

A MILLION DOLLAR BLAZE

Big Pier in New York Destroyed by Fire.

MANY PERSONS BARELY ESCAPE

Several Barges Moored Near the Pier Were Destroyed—Child Drowned—Buildings Scorched.

New York, May 8.—A fire that started at the river end of the Mallory Line steamship pier, at the foot of Maiden Lane and the East river early this morning, completely destroyed the pier and its valuable contents.

The police place the loss at \$1,000,000. Several barges, which were moored near the pier, were also destroyed, and many rescues of their captains and of members of the families on board were made. One life was lost. The 9-months-old daughter of Captain Charles Lochs, of the barge Sherwood, was drowned.

The Mallory pier was 200 feet long and 50 feet wide. The pier was filled with valuable freight, mostly cotton. On the north side of the pier were moored a number of coal and cotton barges, while on the south side was the steamer San Marcos and a number of barges.

No sooner had the work of fighting the flames begun than the firemen turned their attention to saving the lives of those on the barges which were lying within the line of danger. Near the pier was the barge Stephen B. Elkins. Her captain, Frank Fox, and his wife and 3-months-old daughter were on board sleeping. A skid was quickly run from the pier to the coal barge and the occupants of the boat were awakened and were hurried from their bunks to a place of safety before the flames reached them.

On board the barge Sherwood were Charles Lochs, the captain, 36 years old; his wife Lenna, 30 years old, and their daughter, Rosie, 9 months old. The Lochs family was awakened by the flames. Their barge was already on fire. The father took the 9-months-old baby in his arms, and with his wife jumped into the water. Timothy Boyle, formerly in command of the barge New Brunswick, whose home is at Rondout, N. Y., plunged in to save the woman, who had become exhausted. Her husband, who still held the baby in his arms, saw that his wife was on the point of going down. It became a question with him as to which he should save, his wife or baby. He let the baby go, in the hope that she would be picked up by some one else, and went to the assistance of his wife. He managed to hold her head above water until Boyle reached them. All three were then landed by life lines, the child being lost. The half-drowned captain and his wife were moved to the Hudson street hospital, where they recovered. On the coal barge H. H. Hand, which lay alongside the other burning barges, were the captain, Joseph Plumb, his wife and two children. All were rescued by the police. Patrolman Jeremiah Cronin was badly burned while taking one of the children ashore. All hands on board the lighter Arno got ashore safely. Michael Sheldon, of that boat, was compelled to jump into the river, from which he was rescued.

Three large vessels were lying so near the blazing pier that their safety was endangered. They were the steamer San Marcos and the steamer Neuces, which were safely towed out into mid-stream, and the bark St. James, the rigging of which was burned before she could be gotten out of harm's way.

The scene on the water was a most exciting one. The river was filled with steam craft engaged in towing the various vessels and barges to places of safety. Four cotton barges, others laden with cornmeal and some loaded with coal caught fire and were destroyed. Some of them were also sunk to prevent the further spread of the flames.

Reply to the Porte's Note.

Constantinople, May 5.—The ambassadors met yesterday and decided to reply to the porte's note of April 29 regarding the increase of duties, as follows: "The embassies note the porte's declaration that it does not intend to introduce any unilateral measures, and will hasten to inform their governments of this." The ambassadors have decided to make their consent to an increase conditional on the removal of the abuses of the chemical analysis, the suppression of warehouse duties and the abolition of the stipulation whereby articles not specified in the tariffs may be interdicted, confiscated or destroyed.

Hailstones Large as Baseballs.

Omaha, May 8.—A special to the Bee from Beaver City, Neb., gives further details of the Wilsonville tornado. Many farm houses were destroyed. The hailstones were as large as baseballs, and were driven through roofs. The twister appeared after the bombardment and took a northeasterly course. It was funnel shaped and did damage over a large area. Farmers west and north of Wilsonville were the greatest sufferers. Many people fled to their cellars.

WRECKAGE OF A LINER.

Passed in Mid-Atlantic—Causes Anxiety in Marine Circles.

Chicago, May 9.—A special to the Record from Philadelphia says:

Captain Campbell, of the British steamer Tenby, which arrived at Philadelphia today from Port Said, brings an account of wreckage passed at sea, which is causing great anxiety among shipping men. The captain believes a maritime disaster has occurred, involving the loss of an Atlantic liner. The Tenby fell in with the wreckage mentioned at a point west of the mid-Atlantic and the lookouts observed a bark flying distress signals, but it was too far off and the sea too rough for the steamer to render any assistance.

Toward sunset on April 30, when the Tenby was steaming slowly westward against heavy seas the lookout reported that her path was obstructed by floating timbers and spars for a considerable distance ahead. Captain Campbell himself saw portions of a deckhouse, pieces of planking, seemingly from a vessel's hull, and many minor objects, all of which seemed to have been in the water only a short time. There were steamer chairs and other fine furniture not generally carried by freight steamers. Night closed in as the Tenby resumed her voyage. The locality of the wreckage is given on her logbook at latitude 37 north, and between longitude 53 and 55 west.

The next day, May 1, the bark was seen apparently in distress. She was a large, four-masted vessel, painted a slate color, and had several signals out. Soon after she was sighted she disappeared in the fog.

Captain Campbell said today that if the vessel was in need of assistance she was in a favorable position to receive it. Her situation was directly in the track of shipping between New York and the equator.

He did not connect the wreckage passed with the bark in question, but many who heard the story are inclined to the opinion that the bark collided with and sunk another craft, of which only the wreckage remains. The bark is south of the path of Atlantic liners, and if the vessel which is supposed to have been lost is really an ocean greyhound, she must have been far out of her course when the collision occurred.

On the other hand, the wreckage is directly in the line of the craft which ply between the northern ports and those of South America.

GENERAL GARCIA CAUGHT.

Next to Aguinaldo the Leading Filipino Insurgent.

Manila Bay, May 9.—General Pantolon Garcia, the highest insurgent officer, except Aguinaldo, was captured yesterday by Lieutenant E. P. Smith, of General Funston's staff, in the town of Jaen, three miles northeast of San Isidro, province of New Ecija.

Garcia personally conducted the guerilla operations, and General Funston had spent weeks in trying to capture him, several companies beating the whole country at night. Often the Americans caught messengers bearing Garcia's orders. The people protected him and burned signal lights whenever the American soldiers appeared.

Recently General Funston surprised him and his staff while dining at Arayat at dusk. The Filipinos leaped through the windows and escaped, leaving their papers and everything except the clothing they wore. The strain of being hunted finally exhausted their endurance.

General Funston, who came to Manila to bid farewell to General Otis, will return and endeavor to persuade Garcia to secure the surrender of his forces which number several thousand. Most of them live in the mountains.

Jaen is the largest ungarrisoned town in the province. Spies reported that Garcia was sick and had been compelled to hide there, and Lieutenant Smith with Lieutenant Day and 40 cavalry, surrounded the town. The spies led them directly to the house where Garcia was disguised as a peasant, only a major and two servants being with him. They also were captured.

Garcia commanded all the insurgents in Central Luzon, several generals, including Pio del Pilar and Mascardo, being under him.

Ten Thousand Children.

St. Louis, May 7.—Ten thousand Sunday school children waving 10,000 American flags cheered and sang sacred and patriotic songs in honor of Admiral Dewey at the public reception at the exposition building today. The song service, which was the last of a series of luncheons and informal receptions that took up the time of Admiral Dewey and Mrs. Dewey from early in the day, took place this afternoon at a public reception given in the big building, in which four years ago President McKinley was nominated, and was attended by an audience that packed the edifice almost to suffocation.

The Ashantee Fight.

London, May 9.—The colonial office has received the following dispatch from Sir Frederick Mitchell-Hodgson, governor and commander-in-chief of Gold Coast colony, dated Kumassia, April 27: "The situation, I regret to inform you, has changed for the worse. On April 23, a force was sent to clear the rebel force to the eastward. Four members of the constabulary were killed and a large number of the rebels were killed or wounded."

PACIFIC COAST NEWS

Commercial and Financial Happenings of Interest in the Growing Western States.

Creamery for Sheridan.

At a meeting held at Sheridan, Or., for the purpose of discussing the creamery question, H. E. Lounsbury, of the Southern Pacific, and Dr. Withycombe, of the state agriculture college, made addresses. A large number of the representative farmers of that district were present and listened very attentively to the interesting data presented by Dr. Withycombe's address. Questions were asked, and all present were impressed with the desirability of starting a creamery at that point, as they all admit that no money can be made or mortgages lifted with wheat at present prices, and especially as fruit and hop raising have not given the relief expected—mainly, however, on account of lack of co-operation in marketing the product.

Washington State Militia.

There is a movement on foot to hold the militia state encampment at Tacoma in July. Governor Rogers favors the project. The state provides for the expenses while in camp only, and railway fare and other expenses incurred will have to be borne by the men if the event of the state encampment idea is carried out. There are no funds available from the state treasury for encampment purposes this year, but efforts are being made by the Tacoma contingent to provide for the entertainment of the visiting companies.

Sawmill at Deer Creek.

A sawmill of 40,000 feet capacity daily is soon to be in running order on Deer creek, one half mile above Britton station. This new company has been formed by Robert Service, Charlie Tibbs and Thomas Tibbs. The Tibbs brothers have timber that will make 15,000,000 feet of lumber on Deer creek. The mill is furnished with a large dynamo, which will furnish lights for the mill and lumber yard. The machinery is all in transit, and is to be in running order within 40 days.

Putting in a Ballast.

The Northern Pacific is still working a large force of men on the roadbed between Vollmer and Clearwater, Ida., and putting in a ballast of a most permanent nature. The ballast consists of clay and small rock about the size of an egg, which, when once set, becomes like concrete. It will take about two months yet to put the grade in first-class condition, and the company is not sparing any pains to do everything in good shape.

Asked to Pledge Acreage.

At Newberg, Or., blank contracts furnished by the Willamette Beet Sugar Company have been received and the canvass among the farmers for securing acreage will begin at once. Solicitors have been appointed, viz.: A. Clark, D. Turner, W. Cooper, William Manning and R. B. Linnville. As a basis for beginning the canvass 1,000 acres have already been subscribed at public meetings.

Small Strike at the Paper Mills.

Eleven boys employed as cutters in the Willamette Pulp & Paper Mills, at Oregon City, Or., walked into the company's office and asked for an increase of wages from 75 cents to \$1 per day. The matter was finally compromised by a promise to give the boys steady work. Only about three of the number were working on full time, the others getting on an average of 15 to 20 days each month.

Smallpox Among Indians.

The quarantine that had been placed on the Indian settlement at the mouth of Cayote gulch, near Lewiston, Idaho, some weeks ago, has been raised. There were nine cases of smallpox under quarantine, and one of the victims, a woman, died as a result of going bathing while afflicted with the disease.

New posts are being set in the telephone line between Vale and Ontario, Or.

The Toledo, Or., creamery is now receiving about 1,000 pounds of milk daily, and will shortly have nearly all it can use.

J. T. Moylan, representing an eastern syndicate, was in Kalama, Wash., closing a deal for purchase of timber lands on the Coweeman river. The prices paid run from \$1,600 to \$3,500 per quarter section.

A gilt-watch faker has been working the people of Elgin, Or.

Ripe wild strawberries were picked near McMinnville, Or., April 23.

An expert is examining the coal prospects on Birch creek, 20 miles south of Pendleton, Or.

Ellensburg's, Wash., municipal electric lighting plant is about to be improved at a cost of a little more than \$3,000.

New Whatcom has \$73.80 on hand to entertain President McKinley when he shall visit the coast and that town the coming summer.

Preparations are making for a big season at the watering places of Westport and Cohasset, Gray's Harbor. New seashore attractions and excursion rates are advertised.

NORTH COAST LIMITED.

Thousands of People Inspected Handsome and Brilliantly Lighted Train.

Exclamations of astonishment and delight at the sumptuous furnishings of the Northern Pacific's new North Coast Limited were heard on every side Wednesday evening at the union depot in Portland. Lighted by electricity, as it was, from the outside the train looked like a gigantic fiery glow-worm. On the inside the effect was as rich as an Oriental dream of splendor.

"Beautiful!"

"Look at those fine chairs!"

"Never saw anything to equal it!"

These and similar exclamations of wonder burst from visitors.

The train made its initial trip from St. Paul to Portland without a hitch of any kind. At every station where a stop was made large crowds of visitors swarmed aboard, and in some of the larger places difficulty was experienced in getting the cars cleared in time to start again. Charles S. Fee, general passenger agent, was aboard. He was met at Seattle by A. D. Charlton, of Portland, assistant general passenger agent; I. A. Nadeau, general agent at Seattle, and A. Tinling, general agent at Tacoma.

To attempt to give a description of each separate section of this new train would tax the English vocabulary. It was thought that modern railway conveniences had reached a high degree of perfection, but it remained for the builders of the North Coast Limited to show that added improvements could be made.

From one end to another it is a continuation of luxury. Bathed in the soft glow of shaded electric globes, the dark redwood finishings shine with rich brilliancy; the polished glass walls sparkle and scintillate with light, and the other furnishings gleam with borrowed light in a manner that makes the general effect dazzling. Each car is as completely furnished as a modern drawing room. All the accommodations accorded by first-class hotels can be secured aboard the palace on wheels. This observation car to the rear will never be detached to make place for any private cars, and no smoking will be allowed in the main section, so that women may enjoy the luxury while viewing the scenery. Two commodious card rooms at one end are placed there for the accommodation of the smokers.

The following table gives briefly some facts about this end of the century train:

Cost	\$100,000
Weight	1,000,000 pounds
Length	691 feet
Illumination	291 electric lights
Capacity	225 passengers
Time, Portland to St. Paul	72 hours

COURT MARTIAL PROCEEDINGS.

Officers in the Philippines Guilty of Breach Military Discipline.

The war department has received from General Otis, at Manila, the records of the proceedings of courts martial in the cases of six commissioned officers. The chief of these cases is that of Major George W. Kirkman, Forty-ninth Volunteer infantry, (Captain Twenty-third infantry) who was dismissed from the service by order of General Otis on conviction by court martial of conduct unbecoming an officer and a gentleman, in having misbehaved in appearing on the streets of Manila in a drunken condition.

The other cases received are those of First Lieutenant Robert C. Gregg, Forty-ninth Volunteer infantry; First Lieutenant Clayton J. Bailey, Twenty-seventh infantry; First Lieutenant John J. Foley, Thirtieth Volunteer infantry; and First Lieutenant Harold Hamilton, Ninth infantry. These officers were tried on various charges. Lieutenants Gregg and Bailey were convicted and sentenced to dismissal and Lieutenants Foley and Hammond were acquitted. The sentence in each case was approved by General Otis and were disposed of without submission to the authorities at Washington. The records have been sent to the war department for file and recorded in the office of the judge advocate general.

At the instance of the secretary of war, Judge Advocate General Lieber will make a special report in the case of Major Kirkman, which report also will have a bearing on the cases of Lieutenants Gregg and Bailey, as the same legal principle is involved in each of them. Generally stated, that involves the right of General Otis to dismiss the officers without the reference to the president, as commander in chief of the army. It is admitted that such power is conferred on generals commanding armies in the field in time of war, but it is contended that no such condition existed in the case of Major Kirkman at the time of the offenses alleged to have been committed.

Here's a Flax Story.

The best flax story is now reported from western Walsh county, says the Omamee (N. D.) Herald, where a farmer raised 2,500 bushels of flax from 100 acres of a \$750 farm and is still selling it at home at \$1.75 a bushel for seed. A \$4,375 crop off a \$750 farm is pretty swift farming.

Startling Deathbed Confession.

A startling deathbed confession was made by Mrs. Van Horn, at Sioux Falls, S. D. She solemnly declared that she had murdered her mother, the wife of Thomas Egan, who was hanged for the crime in 1832.

BRADSTREET'S REPORT.

Further Subsidence of Demand and Prices.

Bradstreet's says: A further subsidence of demand and leveling of prices is noted in several lines this week, this leveling being no doubt aided by the unsettling effect of the rather more than usually disturbed considerations in labor circles. Its net result is something approaching dullness in many channels of distribution, increased conservatism in the making of ventures and a disposition to digest business already arranged for before making new engagements. That the basic conditions of general business, such as the outlook for crops, the export demand and the increased purchasing power of the people at large, have not been much reduced, but, on the contrary, actually improved, seems evident from the advices received this week.

Business at wholesale is relatively quieter, which is not unusual at this period, but more than ordinarily marked attention is being concentrated upon retail demand, which is, of course, relied upon as a measure of progress of actual consumption.

Touching this public demand, it may be stated that relatively best reports come from the Pacific coast and from the Northwest.

Flour shipments this week are very large. Wheat, including flour, shipments for the week aggregate 4,537,022 bushels, against 3,863,863 bushels last week.

For the week failures number 153 in the United States, as compared with 182 last week.

Failures for April in the Dominion were fewer than in April a year ago, but liabilities were nearly 15 per cent heavier.

PACIFIC COAST TRADE.

Seattle Markets.

Onions, \$9.
Lettuce, hot house, 40@45c doz.
Potatoes, \$16@17; \$17@18.
Beets, per sack, 50@60c.
Turnips, per sack, 40@60c.
Carrots, per sack, 75@85c.
Parsnips, per sack, 50@75c.
Cauliflower, California 85@90c.
Strawberries—\$2.00 to 2.50 per case.
Celery—40@60c per doz.
Cabbage, native and California, \$1.00 to 1.25 per 100 pounds.
Apples, \$2.00 to 2.75; \$3.00 to 3.50.
Prunes, 60c per box.
Butter—Creamery, 22c; Eastern 22c; dairy, 17@22c; ranch, 15@17c pound.
Eggs—15@16c.
Cheese—14@15c.
Poultry—14c; dressed, 14@15c; spring, \$5.
Hay—Puget Sound timothy, \$11.00 @12.00; choice Eastern Washington timothy, \$18.00@19.00.
Corn—Whole, \$23.00; cracked, \$23; feed meal, \$23.
Barley—Rolled or ground, per ton, \$20.
Flour—Patent, per barrel, \$3.25; blended straight, \$3.00; California, \$3.25; buckwheat flour, \$6.00; graham, per barrel, \$3.00; whole wheat flour, \$3.00; rye flour, \$3.80@4.00.
Millstuffs—Bran, per ton, \$13.00; shorts, per ton, \$14.00.
Feed—Chopped feed, \$19.00 per ton; middlings, per ton, \$20; oil cake meal, per ton, \$30.00.
Fresh Meats—Choice dressed beef steers, price 8c; cows, 7c; mutton 8c; pork, 8c; trimmed, 9c; veal, 8½@10c.
Hams—Large, 13c; small, 13½; breakfast bacon, 12½c; dry salt sides, 8c.

Portland Market.

Wheat—Walla Walla, 52@53c; Valley, 53c; Bluestem, 56c per bushel.
Flour—Best grades, \$3.00; graham, \$2.50; superfine, \$2.10 per barrel.
Oats—Choice white, 36c; choice gray, 33c per bushel.
Barley—Feed barley, \$14@14.50; brewing, \$16.00@16.50 per ton.
Millstuffs—Bran, \$13 per ton; middlings, \$19; shorts, \$15; chop, \$14 per ton.
Hay—Timothy, \$9@10; clover, \$7@7.50; Oregon wild hay, \$6@7 per ton.
Butter—Fancy creamery, 30@35c; seconds, 45c; dairy, 25@30c; store, 22½@25c.
Eggs—16c per dozen.
Cheese—Oregon full cream, 13c; Young America, 14c; new cheese 10c per pound.
Poultry—Chickens, mixed, 4.00@4.50 per dozen; hens, \$5.00; springs, \$2.50@3.50; geese, \$6.50@8.00 for old; \$4.50@6.50; ducks, \$6.00@7.00 per dozen; turkeys, live, 14@15c per pound.
Potatoes—40@70c per sack; sweets, 2@2½c per pound.
Vegetables—Beets, \$1; turnips, 75c; per sack; garlic, 7c per pound; cabbage, 1½c per pound; parsnips, 75c; onions, 3c per pound; carrots, 50c.
Hops—2@8c per pound.
Wool—Valley, 12@13c per pound; Eastern Oregon, 10@15c; mohair, 27@30c per pound.
Mutton—Gross, best sheep, wethers and ewes, 3½c; dressed mutton, 7@7½c per pound; lambs, 5½c.
Hogs—Gross, choice heavy, \$5.00; light and feeders, \$4.50; dressed, \$5.00@6.50 per 100 pounds.
Beef—Gross, top steers, \$4.00@4.50; cows, \$3.50@4.00; dressed beef, 6½@7½c per pound.
Veal—Large, 6½@7½c; small, 8@8½c per pound.
Tallow—5@5½c; No. 2 and grease, 8½@4c per pound.