazard to Dragoon Station, P. Lowery, $295.
Mead to Hartford, George W. Hartley, $226.
Milan to Caldwell, W. S. Travis, $394.
Spangle to Duncan, W. S. Travis, $384.
Davenport to Miles, C. W. Hutsell, $1440.
Miles to Kettle Falls, H. Munro, $2979.
Wilbur to Barry, A. A. James, $799.
Wilbur to Sherman, N. H. Hagen, $311.
Green to Ley, A. A. James, $310.
Creston to Peach, S. F. Lynn, $298.
Wilbur to Keller, F. S. Loll, $1195.
Coulee City to St. Andrews, J. W. Cunningham, $780.
Coulee City to Brewster, E. R. Tayler, $2860.
Bridgeport to Buckingham, J. J. Dycus, $260.
Bridgeport to Dyer, J. J. Dycus, $312.
Riverview to Chelan, B. A. Griggs, $1135.
Riverview to Brays, A. E. Robinson, $150.
Barry to Nespelem, A. A. James, $449.
Cle Elum to Liberty, C. H. Pridham, $720.
South Park to Sunnydale, Michael Kelly, $260.
Lisabeula to Burton, L. W. Kebaugh, $52.
Seattle to Juniata, J. W. Wallace, $565.
Fall City to Cherry Valley, S. E. Bailey, $650.
Enumclaw to Wabash, Mrs. Jane McCabe, $490.
Port Gamble to Bridgablik, O. Johnson, $240.
Port Madison to Manzanita, A. Johnson, $300.
Port Orchard to Reedville, H. T. Walker, $160.
Port Williams to Blyn, D. Burrows, $200.
Port Williams to Seguin, J. B. Knapenan, $349.
East Clallam to Mora, H. A. Poole, $1745.
Port Angeles to McDonald, W. B. Ross, $100.
Fairholme to Port Crescent, G. Dobihoff, $386.
Center to Hadlock, P. H. Kempendonk, $320.
Satsop to Matlock, J. F. Poundstone, $801.
New Kamiche to Kamiche, H. H. Johnson, $274.
Shelton to Matlock, G. H. Vogtlin, $450.
Arcadia to Harstine Island, C. P. Grindrod, $366.
Quinault to Hoquiam, H. C. Evans, $1400.
Westport to Tokeland, Max Bode, $840.
Cosmopolis to Western, J. J. Phillips, $218.
Oakville to Cedarville, J. H. Wolfe, $390.
Oakville to Connie, Thomas Laws, $140.
Montesano to Melbourne, J. A. Engin, $249.
Copalis to Granville, O. G. Chase, $296.
Copalis to Damon, O. G. Chase, $96.
Elma to Summit, W. J. McSperitt, $400.
Rochester to Independence, A. Betts, $502.
Delphi to Olympia, J. N. Harlow.
Harts to Roy, B. Horsfall, $120.
Gig Harbor to Burley, Co-operative Brotherhood, $275.
Gig Harbor to Olalla, W. Kimball, $334.
Artondale to Steamer Landing, E. Elmo, $250.
Winlock to Toledo, Frank Koontz and Florence Fletcher, $97.
Toledo to Knab, G. M. Hurd, $218.
Knab to Wilson, G. M. Hurd, $218.
Forest to Mossy Rock, J. Maurin, $1100.
Mossy Rock to Verndale, A. S. Coleman, $324.
Engleton to Adna, G. E. Garrett, $155.
Adna to Bolstfort, J. Kipsbury, $350.
Chehalis to Alpha, H. Gobel, $725.
Alpha to Sulphur Springs, H. Gobel, $2125.
Salkum to Webster, J. Marten and D. H. Wright, $132.
Bolstford to Wildwood, H. Harris, $104.
Nahcotta to Nasel, T. H. Bell, $786.
Nahcotta to Nemah, C. Grindstone, $350.
Nahcotta to Oysterville, M. E. Andrews, $144.
North Cove to Tokeland, G. S. Houk, $360.
South Bend to Canto, N. L. Claire, $156.
Ilwaco to Chinook, A. Gavan, $290.
Willapa to Brooklyn, R. E. Stratton, $354.
The Dalles, Or., to Goldendale, B. F. Miller, $770.
The Dalles to Hartland, A. Van Sorensen, $798.
Hood River to Bingen, J. H. Dethman, $224.
Stella to Eulonia, C. Clark, $225.
Kerns to Ezra, Henry Powell, $175.
Kerns to Caples, Henry Ballhorn, $297.
Kerns to Yale, A. J. Towner, $312.
Kelso to Catlin, J. T. Robertson, $150.
Catlin to Lexington, J. T. Robertson, $240.
Castle Rock to Toutle, H. B. Price, $700.
Toutle to St. Helen, J. Umfker, $260.
Washougal to Mount Pleasant, J. Kruckman, $135.
Washougal to Vancouver, A. Pearce, $494.
Vancouver to Amboy, H. W. Arnold, $1474.
Vancouver to Kerns, $1494.
Lacenter to View, R. Lowe, $239.
Brush Prairie to Dole, J. B. Richardson, $782.
Orchards to Proebstel, E. Cain, $281.
Stevenson to Cascade Locks, A. Selsat, $278.
Stevenson to Collins, O. Sholin, $460.
Mendota to Warrendale, E. H. Hughey, $240.
Cascades to Bonneville, J. Baughman, $260.
Cape Horn to Bridal Veil, Or., J. W. Stevenson, $234.
White Salmon to Trout Lake, T. Meyers, $384.
White Salmon to Glenwood, T. Myers, $1095.
Goldendale to Cleveland, I. Cosins, $667.
Goldendale to Blockhouse, J. C. Darland, $311.
Goldendale to Lucas, A. Denny, $437.
Scott to Umatilla, G. Holmes, $275.
North Yakima to Cowitche, H. L. Tucker, $295.
North Yakima to Tampico, H. L. Tucker, $785.
North Yakima to Fort Simcoe, H. L. Tucker, $1340.
North Yakima to Nile, W. D. Beck, $247.
North Yakima to Wenas, H. L. Tucker, $495.
Sunnyside to Zillah, I. S. Miller and J. Peterson, $400.
Sunnyside to Mabton, I. S. Miller and J. Peterson, $297.
Mabton to Pickleton, R. M. Graham, $539.
Walla Walla to College Place, J. Turner, $400.
Hatton to Delight, M. W. Bowers, $368.
Grith to Ritzville, W. W. Zent, $215.
Ritzville to Washtucna, A. W. Shaw, $685.
Ritzville to Mesna, W. W. Zent, $350.
Endicott to Dusty, L. Irish, $280.
Rosalia to Pine City, J. F. Carroll, $399.
La Crosse to Hooper, J. A. Weir, $699.
Pullman to Wawawai, M. C. True, $594.
Colfax to Almota, G. Carrol, $353.
Colfax to Penawawa, G. Carrol, $434.
Oakesdale to St. John, J. T. Carroll, $934.
Ferry to railroad station, P. J. Lyons, $180.
Dayton to Pomeroy, J. S. Dennison, $1070.
Pomeroy to Alpowa, J. S. Dennison, $620.
Pomeroy to Peola, M. N. Jeffreys, $395.
Pomeroy to Ilia, J. S. Dennison, $850.
Ping to Gould City, J. S. Dennison, $270.
Anatone to Bly, J. S. Bradley, $360.
Asotin to Antone, W. J. Clemans, $499.
Asotin to Lewiston, Idaho, S. T. Dunlap, $174.
Asotin to Craige, R. A. Wilson, $249.
Asotin to Lake, J. Dunavant, $175.
Hanson Ferry to Anatone, J. H. Carliss, $275.
Anatone to Paradise, Or., F. H. Sturgill, $600.

Alaskan Mail Contract Let.

SEATTLE, Feb. 7.—A four-year contract for the transportation of mails over the Juneau-Unalaska route has been awarded to the Pacific Packing & Navigation Company. In the notice of the award received at the Postoffice today it was stated that the navigation company would receive $39,280 per annum for the service. The route touches at more points than does any of those in and on the coast of Alaska. Leaving Juneau, the various ports to be supplied are as follows: Sitka, Yakutat, Kayak, Nulcheck, Orca, Eliamar, Fort Liscum, Valdes, Resurrection, Seldovia, Homer, Kadiak, Afognak, Uyak, Katmai, Karluk, Chignik, Unga, Belkofsky, Sand Point, Udakta and Unalaska. It is provided that the mail be carried in safe and suitable steamships, leaving Juneau the first of each month, and capable of covering the route in 15 days. The contract goes into effect on July 1, 1902. Its duration is until June 30, 1906.

PRODUCTION OF MINERALS

Value of Several Greater Than Gold and Silver in 1901.

WASHINGTON, Feb. 5.—Because gold and silver are used for measuring as money the values of other national products, people are prone to consider their production as perhaps the most important of the mineral outputs of our country. In a certain sense this is true. But a comparison of some of our mineral industries, as set forth by the United States Geological Survey in the "Mineral Resources of the United States, 1900," shows how small a part, relatively, the two precious metals play in adding to our national wealth.

Round numbers alone being used for convenience sake, it is found that the gold product was worth $79,000,000, and that the commercial value of the silver product was about $36,000,000, though the coining value was $74,000,000. As metals, then, the gold and silver were worth $115,000,000; as money they were worth $153,000,000. Now, the copper produced in 1900 was valued at $98,000,000, though the price decreased a cent and a half a pound as compared with 1899; the lead was valued at over $23,000,000, though the condition of the industry was not good; zinc was produced to the value of over $10,000,000, though it declined 28 per cent in value as compared with 1899. The copper, lead and zinc products were worth more as metals by $16,000,000, than our gold and silver, as metals, in 1900. Again, the combined values of the production of abrasive materials, such as grindstones, garnets and so on; of chemical materials, such as gypsum, phosphate rock, and others; of pigments, such as metallic paint, white lead, and so on, and of the miscellaneous metallic products, the whole aggregate amounting to about $25,000,000, show that they were worth less, as metals or metallic products, than the gold by about $27,000,000, and more than silver as a metal, by $16,000,000.

Further, the comparison of gold and silver with the structural materials produced—that is, with $48,000,000 of building stone, $96,000,000 worth of clay products, and $13,000,000 of cements, $157,000,000 in all—shows that the structural materials exceeded the gold and silver value by $42,000,000, if the commercial value of silver is taken, and by $4,000,000, even if silver is taken at its coining value of $74,000,000.

Applied now to the great metallic basis of our civilization, iron and its products, the comparison becomes still more striking. Iron ore was produced to within less than $8,000,000 of the value of the gold; and pig-iron was produced to a value of nearly $107,000,000 in excess of the coining value of both gold and silver combined. But the comparison of the gold and silver output with the output of the mineral fuels, coal, petroleum and natural gas, is the most striking of all; for the combined gold and silver value is exceeded by the huge sum of $253,000,000, or $406,000,000, as against $153,000,000.

These comparisons are the more interesting in view of the statements of the Director of the Mint that "two-thirds of the output of silver in the United States is obtained as a by-product from mines which would be operated no matter what the price of silver might be," and that in the Cripple Creek district the "reserves (of gold) in sight are enormous."

Another popular prepossession that receives scant courtesy at the hands of the report is in regard to tin. Besides a terse statement under the tabulated summary, "Tin—Quantity—None," tin is only mentioned twice in the volume; once under the iron and steel statistics, when the production of tin plates and terne plates to the amount of 302,665 long tons is noted; and again a brief description is given of the "Occurrence of Stream Tin in the York Region, Alaska," the York region lying west of Cape Nome. We produced no tin in this country in 1900.

Brought Home for Burial.

NEW YORK, Feb. 7.—The body of Mrs. H. H. Honore, mother of Mrs. Potter Palmer, who died in Florence, Italy, arrived here today. Mrs. Palmer was at the dock when the steamer arrived.

TWO PLAYERS ARE SIGNED

PORTLAND BASEBALL TEAM SECURES OLD FAVORITES.

Anderson for Second Base and Muller for Left Field—Both on Last Year's Nine.

The many friends of Max Muller and Andy Anderson, two of Portland's crack baseball men of last season, will be pleased to learn that these two players have been signed for the coming season by Manager Sammy Vigneux, and that they are anxious to get back into the game once more and assist in winning new laurels for Portland.

Muller has been spending the Winter in California, and Manager Vigneux forwarded a contract to him several days ago. Yesterday the signed contract was returned to Mr. Vigneux, and the ever-popular Max is again a full-fledged member of the team. Muller plays a remarkably clever game, being a hard hitter and a first-class fielder. He is 23 years old.

Last night Vigneux signed Andy Anderson, the hard-hitting second baseman. Anderson is one of the best all-around ball players on the Pacific Coast, and Portland sports are glad to learn that he will play here again this year. His batting average for last season was very high, and he fielded his position as well as any man in the league. Anderson has been spending the Winter in Portland, and is in good condition to commence training.

Mr. Vigneux is in communication with Salisbury, Engle, Weed and Deisel, all of last season's nine, and it is quite likely that they will play with Portland again.

M. A. A. C. BILLIARD TOURNAMENT.

Guy Holman Wins Fourth Class Series.

In the M. A. A. C. billiard tournament last evening Guy Holman won the championship of the fourth class. The following scores were made:

	Score.	Average.
First class—		
O. F. Godfrey	80	1.03
B. H. Trumbull	69	1.14
W. H. Wyman	80	2.66
B. H. Trumbull	48	1.65
H. P. Goering	100	3.12
B. H. Trumbull	75	2.41
Fourth class—		
R. R. Warriner	50	1.56
Guy Holman	54	1.54
Guy Holman	50	1.35
E. W. Blackstone	38	1.02
Guy Holman	50	1.72
C. A. Cawston	30	1.07
Fifth class—		
Herbert Robinson	50	1.19
J. C. Muehe	31	.74

Schedule for tonight: First class, Goering vs. Godfrey; second class, Sidney vs. Brose; third class, Brigham vs. Mallory; sixth class, Gay, Farnsworth and H. P. Holmes are to play out a tie.

TRACEY IS HOPEFUL.

Will Meet "Rube" Ferns With Rosy Confidence.

Tom Tracey, who is to meet "Rube" Ferns in a 20-round go at the Exposition building on February 26, begins work today with his trainer, Martin Denny, and promises to be in the pink of condition when the time for the contest arrives. Both men will weigh in at 142 pounds, and Tracey says he could even go as low as 140 pounds and still feel strong, but as the match is arranged for 142 pounds, he don't think it is necessary for him to go below that mark.

Ferns is recognized as the best man at his weight in the world, and Tracey says that he is fully aware that he has a hard game ahead of him, but with careful training and practice he hopes to be able to enter the ring in winning form and come out the victor.

The public is assured that the contest will be on its merits, and that Tracey will put up as clever a fight as he did with Neill. It is also the intention to match Denny with the winner of the Hawkins-Queenan fight, which comes off in Seattle February 20. Denny has already fought a 20-round draw with Hawkins at Rossland. Tracey says he will bet $500 on Denny's chances with Queenan.

Willamette Defeats Corvallis.

SALEM, Or., Feb. 7.—Willamette University boys defeated Corvallis Agricultural College at basket-ball tonight by a score of 65 to 11. The game was Salem's from the start, but the farmers fought hard to keep the difference as low as possible. Willamette has now defeated McMinnville, Silverton and Corvallis, and has been defeated by Monmouth. With the latter school Willamette will play a return game soon. This is the Agricultural College's first game, and the team will play Monmouth tomorrow. The officers tonight were: Mark McAllister and Bert Geer, of Corvallis, umpires; Ennis Savage, of Salem, referee.

Races at Oakland.

SAN FRANCISCO, Feb. 7.—The worst starting of the season was witnessed at Oakland today. In the opening event Mr. Holtman left Annie Max and Lunga, and in the third Arigato failed to get away. Vassalo was practically left. Meehanus, the favorite, was badly off in the fourth, and in the closing number Flamero, the first choice, was left standing.

Vassalo was beaten by The Gaffer, a 60-to-1 shot, who suddenly regained his speed. Tyrannus fell after finishing third in the second race, and O'Connor injured his thumb. He was unable to ride during the remainder of the afternoon. Results:

Five and a half furlongs, selling—Jungfrau won, Tibs second, Knockings third; time, 1:12⅘.

Five furlongs, selling—Prestano won, Senator Bruce second, Tyrannus third; time, 1:03⅘.

Six and a half furlongs selling—Ben Ledi won, Monda second, Clarando third; time, 1:24⅘.

One mile and 50 yards, selling—The Gaffer won, Vassalo second, Harry Thatcher third; time, 1:49⅘.

Six furlongs, selling—Phyllis won, Maraschino second, Esternell third; time, 1:16⅘.

Gusto second, Educate third; time, 1:16⅘.

Six furlongs, selling—Meehanus won, [illegible]

Races at New Orleans.

NEW ORLEANS, Feb. 7.—Results:

Six furlongs—Prowl won, Frank Jones second, Insolence third; time, 1:17⅘.

Six and one-half furlongs, selling—Barbara Fritchie won, Lofter second, Pharoah third; time, 1:24.

Steeplechase handicap, short course—W. H. Dixon won, Cantadas second, Harve B. third; time, 3:14⅘.

Six furlongs—Marie Bell won, Parnassus second, Orela third; time, 1:18⅘.

One and a sixteenth miles—Piedrich won, Silver Coin second, Beana third; time, 1:52⅘.

One mile, selling—Bean won, Rose of May second, Charles C. third; time, 1:46.

McMinnville Beats Newberg.

M'MINNVILLE, Feb. 7.—McMinnville College basket-ball team tonight defeated the team from Pacific College by a score of 16 to 13.

Yale Accepts Berkeley's Challenge.

NEW HAVEN, Conn., Feb. 7.—Yale has accepted the challenge of the University of California for a dual track meet, to be held in this city about May 17.

More Oil in Colorado.

GLENWOOD SPRINGS, Colo., Feb. 7.—Oil has been struck in a well at Parachute at a depth of 650 feet. It is of the same excellent grade as that recently discovered in a well at Debeque. The second discovery has added to the excitement, which was already at a high pitch.

Milwaukie Incorporated.

OREGON CITY, Feb. 7.—The Board of County Commissioners today granted the petition of about 40 residents of Milwaukie precinct to incorporate the town of Milwaukie. William Shindler was appointed by the commissioners to enumerate the inhabitants.

The Board of Fire Commissioners of Oregon City will meet at 2:30 P. M. next Monday for the purpose of making arrangements for the annual fire election, which will be held Monday, March 3, at which time a chief engineer, assistant pointed by the commissioners to enumer- elected.

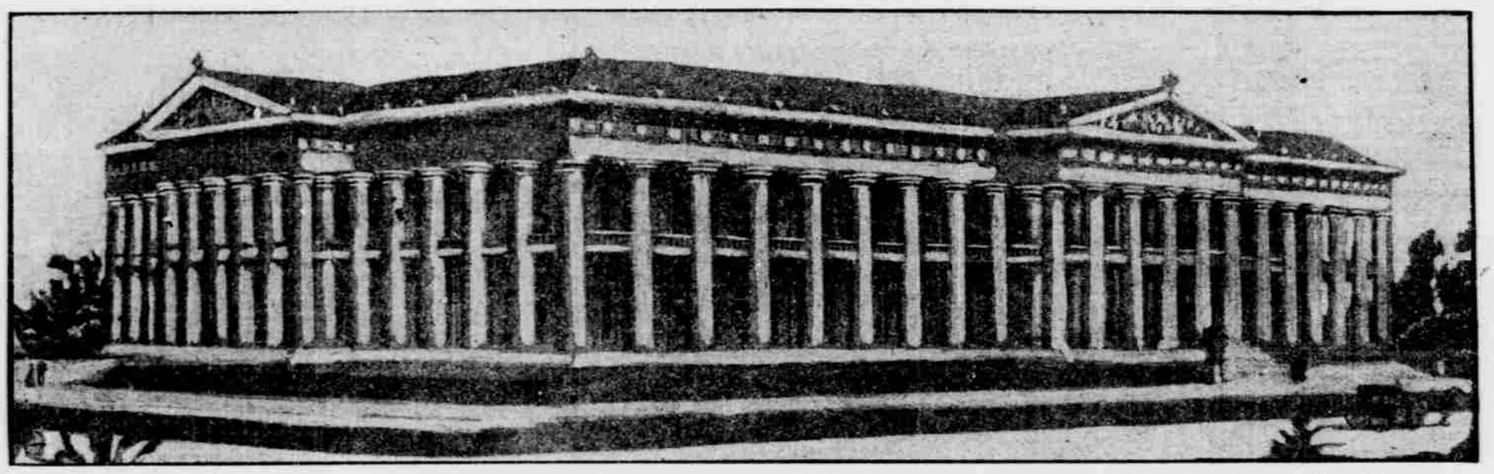
Will Not Grant Street-Car Franchise.

ASHLAND, Or., Feb. 7.—The City Council of Ashland has rejected the application which was made to it a month ago by Messrs. Hawley and Woods, for a street-car franchise in this city. A franchise for 50 years was petitioned for, but the charter forbids the granting by the Council of any franchise for a longer period than 10 years. There seemed to be some question anyway as to whether the franchise was not wanted for merely speculative purposes.

Postoffice to Be Discontinued.

WASHINGTON, Feb. 7.—The postoffice at Polk, Polk County, Or., will be discontinued February 15, mail matter thereafter going to Dallas.

TEMPLE OF FRATERNITY TO BE ERECTED AT ST. LOUIS FAIR



The above picture represents the Temple of Fraternity, which will be erected at the St. Louis fair by different fraternal and secret orders of the United States. It will be a magnificent structure, and it is estimated will cost $200,000. All the leading societies in the country are contributing towards the building, among which are such well-known orders as the Masons, Odd Fellows, Knights of Pythias, Ancient Order of United Workmen, Woodmen of the World, Moodern Woodmen and scores of other organizations.

The building will be 300 feet long by 200 feet wide, and will contain 80 rooms, all of which will be outside rooms. Each fraternal order will have headquarters there, where visitors will be made welcome. Many conveniences will be provided, such as a free dispensary for the sick, both men and women, under a medical commission; a branch postoffice, telephone service, check rooms, writing, reading, smoking and lounging rooms, ladies' parlors, and, in fact, every convenience which will insure the comfort and enjoyment of members of the fraternal societies visiting the world's fair.

POPULAR BASEBALL PLAYERS SIGNED BY MANAGER VIGNEUX

Andy Anderson, Second Baseman.

Max Muller, Left Fielder.

TEN BIG WHEAT CARGOES

REINBEK FINISHED WITH 155,000 BUSHELS OF WHEAT.

February Grain Fleet Has Made a Good Start—Fire on Indravelli Is Under Control—Insurance Jobs.

The big German bark Reinbek finished loading yesterday, and will be cleared today by the Northwest Warehouse Company, with 155,917 bushels of wheat. With the exception of the cargo taken out by the German bark Henriette, which was loaded by the same firm, the Reinbek's cargo is the largest to leave this port this season on a sailing vessel. It is also the 10th cargo in excess of 150,000 bushels to clear from Portland during the present season. There were more large steamers here this season than last, but the sailing ships have not averaged up quite so large. In addition to the Henriette and the Reinbek, there were two other sailers that lacked but a few bushels of being eligible to the 150,000-bushel class. These were the Nal, which carried 149,931 bushels, and the Dumfriesshire, which carried 149,541 bushels. The big 10 and the amount carried by each, was as follows:

Name—	Bushels.
Langbank	221,932
Glenturret	218,195
Pembrokeshire	216,548
Pak Ling	198,863
Palatinia	188,228
Argyll	179,783
Henriette	170,742
Aristea	168,553
Reinbek	155,914
Tiger	151,422
Total	1,870,185

The February fleet has received a pretty good start with four vessels already finished and a big cargo of flour also cleared. The Lita, Loch Garve, Cambrian Warrior and Reinbek carry a total of 43,265 bushels of wheat, and the Indravelli carried 45,572 barrels of flour. If this average can be maintained for the remainder of the month, the total shipments will not fall far short of those for January. Bad weather, however, is keeping some of the chartered fleet off the mouth of the river, and unless they arrive within a day or two they will not reach port in time for February loading.

FIRE UNDER CONTROL.

Indravelli's Hatches Will Be Removed Early This Morning.

The fire on the steamship Indravelli was practically extinguished yesterday, and it is expected that the hatches can be removed this morning without danger of an outbreak. The chemical engines were kept at work all night Thursday, and all day yesterday, and at 5 o'clock last evening the deck had cooled off everywhere except in a small space where it was the warmest on the previous evening. It is thought that the fire still remaining is confined to a very small space, and that the soaking given it tonight will leave but few traces remaining. The hatches will be removed this morning, and as rapidly as possible the cargo will be taken out and placed on barges, which are now alongside the ship. No attempt was made to investigate farther yesterday, as the admission of air to the hold would have interfered with the working of the chemicals and prolonged the work of extinguishing the blaze.

While the damage in any event will be quite heavy, the cargo stowed in No. 2 hold is much less expensive than that in other parts of the ship. The steamer carries the largest shipment of sheeting that has ever left this port, and so far as known it is the largest that has ever been cleared from any North Pacific port. It consists of 2,900,000 yards, and is consigned to Shanghai.

SUBSIDY RENEWED.

Five-Year Contract Entered Into by Imperial Government With C. P. R.

The liners of the Canadian Pacific Railway running between Victoria and the Orient have always been regarded as auxiliary cruisers for use by the navy in the event of war, and now an arrangement has also been entered into between the railway company and the Imperial Goverment whereby troops, mails and stores are to be carried between Hong Kong and across Canada to Halifax. A contract has been signed between the railway company and the Imperial Government for a term of five years, and the railway company is to receive a bonus of £60,000, of which the Dominion of Canada will pay £15,000. The contract calls for the building of all new vessels of the line under naval supervision, and the Empresses and other vessels of the line are all to be liable for war service if the need arises. Gun platforms are to be provided and other arrangements made that the vessels may easily be converted into armed cruisers.

It is understood that arrangements are to be made whereby in the near future wireless telegraphic instruments are to be placed on the Empress liners.

VICTIMS OF STORMS.

Pinmore Repaired and Baroda Preparing for Release—Disasters.

The British bark Pinmore, which had such an exciting experience off the Washington coast, has at last reached Tacoma, and is loading wheat for the United Kingdom. The British bark Baroda, which was stranded on the beach nine miles south of Coos Bay, has just been reballasted, to prevent her shifting her position, and as soon as the weather is favorable it is expected that she will be hauled off, comparatively uninjured. The Pinmore and the Baroda will prove the most costly of any of the disasters which the underwriters have suffered in this vicinity recently, outside of the total losses, but there are a number of other very costly accidents. The Asie, in this port, is a bad one, and will probably run well up toward $25,000. The Pembrokeshire's repairs will cost about $15,000, and there are a number of minor disasters in addition to the Indravelli's conflagration.

The British ship Loch Garve, now in this port, is reported to have damaged her rudder, and it may cost the underwriters several thousand dollars before the repairs are finally completed. Nothing has been said about a new deck for her, as new decks are not so fashionable since the Deecan indulged in one several months ago, but there is talk of a new deck for the Asie.

TO RAISE THE HENRIETTE.

Her New Owner Will Begin the Work in a Few Days.

ASTORIA, Feb. 7.—The work of raising the sunken French bark Henriette will be commenced in a few days by D. Kern, who purchased the vessel and cargo yesterday. His plan will be to place carriers and matting over the holes in her bottom, and then pump her out during a low tide. When once her decks are raised above the water there is expected to be little trouble in keeping her clear. Her cargo will then be removed, after which she will be taken to some suitable place and beached and the extent of the injuries to her bottom determined.

Interest in Jessie Sold.

A bill of sale was filed at the Custom House today whereby Charles F. White sells to W. W. Whipple and Alex Grant a one-fourth interest in the gasoline schooner Jessie for $1828 75. The Jessie is now engaged in fishing in Alaskan waters.

STRUCK IT RICH ON REYER.

Man Who Bought Stranded Bark Will Clean Up $15,000.

ABERDEEN, Wash., Feb. 7.—William Kehoe, who has been assisting in the work of stripping the wrecked bark Ernest Reyer, says the purchasers of the wreck have made one of the luckiest strikes imaginable. Among other finds, Mr. Kehoe says that complete new sails have been found, the value of which will exceed $4800. It is probable that the profit on the wreck will be $15,000, as it is said that the whole of the hull may be saved next Summer by operating with a steam barge. The wreck lies very favorably at the mouth of the Quinault River. Mr. Kehoe says the ship contained everything a crew could possibly want on a voyage, and that she is one of the most beautifully finished ships he has ever seen. Alderman Sherwood, of this city, paid $1200 for the wreck.

HEAVY WIND AT SAN FRANCISCO.

Big Ships Detained Inside, and Other Craft Kept Outside.

SAN FRANCISCO, Feb. 7.—A heavy southeaster was blowing today outside the heads and for the first time in many days both banks of the bar were breaking fiercely. So heavy was the weather that not only were big ships detained inside, and other craft kept outside, but the staunch little pilot boat Gracie S. was compelled to run in for shelter. The coasting vessels Maid of Orleans, Palmerston, King Alfred and Invercoe were unable to put to sea, and even the Gypsit, which is supposed to be storm-proof, was compelled to turn back and anchor beside the China and the Leelanaw. The steamships Geo. W. Elder, Curacoa and Northfork fought their way across, but only after a hard battle.

ANXIETY FOR THE EGRERIA.

Ship Went in Search of the Missing Sloop-of-War Condor.

VANCOUVER, B. C., Feb. 7.—There is some anxiety here over the safety of H. M. survey-ship Egreria, which sailed nearly a fortnight ago in search of the missing sloop-of-war Condor. Yesterday the steamer Queen City, off the west coast of Vancouver Island, found wreckage which appeared to have come from a warship, more probably from the Egreria than the Condor. The wreckage consisted principally of a studding sail-boom, which is used very little on the Coast. The Egreria, while in drydock, received rush orders to go out after the Condor, and was to cruise along the west coast of Vancouver Island. Her continued absence may be explained by her having proceeded a long distance to sea.

Maria Being Towed to Port.

VICTORIA, B. C., Feb. 7.—The steamer Mineola, which arrived from Port Los Angeles this morning, reports that the Austrian steamer Maria, en route from San Diego to Nanaimo, broke her shaft when off Cape Blanco, and is being towed back to San Francisco by a steam schooner, which, as the Maria is a fine, large steamer, will no doubt secure much salvage.

Denies the Morgan Change.

NEW ORLEANS, Feb. 7.—President A. C. Hutchinson, of Morgan's Louisiana & Texas Railway & Steamship Company, denies the published assertion that the Morgan Line steamship headquarters will be removed from New Orleans to Galveston.

Stranded Ship for Museum.

NEW YORK, Feb. 7.—The British ship Scindia, which went ashore at Ocean City, N. J., some weeks ago, and which it had been found impossible to float, will become a museum. It will be a fixture on the beach, to which it will be connected with a pier.

The Schepp Afloat.

NEW YORK, Feb. 7.—The ship L. Schepp, from Hong Kong, which went ashore on February 3 off Point Lookout, was floated early today, and started for this port in tow.

Domestic and Foreign Ports.

ASTORIA, Feb. 7.—Sailed at 11 A. M.—Steamers Charles Nelson and Columbia, for San Francisco. Arrived down at 11 A. M.—German ship Lita. Condition of the bar at 4 P. M., rough; wind southeast; weather foggy.

San Francisco, Feb. 7.—Sailed at 11:45 A. M.—Steamer Geo. W. Elder, for Portland.

Seattle, Feb. 7.—Sailed—Steamship Bertha, for Valdez; schooner Kellogg, for San Francisco. Arrived—Steamer John S. Kimball, from San Francisco; steamship Rainier, from San Francisco.

New York, Feb. 7.—Arrived—Fuerst Bismarck, from Alexandria and Naples; Patricia, from Hamburg.

Queenstown, Feb. 7.—Arrived—Ryuland, from Philadelphia, for Liverpool.

Hamburg, Feb. 7.—Arrived—Pennsylvania, from New York.

Tacoma, Feb. 7.—Arrived—British ship West Lothian, from Valparaiso; American schooner B. P. Cheney, from San Francisco. Sailed—American bark Gatherer, for San Francisco. Arrived—Ship Glenafton, from Callao; schooner W. F. Witzeman, from Hilo. Sailed—Ship Eclipse, for San Francisco; bark Puritan, for Queenstown.

San Francisco, Feb. 7.—Sailed—Steamer Geo. W. Elder, for Astoria; steamer Coronado, for Gray's Harbor; steamer Arcata, for Coos Bay.

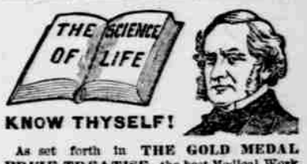
New York, Feb. 7.—Sailed—Kensington, for Antwerp.

Genoa, Feb. 7.—Arrived—Auguste Victoria, from New York.

Liverpool, Feb. 7.—Sailed—Georgic, for New York.

Moji, Feb. 5.—Sailed—Ocpack, from Seattle, for Manila and London.

Man's Mission on Earth



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