LOW RATETO SYDNEY

Two Portland Ships Taken at Fifteen Shillings

TO CARRY WHEAT TO AUSTRALIA

Allerton and Matterhorn Will Carry Away Over 200,000 Bushels-Christel Chartered for Europe.

Strictly under the head of new-bust ness for Portland yesterday was the charter of two ships, the Allerton and the Matterhorn, both of which were taken to load wheat for Sydney. Not only was this the first direct wheat business ever worked between Portland and Aus-tralla, but the rate paid the two vessels was the lowest ever paid a grain ship out of the harbor of Portland. The Matterhorn was chartered by Kerr, Gifford & Co., and the Alierton by Bal-four, Guthrie & Co., at 15 shillings. The two ships will carry away over 200,000 bushels of wheat, and this, added to the large amount of wheat that is continually going out for South Africa, will have appreciable effect in reducing the sup piles available for shipment to the United Kingdom. While this is the first direct wheat business from Portland to the Antipodes, a considerable quantity of wheat has been shipped to San Francisco by coastwise steamers, for re shipment on the Australian steamers. and the Northwest Warehouse Co. of this city has already dispatched one cargo from Puget Sound for Australia. San Francisco exporters have had a fine mar-ket for their wheat in Australia, and over n dozen cargoes have already been en gaged for shipment this scason.

The Australian business was not the only new thing in shipping circles yes-terday, for the German ship Christel was chartered by the Northwestern Warehouse Co., to load wheat at Port-land for the United Kingdom, at 17s 6d. with a single exception the lowest rate ever paid for a ship for the United Kingdom from Portland. This exception which prevented the Christel from being a record-breaker, was the British bark Heathfield, which was dispatched by Sibson & Kerr in January, 1897, at a 17s 6d rate. The charter of these three grain ships leaves the situation a little stronger locally, as there are but three idle ships still in the river. Of these, the Euphrosyne has been here since August 19 and the Riverside and Fulwood about a fortnight. Rates also struck a new record for low figures in San Francisco yester-day, when the French bark Eugenie Fautril was chartered to load for Eurepe at 11s 3d. The French bark Lamori-clere was chartered yesterday to load wheat and flour on Puget Sound for South Africa, at 22 shillings, which is considered as equal to about 16s 9d for the

While all this chartering for grain loading was going on yesterday there was also something doing in lumber ships, and the Pacific Export Lumber Co. chartered the largest sailing versel that has con from San Pedro; schooner Wempe Brothever been listed for lumber loading at Portland. This latest addition to the at 5 P. M., rough; wind northeast; weather lumber fleet en route for Portland is the mammoth German bark Alaternixie, now en route from the Orient in ballast for San Francisco for orders. On arrival off from Portland. Satied-Steamer Mineola, for San Francisco for orders. On arrival off San Francisco Heads, she will be or-dered to Portland, and is expected to reach here early next month. She is a vessel of over 2000 tons net register, and, while she will not carry out as large a cargo as has been dispatched on some of the steamers sent out by the Pacific Export Co., she will carry well up toward 2.779,000 feet, which is a pretty good cargo for a sailer. The Alsternixle will load for the Orient.

FINEST IN THE UNITED STATES.

Columbia 1s.

Mr. George W. Catt, of New York, president of the Atlantic, Pacific & Gulf Bridge & Dredging Company, and prob-ably, the leading expert on dredging mat-ters in the United States, was in the city yesterday, and paid a visit to the new Port of Portland dredge, Columbia, After being shown over the boat by Mr. E. T. C. Stevens, the clerk of the board, Mr. Catt essed the opinion that the Columbia is the finest dredge he has ever seen. He believes that Mr. J. B. C. Lockwood, the consulting engineer, who designed and superintended the construction of the dredge, is the best qualified man in the United States for a work of this kind, and says that the port is to be congratu-lated on having secured his services.

The dredge has not been in operation for a few days, on account of the freshet quantity of driftwood down. Advantage was taken of the rest to overhaul some of the machinery. It is probable that the dredge will resume night-and-day service the first of the

STEAMER ROGLE RIVER WRECKED Small Gold Beach Boat Lost in Illinois River.

GOLD BEACH, Or., Nov. 16.-The Rogue River, in lining over a rapid near the mouth of the Illingis River. parted a line throwing the steamer on the opposite bank, and breaking out all the spokes of the wheel. The boat was disabled and put at the mercy of the current. The steamer, in floating down stream, came in contact with an eddy. which veered her broadside with the current and upset her in 20 feet of water. The steamer, which is 25 tons, was valued at \$6900, and carried merchandise and mine machinery valued at \$3000, all of which is practically a total loss. The Rogue River is the property of the Rogue River Packing & Navigation Company, of Gold Beach, and was bound for the mouth of the Illinois River.

Laid on at Antwerp.

Taylor, Young & Co., local agents for W. R. Grace & Co.'s line of sailing vessels, between Portland and European ports, yesterday received advices that the British bark Saxon had been laid on at Antwerp, for Portland loading. The Sax-on will come direct to Portland with a full cargo. She will sail in December

Marine Notes.

Thompson will start down this morning with the John Cooke. The Ocklahama, on arriving down with the John A., will leave up with the

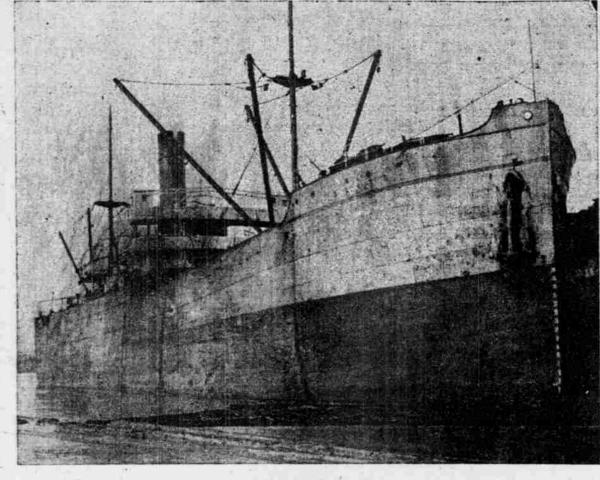
Nantes. The T. J. Potter has been taken to the boneyard, where a new shaft will be put in, in place of the one broken on her trip up Thursday. The Harrest Queen has taken her place on the Astoria run, and the Thompson enters the tow-boat service in place of the Queen.

The Glenesslin shifted from the elevator to the flouring mills, the Holyrood from Mersey dock to Oceanic, the Pass of Brander from the O. R. & N. dock at Albina to the stream, and the G. W. Wolff from the Gas dock to Montgomery No. 2 The last named will load a full cargo of

Astoria Marine Notes.
ASTORIA, Nov. 21.—(Special.)—The British bark Dowan Hill, which arrived in port last evening, reports that on last Sunday on able seaman, Adolf Hansen, died efficonsumption, after having been ill zens greeted the Admiral in the pariors for some time. He was buried at sea of the club and responded to toasts at

work is being done at present in ington,

WILL CARRY LUMBER TO MANILA.



BRITISH STEAMSHIP QUITO.

The Quito began taking aboard lumber at the Inman, Poulsen Company mill yesterday for Manila. She is under charter to James Laidlaw & Co., who have the contract for transporting the lumber that the Pacific Export Lumber Company will furnish for Army barracks in the Philippines. The steamer will load 1,000,000 feet where she is now lying, and complete her

Since the Oulto was here, six months ago, she has been in the coal business between British Columbia and San Francisco. On her trip up from the latter port Captain Stratton reports very severe weather, with high wind and heavy seas. The steamer lay a day off the river before she would venture in, pitching and tossing about in a most unpleasant way for the Hindoo sail-

oading the British bark Adderly, which is awaiting a cargo of lumber at Rainier. The mill there made a contract to load the vessel at a very low figure and since the contract was made the price of logs has advanced so that the lumber cannot be furnished except at a loss. For this reason the vessel is receiving no cargo, and an effort is being made to have the contract cancelled. In the meantime the owners of the vessel are piling up a large

ill for daily demurrage.

The removal of the ballast and the fumi gation of the British ship County of Rox-burgh have been completed at the quaran-tine station, but the vessel must still remain five days in quarantine before sh released and permitted to enter at the

Domestic and Foreign Ports.

ASTORIA, Nov. 21.—Sailed at 3 P. M:-Steamer Redondo, for San Francisco. Sailed at 4 P. M.-Steamer Geo. W. Elder, for San Francisco. Arrived at 4 P. M.—Schooner Lu-zon, from San Pedro; schooner Wempe Broth-ers, from San Francisco. Condition of the bar

Ladysmith; bark Prussia, for Port Blakeley; schooner Honipu, for Port Blakeley. Glasgow, Nov. 21.—Arrived—Ethicpia, from

Queenstown, Nov. 21 .- Arrived-Rhynland, from Philadelphia.

Moville, Nov. 21.—Sailed—Furnessia, from Glasgow for New York.

Glasgow, Nov. 20.-Arrived-Norwegian, from

Rotterdam for New York. Hoquiam, Wash., Nov. 20.—Arrived—Ssteam-er Chehalis, from San Francisco for Aber-leen; schooner Ariel, from Shanghai for Aberleen. Satled- Schooners Wawona and Sophie Christensen, from Aberdeen for San Pedro; schooner Halcyon, from Aberdeen for San

Yokohama, Nov. 21.-Arrived-Tremont, from San Francisco. Tacoma and Scattle, for Ma-nila Sailed 20th-Duke of Fife from Hong Kong for Tacema.

TURNS GVER SOUNDINGS. The Nero's Work Goes to Help Ocean Cable.

WASHINGTON, Nov. 21. - Secretary Moody today decided that the Nero soundings be turned over to the Pacific Cable Company. This action resulted from a conference today between Secretary Moody and Rear-Admiral Bradford, Chief of the Bureau of Equipment, in regard to the proposition of the Commercial Cable Company to construct a cable from San | that Pre was to help Lakon, came at once Francisco to Honolulu. The Secretary to this city, two days' journey away, has authorized the Admiral to turn over | About 5 A. M., of July 25, the Shans the soundings made by the Navy Depart-ment to the Pacific Cable Company as oon as the necessary papers have been drawn up. These soundings represent more than a year's work and an expenditure of about \$100,000. As a result of the Secretary's determination to relinquish the cessions to the Government in cable rates and in military use of the cable, it is expected that a cable will be in operation between San Francisco and Honolulu within six months, and work then will be pushed on the line between Honolulu and

It is due to the work of the Nero that Guen is to be a landing station of the Pacific cable. The Cable Company was disposed to believe that there was an abyas in the vicinity of the island which would prevent the laying of a cable by that route. Admiral Bradford showed the company's representatives enough of the coundings to convince them that the survey of the Nero had made a detour of this abyes and it was agreed to lay the

LINCOLN; Neb., Nov. 21.—Mrs. Albert Sechrest, of Kansas City, principal witness for the state in the case of Dr Louis Zorn, a dentist, charged with kill-ing her husband, was found here today at the home of her parents, and admitted she had been in hiding there for the past five days. Mrs. Sechrest wished to avoid testifying at the trial, and last Monday threw a note pinned to a hat in the river at Leavenworth, stating that she had drowned herself and baby. "I meant to kill myself and baby," she sid today, "but the water was too

Board of Trade Debt Good. GALESBURG, Ill., Nov. 21,-The George H. Phillips Company, of Chicago, was

given a judgment for \$20,700 against J. A. Knox County, in the Circuit

The suit was to recover that amount involved in speculation on the Chicago Board of Trade, last Fall. The defendant admitted the debt, but pleaded its illegality ground that it was a gambling transaction.

Schley in Chicago.

CHICAGO, Nov. 21.—Admiral Schley was the guest of E. A. Munger and W. D. Washburn at a breakfast at the Hamilton Club today. Plates were laid for 100 guests, and a number of prominent citizens greeted the Admiral in the pariors of the club and responded to toosts at the breakfast. He left at noon for Wash-

STRENUOUS DAYS IN SIAM

MISSIONARY ACCOUNT OF THE TROUBLES IN INDO-CHINA.

Particulars of the Uprisings in the North, Which Resulted in the Most Flendish Massacres.

provinces of Slam in the peninsula of Indo-China, Their chief cities are Chieng Mai, the capital, with a population of 100,000, Lakon of 40,000, Nan of 25,000 and Pre of 10,000. Their inland cities have no railway connection with Bangkok or the outer world, the journey of 500 miles from Bangkok being made upon the Menam River in pative rowboats, and usually occupying five or six weeks. An overland journey from the river is made upon elephants at a speed of about 20 miles a day.

During the Summer telegraphic reports have been published of the capture of Lakon and Pre by bands of Boxers from the north. The following letter has just been received from Pre written September 20 by Rev. J. S. Thomas, M. D., who is in Pre as a missionary of the American Presbyterian Board. He and his wife are the only missionaries in the Province of Pre.

Pre, Laos, via Monhnein, Burmah, Sept, of the serious times in Northern Siam during July and August, 1902, It was a rebellion of the Shans against the Siamese government. The Shans include several tribes of Burmah bordering on the north and northwest of Siam. During recent years several thousand of them have ome down into Siam, and as most of them are merchants and traders, they live in the chief cities of the Province of Chieng Mai Lakon, Pre and Wan, There are many tough characters among them. Most of the highway robbery in the north is due to them. They go about in gangs, and are a terror to all people.

The authorities of Lakon sent 80 gen-

darmes to Bon Baw Kao, one of the Shan villages, to attack such a supposed gang. On July 23 the Shans were ready for them. The police opened fire, which the Shans returned, resulting in the utter rout of the police, who fled to Lakon, two days away. The Shans, having heard made a desperate attack upon the gen-darmes' barracks, before the police were up. Several of the police were frightfully cut to pieces before they could es-cape. The Shans took all the guns and ammunition, then went to the telegraph and telephone offices, where they smashed everything, throwing it away, including all the mail received the evening before, Next they went to the Stamese Commis-sioner's house and took everything awaythe family having fied. They then went to the jall, removed the chains from all prisoners and set them free, dressing hem in the Commissioner's clothes, Finally they proceeded to the large, new teak-wood Courthouse and took possession They threw all papers away, broke open the safes, and set a guard over the money. They now felt that they had full possession, and stopped for breakfast, first going to the distillery, drinking and giving away all the liquor everybody wanted; then smashing the jars-a good job, the only good jeb of the day.

They next went in search of the Goyernor and his family, whom they found scattered among the huts of the poor, They brought them back to their homes

and caused them to swear allegiance to the Shans. There were about 150 in the attacking party. These now called in all the Pre Shans, threatening the lives of all who refused. And on July 26 all the Princes, Shans and Chinese drank the water of allegiance, promising to drive out and kill Siamese. For sev-eral days terror prevailed. Three hun-dred rupees (3 rupees to \$1) a head were offered for Slamese, and men-hunters were everywhere, striking terror in every home. At first men, women and children were crueily murdered. After a few days the massacre was confined to the men, and it did not stop until there were no more Stamesc-all were killed or had scaped. Three men were led, with hands led, just outside the city wall, not 200 yards from our house, and literally cut to pieces. The vultures were devouring them in half an hour afterwards. The Shans would dip their fingers in the blood and touch their sword, and taste the blood of every victim.

The Shans declared that the unrising was general through the north; We were anxiously waiting to hear from Lakon, four days away. At last two Americans came over and reported that things were all right at Lakon; they had heard the news from Pre and were forti-fied. The next day, August 1, it was de-cided that Mrs. Thomas should go by elephant to Lakon, accompanied by Mr. Huffman. They started early in the morning and at noon the same day 200 Shans started to attack Lakon, Mrs. Thomas arrived on August 3 and early on August 4 the Shans attacked the city

repulsed with a known loss of 38 killed.

They were all decapitated and their heads stuck on poles around the Governor's palace. In the afternoon of August 4 the soldiers and police deliberately left Lakon, declaring they would fight no more. They did not leave however. ly left Lakon, declaring they would fight no more. They did not leave, however, till they had brutally shot all the prisoners in the jail by order of the Governor. The Siamese all fied on August 3. On the evening of August 4 the Governor also left and Lakon was left in the hands of the mob, and given over to looting for two days, when the Governor and police returned, The Shans all scattered after their repuise, in ignorance of

tered after their repuise, in ignorance of the case with which they might have en-tered Lakon the next day. On August 5 the British Consul arrived here from Nan. The Shans are all Brit-ish subjects. The Consul, by boldness and courage and tact, succeeded in convincing the Shans that their best course was to flee. They had fortified the mountain pass to the north so that 10 well-armed men could defend it against the coming Stamese army. This they abandoned and all fled.

On August 15 the Siamese army arrived, just three weeks from the day of attack on Pre. Since then everything has been quiet. Today the Chow Phrya Soo-ree-sak (Siamese Commissioner) will arrive with some power to settle affairs. It is difficult to see what there is to settle. The Stamese are in absolute possession and the Shans are fleeing into British territory.

There are eight white men in Pre, and on August 29 it was thought best far all to go to the Bombay-Burmah Company' We also had eight Indian as watchmen, well armed. But the Shans let it be known early that they would not trouble us, nor the Laos people. They told the Governor on July 25 that they did not want the money, but they early forgot it next day and divided the 40,000 rupees among themselves, giving the Governor 1000. We had nearly five didn't know how soon they might want

more money.

Even now the air is full of rumors. The white folks of Lakon have all gone to Chieng Mai, Mrs. Thomas is with them. We hear that the Shans are sending out emissaries all over the north, calling together all the Shans. In case of any harsh means being taken by the Siamese the Shans will make a grand attack. They give a long list of grievances against the government as the cause of the uprising. So far we are safe. Sir cerely yours. J. L. THOMAS. P. S. Just learned that 200 women and 70 elephants are captured in

International Smelting & Refining. SANTA FE. N. M., Nov. II.—The inter-national Smeiting & Refining Company was incorporated by W. Harry Miller and L. Walter Britting, of Philadelphia, and R. Horton Batchelor and M. Fraser Bo-len, of Lordsburg. The capital stock is \$5,000,000. Headquarters are at Lordsburg. Grant County, and the business is to be carried on in Grant County.

Multimillionaire's Will. NEW YORK, Nov. 21.—The will of ex-Congressman Felix Campbell, of Brook-lyn, disposing of an estate estimated at \$7,000,000, was filed for probate today. A bequest is made to Bishop Charles E. Mc-Donnell of \$70,000 for the building fund of the Roman Catholic Cathedral, in Brooklyn. The bulk of the estate is devised to the testator's wife and four daughters.

Fillelde Committed Saleide SAULT STE. MARIE, Mich., Nov. 21 .-The body of Noah Hale, who shot and killed his son Frank here, October 30, hus been found by two hunters under a pile of brush, within two miles of his former home. A string was attached to Hale's foot, chowing that he had adopted that device to fire the weapon and kill himself.

Westport Residences Burned. WESTPORT, Or., Nov. 21.-(Special.)-The residences of H. Greene and E. E. Lyon, with all of their contents were de-stroyed by fire this morning. Origin of the fire is unknown.

Carpenter Fulls 30 Feet. PENDLETON, Nov. 21.—James Payne, a carpenter, fell from a scafford yester-day, a distance of 80 feet, fracturing his hip and injuring his back. He will re-

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(daily except Sunday) with train for
Mount Angel, Silverton, Brownsville, Springfield,
Wendling and Natrum. trun.
Albany passenger ...
Connects at Wood-burn with Mt. An-gel and Silverton *10:10 A. M.

local. Corvaills passenger. 5:50 P. M. 14:50 P. M. Sheridan passenger. | 8:25 A. M. "Daily, || Daily except Sunday, PORTLAND-OSWEGO SUBURBAN SERVICE AND TAMHILL DIVISION.

Leave Portland daily for Oswego at 7:30 A.
M., 12:50, 2:95, 3:25, 5:20, 6:25, 8:30, 10:10
P. M. Daily *except Sunday, 5:30, 6:30, 8:35, 10:25
B. A. M., 4:00, 11:30 P. M. Sunday only, 0:00 A. M.
Beturning from Oswego, arrive Portland daily 8:30 A. M., 1:55, 3:05, 4:35, 6:15, 7:35, 9:55, 11:30 P. M. Daily except Sunday, 6:25, 7:25, 9:30, 10:20, 11:45 A. M. Except Monday, 12:25 A. M. Sunday only, 10:00 A. M.
Leave from same depot for Dailas and Intermediate Points daily except Sunday 4:00 P. M.
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For the East via Huntington. SPOKANE FLYER. 6:15 P. M. 7:00 A. M. For Eastern Washing-ton, Walia Walia, Lewiston, Coeur of Alene and Gt. Northern points ATLANTIC EXPRESS S:50 P. M. 8:10 A. M. For the East via Hunt- Daily, Daily.

RIVER SCHEDULE. COLUMBIA RIVER DIVISION. ASTORIA and 8:00 P. M. 5:00 P. M. points, connecting Daily exsteamer for liwa- Sunday, accept and North Beach, Saturday. FOR ASTORIA and 8:00 P. M. way points, connecting Daily ex. with steamer for liwa-Sunday, co and North Beach, Saturday, steamer Harvest Queen, 10 P. M. Ash-street Dock.

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way points, steam: Wednesday Tuesdays,
Ruth, Ash - street Fridays. Saturdays.

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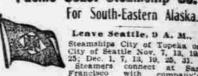
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