

HURRICANE IN WEST INDIES

Devastation Wrought in the Island of Porto Rico.

DEATH LIST WILL BE LARGE

The Property Loss Will Run Into the Millions—One Hundred Persons Perished in Montserrat.

San Juan de Porto Rico, Aug. 12.—A hurricane broke over the south coast and swept northwest. There was no abatement for nine hours, the greatest damage being done between 8 and 10 o'clock A. M. The wires were down and communication with the interior was for a time impossible. It is now chiefly carried on by couriers.

At San Juan four natives were drowned in the harbor; 80 houses were demolished and hundreds were unroofed. The damage to property is estimated at \$500,000. Commissary stores to the value of \$50,000 were destroyed. A dispatch by cable from Ponce, sent at 10 o'clock this morning, says that the town was almost destroyed. Almost all the frame buildings are down, the bridge is swept away, and there is no communication between the coast and the city proper. The damage to the port is estimated at \$250,000. Two natives are known to have been drowned. The records and the property of the customs house are ruined and all the vessels are ashore.

At Abonito very little remains standing except the cathedral and the barracks. Four natives perished and three United States soldiers were badly injured. As the town is without provisions, government relief has been dispatched thither.

El Caney was leveled to the ground, 200 houses being demolished. Two United States soldiers were injured there and many cavalry horses killed.

At Catano, the entire plant of the Standard Oil Company was ruined. The loss of the property is \$200,000.

At Bayamon, a majority of the houses were destroyed and the rest were flooded. Two hundred cattle were killed and the railroad was seriously damaged. The village of Carolina was literally razed. At Caguas four persons were killed.

A courier who has just arrived from Humacao, capital of that province, on the eastern coast of the island, reports awful destruction. The loss to the property is estimated at \$500,000, but this is the least item in the disaster. The courier brought an official report from Captain Eben Swift, of the Fifth United States cavalry, who says:

"Humacao was totally destroyed by the storm. Eight privates of troop C were injured, two fatally. Sergeant King, of the Eleventh infantry, was injured. North, a discharged private, is missing. At the port of Humacao, 81 bodies have been recovered. Eight hundred people are starving here."

Three persons were killed at Las Piedras, and five at Junco. Couriers from the other districts are anxiously expected at the palace.

The steamer Slocum, Captain Thomas, enroute from Mayaguez to San Juan, was caught in the storm, but her passengers and crew were saved through the heroism of Mr. Single, the first officer.

The coffee crop is ruined and the loss will reach millions. Very great injury has been done also to the orange crop.

No definite returns have yet been received from the southern section of the island, apart from Ponce. It is certain, however, that the food supplies in the stricken districts have been destroyed and in these quarters the quantity of government stores on hand is small. Relief wagons will be sent tomorrow in various directions. General George W. Davis, the governor-general, has cabled to the war department an appeal for assistance.

Montserrat Devastated.

St. Thomas, Aug. 12.—The island of Montserrat, British West Indies, was completely devastated by a hurricane. All the churches, estates and villages are destroyed and nearly 100 persons killed. In addition, many are injured and rendered homeless. Terrible distress exists among the sufferers. As later advices come in it is seen that the first reports conveyed only a faint idea of the sufferings of the people and their deplorable condition. The administration appeals for help.

At La Pointe-a-Pitre, island of Guadeloupe, immense damage was wrought, and according to a report not yet confirmed, 102 persons were killed.

In the island of St. Croix, the largest of the Virgin islands, the destruction was appalling. It was chiefly wrought at the west end, where the smaller houses are a tangled mass of wreckage. Thirty-three persons were killed and the inhabitants are in great distress.

Yellow Fever Stamped Out.

Newport News, Va., Aug. 12.—The yellow fever epidemic is practically at an end. The quarantine established by the city against Hampton and vicinity was raised tonight. The local quarantine against Norfolk will be raised Saturday evening. The record of the scourge to date shows 43 cases, of which 11 resulted fatally. Twelve cases were discharged as cured, and 20 convalescents at the Soldiers' Home.

SALMON SEASON IS OVER.

Conservative Estimate Places the Pack at 276,000 Cases.

Astoria, Aug. 12.—Not more than two-thirds the usual pack has been caught and there is much dissatisfaction among fishermen and cannerymen. Old fishermen and others familiar with the industry say that the runs of salmon are getting later each recurring season, and the demand is universal for a change in the law which will extend the season. Cannerymen say the fish now entering the river are of the best quality with every peculiarity marking the salmon which in years past constituted the main runs in the latter part of June and the first of July. They complain that the law as it now stands is a great injustice to lower river operators and a serious injury to the industry. The fish now in the river, it is said, will not reach The Dalles and other upper river sections before the date for the opening of the fall season, September 10, when they will be caught in myriads by the wheels, and canned in a deteriorated condition and sold as the best quality of Columbia river salmon. Thus, it is said, the law tends in no way to preserve the later runs from annihilation, but actually hurts the trade for Columbia river salmon by forcing on the market a product of exhausted and debilitated fish, unworthy to be sold under a Columbia river label.

A painstaking and reliable estimate made at a late hour this evening, places the pack at 276,000 cases.

HUNGER AND DEATH.

Tales of Disaster From the Edmonton Route to the Klondike.

Wrangel, Alaska, Aug. 6, via Seattle, Aug. 12.—The Stickeen river steamer Strathcona arrived here today with 30 survivors of the Edmonton trail.

All these men came in with the pack trains sent out from Telegraph creek and Laketon and various trading companies last spring. They all tell heart-rending stories of hardships endured, comrades lost and abandoned, and strongly denounce the trading and transportation companies, as well as the Canadian officials and newspapers that so profusely advertised this route as a feasible one to the Klondike gold-fields.

To outward appearances these men certainly give evidence of the sufferings undergone since leaving Edmonton, 18 months ago. The majority of the men are sickly looking, with unkempt beards and greasy clothes—pictures of physical and financial wrecks. Several are prematurely gray and bear the marks of scurvy. A few have just enough money to reach Seattle or Victoria, but the majority are without funds. The people of Wrangel have appealed to the United States government at Washington, but up to this date no aid has been received. There are now about 250 destitute miners here.

MUTINY ON A TRANSPORT.

Chinese Demand Extra Pay From the Government.

Seattle, Aug. 12.—The trouble that has been brewing on the United States transport Victoria for several days culminated in a mutiny today. Nearly 60 of the Chinese crew were in open rebellion against the captain and his officers. A terrible battle appeared at one time imminent, and was only avoided by the cool nerve of the ship's first and second officers, who stood in the face of the enraged Celestials with drawn pistols. There was fighting for a time, and the mutinous Chinese fought their way from between decks forward up the companion ladder to the upper deck and thence back to nearly amidships before their onrush was finally stayed. Had it not been for the presence on board the ship of carpenters and shipwrights, who were armed with hatchets, hammers and saws, the Chinese might have won out.

The reason for the mutiny is more money and shore leave on the part of the crew. The Chinese have found out that they are to work for the United States government, and they demand extra pay of \$7 more a month.

WELCOMED HOME.

Portland Took a Holiday and Welcomed the Second Oregon.

Portland, Aug. 12.—The Oregon volunteers came on three sections of a Southern Pacific train yesterday afternoon, arriving at the Union depot at 4 o'clock. A little more than an hour later, they had turned their tattered colors over to the state on Multnomah field. General Summers had given his last command, and all that remained of the most gallant command that fought in the Philippines was a scattered three or four hundred bronzed men in khaki suits.

Portland went wild in her enthusiasm. The soldiers would have known that they were home again had they all been blindfolded. From the time the train entered the city limits it was assaulted with cheers on all sides. All along the line from the time the train entered the state a like reception was given the heroes of Luzon.

At the armory in the evening the banquet tendered the volunteers by the citizens of Portland, was made a fitting climax of the occasion. Governor Geer and prominent citizens spoke. Brigadier-General Summers was presented with a sword, a gift from his fellow citizens.

AN APPEAL FOR AID.

Root Asks Assistance for Porto Rico Sufferers.

Washington, Aug. 14.—The war department today took prompt measures for the relief of the hurricane sufferers in Porto Rico. When the press dispatches and General Davis' advices made known the extent of the disaster, steps were immediately taken to send supplies, and the transport McPherson was ordered put in readiness to sail from New York at once. She will carry grains and other necessities.

The secretary of war this afternoon sent the following appeal to the mayors of cities of more than 150,000 population:

"Sir—The governor-general of Porto Rico confirms the report that upon the 8th inst. a hurricane swept over that island, entirely demolishing many of the towns, destroying many lives and reducing, so near as he can estimate, not less than 100,000 of the inhabitants to the condition of absolute destitution, without homes and food.

"Unless immediate and effective relief is given to these unfortunates they will perish. Under these conditions, the president deems that an appeal should be made to the humanity of the American people. It is an appeal to their patriotism also, for the inhabitants of Porto Rico have freely and gladly submitted themselves to the guardianship of the United States and have voluntarily surrendered the protection of Spain, to which they were formerly entitled, confidently relying upon more generous and beneficent treatment at our hands. The highest considerations of honor and good faith unite with the promptings of humanity to require from the United States a generous response to the demand of Porto Rico in distress.

"This department has directed the immediate distribution of rations to the sufferers by the army in Porto Rico, so far as it is within the power of the executive, but in the absence of any appropriation we must rely largely upon private contributions.

"I beg you will call upon the public-spirited and humane people of your city to take active and immediate measures in this exigency. The government transport McPherson will be sent directly from the port of New York to Porto Rico to carry all supplies of food which can be obtained. Further transports will be sent at future dates, of which public notice will be given. Any committee charged with the raising of funds will receive full information and advice upon communicating with this department. Yours respectfully, "ELIHU ROOT, Secretary of War."

The war department today received a cablegram from General Davis, giving fuller details of the damage done in Porto Rico by the hurricane:

"Later reports show the hurricane was far more severe in the interior and southern part of the island than here. Data for an estimate of the number of Porto Ricans who have lost everything is deficient, but I am forced to believe the number on the island cannot fall below 100,000 souls and famine is impending. I ask that 2,500,000 pounds of rice and beans, equal in quantity each, be immediately shipped on transports to Ponce, and some here. Urgent appeals come to all post commanders for food for the destitute. Am I authorized to relieve distress by food issues? Rice and beans only are desired.

"There have been many deaths of natives by falling walls. So far, only one soldier is reported dangerously injured. Several towns are reported entirely demolished. As yet we have reports from only four ports; complete destruction of all the barracks at two and at two others one company each had their barracks destroyed. No reports yet come from the largest ports, but they were in the vortex of the storm. At least half of the people of Porto Rico subsist entirely on fruit and vegetables, and the storm has entirely destroyed this source of support.

A report has been received at the war department from an officer at San Juan, Porto Rico, estimating that the number of killed amounts to 500. The same officer says a very serious condition of affairs exists in Ponce.

GIVE ENGLAND WARNING.

Boers Setting Forth the Enormous Cost of British Victory in Transvaal.

London, Aug. 14.—The Boer organ in London, the Standard, and Diggers' News today published a Johannesburg dispatch threatening Great Britain in event of war, saying the Boers are determined to wreck the mines and irretrievably ruin the general body of shareholders by blowing up millions of dollars' worth of machinery, adding that war will mean absolute ruin of Johannesburg, both as a town and mining center, and saying:

"While it will doubtless end in victory for England, the price of victory will be the ruin of thousands who ought to consider the price they must pay before authorizing the government to declare war."

Another Johannesburg dispatch predicts further concessions, and says:

"The reply of Transvaal to the proposal for joint inquiry is being delayed until the government has prepared a scheme granting Uitlanders immediate and substantial representation, as the Transvaal will make every effort to avert intervention in the internal affairs of the country."

NOT OREGON LAND.

Contention of Washington Boundary Commissioners—Old Ship Channel Is the Line.

F. L. Ride, of South Bend, and J. B. Nice, of Cathlamet, who compose the Washington state boundary commission appointed by Governor Rogers to investigate the disputed boundary line between Oregon and Washington, have completed their work from the mouth of the Columbia river to Tongue Point. They find that vast and valuable tracts of tide lands besides valuable fishing and seining grounds, which are now claimed and taxed by Oregon, are in Washington according to the law establishing the territory of Washington and defining the boundary line between it and Oregon to be the center of the main ship channel of the Columbia river. The initial point at the mouth of the Columbia is two miles from Fort Stevens and four miles from Fort Canby on a line across the river connecting these two points. Thence the line follows the center of the main ship channel, which has remained practically the same since the boundary was defined first, until the confines of Wahkiakum county are reached, where the commission lays claim to considerable territory now held by Oregon.

Off Wahkiakum county the main channel was formerly up Woody's channel through the Cordell channel and thence into Woody's channel. This was buoyed by the government as early as 1853 and ran close to the Oregon shore. These channels are not now in use, as the construction of the jetty, which was expected, according to the United States engineer's report, to scour them out, in reality filled them up and throw the main channel over on the Washington shore. This shifting of the channel has formed valuable tide lands, including the well-known Miller and Oliver sands, which the commission claims for Washington on the ground that the old channel and not the new one should be taken as the dividing line. This construction also throws into Washington territory the Desdemona and Middle sands which have never before been claimed by this state.

The commission has made a preliminary inspection of the boundary line up the river to a point above The Dalles and from all their information it would appear that Oregon claims and taxes everything in sight, including some lands which have as high as 100 families living on them.

If the contention of the commission proves to be correct, over 90 per cent of gillnetting ground and nearly all of the seining grounds on the Columbia belong to Washington, and Oregon has no foundation to its claim of jurisdiction over Sand island, which has been the cause even of bloodshed in years past.

Mr. Nice, the member of the commission from Cathlamet, has lived on the river for over 30 years and his personal knowledge of the location of the old channels and his wide acquaintance with the old-timers on the river are proving of great value.

Ship Oranges in Liquid Air.

The Fay Fruit Company, of Los Angeles, has made arrangements with Charles E. Tripler to use his processes and appliances for the manufacture and employment of liquid air. The object is to equip the refrigerator cars of the company so that liquid air can take the place of ice. Since the company sends East yearly over 2,000 carloads of citrus fruit, vegetables, dried fruits and nuts, and the great bulk of its shipments must be made in refrigerated cars, this matter is highly important. The plant which will be installed for liquifying air will also supply magic substance for use in every other conceivable way.

The New Steamer Line.

Captain W. J. Ellis, of the steamer Bay City, has a plan on foot which, if consummated, will insure to Bellingham bay for years to come a first-class steamboat service. Captain Ellis proposes to organize a steamboat stock company, composed of New Whatcom people, with stock subscribed to the amount of \$65,000 or \$75,000. He will take a large block of this stock, turning over in payment therefor the steamer Bay City, valued at \$20,000. A new steamer to cost in the neighborhood of \$40,000 would be built this winter and placed on the Whatcom-Seattle-Tacoma run.

Snake River Valley.

T. A. Harris, immigration agent for the Union Pacific and region Short Line, tells the Omaha Bee that the Snake river valley in Idaho is "the richest agricultural region in the West." It is being rapidly settled up, and the Short Line has just begun the extension of a line from Idaho Falls to St. Anthony, 40 miles distant, which will be completed in time to handle this fall's crops.

Ice Companies Amalgamated.

It will now become necessary for the people of Butte, Mont., to solve the question of whether ice is a luxury or a necessity. This decision is made necessary by the amalgamation of the different companies supplying ice, or rather the majority of these firms have been bought out by the Butte Ice Company.

OUR FINANCIAL POWER.

London Cannot Get From New York the Gold That It Needs.

R. G. Dunn & Co. in their weekly review of trade say:

July failures have been smaller than in any month of which there is record excepting May, and trading failures smaller than in any other month. Surprising contrasts are shown by comparisons of small with large failures in different years and in no class of business without some large failures not attributable to present influence, does the aggregate equal the average of the past six years. London again recognizes the financial power of this country. The Bank of England virtually admits that it cannot draw from New York the gold it needs; exchange moves to the importing point; over \$1,000,000 starts from Sidney to San Francisco. London's net buying of stocks has been 40,000 shares and bills against produce to be shipped are very heavy.

This describes a repetition of finance not unlike that in industries. Europe is searching for wool here at 50 cents a pound, scoured, and for pig iron at \$20 a ton. A vast demand for both materials has fallen upon the commercial world which this country alone appears able to meet for its own needs. Wool shipments from Australia have been surprisingly little below those of last year, but Europe talks of a wool famine, while this country has on hand a year's consumption or more, besides this year's clip, and prices are not yet as high as they were in February of last year, when stocks were many million pounds larger.

Failures for the week have been 183 in the United States, against 196 last year, and 23 in Canada against 21 last year.

PACIFIC COAST TRADE.

Portland Market.

Wheat—Walla Walla, 56@57c; Valley, 57@58c; Bluestem, 58c per bushel. Flour—Best grades, \$3.25; graham, \$2.65; superfine, \$2.15 per barrel. Oats—Choice white, 43@45c; choice gray, 42@43c per bushel.

Barley—Feed barley, \$19@20; brewing, \$21.00 per ton. Millstuffs—Bran, \$17 per ton; middlings, \$22; shorts, \$18; chop, \$16.00 per ton.

Hay—Timothy, \$8@9; clover, \$7@8; Oregon wild hay, \$6 per ton.

Butter—Fancy creamery, 40@45c; seconds, 35@37c; dairy, 30@35c; store, 22 1/2@27 1/2c.

Cheese—Oregon full cream, 12c; Young America, 13c; new cheese, 10c per pound.

Poultry—Chickens, mixed, \$3@4.50 per dozen; hens, \$4.50@5.00; springs, \$2@3.50; geese, \$4.00@5.00 for old, \$4@5.50 for young; ducks, \$5.00@5.50 per dozen; turkeys, live, 12@13 1/2c per pound.

Potatoes—\$1@1.25 per sack; sweets, 2c per pound.

Vegetables—Beets, \$1; turnips, 90c per sack; garlic, 7c per pound; cabbage, 1 1/2@2c per pound; cauliflower, 75c per dozen; parsnips, \$1 beans, 5@6c per pound; celery, 70@75c per dozen; cucumbers, 50c per box; peas, 8@4c per pound; tomatoes, \$1 per box.

Hops—11@13c; 1897 crop, 4@6c. Wool—Valley, 12@13c per pound; Eastern Oregon, 8@13c; mohair, 27@30c per pound.

Mutton—Gross, best sheep, wethers and ewes, 3 1/2c; dressed mutton, 5@6c; lambs, 8 1/2c per lb.

Hogs—Gross, choice heavy, \$4.50; light and feeders, \$4.00; dressed, \$5.00 @6.00 per 100 pounds.

Beef—Gross, top steers, 4.00@4.25; cows, \$3.00@3.50; dressed beef, 6@6 1/2c per pound.

Veal—Large, 6@7c; small, 7 1/2@8c per pound.

Seattle Market.

Onions, new, \$1.25 per sack. Potatoes, new, 1@1 1/2c per lb.

Beets, per sack, \$1@1.25. Turnips, per sack, 50@60c. Carrots, per sack, \$1@1.25. Parsnips, per sack, \$1.

Cauliflower, 40@60c per doz. Cabbage, native and Californian \$1.50 per 100 pounds.

Cherries, 75c@\$1. Peaches, 75c. Apples, \$1.25@1.75 per box.

Pears, \$1.75 per box. Prunes, \$1 per box. Butter—Creamery, 22c per pound; dairy 15@18c ranch, 12@15c per lb.

Eggs, 23c. Cheese—Native, 10@12c. Poultry—13@14c; dressed, 16 1/2c.

Fresh meats—Choice dressed beef steers, prime, 8c; cows, prime, 7 1/2c; mutton, 8c; pork, 7 1/2c; trimmed, 8 1/2c; veal, 8@10c.

Wheat—Feed wheat, \$21. Oats—Choice, per ton, \$30.

Hay—Puget Sound timothy, \$8@9 choice Eastern Washington timothy, \$14.00.

Corn—Whole, \$23.50; cracked, \$24; feed meal, \$25.00.

Barley—Rolled or ground, per ton, \$23@24; whole, \$22.

Flour—Patent, per barrel, \$3.50; blended straights, \$3.25; California \$3.25; buckwheat flour, \$3.50; graham, per barrel, \$3.60; whole wheat flour, \$3.75; rye flour, \$4.50.

Millstuffs—Bran, per ton, \$16; shorts, per ton, \$17.

Feed—Chopped feed, \$21.50 per ton; middlings, per ton, \$22; oil cake meal, per ton, \$33.