

PLOWED THROUGH A BARK

Cunard Liner Campania Cut a Ship in Two.

SAILER SANK IMMEDIATELY

Eleven of the Crew of Twenty Were Drowned—The Campania Was Not Much Damaged.

London, July 24.—A dense fog hung over the Irish channel yesterday morning, and the Cunard line steamer Campania, en route from New York for Liverpool, struck the Liverpool bark Embleton, bound for New Zealand, amidships, cutting her in twain. The Embleton sank immediately. Seven of the crew were rescued, but it is believed the other 11 members of the ship's company, including the captain, were drowned. The Campania had her bows stove in, but arrived safely at Liverpool, five and a half hours late.

The Campania had a narrow escape from serious disaster. The fog had delayed her passage since Friday noon, and a tender went out from Queens-town four miles, as Captain Walker would not take the liner near shore. At Tuskar light, the fog was becoming denser every moment. When the Campania was about 30 miles northeast of the light a phantom ship rose suddenly, without warning, directly across her bows. Thirty seconds later the phantom had become a solid sailing vessel, into which the liner crashed, her steel forefoot going through the Embleton like the clean cut of a sword, and dividing her just abaft the mainmast. The forward half sank instantly. The stern swung viciously round, and the mast and yards for a moment tore at the Campania. A lump of wreckage came down on her decks. Then the stern of the bark also disappeared, and the face of the sea was littered with splintered timbers, boxes, barrels, the upper works and lighter cargo, the deck houses and such things. Then there was nothing.

From the instant when the phantom came into view from the bridge of the Campania until the last vestige of the vessel vanished some 60 or 80 seconds had elapsed.

According to the Embleton's survivors, for nearly half an hour before the collision, the captain and first officer were below at breakfast, and, although the fog whistle of a large steamer could be heard every minute, the bark never shifted her course, the helmsman receiving no order. When, at 8:25 A. M., the second officer, to use his own phrase, "heard the rush of a steamer's bows," he shouted down to the captain, who rushed on deck, but he was too late to give an order.

The Campania was under one-third steam. The captain, first officer and pilot were on the bridge. The engine was instantly reversed, and the helm put hard down. No precaution was omitted. Some of her passengers had even grumbled at what they called superfluous caution. After the crash and the sudden cries, the boats were quickly gotten out. There were no signs of panic; the crew was everywhere at their stations; the bulkheads were closed and everything possible was done to save life.

Some of the Campania's plates were bent by the collision; her forepeak filled with water; her foretopmast was broken short off and her steel rigging torn and twisted.

The passengers held a meeting, adopted resolutions of thanks to the captain and crew, and subscribed £700 for the relief of the survivors and the families of the lost.

Eighth Infantry for China.

New York, July 24.—Two companies of the Eighth United States infantry moved off the transport McClellan this afternoon and started for Fort Snelling, Minn. Other members of the regiment are en route from Cuba, and, after the reorganizing of the organization to its full limit, it will be sent to China. The men have been in Cuba 18 months, but they looked to be in fine condition. About 2,500 persons were at the docks to meet the soldiers, and the Young Men's Christian Association provided coffee and other refreshments. The other eight companies of the regiment were delayed by a storm off Cape Hatteras.

Cleared the Track and Saved Lives.

Three Lakes, Wis., July 24.—A laborer early to day removed a pile of ties from the Northwestern tracks, that had been placed there during the night, just in time to prevent the passenger train due here at 4:30 A. M., from striking them. He also removed a number of rocks from a bridge a short distance away. His actions probably saved the lives of 30 members of a local club, who were on the train.

Engulfed in a Lava Flow.

Yokohama, July 23.—Mount Azuma, near Bandai-san, which was the scene of a volcano disaster in 1888, broke into eruption Tuesday, July 17. Hundreds of persons were killed or injured. Several villages were engulfed by the stream of lava from Mount Azuma, and great damage was done in adjacent districts.

NAGASAKI THE BASE.

Japanese Government Gives Its Cheerful Assent.

Washington, July 23.—As was anticipated, the Japanese government has given its cheerful assent to the application of the United States government for permission to land troops and military supplies at Nagasaki in transit to Taku, China. This privilege was desired in order that the Pacific transports plying between San Francisco and Manila should not deviate from the regular route, but that the troops and stock carried by them and intended for service in China might be transferred at Nagasaki to other vessels of the transport service and taken direct to Taku. The Japanese authorities not only have agreed to the proposed use of Nagasaki, but they also have assured the United States government that they will facilitate the movement of American troops and supplies as much as possible. The quartermaster's department of the army has provided three large transports of the Philippine service for use on the line between Nagasaki and Taku, and it is expected in this way to expedite the movement of troops to China.

The state department has issued the following bulletin:

"The secretary of state received this morning a dispatch from Consul Fowler at Che Foo, dated midnight, July 19, saying a Shanghai paper of the 16th said all foreigners were murdered. Fowler wired the governor demanding the truth. The governor replied that his courier left Peking on the 11th, and all then were safe, but Peking, east city, had been carried by the rebels, with the intent to kill."

IMPROVED TOURIST SLEEPERS

Railroads Are Acceding to Demands of Middle Classes.

In response to the demands of the times the O. R. & N. and its connections are placing in operation a much better grade of tourist sleepers for Pacific Coast service than at any previous time. The largely increased traffic to this section of the country has demanded all the improvements of latter-day transportation, and in consideration of this the railroads are establishing a service which is excellent in every particular. Not only are the wishes of the first-class passengers served, but those who are traveling to and from the East on second-class tickets are splendidly cared for. There was a time when a tourist sleeper appealed to a limited number of people who were traveling on the "cheap" order, in every meaning of the term. Now, however, there has been a radical change. With the better tourist sleepers in operation the class of passengers has been improved, and one may now travel upon them and enjoy all the privileges of a first-class sleeper at a greatly reduced rate.

Daily, on the O. R. & N. east-bound fast mail, is attached one of these latest improved tourist sleepers, a model of beauty and handsome appointments. The new cars are almost an exact counterpart of the first-class sleepers.

One noticeable feature of the new tourist cars is the absence of a smoking apartment. The new cars being built by the Pullman Company are not provided with smoking apartments. This new departure has been taken because of the fact that most through trains are provided with composite cars, which provide a smoker for the sleeping-car passengers.

Two Mills Burned.

Spokane, Wash., July 23.—Fire this afternoon destroyed the large lumber plant of the Holland-Horr Mill Company and caused a loss of \$50,000; insurance, \$13,000. It also destroyed the Crescent shingle mill; loss, \$2,000; insurance, \$1,000. A spark from the engine of the Holland-Horr mill was carried into a dust bin. The dust exploded and in a minute flames were sweeping through the mill. Two workmen were knocked down by the explosion and burned about the face and hands. In an incredibly brief period flames had extended to the lumber yards and soon acres of seasoned lumber were aflame. It was the hottest conflagration since the great fire of 1889. Three firemen were overcome by the intense heat and smoke, but recovered later.

Troops to Leave Arizona.

Clifton, Ariz., July 21.—Orders have been received to put in readiness for leaving six troops of the Ninth cavalry (colored), which are garrisoned at Fort Grant, Huachuca and San Carlos, established to protect settlers in the several Apache regions of Arizona. The negro troops will be relieved by four troops of the Fifth cavalry at Jefferson barracks, Mo. The action will likely call for a strong protest from settlers, who claim they would be left unprotected from sanguinary Indians if the changes were made. According to orders received the six companies will go to San Francisco, probably the last of the month.

French Victory in West Africa.

Paris, July 23.—The Matin publishes a dispatch from Tripoli reporting a French victory in West Africa and the death of Rabat, former Sultan of Bornu, in the Soudan. The eldest son of Rabat was wounded in the fight. Omar Benigrahim has been placed on the throne of Bornu.

PROMISE OF DEWEY.

Filipino General Says It Was for Independence.

Sioux Falls, S. D., July 25.—A letter has been received by Senator R. F. Pettigrew from one of the leading commanders of the Filipino army, giving additional light on the claims of the Filipino people as to the understanding that was arrived at between them and the Americans before the opening of hostilities in the Philippines. The letter says, in part:

"Sinnkwan Encampment, Philippine Islands, April 12, 1900.—Hons. R. F. Pettigrew and G. F. Hoar, Senators, Washington—Gentlemen: I have read in some American papers that Admiral Dewey, compelled by you and other senators, lovers of truth and justice, to answer whether he made to us formal promises of independence, stated that he had 'never promised independence to the Filipinos.' I, who, in the name of the Filipino people, and of General Aguinaldo, and as a representative of both, have had the honor to confer several times with the admiral, make to you the following statements, that you may use them as you think convenient: 'In April, 1898, when the rupture of hostilities between America and Spain became imminent, and in the absence of my chief, General Aguinaldo, who was then at Singapore, I solicited, through the American consul at Hong Kong, Mr. Wildman, to have some interviews with Admiral Dewey, with the object of continuing the interrupted negotiations between General Aguinaldo and Admiral Dewey, through Mr. Wood, the commander of the American gunboat Petrel. My petition was favorably received, and I went with Mr. Andrew Garchitorena, another Filipino, on board the Olympia, in the bay of Hong Kong.

"Once on board, the following interview, in French, took place through the flag interpreter:

"Filipino—Admiral, it having come to our knowledge that a war between your country and Spain is imminent, we, who have fought the latter for our independence, are willing, in obedience to the desires manifested by you to General Aguinaldo, through Mr. Wood, to take part in the war as allies of America, so long as it be carried on with the object of freeing from the yoke of Spain her colonies, giving them their independence.

"Admiral Dewey—The American people, champions of liberty, will undertake this war with the humanitarian object of freeing from the Spanish yoke the peoples under it, and we will give you independence and freedom, as we have proclaimed to the world at large.

"Filipino—We are very grateful for this generous manifestation of the great American people, and being made through an admiral of their navy, we value it more than a written contract and therefore place ourselves at your entire disposal.

"Admiral Dewey—I place at your disposal the ships of my fleet for the conveyance of both the Filipino leaders and the arms you may get. Moreover, I think my government is willing to supply you with arms and ammunition.

"Filipino—We are very thankful to you for this new generosity of the American people, and you may be sure that we are ready to fight at your side for the independence of the Philippines, even without arms, as we have done during the recent revolution.

"Admiral Dewey—America is rich in every respect; she has territories sparsely inhabited. Besides, our constitution prevents territorial expansion outside of America; therefore, the Filipinos may be sure of their independence, and not a bit of their land shall be taken from them.

"After these conclusive and formal statements, the conversation turned to other details concerning the state of the country."

The letter is signed "K. Alexandrino." He is a Filipino general who recently surrendered to the American forces.

Massacre in Persia.

Chicago, July 23.—A special to the Record from Peoria, Ill., says: George Shimon, a Persian student who has been attending college in Illinois for several years and is passing the summer in Peoria, today received a cablegram from his home at Oromiah, Persia, stating that his brother had been captured by Mohammedans and that there has been a general massacre of 3,000 Christians in Oromiah. The letter states that the feeling of the Mohammedans against the native Christians is growing, and that there have been several hand-to-hand battles with fatalities on both sides. Mr. Shimon's father is a native missionary, and this fact adds to the wrath against him and his family.

Lynching of a Negro.

Huntsville, Ala., July 25.—Elijah Clark, a negro, who yesterday assaulted Susan Priest, a 13-year-old girl, was taken from jail in this city tonight and lynched near the spot where his crime was committed. His body was riddled with bullets. Sheriff Fulgham defended his prisoner to the last, but the mob was too much for him. Will Vining, who attempted to rush through the crowd and up the jail steps, was shot by the sheriff and dangerously wounded. After battering down the doors and gaining an entrance to the jail, the mob drove the sheriff and his prisoners into the third story of the building.

MINES AND MINING.

Men With New Ideas Needed to Prospect Eastern Oregon Mineral Fields.

James Duckworth, one of the original locators of the E. and E. mine, in Cracker creek district, near Sumpter, Oregon, and one of the best informed men in the camp, says that what this country needs is a thorough prospecting by men with new ideas. The old timers always look for a certain kind of float, and are particular about the formation. Now hardly a week passes without some find being made on hillsides that have been run over for years by the old timers and pronounced worthless.

Mr. Duckworth visited a property at the foot of the mountain on the Sumpter-Granite wagon road, and found Ben Yeager and his partner, Montana mining men, working on a 200-foot ledge that he has been over many times and considered worthless. Development shows that the ledge is filled with strata of quartz of a bluish appearance, and all of it pans gold. A number of assays have been made, giving \$3 to \$18. The ledge can be traced for over two miles, from one side of the mountain to the other, and it prospects throughout. At present a 25-foot shaft is being sunk, from which a cross cut will be run to determine if the values go down. If favorable results shall be obtained, machinery will be secured and a shaft sunk 300 to 400 feet. There is such a large body of ore that, with present values, \$3 to \$4 per ton, the property is another Treadwell. Facilities for mining and milling are excellent. At the head of Bull Run creek, running alongside of this ledge, in early days there was placer mining. There was little wash gravel in the creek bed, and the diggings frequently dipped to the hillside, where no gravel was found, but rich dirt. At that time it was wondered where the gold came from, and no one ever thought the big dike was guilty, but this recent discovery is almost proof positive that the placer gold came from the dike.

A MOUNTAIN OF QUARTZ.

Remarkable Formation in the Blue River District.

The Blue river, Oregon, district is rapidly forging to the front, and is now enjoying an era of activity but little dreamed of a year or two ago. Extensive development work is being done, and almost without exception claims are proving valuable. The stability of the district has been conclusively proved, and as a result prospectors have flocked in here this spring by the hundreds. Mining capital has been attracted, and one mill is in successful operation and several more are in course of construction. New discoveries are being made in almost every direction; most notable among which are the discoveries on the Calapooia and McKenzie rivers, which show extremely rich ore, and the immense mountain of quartz four miles up Blue river. This mountain of quartz is a remarkable formation, and is probably unparalleled in mining discoveries. The mountain is 1,270 feet high, and appears to be nearly all quartz. At the top several cliffs of solid quartz project for a hundred feet or more above the surface, while veins of ore crop out in all directions. The ore assays from \$3.50 to \$12 per ton.

The Lucky Boy mine has been compelled to shut down five stamps, owing to shortage of water, since the dry season set in. The remaining five stamps are kept going day and night. The company has the machinery for a sawmill on the ground, and as soon as it can be set up, lumber will be sawed and a flume constructed which will furnish plenty of water for operating all of the stamps.

Jones & Co. have the foundation laid for a sawmill at the Blue river bridge, and already have a number of logs ready to saw. The machinery for the mill is expected to arrive in a short time. The mill will be situated at the new Blue River city townsite, and is intended to supply the local market. It will be operated by steam power, and will have a capacity of 10,000 feet per day.

Stamped to Stewart River.

The steamer Danube, which recently arrived at Victoria, B. C., brings news of a rich strike on the headwaters of Stewart river, 400 miles from Dawson. A stampedie is on, boats going up in a continuous string. At White Horse a whisky famine prevails. Saloons are licensed, but cannot get permits to bring in liquor. The police are watching the boundary for smugglers, and have made many seizures.

Northwest Notes.

A cold storage warehouse is in course of construction at Troy, Idaho. A hay warehouse, 32x70 feet, 16 feet high is being built at Palouse, Wash. King county is said to furnish one-fourth the inmates of the Walla Walla penitentiary. Walla Walla boasts of shipping 50 carloads of fruit and vegetables the past two weeks. Apple scab is reported among the trees in the vicinity of Moscow, Idaho, especially in the American Ridge district.

KEYNOTE OF THE TRADE.

The Improved Crop Conditions are the Great Factors.

Bradstreet's says: improved crop conditions furnish the keynote of the trade and price movement. As a result of them nearly all staple agricultural products are lower in price, and at the same time a perceptible living up of demand for fall delivery is noted in the West, Northwest and South. The beginning of fall trade is consequently more clearly visible in the sections mentioned, while at the East the markets are slow to experience this improvement and are consequently reasonably dull. Bank clearings as yet fail to reflect any perceptible improvement in distribution, and railway earnings, though of large volume, are, owing to comparisons being made with exceptionally good results last year, showing less notable increases both in gross and net returns.

Hog products have gone lower with corn, as has also wheat, in which continued liquidation has been noted, with the result of inducing partial returns of the export inquiry banished from the markets by the recent heavy rise.

Iron and steel prices are evidently scraping the bottom, if reports from leading centers of cost of raw material and wages are correct. Soft coal is going abroad too, a cargo leaving for London shortly.

Tin is cornered locally and higher on the week, while copper is finer. An encouraging feature of the wool market is the rather better inquiry for raw wool at Boston, but manufacturing will not apparently do much until the light weight season opens.

Wheat, including flour shipments, for the week, aggregate 3,029,381 bushels against 2,829,910 bushels last week. Business failures for the week number 202 against 221 last week.

Canadian failures for the week number 26 as compared with 19 in this week a year ago.

PACIFIC COAST TRADE.

Seattle Markets.

Onions, new, 1 1/2c.
Lettuce, hot house, \$1 per crate.
Potatoes, new, 80c.
Beets, per sack, 85c@91c.
Turnips, per sack, 75c.
Carrots, per sack, \$1.00
Parsnips, per sack, 50@75c.
Cauliflower, native, 75c.
Cucumbers—40@50c.
Cabbage, native and California, \$1.00@1.25 per 100 pounds.
Tomatoes—\$1.50.
Butter—Creamery, 28c; Eastern 22c; dairy, 17@22c; ranch, 15@17c pound.
Eggs—24c.
Cheese—12c.
Poultry—14c; dressed, 14@15c; spring, \$3.50.
Hay—Puget Sound timothy, \$11.00 @12.00; choice Eastern Washington timothy, \$19.00.
Corn—Whole, \$23.00; cracked, \$25; feed meal, \$25.
Barley—Rolled or ground, per ton, \$20.
Flour—Patent, per barrel, \$3.50; blended straight, \$3.25; California, \$3.25; buckwheat flour, \$6.00; graham, per barrel, \$3.00; whole wheat flour, \$3.00; rye flour, \$3.80@4.00.
Milletstuffs—Bran, per ton, \$12.00; 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 7 1/2c; cows, 7c; mutton 8c; pork, 8c; trimmed, 9c; veal, 9@11c.

Portland Markets.

Wheat—Walla Walla, 55c; Valley, 55c; Bluestem, 59c per bushel.
Flour—Best grades, \$3.20; graham, \$2.60; superfine, \$2.10 per barrel.
Oats—Choice white, 55c; choice gray, 38c per bushel.
Barley—Feed barley, \$14.00@15.00; brewing, \$16.00 per ton.
Milletstuffs—Bran, \$12.50 ton; middlings, \$19; shorts, \$18; chop, \$14 per ton.
Hay—Timothy, \$10@11; clover, \$7@7.50; Oregon wild hay, \$6@7 per ton.
Butter—Fancy creamery, 40@45c; store, 25c.
Eggs—18 1/2c per dozen.
Cheese—Oregon full cream, 18c; Young America, 14c; new cheese 10c per pound.
Poultry—Chickens, mixed, \$3.00@3.50 per dozen; hens, \$4.50; springs, \$2.00@3.50; geese, \$4.00@5.00 for old; \$4.50@6.50; ducks, \$3.00@4.00 per dozen; turkeys, live, 14@15c per pound.
Potatoes—40@50c per sack; sweets, 2@2 1/2c per pound.
Vegetables—Beets, \$1; turnips, 75c; per sack; garlic, 7c per pound; cabbage, 1 1/2c per pound; parsnips, \$1; onions, 1 1/2c per pound; carrots, \$1.
Hops—2@8c per pound.
Wool—Valley, 15@16c per pound; Eastern Oregon, 10@15c; mohair, 25 per pound.
Mutton—Gross, best sheep, wethers and ewes, 3 1/2c; dressed mutton, 7@7 1/2c per pound; lambs, 5 1/2c.
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, 6 1/2@7 1/2c per pound.
Veal—Large, 6 1/2@7 1/2c; small, 8@8 1/2c per pound.