

ALASKA 'STRIKE' STORIES

New Gold Diggings Are Far From Being as Rich as Reported.

NOME IS DEAD TOWN NOW

City Unable to Maintain Streets or Make Needed Improvements, and Gold Production Is Showing a Steady Falling Off.

NOME, Alaska, Jan. 15.—(Special.)—In my 29 years experience in Alaska I have noticed that nine out of ten men who leave Alaska and return to the states say they have large mining interests and are out either to buy machinery or dredges. The truth more than likely is that they have "cold feet" and are afraid to face the hard winters, or are without funds. A very few really did leave here last fall to bring in dredges.

Also, I notice that men who have not made a success of mining, whom we call "chickens," are beginning to rush into Nome as soon as they get on the outside. Alaska's greatest need now is that something of the truth concerning the Nome strike should be told in the States of late have been grossly exaggerated.

The production of gold from Alaska for the past three years has steadily declined, as the following figures will show: 1908 produced \$4,937,253; 1909 produced \$3,922,228; 1910 produced \$3,337,000.

It has been published in some papers that Alaska produced more than a million dollars more gold in 1910 than it did in 1909. Some of the new buildings are going up; there is no need of them.

The early boats in the Spring will not reach Nome before June 15 to 15. The idleness of fresh goods and supplies by way of Skagway down the river by June 1.

If there is any increase of the gold production of Alaska, it will be when many new dredges are installed, as the pick and shovel men have, to the best of experienced mining men's knowledge, removed the cream of the richness out of the Nome district. As for the labor problem—it takes from four to seven men to operate a dredger, which will cost in wages for 1911 about \$100,000. All but two dredges bring in their crews from the outside.

Several merchants here will leave the camp the coming summer or sooner, if they can. One business man here, who has the best locations, told me that his rental is just about one-third of what it was formerly and the world takes even less before he would permit his tenants to move out.

Squirrel News Not Exciting. The news received here from the Squirrel camp is not very exciting. Many are losing hope that it will turn out as well as the Squirrel merchants, and others who are going to the camp, are discouraged. Still, the Winter is only one-third gone, and Spring will tell the tale.

The Kuskokum is attracting the most attention now, but one report from there states that gold was found on only a few creeks, shallow, and in Summer diggings only. Food is high and scarce.

Iacon is \$2 a pound, butter \$1.75, beans 50 cents, rice 50 cents, dried fruit \$1.25, flour \$1, cream 50 cents a can. The Kuskokum seems to have overflowed from the Iditarod camp. The Williams or Olsen claim on Julian Creek, reported to have three feet of pay dirt at \$125 a pan, turns out to be three feet of dirt paying only 3 or 4 cents a pan. But even 4-cent dirt is good if it is shallow and there is an abundance of water.

On Center there is some 7 and 8-cent per pan dirt, and this is the talk of the camp. But it is only spotted and will last but a few months.

LUMBER TRADE BIG

Increase Expected From Many Vessels Under Charter.

OREGON FIR IN DEMAND

Wilhelmnia Will Carry Large Cargo to United Kingdom—British Steamers to Export Material to Orient Ports.

Another spurt in chartering for lumber, with indications that vessels nearby will be taken to work cargo next month, give promise of a lifting of the stagnant aspect that has characterized the offshore movement of that material since the opening of the year. The British steamer Kamerik, of the Waterhouse line, yesterday put to sea from Moji for Puget Sound and Portland, and she may get away from the river by April 1. The Sverdrup, of the same line, is due early in the week to start working lumber and flour for the Orient, while the British steamer Stratford, of the Portland & Astoria coastwise line, is taking lumber at Inman-Poulsen's today and shift through the bridges to the flour mills.

The British steamer Northumbria entered the river yesterday from Boat Harbor and will begin loading this week for Shanghai, under engagement to the China Import & Export Lumber Company. The German ship Wilhelmnia, which has been seeking a charter since her arrival from Antwerp February 6, was yesterday taken by Balfour, Guthrie & Co. to load lumber for the United Kingdom, and she will no doubt be with the March fleet. The British steamer Danara is to load less than 1,000,000 feet at Westport during the month, and there are other carriers with options of Columbia River loading that may be sent.

The German bark Wandabek, which loaded at Linnton yesterday cleared with a cargo measuring 1,021,119 feet, valued at \$7,800. She is drawing 22 feet and will leave down the morning in tow of the steamer Oklamahama.

PULITZER GOES TO STATION. Tugs Will Be Called on to Carry Pilots Outside.

Tugs of the Port of Portland Commission in service at the mouth of the Columbia will again be available for towing purposes at all times through the fact the pilot schooner Joseph Pulitzer, which has been here for a week undergoing repairs, was yesterday floated from the public drydock and headed for Astoria. Since she has been off her station it has been necessary for one of the tugs to remain outside to put pilots aboard inbound carriers.

The principal trouble with the Pulitzer was a damaged rudder, which was repaired last Sunday but sustained straining in a recent blow that necessitated her being brought here, as the schooner could not make headway here for a week where an effort was first made to beach her. Other repairs were made, besides painting and varnishing, and she is now ready to start on her way.

RATES NOT CUT ON FALCON. American-Hawaiian to Increase Service During Rush Season.

Of 755 tons of cargo arriving yesterday on the steamer Falcon, of the American-Hawaiian fleet, it is said at the Portland office that the vessel, which was handled under the recent cut announced to be \$8 a ton, against \$3 on the Bates & Chesapeake steamers.

STEAMER INTELLIGENCE. Due to Arrive. Strathmore, from Hongkong, in port Feb. 25. Stanley Hill, from Baltimore, in port Feb. 25. Sunbeam, from San Pedro, in port Feb. 25. Sunbeam, from San Pedro, in port Feb. 25. Sunbeam, from San Pedro, in port Feb. 25.

Scheduled to Depart. Sunbeam, to San Pedro, Feb. 26. Sunbeam, to San Pedro, Feb. 26.

and it is further averred that no instructions have been received to apply the reduction to cargo delivered or originating here.

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DR. GREEN'S SYSTEM OF MAN BUILDING TREATMENT

For Rheumatism and Nervousness

Nine out of every ten cases of Rheumatism, Nervousness and kindred complaints, are caused by excess uric acid in the system. It poisons the tissue, weakens the organs and retards circulation.

A prominent journalist of Albuquerque, N. M., says: "Your Electrodes certainly cannot furnish Electrodes, send us \$1.00, and we will see that you are supplied immediately. State whether for man or woman."

Western Electropode Co. 241 Los Angeles St., Los Angeles, Cal.

DR. GREEN'S MEN

DON'T BE DISCOURAGED. Don't Give Up Hope. There Is Help for You ACT TODAY

DR. LINDSAY. The Old Reliable Specialist. Corner Alder and Second streets, Portland, Or. Office hours—9 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M.

European Methods Cure Pay Them When Cured

They CURE Varicose Veins, Contracted Ailments, Piles and Specific Blood Poisons and all Ailments of Men. CURE OR NO PAY. They are the only Specialists in Portland who make no charge unless the patient is entirely satisfied with the results accomplished, and who give a written guarantee to refund every dollar paid for services if a complete and permanent cure is not effected.

BRITISH ELECTRO-MEDICAL CO. 4th Floor, Rothchild Bldg., Rooms 407-409-410, 1st Floor, 257 1/2 Washington St. Hours—9 to 1, 2 to 5, 7 to 8 P. M. Sunday, 10 to 12.

JOHN F. O'SHEA WILL NOT SERVE ON PORT COMMISSION.

PRESS OF BUSINESS PLEA

Captain Albert Crowe to Accept Place on Board, Suggests Systematizing Methods of Conducting All Affairs.

Pleading press of business locally and the fact that there are strong probabilities that he will be absent from the state for a considerable period, John F. O'Shea, appointed Governor West as his personal choice as the seventh member of the Port of Portland Commission, has decided that he cannot accept the position. He said last night that he had reached that decision after giving the matter deep thought.

"Being a member of such a body is an important position, and I feel that to fill it properly a person should be ready at all times to give the details of his attention," said Mr. O'Shea. "My business is such that I cannot spare the time, and besides, I contemplate trips outside of Oregon, and in being away for a long period I would be holding a position that another could fill advantageously who has the time."

West to Name Another. The appointment of Mr. O'Shea was generally satisfactory, and it was particularly gratifying to himself and to the state's chief executive, Governor West, that the state's chief executive honored him in that regard. His declination of the post will give Governor West another opportunity to exercise his prerogative of naming the member. R. D. Inman, Captain Albert Crowe and James Macquire were appointed with Mr. O'Shea as new members, there being W. D. Wheeler, J. C. Almarworth and C. F. Adams, of the present personnel, to hold over.

While I have no desire to appear to be directing the affairs of the Commission, no doubt every man appointed to a public office soon forms ideas of new methods that might be introduced," said Captain Crowe, when asked yesterday for an expression of his opinion as to the work the new body should undertake. "System is everything, I believe, and that is the manner in which the office of Superintendent Campton is conducted. That I am somewhat familiar with, because of having constant business in maritime circles.

Harmony Easily Attained. There should be no difficulty maintaining the object of the Commission harmoniously, and like most established enterprises, there will probably be introduced new features. I think that all public bodies should maintain a complete inventory of property and equipment in their possession. In the Port of Portland's affairs a list of vessels and gear would be valuable, because it could be checked over frequently and at any period an idea could be gained of the cost of each department in the way of maintenance, what work or equipment had been assigned to different vessels since the inventory was made.

I feel that such matters should be handled by an active committee made up of men with time to visit the vessels, public drydocks and other departments frequently, so that they would get acquainted with the situation, and when questions arise at meetings, they could act intelligently, and at the same time explain features that might not be familiar to other members. The work of the departments should be reported at each monthly meeting, showing business handled by them and their men, expenditures and receipts, and like items."

Mr. Macquire, who, until five years ago, when he embarked in business for himself, followed mechanical pursuits, said that while his appointment on the Commission was unlooked for, and that he would not have viewed the suggestion of his name favorably, he intended to remain in the work as long as he could, and in one statement, and that is, the Commission should be organized and conducted along lines that promote the best results for the general interests of Portland.

Springfield Club Meets. Whether or Not to Accept Railroad's Offer Is Question. SPRINGFIELD, Or., Feb. 25.—(Special.)—The Springfield Commercial Club will hold a special meeting Monday night to consider the proposition of the Southern Pacific Company, which company, for the consideration of \$130,000, generously agrees to give Springfield between \$600 and \$800 worth of advertising, and to purchase 100,000 copies of the Eastern advertising. All the membership of the local Commercial Club, representatives of the Eugene Commercial Club, C. C. Chapman, of Portland, and William Bittle Wells, of the Southern Pacific Company, will be present.

The railroad company states that the city will receive a write-up from time to time in Eastern papers. There is expected to be considerable opposition, since the plan carries the outlay of money. It will be necessary to raise much again to handle the work in Springfield.

Eugene Club Elects Officers. EUGENE, Or., Feb. 25.—(Special.)—The fortnightly club of Eugene recently held its annual meeting and officers for the coming year were elected as follows: Mrs. Minnie Washburn, president; Mrs. Ella Edmundson, vice-president; Mrs. Anna Clark, corresponding secretary; Mrs. Lauretta Cloran, treasurer. The fortnightly club is the oldest women's club in the Northwest and was founded in 1892 by Dr. Alice Hall Chapman, wife of the second president of the State University, and is regarded as one of the stable institutions of the town.

COQUILLE GETS BOAT CONTRACT.

MARSHFIELD, OR. FEB. 25.—(SPECIAL.)

N. P. Nelson, of Coquille, has been awarded the contract for building a boat for Captain Hagblom, of Astoria. She will be 70 feet long and will be a sister-ship of the Julia B., which is plying on the Columbia River. The construction is to be completed by June 1.

LINCOLN COUNTY OCTOGENARIAN AND FISHER DIES AT HOME IN TOLEDO.

Mrs. Jane H. Braselton. TOLEDO, Or., Feb. 25.—(Special.)—Mrs. Jane H. Braselton died at her home in this city Sunday, February 5, aged 83 years, 9 months and 6 days. She was a pioneer of Lincoln County and Yaquina Bay. She was born in New York in 1827, and in 1845 was married to George Perkins. Two sons, James A. Perkins, of Montezuma, Wash., and Adelbert G. Perkins, of this place, survive. She was married to William Braselton in California in 1860, and came to Oregon in 1866. In 1870 they settled on their homestead just north of Toledo, where they resided until a few years ago. Mr. Braselton died 8 years ago. Mrs. Braselton was buried in the Toledo Cemetery Tuesday, under the auspices of the local Oddfellows' lodge.

Louisiana is to sail Tuesday for Irondele. Mr. Barde said yesterday that another cargo of the same size, was awaiting shipment and would go forward as soon as a vessel was towed here. It is probable that the Louisiana will return.

Marine Notes. Lumber laden for the Golden Gate the steamer Westerner sailed yesterday from Kalama and the Shna Yak from Westport.

In general cargo from San Francisco the steamer Falcon entered yesterday, while the German bark Wandabek cleared with lumber.

The British ship Nile was yesterday hauled into the stream and will leave down in a day or two. In tow of the steamer M. F. Henderson, of the Shna Yak line, the schooner Irene will leave St. Helens today, lumber laden for San Francisco.

Carrying 25 drums of gasoline, to relieve the shortage at Tillamook Bay, the steamer Golden Gate sailed at noon yesterday. There were no passengers because of the gasoline shortage. In another week it is thought the tug John McCracken, of the Port of Portland dredge department, will be ready for service. She has been undergoing repairs at the public drydock and her machinery is now being given attention.

When the steamer Stanley Dollar sails for Balboa with the first cargo shipped from Portland via the Isthmus line, she will have aboard, besides lumber and general freight, 1500 kegs of old horseshoes, which are to be remodeled in the East.

J. W. Chapman, traffic manager of the California-Pacific Steamship Company, and H. P. Robinson, his assistant, who spent the past week in Portland on business connected with the extension of the line to the city and to superintend the discharge of the steamer Stanley Dollar, left last night for San Francisco.

J. Berger, who was to have sailed on the Oriental liner Hercules as second officer, while the incumbent of that berth moved up one number to succeed first officer, besides lumber and other cargo, did not reach Portland until late Monday, while the vessel got away from the river in advance of his coming. He was to have reported a week ago, but with delay and will probably sail for the other side on the next vessel.

Movements of Vessels. PORTLAND, Feb. 25.—Arrived—Steamer J. Chandler, from Monterey. Sailed—Steamer Golden Gate, for Tillamook; steamer Westerner, for San Francisco; steamer Shna Yak, for San Francisco. Astoria, Feb. 25.—Arrived—China, from Seattle, at 9:45. Sailed—China, for Seattle, at 10:15. Sailed—China, for Seattle, at 10:15. Sailed—China, for Seattle, at 10:15.

Contract Signed for Yacht. Final papers were signed yesterday for a contract for the construction of a 60-foot gasoline passenger yacht by Bayocan by Joseph Supple for T. J. Potter, and Mr. Supple and Fred Ballin, her designer, yesterday decided on orders of material for special parts, which will be forwarded to the East this week. Some construction details on the yacht will not be laid out until the vessel is ready to be laid out.

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