

THE RICH BIG BEND

Increased Wheat Acreage in Lincoln and Douglas.

YIELD PER ACRE DECREASED

Effective Colonization Work Responsible for Heavy Output of Wheat From Puget Sound Territory.

A material increase in the acreage of wheat in the Big Bend will probably enable that section of Washington to turn out about the same amount of wheat as was secured last year, although the yield per acre is much smaller than that of 1901. The Big Bend is exclusively Puget Sound territory, and the gain in wheat shipments from Tacoma and Seattle has been due to the very effective colonization work of Big Bend real estate operators.

ODESSA, Wash., Aug. 24.—(Staff correspondence)—A liberal increase in the amount of new acreage in wheat has enabled the Big Bend country to overcome the short yield per acre, and show a crop nearly, if not fully, as large as the record-breaker that was harvested last year. The yield of the eastern portion of Lincoln County is much smaller than that of last year, although the acreage is about the same, but in the western part of the county, and in Eastern Douglas, there has been a very large increase in acreage. Tributary to Almirra, a station on the Central Washington line, between Douglas and Lincoln Counties, there are over 40 quarter sections this year in crop for the first time, and as many more tributary to Hortline, in Douglas County. The first crop on new ground is always small, but it is running from 10 bushels to 15 bushels per acre, and accordingly these two stations will each receive from \$2,000 to \$6,000 bushels of wheat from a source not taken into consideration in previous years.

Not many stations can make so good a showing for new acreage as the two mentioned, but on both the Central Washington and Great Northern there have been substantial gains at nearly all the stations in Western-Lincoln and Eastern Douglas Counties, this new acreage in the aggregate turning out a crop which will, to a large extent, equalize the short yield in less favored localities in the Bend. Some of this shortage in yield was caused by frost last winter, the damage being so great that many of the fields had to be reseeded. A cold, backward spring retarded growth, and the rains in July came too late to insure a good average yield, except on favorably located farms.

Big Bend Farmers.

Wheat-growing in the Big Bend was first undertaken by settlers from the Middle West, and along in the early '90s a couple of dry seasons discouraged them so thoroughly that many of them abandoned their farms. Very favorable weather the next year resulted in a big volunteer crop, and, as prices went up with a rush, some of the farmers came back and harvested as high as 35 bushels per acre from farms which had been previously abandoned. Since then very fair crops have been harvested, but it is only within the past five years that the Big Bend has been turning out the big crops that have enabled the Puget Sound ports to come into such great prominence as wheat exporting points. The more recent settlers in this country, and the men who have made it famous, are foreigners, Russians predominating in the vicinity of Odessa, Wilbur and Almirra, although there are also a large number of Norwegians and Germans. They are a thrifty class of farmers, and are not easily discouraged. In fact, they have been caused to be, as nearly all of them are growing rich in the wheat business. A good proportion of them have from six to 12 sons, and as soon as they are old enough these sons are staked out on claims, and, like the head of the house, begin raising wheat. One of these sons, who was buying for the family, came into Odessa yesterday (Sunday) is not generally observed in the Big Bend on harvest and took out a load of sacks, the last of a lot of 12,000, which he had bought for himself, his father and brothers. In selling, an in buying, the family operate together, and family pools of wheat are numerous during the season.

Odessa is one of the newest wheat towns in the Big Bend, and four years ago the present site of the town was in wheat, and the owner took off a crop that averaged 35 bushels to the acre. This town is down in a low coulee, through which the Great Northern runs, and, as the lands bordering on this coulee were rapidly passing into the hands of settlers, the owner of the site abandoned the wheat business and laid out a town three years ago, and so rapid has been its growth that there are now 500 people here, and the Great Northern last year handled nearly 700,000 bushels of wheat at this station, and will handle as much and perhaps more this season.

The Big Bend is out of Portland territory, and for that reason the principal interest the Oregon people have in the wheat of this section lies in the effect it has on charter rates, which, in turn, affect the price of wheat all over the Northwest.

Where Puget Sound Gains.

Another point of interest lies in the fact that to the Big Bend more than to any other section of Washington belongs the credit of the fine showing which Tacoma and Seattle have recently been making in comparison with Portland. The Big Bend came into prominence as a wheat shipper just at the time when diversified farming practically eliminated the Willamette Valley as a factor in wheat exports from Portland. The Oregon metropolis as yet has gained no new territory to make a stand-off for the loss of the Valley, but the Big Bend doubled and tripled its output so rapidly that it has enormously swelled the grain receipts at Tacoma and Seattle, and incidentally the heads of some of the dwellers in those towns. Portland cannot reach this territory, and the stuff and grain printed by some of the Puget Sound papers to the effect that the gain made from this Big Bend business is at the expense of Portland is ridiculous. While it would be a round-about route, under existing circumstances, to ship Big Bend wheat to sea by way of Portland, Portland capital is largely employed in

LIME BRANCH CHARTERED

MAMMOTH TUNNEL STEAMSHIP NOW LISTED FOR PORTLAND.

Has a Carrying Capacity of Over 8000 Tons Dead Weight—Coke—mouth Coming With Cargo.

The British steamship Lime Branch, the largest vessel ever chartered for Portland loading, is now on her way to this port under charter to load grain for the United Kingdom. The Lime Branch is the largest steamship of the "turret" type yet constructed, and is owned by the same firm that operates the Oak, Orange, Almond and numerous other "Branches" which have loaded at this port. She is a new ship, having left the yard at Glasgow, Scotland, in 1918, and is in command of Captain Maling, who made several trips to this port with other vessels of the line. This latest addition to the British line is 286 feet long, 24 feet beam, and has a carrying capacity of over 8000 tons dead weight. Owing to her immense size and economy of operation, the Lime Branch is enabled to carry freight at a profit at a rate where others would show a loss. She is chartered for the very low rate of 25 3/4 for two ports, or 35 3/4 if sent to but one. With monster freighters of this type cutting in on what was formerly the exclusive territory of the sailers, the outlook for higher freights is anything but bright. Another big tramp steamer reported fixed for grain loading at Portland with the option of San Francisco is the German steamship Hansa, now out on her maiden trip. She is coming up from New Zealand, and has been succeeded by the British steamship, the Lime Branch, which comes from Australia. There are rumors of other steamers being chartered for grain loading besides those previously reported, and from present indications the port of Portland will be fully as large as that of last year.

TOO MUCH GROC. Lively Scrimmage on Drexel's Yacht at Halifax.

NEW YORK, Aug. 26.—Several sailors who are said to have been indulging too freely in stimulants, have caused a fight on the Drexel's yacht, the Drexel, at Halifax, N. S., where the vessel is loading for Philadelphia, which amounted to almost mutiny, says a Halifax dispatch to the Herald. Several members of the crew became intoxicated and began smashing things on board. The captain called in a policeman, but he was powerless. Reinforcements were called, and when they arrived the sailor who was the principal cause of the trouble, was released from a hatchway. The policeman closed with him, and after putting him on his back brought him to the deck. Then they started to handcuff another sailor. Meanwhile the Drexel's yacht was being towed away from the pier. The two prisoners finally were taken to the station, but during the scrimmage the policeman, and other officers, were hurt, and many cuts. The prisoners were paid off by the captain, and they will be arraigned in court.

COCKERMOUTH ON BERTH.

Well-Known Old-Timer Again Headed for Portland With Cargo.

The British ship Cockermouth, a well-known old-timer in the port, has been laid on at Antwerp to load for Portland direct in Balfour, Guthrie & Co.'s regular line. The Cockermouth, until about a dozen years ago, was a regular trader to Portland, and on her last trip to this port was one of the contestants in a very remarkable ocean race. She sailed from Liverpool in company with the British ship Lord of the Isles, and was kept in such close company that they were speaking distance of each other for over 50 days on the voyage, and entered the Columbia within 24 hours of each other. They loaded in the same way, and on the outward trip sailed from Antwerp together, keeping in such close company that both arrived on the same day. Captain Steele, now master of the British ship Simla, in San Francisco harbor, was in command of the Lord at the time, and Captain Davis was master of the Cockermouth.

STEAMSHIP ELBA CLEARS.

Has a Cargo of 6000 Tons for South Africa, Valued at \$150,000.

The German steamship Elba cleared at the Custom-House yesterday for South Africa. Her cargo consists of 6000 tons of wheat, flour, lumber and canned products. She was loaded by the Custom-House, and by an unfortunate addition of unnecessary ciphers the Oregonian yesterday printed the size of the cargo in figures which were manifestly excessive, although what they intended to represent was correct. This explanation is due in behalf of T. M. Stevens & Co., charterers of the vessel, to whom is owing the credit for the great cargo.

The cargo of the Elba is as follows: Flour, barrels 35,500 Wheat, tons 500 Canned goods, cases 100,000 Lumber, feet 1,000,000 The steamship draws at present 21 feet 7 inches. She will probably sail for Antwerp today, where she will load, in addition to her present cargo, 180 tons of flour and 600,000 feet of lumber.

LOST IN THE ARCTIC.

Crew of a Fishing Schooner Has a Rough Experience.

SAN FRANCISCO, Aug. 26.—The fishing schooner Stanley, which has returned from Behring Sea, reports that on May 18, Second Mate, Manuel Costa, was lost during a storm in Bristol Bay. His dory, waterlogged and empty, was picked up several days later. On June 8 four dories were hidden from sight by a dense fog. One of them, the dory of Costa, was seen again, and Costa is supposed to have been lost. Another of the missing dories, containing John Quist, was picked up by the Stanley after an absence of four days and three nights. Quist was feeble from hunger and exposure. The other boats contained Hans Larson and Olaf Olsen, of this city, who had shipped for the voyage of Costa, and who were lost. They were lost in the fog for 10 days and nights after being tossed about for four days they made land and lived on raw fish until picked up by the Stanley.

Bark Ceylon Long Overdue.

SAN FRANCISCO, Aug. 26.—The steamship Sonoma brought word that no news of the bark Ceylon had been received at Honolulu for a long time. The Ceylon left Honolulu six weeks ago for Laysan Island for a cargo of guano, and ordinarily would have occupied but five or six days in the round trip. As so much time has elapsed, it is believed that the Ceylon, the fear is expressed that she has been wrecked.

Passed Through a Typhoon.

VICTORIA, B. C., Aug. 26.—The steamship Empress of China arrived tonight from China and Japan. Her officers report having passed through a typhoon on the Chinese Coast, but suffered no damage. She was delayed 15 hours by a thick fog off Cape Flattery.

Puebla Is Quarantined.

VICTORIA, B. C., Aug. 26.—The steamship City of Puebla arrived here tonight from San Francisco. Dr. Watt, superintendent of quarantine, declined to pass her until he had made a further inspection by daylight as there is a suspicious case of sickness on board. She is lying at anchor off quarantine.

Canards Still British.

NEW YORK, Aug. 26.—It is now understood at Liverpool, says a London dispatch to the Herald, that the arrangement

by which the Cunard Line is to receive a handsome augmentation of the government subsidy hitherto paid for carrying the mails, is practically complete, and that it is a condition that the line shall remain all British.

Astoria Marine Notes.

ASTORIA, Or., Aug. 26.—(Special)—The steamer North King, which arrived in this morning from Alaska, spoke the British steamer Glenora, en route for Siberia, on August 19, in latitude 52-40 north and longitude 153-40 west. She is reported to be reported "all well."

Steamship Master Missing.

NEW YORK, Aug. 26.—Captain C. W. Phillips, commanding the Panama Railroad Company's steamship Advance, disappeared at sea on August 21, during the voyage of that vessel from Colon to this port. He was 62 years old and resided in Brooklyn. It was thought on board that while leaning over the rail he was attacked with vertigo and fell into the sea.

Latest Arctic Expedition.

NEW YORK, Aug. 26.—William Zeigler, of this city, has confirmed the report that the relief ship Frithof, which is believed to be at Franz Josefland, carried an expedition party whose work will be distinct from anything that Baldwin may do. The Frithof party, Mr. Zeigler said, is under the command of a thoroughly competent man, whose identity he is not at present ready to reveal.

Captain McCoy Resigns.

ASTORIA, Aug. 26.—(Special)—Captain Ed McCoy has resigned as master of the bark Walula, and has been succeeded by Captain John Reed, the well-known towboat captain of Gray's Harbor and Shoalwater Bay.

Domestic and Foreign Ports.

ASTORIA, Aug. 26.—Arrived down at 3 A. M. and sailed at 5 A. M.—Steamer Columbia, for San Francisco. Arrived at 8 A. M.—Steamer Albatross, from Seattle. Arrived down at 6 P. M.—British ship Eskimos, from London. Arrived at 8 P. M.—Steamer West, from Seattle.

San Francisco, Aug. 26.—Arrived August 24—British ship Hutton Hall, from Portland.

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RANGE WAR IS AGAIN ON

CATTLEMAN WOUND A SHEEP-HERDER IN MORROW COUNTY.

Another Man Lured From His Flock by a Bogus Letter-Sheep to the Scene.

HEPPNER, Or., Aug. 26.—(Special)—The war between the Morrow County stockmen and sheepmen has broken out anew, and this time a sheepherder has been shot, and the matter has created great excitement in this section, and Sheriff Shutt has gone to the scene to investigate. M. C. Elliott, a sheepherder from Tom Matlock, was shot and slightly wounded in the side by two unknown men, supposed to be cattlemen from the John Day country. They first shot seven sheep, and when Elliott came up with his Winchester they shot him. Elliott raised up after falling from his wound and fired five shots at his assailants, but did not hit them.

When Elliott first went to the mountains with the sheep this spring, two men came to him and tried to scare him out of the locality. They told him he had better go, as they would have 400 head of cattle there soon to run that range. The land in the locality is all deeded, and owned by Tom Matlock.

When Elliott was brought to this place another herder was sent out at once. He tried to come in with the sheep, but the cattlemen have been at his camp almost all the time since he went out, and that Sunday morning one of them brought him a letter from his brother telling him to come out late that night, they will kill or scatter the sheep and get out. Mr. Matlock, accompanied by Sheriff Carl Shutt, left for the scene yesterday. It is said they know who did the shooting.

KLONDIKE IS ON THE WANE.

So Says Man Who Has Made Official Investigation.

WASHINGTON, Aug. 26.—The Golden Star of the Klondike is on the wane, according to the official report of George H. Hees, who recently was sent to Dawson by the Canadian Manufacturers' Association to make a thorough examination into the business prospects of the Yukon Territory. The State Department today made public a communication from United States Consul Brush, at Niagara Falls, dated August 15, giving some of the principal features of Mr. Hees' report.

Mr. Hees points to the fact that the total yield of the Klondike last year was \$4,000,000, while the production of the coming year will not, according to Government estimate, exceed \$1,000,000, a falling off of nearly one-half. Moreover, no new discoveries have been made for over a year, although since 1897 thousands of prospectors have been exploring every creek and mountain in the country. At Dawson, Mr. Hees reports, there are 19 applicants for every job, yet he believes that the best of men continues to arrive.

Alaska Telegraph Line Opened.